WAHIWA

URBAN DESIGN PLAN

CITY AND COUNTY OF HONOLULU
PLANNING DEPARTMENT

PREPARED BY:
WILSON OKAMOTO & ASSOCIATES, INC.
HONOLULU, HAWAII

JANUARY 1998
WAHIAWA URBAN DESIGN PLAN

Prepared For:

City and County of Honolulu
Planning Department

Prepared By:

Kober/Hanssen/Mitchell Architects
Miyabara Associates

January 1998
# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>I. INTRODUCTION</td>
<td></td>
</tr>
<tr>
<td>A. Background</td>
<td>1</td>
</tr>
<tr>
<td>B. Planning Approach</td>
<td>2</td>
</tr>
<tr>
<td>1. Development Plan Revision Program: Special Area Plans</td>
<td>2</td>
</tr>
<tr>
<td>2. Wahiawa Town Master Plan</td>
<td>2</td>
</tr>
<tr>
<td>3. Community-Based Planning Process</td>
<td>2</td>
</tr>
<tr>
<td>4. Goal, Objectives and Policies</td>
<td>3</td>
</tr>
<tr>
<td>5. Planning Area</td>
<td>3</td>
</tr>
<tr>
<td>II. PLAN IMPLEMENTATION</td>
<td>9</td>
</tr>
<tr>
<td>HIGHWAY SIGNS TO Wahiawa</td>
<td>11</td>
</tr>
<tr>
<td>Purpose</td>
<td>11</td>
</tr>
<tr>
<td>Existing Situation</td>
<td>11</td>
</tr>
<tr>
<td>Recommendations</td>
<td>12</td>
</tr>
<tr>
<td>Other Considerations</td>
<td>13</td>
</tr>
<tr>
<td>Implementation Opportunities and Constraints</td>
<td>14</td>
</tr>
<tr>
<td>GATEWAYS TO Wahiawa</td>
<td>25</td>
</tr>
<tr>
<td>Purpose</td>
<td>25</td>
</tr>
<tr>
<td>Existing Situation</td>
<td>25</td>
</tr>
<tr>
<td>Recommendations</td>
<td>25</td>
</tr>
<tr>
<td>Other Considerations</td>
<td>28</td>
</tr>
<tr>
<td>Implementation Opportunities and Constraints</td>
<td>30</td>
</tr>
<tr>
<td>STREETSCAPES OF Wahiawa</td>
<td>55</td>
</tr>
<tr>
<td>Purpose</td>
<td>55</td>
</tr>
<tr>
<td>Existing Situation</td>
<td>55</td>
</tr>
<tr>
<td>Recommendations</td>
<td>55</td>
</tr>
<tr>
<td>Other Consideration</td>
<td>58</td>
</tr>
<tr>
<td>Implementation Opportunities and Constraints</td>
<td>59</td>
</tr>
<tr>
<td>BUILDING CHARACTER/REDEVELOPMENT POTENTIAL</td>
<td>85</td>
</tr>
<tr>
<td>Purpose</td>
<td>85</td>
</tr>
<tr>
<td>Existing Situation</td>
<td>85</td>
</tr>
<tr>
<td>Recommendations</td>
<td>85</td>
</tr>
<tr>
<td>Implementation Opportunities and Constraints</td>
<td>87</td>
</tr>
</tbody>
</table>
TABLE OF CONTENTS (CONT.)

Appendix A  Wahiawa Urban Design Plan Task Force Membership
Appendix B  Chronology of Activities Undertaken by Task Force
Appendix C  Wahiawa Urban Design Plan Task Force Meeting Minutes
Appendix D  State of Hawaii, Department of Transportation, Highways Division, Planning Branch, Transportation Enhancement Screening Form
Appendix E  Findings and Recommendations of the Wahiawa Reservoir Task Force
Appendix F  Kaulunani Hawai'i the Beautiful Urban Forestry Grant Program Information and Application
Appendix G  Hawai'i Community Foundation Neighborhood Grants Program Guidelines

LIST OF FIGURES

<table>
<thead>
<tr>
<th>Figure</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Figure 1</td>
<td>Urban Design Plan Boundaries</td>
<td>7</td>
</tr>
<tr>
<td>Figure 2</td>
<td>Wilson Bridge Approach - Existing</td>
<td>41</td>
</tr>
<tr>
<td>Figure 3</td>
<td>Wilson Bridge Gateway Feature Alternative Concept A</td>
<td>43</td>
</tr>
<tr>
<td>Figure 4</td>
<td>Wilson Bridge Gateway Feature Alternative Concept B</td>
<td>45</td>
</tr>
<tr>
<td>Figure 5</td>
<td>Approach North of Karsten Thot Bridge - Existing</td>
<td>47</td>
</tr>
<tr>
<td>Figure 6</td>
<td>Gateway Feature North of Karsten Thot Bridge</td>
<td>49</td>
</tr>
<tr>
<td>Figure 7</td>
<td>North of Karsten Thot Bridge - Existing</td>
<td>51</td>
</tr>
<tr>
<td>Figure 8</td>
<td>Scenic Overlook North of Karsten Thot Bridge</td>
<td>53</td>
</tr>
<tr>
<td>Figure 9</td>
<td>Kamehameha Highway - Existing</td>
<td>67</td>
</tr>
<tr>
<td>Figure 10</td>
<td>Kamehameha Highway Streetscape Alternative Concept A</td>
<td>69</td>
</tr>
<tr>
<td>Figure 11</td>
<td>Kamehameha Highway Streetscape Alternative Concept B</td>
<td>71</td>
</tr>
<tr>
<td>Figure 12</td>
<td>Street Corner at Kilani Avenue/Kamehameha Highway Intersection - Existing</td>
<td>73</td>
</tr>
<tr>
<td>Figure 13</td>
<td>Typical Street Corner Streetscape</td>
<td>75</td>
</tr>
<tr>
<td>Figure 14</td>
<td>California Avenue Streetscape - Existing</td>
<td>77</td>
</tr>
<tr>
<td>Figure 15</td>
<td>Typical Streetscape</td>
<td>79</td>
</tr>
<tr>
<td>Figure 16</td>
<td>Intersection of Kamehameha Highway at California Avenue - Existing</td>
<td>81</td>
</tr>
<tr>
<td>Figure 17</td>
<td>Town Center</td>
<td>83</td>
</tr>
<tr>
<td>Figure 18</td>
<td>Wahiawa Commercial Design Guidelines</td>
<td>95</td>
</tr>
<tr>
<td>Figure 19</td>
<td>Wahiawa Commercial Design Guidelines</td>
<td>97</td>
</tr>
<tr>
<td>Figure 20</td>
<td>Driveway with Parking in Rear</td>
<td>99</td>
</tr>
<tr>
<td>Figure 21</td>
<td>Shared Driveway with Parking in Rear</td>
<td>100</td>
</tr>
<tr>
<td>Figure 22</td>
<td>Parking in Front of Building</td>
<td>101</td>
</tr>
<tr>
<td>Figure 23</td>
<td>Parking Alley Mid-Block</td>
<td>102</td>
</tr>
</tbody>
</table>
## LIST OF TABLES

<table>
<thead>
<tr>
<th>Table</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Table 1</td>
<td>Wahiawa Urban Design Plan Project Goal, Objectives and Policies</td>
<td>4</td>
</tr>
</tbody>
</table>
PREFACE

The Wahiawa Urban Design Plan document is presented as a "How To" manual for implementing urban design recommendations jointly developed for the town by the City and County of Honolulu's Planning Department and the Wahiawa Urban Design Plan Task Force. Although this plan contains some background information on how it was developed, its emphasis is on the "Vision" of Wahiawa and how to get there.

We would hope that Task Force members would bring the plan to each meeting as they work towards implementation, mark it up, insert notes in it, add more resource material, refer to it for contacts and phone numbers, use the conceptual renderings, refer to the photographs, and generally keep the "Vision" alive.
I. INTRODUCTION

A. Background

Wahiawa was founded in 1898 by farm families from California and quickly became the center of a thriving agricultural industry. The area's mild climate proved ideal for fruit production. In 1901, James D. Dole incorporated the Hawaiian Pineapple Company and began pineapple cultivation. Others followed suit. By 1903, Dole had built the first pineapple cannery in Wahiawa, which led to the area being dubbed the "Land of a Million Pines."

The need for a permanent water supply for sugar production in the Waialua District led to the construction of an earthen dam downstream of the confluence of the South and North Forks of Kaukonahua Stream. Built by Waialua Sugar Company in 1905 and 1906, the dam created Lake Wilson, the present day Wahiawa Reservoir.

By 1906, pineapple production had outstripped the capacity of the Wahiawa cannery. Consequently, Dole persuaded Walter Dillingham to extend the Oahu Railway to Wahiawa. Both the railroad line and the construction of Dole’s larger Iwilei cannery were completed in 1907. As more tracts of land were brought into production, Wahiawa's population and economy grew rapidly. Much of the population increase was absorbed by worker's camps scattered throughout the area.

In 1909, troops of the Fifth Cavalry were the first to use Schofield Barracks. The military trade added to Wahiawa's pineapple prosperity. More military growth occurred after World War I, when infantry, artillery, and air service units were consolidated with the garrisoned units to form a single command. By 1939, Schofield had become the largest Army base in the United States.

Today, Wahiawa is a mature community with commercial and retail activity located along strips of Kamehameha Highway, Wilikina Drive, California Avenue and Kilani Avenue. Medium-density apartment complexes are located along portions of the shoreline of Lake Wilson and near the commercial area. Many of these are occupied by military personnel. The rest of Wahiawa is mostly older, single-family homes. Several large homes at the eastern end of town attest to Wahiawa's plantation past.
B. Planning Approach

1. Development Plan Revision Program: Special Area Plans

The City and County of Honolulu is currently revising its Development Plan for the Central Oahu region. Development Plans provide maps and policy statements to implement the objectives and policies of the City General Plan and serve as a guide for more detailed zoning and public and private sector investment decisions.

The Central Oahu Development Plan (DP) Area includes communities from Wahiawa to Waipahu. Central Oahu’s role in Oahu’s future development is to provide lands for diversified agriculture and residential development, new employment in existing commercial and industrial areas, and to help alleviate urban development pressures on other rural and urban fringe areas.

Wahiawa, along with Waipahu were identified through the Central Oahu Development Plan revision process as areas that merited more detailed planning. This is being accomplished through the preparation of Special Area Plans which, for Wahiawa, has taken the form of this urban design planning process.

2. Wahiawa Town Master Plan

The Wahiawa Town Master Plan was published by the Wahiawa Master Plan Task Force in July 1994. The Town Master Plan was prepared through a community-based effort that grew out of City Council Resolution 93-255. CD1. "Establishing a Task Force to Prepare a Master Plan for Wahiawa". The Task Force conducted a survey of Wahiawa residents spanning six categories of issues, including Buildings, Community Services, Environment, Infrastructure, Recreation, and Transportation. Committees addressing each of these categories were established. They produced a series of associated profiles of issues and concerns along with strategies and actions to address them.

The Wahiawa Urban Design Plan builds upon the foundation established by the Wahiawa Town Master Plan, but with a narrower focus on urban design. To the extent possible, it incorporates issues and concerns of the Town Master Plan that can be addressed through urban design.

3. Community-Based Planning Process

The Wahiawa Urban Design Plan was formulated through a community-based approach coordinated and supported by the City’s Planning Department and its consultants. As a community-based effort, much of the impetus for the direction of the plan and its scope came from the Wahiawa Urban Design Plan Task Force. The membership of the Task Force is included in Appendix A. The chronology of activities undertaken by the Task Force is summarized in Appendix B. Minutes of the Task Force meetings are included in Appendix C.
4. **Goal, Objectives and Policies**

Early in the planning process, a statement of the Wahiawa Urban Design Plan's goal, objectives and policies, as shown in Table 1, was adopted by the Task Force. These have served as the framework upon which a collective "vision" of Wahiawa was formed among the Task Force and community and upon which recommendations and strategies for implementation were developed. In retrospect, it is apparent that some of the objectives and policies are more achievable than the others and have been afforded greater attention with regard to the recommendations and implementation strategies presented in the second part of this plan. Nevertheless, the goal, objectives and policies remain vital statements which should continue to guide the search for potential implementation opportunities.

5. **Planning Area**

The planning area for the Wahiawa Urban Design Plan generally encompasses the business-zoned lands in the town (see Figure 1). Most of these properties are clustered around the area bounded by Kamehameha Highway, California and Kilani Avenues and North Canoe Street. In addition, the planning area includes the businesses between Wilikina Drive and Lake Wilson. Inasmuch as the latter area was incorporated later in the planning process, specific urban design concepts were not developed for it. Nevertheless, the highway sign recommendations incorporate the concerns for traffic flow in this area and most of the other objectives, policies and recommendations would benefit the area. In the future, the unique history and architecture of this strip along Wilikina Drive could be addressed through specific design strategies to retain its character.


Table 1

WAHIAWA URBAN DESIGN PLAN
PROJECT GOAL, OBJECTIVES AND POLICIES

The following goal for the Wahiawa Urban Design Plan is based on a review of the Wahiawa Town Master Plan (July 1994), the City's Central Oahu Development Plan revision program, input from the initial Task Force Meeting (November 7, 1996), and the site visit "walk-through" with several members of the Task Force on November 30, 1996:

IMPROVE THE IMAGE OF WAHIAWA THROUGH URBAN DESIGN TO:

1. MAINTAIN AND ENHANCE WAHIAWA'S PLANTATION HERITAGE AND RURAL, SMALL-TOWN ATMOSPHERE;
2. ENHANCE WAHIAWA'S ROLE AS A "GATEWAY" BETWEEN TOWN AND COUNTRY;
3. NURTURE PRIDE AMONG RESIDENTS OF WAHIAWA FOR THEIR TOWN;
4. ENHANCE THE TOWN CORE AS A SETTING FOR SOCIAL, CIVIC, AND COMMERCIAL INTERACTIONS;
   a. ENCOURAGE OAHU RESIDENTS TO REDISCOVER WHAT WAHIAWA HAS TO OFFER;
   b. ENCOURAGE MORE VISITORS TO STOP AND EXAMINE WHAT WAHIAWA HAS TO OFFER; AND,
5. CONTINUE TO SERVE THE NEEDS OF MILITARY PERSONNEL.
To achieve this goal, several objectives and associated policies and actions have been formulated toward which effort can be directed and progress measured:

1. **RE-ESTABLISH WAHIAWA'S HISTORIC "IDENTITY" WITHIN A "TOWN CENTER" FOCAL POINT ALONG KAMEHAMEHA HIGHWAY IN THE VICINITY OF CALIFORNIA AND KILANI AVENUES TO SERVE AS A FOCAL POINT FOR MOTORISTS TRAVELING ON THE HIGHWAY. WITHIN THIS "TOWN CENTER":**

   A. Preserve and encourage restoration of structures that reflect the historic character of Wahiawa.

   B. Encourage redevelopment reflecting an architectural theme consistent with the historic character of Wahiawa.

   C. Encourage architectural and landscape treatment of modern structures to achieve greater aesthetic harmony with architectural themes reflecting the historic character of Wahiawa.

   D. Provide on-street parking during non-peak traffic hours to "slow-down" traffic along Kamehameha Highway.

   E. Provide adequate on-street and off-street parking to encourage motorists along the highway to "stop and take a look".

   F. Provide open space and landscaping to reinforce the historic character of Wahiawa.

2. **ENHANCE WAHIAWA'S POINTS OF ENTRY ALONG KAMEHAMEHA HIGHWAY TO REINFORCE A "SENSE OF ARRIVAL" ALONG THESE APPROACHES.**

   A. Remove underbrush and trim lower branches of trees to expose views of Lake Wilson from the H-2 Freeway off ramp to the Wahiawa Bridge and on Kamehameha Highway on the approach to Karsten Thot Bridge.

   B. Establish a scenic lookout with parking on the north approach to Karsten Thot Bridge overlooking Lake Wilson.

   C. Relocate or construct new entry signage on the north approach to Karsten Thot Bridge and along the H-2 Freeway off-ramp approach to Wahiawa Bridge. Also pursue the potential for overhead signage creating a gateway entry on the Wahiawa Bridge.
3. **Enhance the streetscape along Kamehameha Highway, California Avenue and Kilani Avenue to reinforce the historic character of Wahiawa. Along these roadways:**

   A. Encourage maintenance, restoration, and redevelopment that reflect the historic character of Wahiawa.

   B. Manage commercial signage to improve the character of the streetscape.

   C. Provide landscaping and street furnishings where possible and appropriate to provide needed pedestrian amenities and to reinforce Wahiawa's historic character.

   D. Preserve and enhance viewplanes that are historically associated with Wahiawa, such as the backdrop of the Wai'anae and Ko'olau Ranges, Lake Wilson/Kaukonahua Stream, and forested areas.

4. **Communicate attraction that Wahiawa offers to visitors, the military and other Oahu residents.**

   A. Provide highway signage directing motorists traveling between Honolulu and the North Shore into Wahiawa.

   B. Provide information on Wahiawa's various attractions at businesses and other areas frequented by visitors, military personnel and residents and provide appropriate street signage to locate these attractions.
II. PLAN IMPLEMENTATION

This part of the Wahlawa Urban Design Plan presents how implementation of the goal, objectives and policies can be pursued. In presentations before the Task Force and in community workshops, four general categories of efforts were identified corresponding to the four plan objectives. A discussion of the existing situation is provided, followed by a summary of recommendations to move toward the objective. Finally, implementation strategies are offered as a practical guide to "Getting Started." All figures referenced are located at the end of each of the four sections.
HIGHWAY SIGNS TO WAHIAWA
HIGHWAY SIGNS TO WAHIAWA

PURPOSE: To provide appropriate highway signs to direct more visitor traffic through Wahiawa in addition to Wilikina Drive, where visitors could be encouraged to stop and take a look at the attractions (i.e. Wahiawa Botanical Gardens, Wahiawa Freshwater State Park, Kukaniloko Birthstones, etc.) the town has to offer.

EXISTING SITUATION:

Existing highway signs show how motorists relying on signs to get from Honolulu to the North Shore visitor destination or back to Honolulu from the North Shore are directed through Wilikina Drive, thereby bypassing Wahiawa town (see Photos 1 to 8). Although local residents know that the shortest route from Honolulu to the North Shore and from the North Shore to Honolulu is through Wahiawa, visitors (tourists) following highway signs most often take Wilikina Drive in either direction. As a result, businesses along Wilikina Drive benefit from the exposure of this visitor traffic, while merchants in Wahiawa Town do not.

Honolulu to North Shore: From the H-1 Freeway in the westbound direction, a sign on the mauka side of the H-1 Freeway before the H-2 Freeway off-ramp directs motorists to the "North Shore" via the H-2 Freeway (see Photo 1). The only other "North Shore" sign is located on Wilikina Drive just beyond the point where the H-2 Freeway merges with Wilikina Drive.

West Oahu to North Shore: In the eastbound direction, a sign along the mauka side of the H-1 Freeway in the vicinity of the Waikele Commercial Center directs motorists to the North Shore via the H-2 Freeway (see Photo 4). The only other "North Shore" sign is located on Wilikina Drive just beyond the point where the H-2 Freeway merges with Wilikina Drive.

Other Routes to North Shore: Highway signs along Kamehameha Highway, Kunia Road and Farrington Highway in Waipahu direct motorists to "Wahiawa" (see Photos 5, 6, and 7). There are no signs directing motorists to the "North Shore" along these routes.

North Shore to Honolulu: Along Kamehameha Highway at the Bypass Road, a sign directs motorists to "Honolulu/Wahiawa" and also "Haleiwa". Returning to Honolulu on a counter-clockwise circle island tour, a sign at the junction near Poamoho Camp directs motorists to "Honolulu" and "Schofield Barracks" via Kamananui Road/Wilikina Drive and to "Wahiawa" via Kamehameha Highway (see Photo 8).
RECOMMENDATIONS:

To direct more visitor traffic through Wahiawa, the following action is recommended:

- Work with the State Department of Transportation (DOT) to modify signs on various highways to offer motorists alternative routes between Honolulu and the North Shore that would direct more visitor traffic through Wahiawa, in addition to Wilikina Drive. This would include modification of off-ramp signs, overhead signs and roadside signs.

Specific recommendations for modifying highway signs include the following (see Photos 1-8):

Honolulu to North Shore:

- On northbound H-2 Freeway, explore the possibility of installing dual signing directing North Shore-bound motorists through Wahiawa along Kamehameha Highway, as well as to Wilikina Drive. Specifically, modify the existing "Wahiawa" off-ramp sign (Exit 8) to "North Shore via Wahiawa" and "North Shore via Schofield Barracks" (see Photo 3).

- On westbound Kamehameha Highway in the vicinity of the Pearl Highlands Power Center, modify the existing "Mililani - Wahiawa" overhead sign by adding "North Shore" (see Photo 5).

- On eastbound Kamehameha Highway in the vicinity of Waipahu High School and Leeward Community College, modify appropriate existing overhead signs to direct motorists to Wahiawa and Wilikina Drive by adding "North Shore" (see Photo 6).

- No additional signs or modification of signs are recommended for directing motorists from the H-1 Freeway to the North Shore via the H-2 Freeway. There seems to be sufficient signs in both directions of the H-1 Freeway at this time (see Photos 1 and 4).

North Shore to Honolulu:

- Explore the possibility of installing dual signing directing Honolulu-bound motorists through Wahiawa along Kamehameha Highway, as well as to Wilikina Drive. Specifically, on southbound Kamehameha Highway in the vicinity of the Poamoho Camp junction, modify the roadside sign to "Honolulu via Wahiawa" and "Honolulu via Schofield Barracks" (see Photo 8). Explore opportunities for installing other supplemental signs, including the possibility of designating "Wahiawa Town" on a roadside sign.
(Note: The State DOT initially indicated that it is considering removing reference to "Honolulu" on this sign due to the distance of this destination. This proposed sign change may be pursued as an alternative to the aforementioned recommendation.)

OTHER CONSIDERATIONS:

The following suggestions should be considered during the implementation phase of modifications of highway signs to direct motorists and visitors from the Waikele Commercial Center to Wahiawa.

• Add "Wahiawa" on the highway sign at the Honolulu-bound H-1 Freeway on-ramp near the Waikele Commercial Center at Paiwa Street.
IMPLEMENTATION OPPORTUNITIES AND CONSTRAINTS:

**PROJECT:** Modification of Highway Signs

**COORDINATION AGENCY:** State Department of Transportation (DOT) Highways Division

- The State DOT Highways Division is the agency responsible for highway signs within State highways/roads and the Interstate Freeway system rights-of-way.

Agency Contact Person: Mr. Ronald Tsuzuki  
State DOT Highways Division, Planning Branch  
Phone No.: 587-1830

**CONSIDERATIONS FOR IMPLEMENTATION:**

- In modifying or installing new overhead highway signs, the State DOT has predetermined "control destinations" for inclusion on the signs. For example, "Schofield Barracks" and "Wahiawa" are control destinations. "North Shore", however, is not a control destination.

The existing "North Shore" roadside signs are supplemental signs which were installed in response to requests by the North Shore community. DOT may possibly consider installing another "North Shore" sign near the junction of Waimana Drive and Kamananui Road. The DOT also expressed reluctance to including "Wahiawa" on the "North Shore" signs since "Wahiawa" is currently indicated on the overhead and roadside signs.

In consideration of the above, proposals for highway sign modifications would need to be approved in consultation with the State DOT administration. Eliciting community support would also be helpful in requesting sign modifications.

- Preliminary discussions with the State DOT indicate that designating "Kamehameha" as a destination on a DOT highway sign is questionable. Proposal for installation of a sign directing motorists to "Kamehameha" may be more appropriately addressed through the Wahiawa Neighborhood Board or the Wahiawa Community Business Association.
- Directing more visitors through Wahiawa may potentially result in increased traffic along Kamehameha Highway. Acceptance by the broader community should be obtained prior to implementing any recommended highway sign modifications. It is also suggested that consultation be made with Haleiwa merchants regarding the effects of the Haleiwa Bypass Road on the town.

IMPLEMENTATION FUNDING OPPORTUNITIES:

- Modification of highway signs may qualify for Intermodal Surface Transportation Efficiency Act (ISTEA) funds as authorized by the Federal Highway Administration (FHWA). A project must be State- or County-initiated (not privately initiated) to qualify for ISTEA funding since only State and County funds are reimbursable by FHWA. Projects which qualify for ISTEA funds are processed through the State DOT.

Refer to the State of Hawaii Department of Transportation Highways Division, Planning Branch Transportation Enhancement Screening Form (January 1997) attached in Appendix D for further information.
Photo 1. H-1 Freeway westbound in vicinity of Leeward Community College.

Photo 2. H-2 Freeway northbound in vicinity of Leilehua Golf Course.
Photo 3. H-2 Freeway northbound at Wahiawa exit approach.

Photo 4. H-1 Freeway eastbound in vicinity of Waiekele Commercial Center.
Recommended

Photo 5. Kamehameha Highway westbound in vicinity of Pearl Highlands Power Center.

Recommended

Photo 6. Kamehameha Highway eastbound between Waipahu High School and Leeward Community College.
Photo 7. Kunia Road northbound near its approach to Wilikina Drive.

Recommended

HONOLULU VIA WAHIAWA

HONOLULU VIA SCHOFIELD BKS

Photo 8. Kamohamoa Highway southbound at its junction with Kamananui Road in the vicinity of Poamoho Camp.
GATEWAYS TO WAHIAWA
GATEWAYS TO WAHIAWA

PURPOSE: To establish a "sense of arrival" at the two gateways to Wahiawa - Wilson Bridge and Karsten Thot Bridge - to establish Wahiawa's identity as a destination.

EXISTING SITUATION:

Wahiawa has a unique opportunity to create dramatic gateways to the town as both entries - Wilson Bridge and Karsten Thot Bridge - cross over water (Lake Wilson) and are framed by forested areas (see Figures 2, 5, and 7). Presently, however, motorists entering Wahiawa from the H-2 Freeway off-ramp from the south approach and along Kamehameha Highway from the north approach are afforded only brief glimpses of scenic Lake Wilson due to the dense underbrush and lower branches of trees along the approaches to both bridges. The two "Welcome to Wahiawa" signs located at each entranceway are also obscured by the overgrowth of vegetation and not positioned to optimize the sense of a gateway.

RECOMMENDATIONS:

To establish a clear impression of "sense of arrival" at the two gateways to Wahiawa, the following are recommended actions for the approaches to Wilson Bridge and Karsten Thot Bridge, respectively.

Wilson Bridge Gateway:

- Open up scenic views of Lake Wilson from Kamehameha Highway and the H-2 Freeway off-ramp along the approach to Wilson Bridge by trimming underbrush, removing or pruning shrubs, and trimming the lower branches of taller trees. Maintain the banks of Lake Wilson visible from these areas by removing trash and other debris.

- Establish a distinctive gateway feature at Wilson Bridge, including a welcoming sign and street trees/landscaping.

- Establish signs near the gateway calling attention to the Wahiawa Botanical Garden and the Wahiawa Freshwater State Park.
Karsten Thot Bridge Gateway:

- Establish a gateway feature along Kamehameha Highway north of Karsten Thot Bridge to make the scenic aspect of this approach part of Wahiawa.

- Open up scenic views of Lake Wilson from Kamehameha Highway along the approach to Karsten Thot Bridge by trimming underbrush, removing or pruning shrubs, and trimming the lower branches of taller trees.

- Establish a scenic overlook north of Karsten Thot Bridge on the west side of Kamehameha Highway. The overlook would feature the bridge, Lake Wilson and forest backdrop.

Conceptual renderings prepared for both gateway approaches are intended to illustrate examples of possible improvements which may be made toward implementing these recommendations.

Wilson Bridge Gateway:

Two alternative concepts are depicted for this gateway approach (see Figures 3 and 4). Although the renderings convey two visually different gateway concepts, it should be noted that desirable elements from each may be selected in establishing the ultimate gateway feature.

Both concepts depict selective clearing of vegetation along Wilson Bridge to afford motorists views of Lake Wilson as they enter Wahiawa from the H-2 Freeway off-ramp.

Alternative Concept A:

- Intent is to create a physical gateway for motorists by developing an overhead structure spanning Kamehameha Highway at the entrance to Wilson Bridge. The structure would create an analogous experience to crossing Karsten Thot Bridge which has overhead members.

- Landscape elements could include the planting of Royal Palms along the bridge approach to convey a more formal entryway to Wahiawa town.

Alternative Concept B:

- Intent is to create a gateway of a smaller scale which would reflect some of the physical elements proposed for Wahiawa town in the Streetscapes section.
• Instead of an overhead structure, the primary gateway feature could include smaller pedestrian-scale structures or features located on either side of the bridge and within the median area. The design theme could reflect characteristics of plantation era architecture and elements.

• Other elements could include complementary theme street lighting to create a historic ambience, and street hanners to announce festivals or other events.

**Karsten Thot Bridge Gateway:**

**Gateway Feature North of Karsten Thot Bridge:**

• This is currently envisioned as a roadside feature that may include architectural accents in a plantation flavor with complementary landscaping.

• The gateway feature could be located on one or both sides of Kamehameha Highway.

• A new welcome sign associated with Wahiawa, or relocation of the existing “Welcome to Wahiawa” sign currently located just south of Karsten Thot Bridge, could be integrated with the gateway feature.

• The State Department of Transportation’s proposed regional bicycle route along Kamehameha Highway could be integrated with the gateway feature improvements.

**Scenic Overlook North of Karsten Thot Bridge:**

• Open up scenic views of Lake Wilson through selective trimming and clearing of vegetation.

• In conjunction with the overlook improvements, pedestrian accommodations such as sidewalks and bikelanes/routes may be considered, perhaps as part of a larger system that may be implemented in the future.

**General Recommendations:**

• Ensure that the water level is maintained in Lake Wilson.

• Encourage clean up of the waters and shores of Lake Wilson
Wahiawa Urban Design Plan

- Encourage eco-tourism, e.g. fishing and passive use at Lake Wilson.
- Improve street lighting on both approaches to Wahiawa.

OTHER CONSIDERATIONS:

The following suggestions should be considered during the implementation phase of the gateway improvements.

Wilson Bridge Gateway:

- Provide overhead greeting banners.
- Provide an overhead sign across Kamehameha Highway proclaiming "Wahiawa the Pineapple Capital (of the World)".
- Provision of a welcome sign may be sufficient.
- Install a single sign with a south-facing "Welcome" and a north facing "Thank You for Visiting" in the median area south of Wilson Bridge. Consider using "Mahalo" in lieu of "Thank You" on the sign.
- The gateway feature design should be of an "old-fashioned" style, and not a "mainland-style".
- Provide potted trees or other landscaping in the median of Wilson Bridge.
- The use of native Hawaiian plants should be considered for landscaping and to further augment the Royal Palms.
- Develop a Veteran's Memorial Park or passive park with parking in the open, grassed area across Wilikina Drive from the lake-front businesses.

Karsten Thot Bridge Gateway:

- Gateway improvements could be integrated with possible recreational access and use of Lake Wilson.
- Provide parking for the overlook area. Although parking would be desirable, a driveway in this location may not meet traffic safety requirements. Alternative parking, perhaps on the south side of the bridge, may be considered.
• Extend the gateway feature enhancement from the nearby Kukaniloko Birthstones, provided it is done in a sensitive manner. Establishment of a sign calling attention to the Kukaniloko Birthstones could be coordinated with the gateway feature.

• Provide a bus stop with shelter at the Karsten Thot Bridge improvements after completion of the improvements.

**General Consideration:**

• In addition to the gateways, explore enhancement of current signage for attractions or directing visitors to these attractions.
# IMPLEMENTATION OPPORTUNITIES AND CONSTRAINTS:

**PROJECT:** Wilson Bridge Gateway

**COORDINATION AGENCY:** State Department of Transportation (DOT) Highways Division

- The State DOT Highways Division is the agency responsible for proposed improvements within or abutting the Kamehameha Highway and Wilikina Drive rights-of-way.

  **Agency Contact Person:** Mr. Ronald Tauzuki  
  State DOT Highways Division, Planning Branch  
  Phone No.: 587-1830

  Mr. Thomas Toyama  
  State DOT Highways Division, Rights-of Way Branch  
  Phone No.: 587-2019 or 587-2020

**COORDINATION AGENCY:** City Department of Transportation Services (DTS)

- The City DTS may become involved in projects located within the State right-of-way. The City DTS Electrical and Maintenance Services (EMS) Division would be responsible for proposed street lighting and traffic signal fixtures.

  **Agency Contact Persons:** Mr. Toru Hamayasu  
  City DTS, Transportation System Planning  
  Phone No.: 527-6978

  Mr. Gerald Hamada  
  City DTS, EMS Division  
  Phone No.: 527-0001 or 527-0002
<table>
<thead>
<tr>
<th>COORDINATION AGENCY:</th>
<th>City Department of Parks and Recreation (DPR)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>•</strong></td>
<td>The City DPR may be involved in the coordination of installing a sign that could be associated with the gateway feature to call attention to the Wahiawa Botanical Garden.</td>
</tr>
<tr>
<td>Agency Contact Person:</td>
<td>Mr. Harold Mau</td>
</tr>
<tr>
<td></td>
<td><strong>City DPR, Design Branch</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Phone No.:</strong> 527-6330</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>COORDINATION AGENCY:</th>
<th>City Department of Land Utilization (DLU)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>•</strong></td>
<td>The City DLU may be involved in the establishment of a gateway or attraction signs.</td>
</tr>
<tr>
<td>Agency Contact Person:</td>
<td>Mr. Jamie Peirson</td>
</tr>
<tr>
<td></td>
<td><strong>City DLU</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Phone No.:</strong> 527-5754</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>COORDINATION AGENCY:</th>
<th>Kaulunani Urban Forestry Grant Program, State Department of Land and Natural Resources (ULNKH) Division of Forestry and Wildlife</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>•</strong></td>
<td>Federal funding may be available through Kaulunani for tree planting projects.</td>
</tr>
<tr>
<td>Agency Contact Person:</td>
<td>Ms. Teresa Trueman-Madriaga, Kaulunani Coordinator</td>
</tr>
<tr>
<td></td>
<td><strong>Phone No.:</strong> 672-3383</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>COORDINATION AGENCY:</th>
<th>United States of America (USA) (Army)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>•</strong></td>
<td>Permission would be required from the USA for the trimming and clearing of vegetation within a portion of their property adjacent to and southeast of the Wilson Bridge entranceway.</td>
</tr>
<tr>
<td>Agency Contact Person:</td>
<td>Colonel Barry Totten, Director</td>
</tr>
<tr>
<td></td>
<td>Directorate of Public Works</td>
</tr>
<tr>
<td></td>
<td>U.S. Army Garrison, Hawaii</td>
</tr>
<tr>
<td></td>
<td><strong>Phone No.:</strong> 666 1280</td>
</tr>
</tbody>
</table>

|                       | Ms. Phyllis Rollins |
|                       | Operations Officer |
|                       | Directorate of Public Works |
|                       | U.S. Army Garrison, Hawaii |
|                       | **Phone No.:** 666 1280 |
CONSIDERATIONS FOR IMPLEMENTATION:

State DOT:

- Specific plans for any proposed Wilson Bridge gateway feature improvements within or abutting Kamehameha Highway and/or Wilikina Drive rights-of-way will need to be coordinated with and reviewed by State DOT. Maintenance responsibility and highway safety (sight distance, etc.) concerns will need to be addressed.

- Proposed structures in the median area typically pose maintenance and liability concerns. State DOT would prefer the focus be on roadside improvements. Design should consider urban standards for proposed curbed areas. Approval should be obtained from the State DOT administration.

- Permission has been obtained from landowner State DOT for a right-of-entry to trim and clear vegetation within a portion of Tax Map Key (TMK): 7-4-001: 27 located adjacent to and east of Wilson Bridge. There should be selective cutting of Eucalyptus, Ironwoods and Christmas Berry to establish views of Lake Wilson from the H-2 Freeway off-ramp and Wilson Bridge. Regarding erosion control, Best Management Practices should be incorporated.

- The following are State DOT Highways Division guidelines for installation of gateway signs:

  Dimensions: The maximum size of a sign is 4 feet by 8 feet. Any proposed sign improvements in excess of this dimension (including any proposed overhead structure) would need to be discussed with the State DOT administration for possible granting of an exception.

  Content: A simple welcome to the city, town or community, or similar type wording. No commercial message.

  Location: The sign shall not be placed in the pathway of pedestrians and bicycles nor within the roadway. The sign shall be placed outside of the State highway right-of-way.
Any sign installed within the State right-of-way will be treated as a destination sign which must meet the Manual on Uniform Traffic Control Devices (MUTCD) requirements -- white on reflectorized green, mounted on breakaway posts, with a 7-foot clearance from ground to bottom of the sign. This type of sign will not be a gateway sign.

Installation and Maintenance: The organization, town or community requesting the sign must install and maintain the sign and ground area around the sign, at no cost to the State DOT Highways Division.

Approval: The plans and specifications must be submitted to:

- Permits Section
- Construction and Maintenance Branch
- Highways Division
- State Department of Transportation
- 609 Punchbowl Street, Room 203
- Honolulu, Hawaii 96813

Plans shall include exactly what is to be constructed and shall include footing, material and sign; site plan, including grading; general notes for work control; and, shall be drawn to scale.

City DTS

- The availability and stocking of theme street lighting parts and fixtures is a concern of the State DOT and City DTS. Also, traffic signal poles would need to match the accent of the theme street lights. Coordination and consultation should be made with the State DOT and City DTS regarding any proposed use of theme street lighting.

- Coordination would need to be made with the State DOT and City DTS regarding installation of street banners.

City DPR:

- Consultation should be made with the City DPR in coordination of installing a sign that could be associated with a gateway feature to call attention to the Wahiawa Botanical Garden. The City Department of Land Utilization (DLU) should also be consulted in the proposed installation of a Wahiawa Botanical Garden sign.
City DLU:

The following is information regarding "Community Signs":

"Community sign" means a sign identifying a particular district, community or neighborhood within the City, other than a "subdivision name sign".

**Standard:** A representative community group or association shall propose and design the sign, and shall work with the appropriate government agency to select a suitable location. When an acceptable sign design and location has been agreed to, the sign shall be formally donated to the City, and shall be erected and maintained by the community group or association. The City Council shall determine final acceptance of the sign by resolution before the sign shall be erected.

US Army Garrison, Hawaii:

- Permission would need to be obtained from landowner US Army Garrison, Hawaii (Schofield Barracks) to trim and clear vegetation within the portion of TMK: 7-6-001; 1 located adjacent to and southeast of the entranceway to Wilson Bridge. Coordination should also be initiated with the U.S. Army for possible supply of manpower and equipment to assist in clearing vegetation from designated areas.

Other Considerations:

- Possible private sector participation in the development and/or maintenance of the proposed improvements should be pursued, possibly through an "adopt-a-project" program. Private-sector participation, however, would likely require commitment to long term maintenance of the improvements (i.e., periodic trimming/clearing of vegetation, etc.) in consideration of public sector maintenance funding constraints.

- House Concurrent Resolution 88, House Draft 2, Senate Draft 1 (Resolution), adopted during the 1995 Legislative Session, called for the establishment of a Wahiawa Reservoir Task Force to study the present and potential uses of the Wahiawa Reservoir, also known as Lake Wilson. The Findings and Recommendations of the Wahiawa Reservoir Task Force, December 1995, is attached in Appendix E.
IMPLEMENTATION FUNDING OPPORTUNITIES:

- This project may qualify for Intermodal Surface Transportation Efficiency Act (ISTEA) funds as authorized by the Federal Highway Administration (FHWA). A project must be State- or County-initiated (not privately initiated) to qualify for ISTEA funding since only State and County funds are reimbursable by FHWA. Projects which qualify for ISTEA funds are processed through the State DOT.

Refer to the State of Hawaii Department of Transportation Highways Division, Planning Branch Transportation Enhancement Screening Form (January 1997) attached in Appendix D for further information.

- Tree plantings associated with the proposed gateway improvements may be eligible for federal grants through the Kaulunani Urban Forestry Grant Program developed by the State DLNR Division of Forestry and Wildlife. The Kaulunani Grant Program provides financial assistance of grant requests up to $10,000 to non-profit organizations such as tree advocacy groups, volunteer groups, and civic organizations; educational institutions; and local or state government groups who share the cost of implementing urban forestry programs that improve Hawaii's environment.

Refer to The 1997 Kaulunani Hawai'i the Beautiful Urban Forestry Grant Program for Hawai'i Information and Application attached in Appendix F for further information.

- Funding assistance may be obtained through the Hawai'i Community Foundation Neighborhood Grants Program, which offers funding and technical assistance (training and support) to neighborhood groups for projects that improve the quality of life in communities (such as beautification efforts for land, buildings and natural resources).

Refer to the Hawai'i Community Foundation Neighborhood Grants Program Guidelines attached in Appendix G for further information.
**PROJECT:** Karsten Thot Bridge Gateway  
(Includes "Gateway Feature North of Karsten Thot Bridge" and "Scenic Overlook North of Karsten Thot Bridge")

**COORDINATION AGENCY:** State Department of Transportation (DOT) Highways Division

- The State DOT Highways Division is the agency responsible for proposed improvements within or abutting Kamehameha Highway right-of-way.

  **Agency Contact Person:** Mr. Ronald Tsuzuki  
  State DOT Highways Division, Planning Branch  
  Phone No.: 587-1830

**COORDINATING AGENCY:** State Department of Land and Natural Resources (DLNR) Parks Division

- The State DLNR Parks Division has jurisdiction over the Kukaniloko Birthstones and would be involved in the establishment of a sign calling attention to this attraction.

  **Agency Contact Person:** Mr. Bill Gore  
  State DLNR, Parks Division  
  Phone No.: 587-0294

**COORDINATING AGENCY:** City Department of Land Utilization (DLU)

- The City DLU may be involved in the establishment of a gateway or attraction sign.

  **Agency Contact Person:** Mr. Jamie Peirson  
  City DLU  
  Phone No.: 527-5754
**COORDINATION AGENCY:** City Department of Transportation Services (DTS)

- The City DTS may become involved in projects located within the State right-of-way.

**Agency Contact Person:** Mr. Toru Hamayasu  
City DTS, Transportation System Planning  
Phone No.: 527-6978

**COORDINATION ENTITY:** George Galbraith Trust Estate and Hawaiian Trust Company, Ltd., Trustee

- Permission would be required from George Galbraith Trust Estate and Hawaiian Trust Company, Ltd., Trustee for the trimming and clearing of vegetation within a portion of their property adjacent to and west of Karsten Thot Bridge.

**COORDINATION AGENCY:** Kaulunani Urban Forestry Grant Program, State  
Department of Land and Natural Resources (DLNR)  
Division of Forestry and Wildlife

- Federal funding may be available through Kaulunani for tree planting projects.

**Agency Contact Person:** Ms. Teresa Trueman-Madriaga,  
Kaulunani Coordinator  
Phone No.: 672-3383

**CONSIDERATIONS FOR IMPLEMENTATION:**

**State DOT:**

- Specific plans for proposed Karsten Thot Bridge gateway feature improvements within or abutting the Kamehameha Highway right-of-way will need to be coordinated with and reviewed by State DOT. Maintenance responsibility and highway safety (sight distance, etc.) concerns will need to be addressed.
State DOT (Cont.):

- The maximum dimension for DOT signs is 4 feet by 8 feet. Any proposed sign improvements in excess of this dimension would need to be discussed with the State DOT administration for possible granting of an exception.

- Provision of a parking area along Kamehameha Highway in the vicinity of Karsten Thot Bridge will be subject to sight distance considerations at its access point. Adequate maneuvering space should be provided within the parking area for vehicles exiting onto Kamehameha Highway.

- In designing the overlook area, consideration should be given to the possibility of accommodating a number of visitors at any one time (i.e., tour buses may possibly use the parking area). Design of the overlook area improvements must also meet Americans with Disabilities Act (ADA) requirements.

- Gateway and overlook improvements should be designed in consideration of the State DOT's proposed regional bike route along Kamehameha Highway. Consultation should also be made with the Hawaii Bicycling League.

State DLNR Parks Division:

- Consultation should be made with the State Parks Division in the establishment of a sign calling attention to the Kukaniloko Birthstones and possible extension of the gateway feature from the vicinity of the Birthstones.

  In coordination with the State Parks Division, consultation should also be made with the Wahiawa Hawaiian Civic Club (contact: Tom Lenchenko) to ensure that any gateway improvements and signs proposed in association with the Kukaniloko Birthstones are done in a sensitive manner.

  In coordination with the State Parks Division, the City DLU should be consulted in the proposed installation of a Kukaniloko Birthstones sign.
**City DLU:**

- The following is information regarding "Community Signs":

  "Community sign" means a sign identifying a particular district, community or neighborhood within the City, other than a "subdivision name sign".

  Standard: A representative community group or association shall propose and design the sign, and shall work with the appropriate government agency to select a suitable location. When an acceptable sign design and location has been agreed to, the sign shall be formally donated to the City, and shall be erected and maintained by the community group or association. The City Council shall determine final acceptance of the sign by resolution before the sign shall be erected.

**Other Considerations:**

- Permission would be required from landowner George Galbraith Trust Estate and Hawaiian Trust Company, Ltd., Trustee to trim and clear vegetation within the portion of TMK: 7-1-001: B located adjacent to and west of Karsten Thot Bridge.

- Possible private sector participation in the development and/or maintenance of the proposed improvements should be pursued, possibly through an "adopt-a-project" program. Private-sector participation, however, would likely require commitment to long-term maintenance of the improvements (i.e., periodic trimming/clearing of vegetation, etc.) in consideration of public sector maintenance funding constraints.

**IMPLEMENTATION FUNDING OPPORTUNITIES:**

- This project may qualify for Intermodal Surface Transportation Efficiency Act (ISTEA) funds as authorized by the Federal Highway Administration (FHWA). A project must be State- or County-initiated (not privately initiated) to qualify for ISTEA funding. Only State and County funds are reimbursable by FHWA. Projects which qualify for ISTEA funds are processed through the State DOT.

Refer to the *State of Hawaii Department of Transportation Highways Division, Planning Branch Transportation Enhancement Screening Form* (January 1997) attached in Appendix D for further details.
- Tree plantings associated with the proposed gateway improvements may be eligible for federal grants through the Kaulunani Urban Forestry Grant Program developed by the State DLNR Division of Forestry and Wildlife. The Kaulunani Grant Program provides financial assistance of grant requests up to $10,000 to non-profit organizations such as tree advocacy groups, volunteer groups, and civic organizations; educational institutions; and local or state government groups who share the cost of implementing urban forestry programs that improve Hawaii's environment.

Refer to *The 1997 Kaulunani Hawai'i the Beautiful Urban Forestry Grant Program for Hawai'i Information and Application* attached in Appendix F for further information.

- Funding assistance may be obtained through the Hawai'i Community Foundation Neighborhood Grants Program, which offers funding and technical assistance (training and support) to neighborhood groups for projects that improve the quality of life in communities (such as beautification efforts for land, buildings and natural resources).

Refer to the *Hawai'i Community Foundation Neighborhood Grants Program Guidelines* attached in Appendix G for further information.
WILSON BRIDGE GATEWAY FEATURE
Alternative Concept A

Figure 3
Blank Page
WILSON BRIDGE GATEWAY FEATURE
Alternative Concept B

Figure 4
APPROACH NORTH OF KARSTEN THOT BRIDGE – EXISTING
GATEWAY FEATURE NORTH OF KARSTEN THOT BRIDGE
NORTH OF KARSTEN THOT BRIDGE – EXISTING
Blank Page
SCENIC OVERLOOK NORTH OF KARSTEN THOT BRIDGE
STREETSCAPES OF WAHIAWA
STREETSCAPES OF WAIHIWA

PURPOSE: To enhance the streetscape along the business-zoned frontages of the major streets (Kamehameha Highway, California Avenue, Kilani Avenue, North Cane Street, and Wilikina Drive) to reinforce Wahiawa's unique sense of identity. To establish a visual "Town Center" to serve as a focal point for motorists traveling along Kamehameha Highway.

EXISTING SITUATION:

Currently, Wahiawa lacks visual identity along Kamehameha Highway, which could pass for a major boulevard in a marginal area of any mainland city (see Figures 9, 12, 14, and 16). This urban image is created by the mixture of businesses (car lots, fast food establishments, service stations, and commercial/retail establishments) and architecture coupled with the lack of greenery and landscaping within the road right-of-way. Also, there is no "visual" focal point in Wahiawa town which would give motorists a sense of arrival. A positive visual aspect of Kamehameha Highway, however, is the absence of overhead utilities.

The other major streets (California Avenue, Kilani Avenue, North Cane Street, and Wilikina Drive) in the business-zoned areas afford some visual relief as street trees are more prevalent. Along Kilani Avenue, street trees line the southern side of the street and the northern side up to Lehua Avenue and provide a unified appearance, while California Avenue is only partially landscaped with street trees along its upper east side. In spite of these trees, the architectural character along these streets fails to convey a visual identity for Wahiawa.

RECOMMENDATIONS:

The following are recommended actions to introduce aesthetic elements into the streetscape on both public and private property in the business zone toward establishing a unified theme unique to Wahiawa.

- Provide streetscape improvements along the business-zoned frontages of Kamehameha Highway, California Avenue, Kilani Avenue, North Cane Street, and Wilikina Drive. Improvements could include street trees, theme street lighting, low walls, and enhanced sidewalk paving.

- Provide streetscape improvements at the major street corners which could feature a variation of the low wall, accent or color plantings, and trees or palms.
Wahiawa Urban Design Plan

- Work with the City to acquire and develop private property for a "visual" Town Center located along the east side of Kamamemeha Highway at the triangular block where it intersects with California Avenue. The Town Center could serve as a visitor information center featuring plantation theme architecture and open space with landscaping elaborating upon the streetscape.

- Provide sheltered bus stops.

- Encourage the planting of more trees along the sides and rear of properties.

- Explore the potential of the City initiating a landscape demonstration project at the State-owned parcel located at the northwest corner of the intersection of Kamehameha Highway and California Avenue (TMK: 7-3-004-001).

Conceptual streetscape renderings prepared for major streets are intended to illustrate specific improvements which may be made toward implementing these recommendations.

Kamehameha Highway Streetscape:

Two alternative concepts are depicted for this streetscape (see Figures 10 and 11). The suggested improvements are intended to create a sense of visual unity along Kamehameha Highway. Although the renderings convey two different streetscape concepts, it should be noted that desirable elements from each may be selected in implementing the ultimate streetscape improvements.

Alternative Concept A:

- Intent is to introduce urban streetscape elements, such as street banners which could announce festivals or other events. This would enhance the streetscape with color, as well as inform motorists or visitors driving through of community events. This element could be integrated with the existing street lighting system.

- Landscape treatment in a similar palette to that of the Wilson Bridge entryway would further unify the streetscape along Kamehameha Highway. Within the road right-of-way, such treatment could include low maintenance palm trees which allow for unobstructed views of storefronts. Improvements in private property fronting Kamehameha Highway could include screen planting along the property street frontage.
Alternative Concept B:

- Intent is to provide further enhancement of the streetscape. Within the road right-of-way, improvements could include sidewalks enhanced with patterned paving, street trees - including trees in new planters placed in the street parking lane where possible, theme street lighting, and theme street furniture (benches, trash receptacles, etc.).

- Improvements in private property fronting Kamehameha Highway could include a low screen wall of unified design with an associated planting area along the sidewalk and spaces for street trees.

**Street Corner:** (see Figure 13)

- Intent is to enhance the major street corners. Major vertical elements such as Royal Palms could be introduced to create a strong visual image.

- Architectural elements such as a variation of the low wall design could be integrated with business signs or signs about Wahiawa, enhanced with landscaping to create a more attractive treatment.

**Streetscape:** (see Figure 15)

- Intent is to enhance the streetscape and consequently the storefront areas along the other major streets, including California Avenue, Kilani Avenue, North Cane Street, and Wilikina Drive to create a more pedestrian-friendly and visually attractive street environment.

- Improvements within the road rights-of-way could include infill of street trees placed in street parking lanes where possible, patterned sidewalk paving to provide an enhanced surface, and theme street lighting and furniture.

- Further enhancement of storefront areas on private property could be achieved through encouraging unified signs (using a designated palette of colors and graphics) and architectural treatment. (This is discussed in more detail under "Building Character/Redevelopment Potential").

**Town Center:** (see Figure 17)

- Intent is to create a "visual" focal point in Wahiawa town; in a sense, a variation of the traditional public town square.
The Town Center could be a public facility and serve as an information center where visitors can orient themselves to attractions or areas of interest in Wahiawa and the outlying region. The architectural characteristics and design theme could reflect aspects of historic Wahiawa.

The remainder of the site could be landscaped open space, providing visual relief to motorists and pedestrians. Royal Palms could further accentuate the Town Center by providing a formal, vertical element and would further unify the other enhanced street corners.

OTHER CONSIDERATIONS:

The following suggestions should be considered during the implementation phase of the Streetscape improvements.

- Consider using Italian cypress for streetscapes as it does not form a canopy and will not disturb the sidewalks.

- A visitor center at the triangular block located at the intersection of Kamehameha Highway and California Avenue would be the start of Kamehameha Highway north and Kamehameha Highway south.
IMPLEMENTATION OPPORTUNITIES AND CONSTRAINTS:

<table>
<thead>
<tr>
<th>PROJECT: Streetscape Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Includes streetscape improvements along Kamehameha Highway, California Avenue, Kilani Avenue, North Cane Street, Wilikina Drive, and at major street corners)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>COORDINATION AGENCY: State Department of Transportation (DOT) Highways Division</th>
</tr>
</thead>
<tbody>
<tr>
<td>The State DOT Highways Division is the agency responsible for proposed improvements within or abutting the Kamehameha Highway and Wilikina Drive right-of-way.</td>
</tr>
<tr>
<td>Agency Contact Person: Mr. Ronald Isuzuuki</td>
</tr>
<tr>
<td>State DOT Highways Division, Planning Branch</td>
</tr>
<tr>
<td>Phone No.: 587-1830</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>COORDINATION AGENCY: City Department of Transportation Services (DTS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>The City DTS is the agency responsible for proposed improvements within or abutting California Avenue, Kilani Avenue and North Cane Street. The City DTS may also become involved in projects located within the State right-of-way. The City DTS Electrical and Maintenance Services (EMS) Division would be responsible for proposed street lighting and traffic signal fixtures.</td>
</tr>
<tr>
<td>Agency Contact Persons: Mr. Toru Hamayaasu</td>
</tr>
<tr>
<td>City DTS, Transportation System Planning</td>
</tr>
<tr>
<td>Phone No.: 527-6978</td>
</tr>
<tr>
<td>Mr. Gerald Hamada</td>
</tr>
<tr>
<td>City DTS, EMS Division</td>
</tr>
<tr>
<td>Phone No.: 527-0001/527-0002</td>
</tr>
</tbody>
</table>
COORDINATION AGENCY: City Department of Parks and Recreation (DPR)

• The City DPR would be involved in the construction of streetscape improvements along all streets in the business-zone areas. The agency’s primary area of responsibility would be in the planting of street trees.

Agency Contact Person: Mr. Stan Oka
City DPR, Beautification Division
Phone No.: 971-7151

COORDINATION AGENCY: City Department of Public Works (DPW)

• The City DPW is the agency responsible for the maintenance of sidewalks, roadways and drainage.

Agency Contact Person: Mr. Roland Libby, Deputy Director
City DPW
Phone No.: 523-4641

COORDINATION AGENCY: Kaulunani Urban Forestry Grant Program, State Department of Land and Natural Resources (DLNR) Division of Forestry and Wildlife

• Federal funding may be available through Kaulunani for tree planting projects.

Agency Contact Person: Ms. Teresa Trueman-Madriaga,
Kaulunani Coordinator
Phone No.: 672-3383

COORDINATION AGENCY: City Planning Department

• The Planning Department would undertake the Development Plan Public Facilities Map amendment process to designate a municipal parking facility.

Agency Contact Person: Mr. Lowell Chun
City Planning Department
Phone No.: 527-6015
CONSIDERATIONS FOR IMPLEMENTATION:

State DOT:

- Specific plans for any proposed streetscape improvements within or abutting Kamehameha Highway and/or Wilikina Drive rights-of-way will need to be coordinated with and reviewed by State DOT. Maintenance responsibility and highway safety (sight distance, etc.) concerns will need to be addressed.

- Consideration should be given to sight distance and ADA requirements in the design of low walls along street frontages, enhanced sidewalk paving, and proposed redevelopment of parcels that would provide continuous building frontages (ensure adequate sight distance from driveways).

- Streetscape improvements should consider urban standards for proposed curbed areas.

- The planting of large canopy-type trees such as monkeypods and banyans should be discouraged for safety and maintenance considerations. Canopy trees tend to overhang the street, requiring periodic trimming of branches. The trees should have a deep-rooting system rather than an extensive lateral rooting system which tend to crack sidewalks and interfere with underground utilities.

- Permission would need to be obtained from landowner State DOT to initiate and for a right-of-entry to implement the landscape demonstration project at the parcel located on the corner of the intersection of Kamehameha Highway and California Avenue (TMK: 7-3-004:001).

- Should the removal of on-street parking be required to accommodate streetscape improvements, consideration should be given to the provision of replacement off-street parking.

According to the State DOT, the open, grassed area within the State right-of-way across Wilikina Drive (vicinity of the H-2 Freeway Honolulu-bound on-ramp) was previously considered for use as a parking area. However, the State does not have an agency responsible for parking areas. The possibility of the State transferring the land to the City for development and maintenance of a parking area should be pursued.
City DTS:

- Elimination on-street parking stalls to enhance streetscapes may be of concern to area merchants. Support from the broader community should be obtained for any proposed elimination of on-street parking. The Wahiawa Neighborhood Board and Wahiawa Community and Business Association could be instrumental in working with area merchants to resolve parking concerns and establishing broader community support. Depending on the amount of on-street parking which may be eliminated, a parking inventory/study may need to be conducted.

- Coordination should be undertaken with the City DTS for the establishment of a municipal off-site parking site, if required. DTS prefers that the area merchants propose any parking needs or possible off-street parking sites. Once agreement is reached on a parking site, the City DTS and City Planning Department can then proceed with the Development Plan Public Facilities Map Amendment process to designate the parking site.

- The location of underground utilities should be considered in the planting of street trees. Underground utilities are usually located within parking lanes. Also, consideration should be given to the location of street trees in relation to the curb to avoid interference with passing trucks and buses.

- In the planting of street trees along California Avenue near its intersection with Kamehameha Highway, consideration should be given to minimize any improvements which may adversely affect long-term traffic operations in that area.

- The existing bike route along California Avenue must be retained with any proposed streetscape improvements since it is a federally funded bike route.

- Any low wall design proposed along the street frontages of City rights-of-way should be coordinated with the City DTS Traffic Engineering Division for sight distance considerations.

- For any proposed building enhancement, the building overhang should meet height and distance requirements from the edge of curb in consideration of on-street loading/unloading activities.
**State DOT and City DTS:**

- The availability and stocking of theme street lighting parts and fixtures is a concern of the State DOT and City DTS. Also, traffic signal poles would need to match the accent of the theme street lights. Coordination and consultation should be made with the State DOT and City DTS regarding any proposed use of theme street lighting.

- Coordination would need to be made with the State DOT and City DTS regarding installation of street banners.

**City DPR:**

- The planting of street trees (especially along City streets) should be coordinated with the City DPR. Also in coordination with DPR, street tree plantings could be undertaken in conjunction with the Kaulunani Urban Forestry Program. Since DPR's strength is in providing trees, other associated resources may be obtained through Kaulunani.

- The selection of street trees should consider those reflective of Wahiawa. Large canopy-type trees should be discouraged for safety and maintenance considerations.

- Although DPR is responsible for the trimming of street trees, DPR would depend on the adjacent landowners to assist in watering the trees since it would be difficult to transport water trucks.

- The existing on-street parking (parallel parking zones) along Kamehameha Highway should be considered in the planting of street trees.

**City DPW:**

- The location of underground utilities should be considered in the design of streetscape improvements.

- Root barriers or tree skirts are typically used in the planting of street trees to prevent outward penetration of the root systems.

- Streetscape improvements such as those previously undertaken along Kapahulu Avenue and River Street should be considered in the design of the proposed streetscape.
City DPW (Cont.):

- Streetscape improvements should be designed in accordance with ADA guidelines.
- For maintenance purposes, consideration should be given to providing accent pavers primarily at key pedestrian traffic areas rather than along the entire length of the sidewalk area. The installation of traffic signs within the sidewalk area would require replacement tiles. Consultation should be made with the City DPW regarding any proposed accent paving of sidewalk areas.

Other Considerations:

- Implementation of the streetscape enhancements should initially occur within the Wahiawa town core area, then proceed to the Wilikina Drive-Kemoo Farm area.
- Due to the distinct character of the existing Kemoo Farm area, a different design and streetscape enhancement theme should be considered for the area.
- Possible private sector participation in the development and/or maintenance of the proposed improvements should be pursued, possibly through an "adopt-a-project" program. Private-sector participation, however, would likely require commitment to long-term maintenance of the improvements in consideration of public sector maintenance funding constraints.
IMPLEMENTATION FUNDING OPPORTUNITIES:

- Streetscape improvement projects may qualify for Intermodal Surface Transportation Efficiency Act (ISTEA) funds as authorized by the Federal Highway Administration (FHWA). A project must be State- or County-initiated (not privately initiated) to qualify for ISTEA funding since only State and County funds are reimbursable by FHWA. Projects which qualify for ISTEA funds are processed through the State DOT.

Refer to the State of Hawaii Department of Transportation Highways Division, Planning Branch Transportation Enhancement Screening Form (January 1997) attached in Appendix D for further information.

- Tree plantings associated with the proposed streetscape improvements may be eligible for federal grants through the Kaulunani Urban Forestry Grant Program developed by the State DLNR Division of Forestry and Wildlife. The Kaulunani Grant Program provides financial assistance of grant requests up to $10,000 to non-profit organizations such as tree advocacy groups, volunteer groups, and civic organizations; educational institutions; and local or state government groups who share the cost of implementing urban forestry programs that improve Hawaii’s environment.

Refer to The 1997 Kaulunani Hawai‘i the Beautiful Urban Forestry Grant Program for Hawai‘i Information and Application attached in Appendix F for further information.

- Funding assistance may be obtained through the Hawai‘i Community Foundation Neighborhood Grants Program, which offers funding and technical assistance (training and support) to neighborhood groups for projects that improve the quality of life in communities (such as beautification efforts for land, buildings and natural resources).

Refer to the Hawai‘i Community Foundation Neighborhood Grants Program Guidelines attached in Appendix G for further information.

- The provision of street furniture (bus shelters, etc.) could be coordinated through community organizations such as the Lions Club, etc.
PROJECT: Town Center

COORDINATION AGENCY: An appropriate coordination agency will need to be determined based on the proposed use of the Town Center.

CONSIDERATIONS FOR IMPLEMENTATION:

- Development of a Town Center would require acquisition of an approximately 10,625-square foot triangular block at the corner of Kamehameha Highway and California Avenue. The block is comprised of three privately-owned parcels identified as TMKs: 7-4-004: 31, 32 and 65.

IMPLEMENTATION FUNDING OPPORTUNITIES:

- Tree plantings associated with the Town Center landscape improvements may be eligible for federal grants through the Kaulunani Urban Forestry Grant Program developed by the State DLNR Division of Forestry and Wildlife. The Kaulunani Grant Program provides financial assistance of grant requests up to $10,000 to non-profit organizations such as tree advocacy groups, volunteer groups, and civic organizations; educational institutions; and local or state government groups who share the cost of implementing urban forestry programs that improve Hawaii’s environment.

Refer to The 1997 Kaulunani Hawai‘i the Beautiful Urban Forestry Grant Program for Hawai‘i Information and Application attached in Appendix F for further information.
KAMEHAMEHA HIGHWAY – EXISTING
KAMEHAMEHA HIGHWAY STREETSCAPE
Alternative Concept A
Blank Page
KAMEHAMEHA HIGHWAY STREETSCAPE
Alternative Concept B

Figure 11
Blank Page
STREET CORNER AT KILANI AVENUE/
KAMEHAMEHA HIGHWAY INTERSECTION – EXISTING
FICIAL PALM PLANTING

THEME LIGHTING

LOW ACCENT WALLS AND LANDSCAPING

TYPICAL STREET CORNER STREETSCAPE
CALIFORNIA AVENUE STREETSCAPE - EXISTING
TYPICAL STREETSCAPE

- STREET TREES
- APPROPRIATE CANOPY AND SIGNAGE
- THEME LIGHTING
- ACCENT LIGHTING
- PARKING ISLAND
- SITE FURNISHING
- ENHANCED PAVING
Blank Page
INTERSECTION OF KAMEHAMEHA HIGHWAY AT CALIFORNIA AVENUE – EXISTING
BUILDING CHARACTER/REDEVELOPMENT POTENTIAL
BUILDING CHARACTER/REDEVELOPMENT POTENTIAL

PURPOSE: To encourage the architectural character of the building facades along Kamehameha Highway, California Avenue, Kilani Avenues, and North Cane Street to reflect the plantation heritage of Wahiawa. To explore potential redevelopment options of commercial parcels to maintain the plantation street front character.

EXISTING SITUATION:

Wahiawa’s business district reflects a history of development and redevelopment that extends back to its roots as a plantation town. In addition to the changing architectural style of the buildings, there are characteristics reflecting changing economics as well as more recent controls exerted by evolving zoning standards, such as lot sizes, the area of the lot covered by buildings, setbacks from streets, and the provision of off-street parking.

The concern is that Wahiawa has lost touch with its plantation heritage over time and the hope is that re-incorporating this heritage into Wahiawa’s urban design could enhance its image and restore its identity. This, in turn, could entice visitors passing through Wahiawa want to "stop and take a look," as well as instill greater pride among its residents and businesses to further the town’s image.

The emphasis on preserving Wahiawa’s plantation heritage architecture should not be construed as suggesting that this style is the only one which establishes Wahiawa’s identity. It is, however, the most endangered of being lost since it is the oldest and most non-conforming with the City’s present zoning code. Thus, it would be unlikely that the style could be preserved should properties with such structures be redeveloped.

If efforts are successful in visually re-establishing Wahiawa’s plantation heritage, later architectural styles which also contribute to Wahiawa’s historic identity should be recognized. For example, there are examples of vintage 50’s and 60’s architecture along Kilani and California Avenues which add variety to the streetscape. In the long-term, the emphasis should be on preserving or encouraging redevelopment that represents the best examples of milestone architecture in Wahiawa’s history.

RECOMMENDATIONS:

Toward promoting redevelopment that would enhance the visual character of Wahiawa, the following actions are recommended:
• Promote the restoration of buildings reminiscent of Wahiawa’s plantation heritage. Provide alternative recommendations for facade features, colors, and signs.

• Explore opportunities to amend the City and County of Honolulu Land Use Ordinance to promote redevelopment reflective of Wahiawa’s plantation heritage theme. For example, create incentives for continuous building frontages along the sidewalks, encourage creative parking arrangements that minimize the need for driveways, and promote the incorporation of the selected streetscape theme.

• Explore the potential of the City and State offering tax or other incentives to encourage businesses to redevelop in theme.

• Explore the reduction of building height limits in the business zoned districts. Make recommendations to businesses to limit building heights to two stories along Kamehameha Highway, California Avenue, Kilani Avenue, and North Cane Street.

• Promote the establishment of parking areas that could be credited toward off-street parking requirements for businesses. For potential parking lot sites, consider the vacant lot next to Jesse’s Mini Mart and the former Cornet Store site. Also look at other available sites in the business district.
IMPLEMENTATION OPPORTUNITIES AND CONSTRAINTS:

<table>
<thead>
<tr>
<th>PROJECT:</th>
<th>Promote the restoration of buildings reminiscent of Wahiawa's plantation heritage.</th>
</tr>
</thead>
<tbody>
<tr>
<td>COORDINATION AGENCY:</td>
<td>City and County of Honolulu Department of Land Utilization (DLU)</td>
</tr>
<tr>
<td>•</td>
<td>The DLU is the agency responsible for implementing the City's Land Use Ordinance (Luo) which is the zoning code regulating land use and design.</td>
</tr>
<tr>
<td>Agency Contact Person:</td>
<td>Ms. Kathy Sokugawa, Policy Planning Division Chief</td>
</tr>
<tr>
<td></td>
<td>Department of Land Utilization, City and County of Honolulu</td>
</tr>
<tr>
<td></td>
<td>Phone No.: 523-4248</td>
</tr>
</tbody>
</table>

CONSIDERATIONS FOR IMPLEMENTATION:

• Most likely, buildings in Wahiawa which reflect the plantation flavor in their architecture are old and do not conform with current design standards. Such non-conforming structures can be renovated and modified up to certain limits and continue to be non-conforming. If a structure is torn down or destroyed by any means, beyond 50 percent of its replacement cost, than it will need to be rebuilt in compliance with current Luo design standards. Through such compliance, it may not be possible to retain the architectural features that contribute to their plantation era flavor.

• While there are Special Districts established by the Luo within which compliance with specific architectural design standards is required to promote a particular theme, Wahiawa does not have such a district. Moreover, due to the burden of an additional permit review that would be imposed on businesses and property owners seeking redevelopment and the coercive nature of this approach, the alternative of establishing a Special District in Wahiawa was not pursued. Therefore, efforts to enlist businesses and property owners in repainting or renovating in a plantation theme would be voluntary. To get started, an illustrated design guideline and color palette were prepared for businesses or property owners to refer to in planning their renovations (see Figures 18 and 19).
**PROJECT:** Explore opportunities to amend the LUO to promote redevelopment reflective of Wahiawa's plantation heritage theme. For example, create incentives for continuous building frontages along the sidewalks, encourage creative parking arrangements that minimize the need for driveways, and promote the incorporation of the selected streetscape theme.

**COORDINATION AGENCY:** City and County of Honolulu Department of Land Utilization (DLU)

- The DLU is the agency responsible for implementing the City's Land Use Ordinance (LUA) which is the zoning code regulating land use and design.

**Agency Contact Person:** Ms. Kathy Sokugawa, Policy Planning Division Chief Department of Land Utilization, City and County of Honolulu Phone No.: 523-4248

**CONSIDERATIONS FOR IMPLEMENTATION:**

- Amending the LUA has significant implications since it affects the entire island of Oahu. Nevertheless, there are many communities that have expressed desires similar to Wahiawa's regarding the promotion of architectural styles such as the continuous building facade. While the DLU acknowledges the merit of these desires, the following should be considered:

  1. The 5-foot landscaping strip along the property line is intended to create a tropical sense of place as redevelopment occurs. Is the community willing to give up this strip where it has been provided in order to accommodate a building facade abutting the property line? Also, the landscape strip is consistent with the low wall concept shown in the Streetscape alternatives.

  2. The LUA is a "blanket" standard so potentially undesirable outcomes must be considered. For example, if a business were to acquire and consolidate several parcels taking up much of a block, it could take advantage of building a zero setback to place a massive side wall or back end of a building right up to the sidewalk. To avoid this, the zero setback allowance could be limited to small parcels, e.g., under 5,000 square feet.

  3. The LUA already accommodates creative parking arrangements as shown in the parking diagrams (see Figures 20, 21, 22, and 23). The difficulty is getting two or more adjoining landowners to permanently "pool" portions of their properties in a joint-use parking area. It also means that they would have to redevelop at the same time, which may not be possible.
In the long-term, if the continuous building facade concept is overused, it could be visually monotonous. Already, areas such as Chinatown, Haleiwa and Hilo have promoted this concept and Wahiawa should think about the extent to which they want to join in. Plantation heritage architecture is not necessarily good architecture. Wahiawa is not a plantation town, it is a mature community with a long and rich history that should be woven into the fabric of its streetscape. There are good and bad examples of all architectural styles; the idea is to promote good architecture. If the Task Force is going to provide input on design, they should have an architect that can voice the "vision" to owners and their architects.
**PROJECT:** Explore the potential of the City and State offering tax or other incentives to encourage businesses to redevelop in theme.

**COORDINATION AGENCY:** City Planning Department

- Creation of tax or other incentives for the promotion of urban design themes would require coordination among agencies. The Planning Department could take the lead in this regard.

**Agency Contact Person:** Mr. Lowell Chun  
City Planning Department  
Phone No.: 527-6015

**COORDINATION AGENCY:** City Department of Land Utilization (DLU)

- The DLU is the agency responsible for implementing the City’s Land Use Ordinance (LUO) which is the zoning code regulating land use and design.

**Agency Contact Person:** Ms. Kathy Sokugawa, Policy Planning Division Chief  
Division of Land Utilization, City and County of Honolulu  
Phone No.: 523-4248

**CONSIDERATIONS FOR IMPLEMENTATION:**

**City Planning Department:**

- A comparable tax incentive that presently exists is for the preservation of designated historic properties. For historic structures, the State Historic Preservation Department reviews and grants status by listing the property in the State and/or National Register of Historic Places. The history property must meet certain minimum standards and its historic value, such as how it represents a certain architectural style by a prominent architect, needs to be established. Extending such a concept to encourage redevelopment along specific architectural themes would suggest that very specific criteria would need to be developed to assure that a project would qualify for an incentive. A program to review and qualify projects for such incentives would need to be established. Presently, the City DLU conducts comparable reviews through its Special District permits but there is no tax incentive involved. If the tax incentive is at the State level, a revision of the State tax law would be required. A fuller examination of the various agencies and laws is needed.
City DLU:

- Incentives involving a relaxation of zoning code requirements if certain design themes are met would similarly require a program to review and qualify projects for such incentives. In many respects, such a program would be comparable to the Special District process. Special Districts have unique design standards but require that projects be reviewed and approved through a permit process. A fuller examination of the LUO and the Special District permit process is required to assess its benefits and drawbacks as a basis for pursuing this recommendation.
**PROJECT:** Explore the reduction of building height limits in the business-zoned districts. Make recommendations to businesses to limit building heights to two stories along Kamehameha Highway, California Avenue, Kilani Avenue and North Cane Street.

**COORDINATION AGENCY:** City Planning Department

- The Planning Department administers the City’s various Development Plans, including the Central Oahu Development Plan which encompasses Wahiawa. The Development Plans specify building heights in certain areas to achieve the Plan’s objectives.

Agency Contact Person: Mr. Lowell Chun  
City Planning Department  
Phone No.: 527-6015

**COORDINATION AGENCY:** City Department of Land Utilization (DLU)

- The DLU is the agency responsible for implementing the City’s Land Use Ordinance (LUA) which is the zoning code regulating land use and design, including building heights.

Agency Contact Person: Ms. Kathy Sokugawa, Policy Planning Division Chief  
Division of Land Utilization, City and County of Honolulu  
Phone No.: 523-4248

**CONSIDERATIONS FOR IMPLEMENTATION:**

Building height limits are presently established by City ordinance, either in the Development Plan or the LUA. Compulsory limitations could be pursued by amending these ordinances; however, there are legal and economic implications. Lowering height limits through zoning could, at worst, be argued as a government “taking” of a previously vested right to develop a property, and subject to compensation. The legal aspects of such an argument are very complex, however, and well beyond speculation in the context of a urban design plan. Lowering height limits could also be viewed as an economic disincentive to redevelopment and should be further discussed with the City DLU.

Voluntary limits in building heights to be consistent with an urban design theme could be encouraged through incentives such as those discussed previously.
**PROJECT:** Promote the establishment of parking areas that could be credited toward off-street parking requirements for businesses. For potential parking lot sites, consider the vacant lot next to Jesse’s Mini Mart and the former Cornet Store site. Also look at other available sites in the business district.

**COORDINATION AGENCY: City Department of Land Utilization (DLU)**

- The DLU is the agency responsible for implementing the City’s Land Use Ordinance (LUO) which is the zoning code regulating land use and design. The LUO provides credit for off-street parking at off-site locations through a Conditional Use Permit Type 1 (CUP 1).

  **Agency Contact Person:** Ms. Kathy Sokugawa, Policy Planning Division Chief  
  Division of Land Utilization, City and County of Honolulu  
  Phone No.: 523-4248

**COORDINATION AGENCY: City Department of Transportation Services (DTS)**

- The DTS is the agency responsible for developing and operating municipal parking lots.

  **Agency Contact Person:** Mr. Toru Hamayasu  
  City DTS, Transportation System Planning  
  Phone No.: 527-6978

**COORDINATION AGENCY: City Planning Department**

- The Planning Department would undertake the Development Plan Facilities Map amendment process to designate a municipal parking facility.

  **Agency Contact Person:** Mr. Lowell Chun  
  City Planning Department  
  Phone No.: 527-6015
CONSIDERATIONS FOR IMPLEMENTATION:

City DLU:

- There are limitations for a business to get credit for off-street parking at an off-site location. First, there is a maximum distance limit of 400 feet between the business parcel and the off-site parking parcel. Second, the off-site parking must be committed to the business use. If, for example, the property containing the off-site parking is sold or otherwise used such that parking is no longer available to the business, the DLU is obligated to impose fines and, if alternative parking arrangements are unavailable, could prohibit occupation of the business structure, effectively shutting it down.

- Private acquisition and development of parcels for parking is feasible under favorable circumstances. The effort would be to identify common interests among two or more businesses and bring them together to pursue the project. These are the conditions that would make the effort feasible: First, the businesses need the parking to improve business or because they plan major improvements to their property that will require them to provide off-street parking; second, they are located within 400 feet of the parcel (if they plan to use the parking to meet their off-street parking requirement); and, third, there needs to be enough space to meet the stall count requirements of the participants. Once the parking area is developed, it would likely be exclusively for use by the participating businesses.

- Joint use with a participant that may have different parking requirements is also possible. For example, if a church only needs parking on Sundays, then other businesses could use the space to meet their off-street parking requirements during weekdays. It would be necessary to demonstrate to DLU how the parking demands would not be allowed to overlap.

- According to the LUO, off-street parking credits are not given for a municipal parking lot. However, an improvement district for parking may include exemptions from the LUO off-street parking requirements.

- Coordination should be undertaken with the City DTS for the establishment of a municipal parking site. DTS prefers that area merchants propose any municipal parking needs. Once agreement is reached on the parking site, the City DTS and City Planning Department can proceed with the Development plan Public Facilities Map amendment process to designate and pursue funding for the acquisition and construction of the parking facility.
CHARACTER ELEVATION

ARCHITECTURAL CHARACTER
FAÇADE TREATMENT

CHARACTER SECTION

WAHIAWA COMMERCIAL DESIGN GUIDELINES
SUMMARY:
LOT AREA: 5,000 SF
BUILDING AREA: 2,400 SF
ZONING: B-2
FLOOR AREA RATIO (FAR): .48
PKG/LOAD REQ'D: 6/0
PKG/LOAD Prov: 6/0

BLOCK DIAGRAM

1,200 SF +/- FLOOR PLATE
(2-LEVEL STRUCTURE)

DRIVEWAY WITH PARKING IN REAR

Figure 20
SUMMARY:
LOT AREA: 5,000 SF
BUILDING AREA: 2,400 SF
ZONING: B-2
FLOOR AREA RATIO (FAR): .48
PKG/LOAD REQ'D: 6/0
PKG/LOAD PROV: 6/0

1,600 SF +/- FLOOR PLATE
(1-1/2 FULL LEVEL STRUCTURE)

SHARED DRIVEWAY WITH PARKING IN REAR

Figure 21
SUMMARY:
LOT AREA: 5,000 SF
BUILDING AREA: 3,200 SF
ZONING: B-2
FLOOR AREA RATIO (FAR): .64
PKG/LOAD REQ'D: 8/0
PKG/LOAD PROV: 8/0

PARKING IN FRONT OF BUILDING

Figure 22
SUMMARY:
LOT AREA: 5,000 SF
BUILDING AREA: 2,400 SF
ZONING: B-2
FLOOR AREA RATIO (FAR) .48
PKG/LOAD REQ'D: 6/0
PKG/LOAD PROV: 6/0

ONE WAY/PARKING ACCESS

LANDSCAPE

2,400 SF +/- FLOOR PLATE (1-LEVEL STRUCTURE)

5' SETBACK

PARKING ALLEY MID-BLOCK

Figure 23
APPENDIX A

WAIIAWA URBAN DESIGN PLAN
TASK FORCE MEMBERSHIP
<table>
<thead>
<tr>
<th>Name</th>
<th>Home Ph.</th>
<th>Work Ph.</th>
<th>Fax #</th>
<th>Organization/Company/Agency</th>
<th>Mailing Address</th>
<th>Cty</th>
<th>Zip Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACOWIDA, Ben (Mr.)</td>
<td>621-2655</td>
<td>671-6158</td>
<td>621-2656</td>
<td>Neighborhood Board #26</td>
<td>270 Walker Avenue</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>BELLO, Eric (Mr.)</td>
<td>621-0497</td>
<td>621-7282</td>
<td>621-7608</td>
<td>Bello's Millwork &amp; Woodturning</td>
<td>401 N. Kane Street, A-9</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>BENAVITZ, Walter (Mr.)</td>
<td>628-1356</td>
<td>621-1216</td>
<td>621-1262</td>
<td>Wahiawa Community &amp; Business Association</td>
<td>P.O. Box 243</td>
<td>Kunia</td>
<td>96759</td>
</tr>
<tr>
<td>BUNDU, Robert (Senator)</td>
<td>586-6260</td>
<td>586-6091</td>
<td>586-6091</td>
<td>Kite Senate, District 22</td>
<td>State Capitol, Room 216</td>
<td>Honolulu</td>
<td>96813</td>
</tr>
<tr>
<td>CHOI, Melvin (Mr.)</td>
<td>622-4884</td>
<td>621-8488</td>
<td>621-2438</td>
<td>Hi-Way Burger</td>
<td>P.O. Box 644</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>DOI, Roy H. (Mr.)</td>
<td>626-1919</td>
<td>622-4888</td>
<td>621-2438</td>
<td>Wahiawa Community &amp; Business Association</td>
<td>410 Kaniu Avenue #202</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>HARADA, James K. (Mr.)</td>
<td>621-6758</td>
<td>621-6258</td>
<td>621-3670</td>
<td>Lot's/Marias</td>
<td>79 Maigo Place</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>HISAMOTO, Reed (Mr.)</td>
<td>622-3511</td>
<td></td>
<td></td>
<td>Foward Builing Center</td>
<td>1001 California Avenue</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>KAGEHIRO, George (Mr.)</td>
<td>621-0658</td>
<td></td>
<td></td>
<td>Wahiawa Community &amp; Business Association</td>
<td>916 Lemi Street</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>KANEMARU, Jared (Dr.) (Chair)</td>
<td>628-6507</td>
<td>622-4504</td>
<td>621-4554</td>
<td>Wahiawa Community &amp; Business Association</td>
<td>349 Mala Street</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>LEE, Lurlene (Ms.)</td>
<td>626-6669</td>
<td>627-7270</td>
<td>621-2438</td>
<td>Hawaiian Civic Club of Wahiawa</td>
<td>931 Peach Street</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>MANSHO, Rene (Councilmember)</td>
<td>623-2220</td>
<td>547-7001</td>
<td>566-1184</td>
<td>City Council, Council District 1</td>
<td>530 South King Street, Room 202</td>
<td>Honolulu</td>
<td>96813</td>
</tr>
<tr>
<td>NAKASONE, Dan (Mr.)</td>
<td>624-4032</td>
<td>843-8871</td>
<td>843-8071</td>
<td>Wahiawa Community &amp; Business Association</td>
<td>122 Circle Drive</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>OKUDA, Harris (Mr.)</td>
<td>621-0136</td>
<td>621-0136</td>
<td></td>
<td>Island Comfort</td>
<td>518 California Avenue</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>OSHIRO, Marcus (Representative)</td>
<td>586-8505</td>
<td>586-8509</td>
<td></td>
<td>State House of Representatives, District 40</td>
<td>State Capitol, Room 438</td>
<td>Honolulu</td>
<td>96813</td>
</tr>
<tr>
<td>PETERSON, Martha (Ms.)</td>
<td>628-6619</td>
<td>621-6191</td>
<td></td>
<td>Wahiawa Community &amp; Business Association</td>
<td>1895 Eames Street</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>PETERSON, Suzanne (Ms.)</td>
<td>628-5254</td>
<td>621-5254</td>
<td>621-1936</td>
<td>J. H. Peterson &amp; Sons</td>
<td>P.O. Box 700</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>SAGON, Milton (Mr.)</td>
<td>623-1976</td>
<td>621-4166</td>
<td>621-4490</td>
<td>Wahiawa General Hospital</td>
<td>P.O. Box 580</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>SHIMOKUSU, James (Dr.)</td>
<td>621-6893</td>
<td></td>
<td></td>
<td>Wahiawa Rainbow Club</td>
<td>1852 Eames Street</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>SMITHE, Libby (Ms.)</td>
<td>628-7097</td>
<td>586-6130</td>
<td></td>
<td>Wahiawa Community &amp; Business Association</td>
<td>958 Peach Street</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>SUMLE, Marcia (Mrs.)</td>
<td>844-7776 (pager)</td>
<td>844-7776</td>
<td></td>
<td>Wahiawa Community &amp; Business Association</td>
<td>83 Kilihi Avenue</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>TORTORA, Christopher (Dr.)</td>
<td>621-8448</td>
<td></td>
<td></td>
<td>Hawaiian Eye Center</td>
<td>606 Kilihi Avenue</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>WILLIAMS, Anthony C. (Mr.)</td>
<td>622-0370</td>
<td>621-5025</td>
<td>621-5025</td>
<td>Wahiawa Lions Club</td>
<td>549 Kata Street</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>WONG, Russell (Mr.)</td>
<td>621-8542</td>
<td>622-0076</td>
<td></td>
<td>Leilehua High School</td>
<td>1975 California Avenue</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
</tbody>
</table>
APPENDIX B

CHRONOLOGY OF ACTIVITIES UNDERTAKEN BY TASK FORCE
### CHRONOLOGY OF ACTIVITIES

**WAHIAWA URBAN DESIGN PLAN TASK FORCE**

<table>
<thead>
<tr>
<th>Task Force Meeting No. 1 - November 7, 1996:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Introduction of the City Planning Department project staff and project consultant Wilson Okamoto &amp; Associates, Inc.</td>
</tr>
<tr>
<td>• Overview of the Central Oahu Development Plan (DP) revision program of which the Wahiawa Urban Design Plan (UDP) is derived from.</td>
</tr>
<tr>
<td>• Overview of the Wahiawa UDP work program process and schedule.</td>
</tr>
<tr>
<td>• Mobilization of the Wahiawa UDP Task Force membership.</td>
</tr>
<tr>
<td>• Establishment of the Wahiawa UDP planning boundaries.</td>
</tr>
<tr>
<td>• Identification of project area elements for consideration in the UDP.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Walking Tour of Wahiawa Town - November 30, 1997:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Members of the Wahiawa UDP Task Force, City Planning Department, and consultant Wilson Okamoto &amp; Associates, Inc. participated in a walking tour of Wahiawa town. The purpose of the tour was to identify key features and issues for consideration in the Wahiawa UDP.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Task Force Meeting No. 2 - January 15, 1997:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Establishment of the Wahiawa UDP Task Force membership. Dr. Jared Kanemaru was elected as the Task Force Chairperson and Mr. Ben Aohide as the Task Force Vice Chairperson.</td>
</tr>
<tr>
<td>• Presentation and discussion of the Wahiawa UDP proposed goal, objectives and supporting policies.</td>
</tr>
<tr>
<td><strong>Task Force Meeting No. 3 - February 19, 1997:</strong></td>
</tr>
<tr>
<td>--------------------------------------------------</td>
</tr>
<tr>
<td>- Distribution of updated Task Force membership list to include State Senator Robert Bunda, Councilmember Rene Mansho, and State Representative Marcus Oshiro.</td>
</tr>
<tr>
<td>- Discussion of the April 3, 1997 Wahiawa UDP Community Workshop format.</td>
</tr>
<tr>
<td>- Presentation and discussion of proposed illustrated concepts prepared for four categories which correspond to the four Wahiawa UDP objectives and associated policies: 1) Highway Signs to Wahiawa; 2) Gateways to Wahiawa; 3) Streetscapes of Wahiawa; and, 4) Building Character/Redevelopment Potential.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Community Workshop - April 3, 1997:</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>- An &quot;open house&quot; community workshop was held at the Kaala Elementary School Cafetorium to elicit comments from the community on proposed urban design concepts for Wahiawa to be considered in setting the direction for development of the UDP. Approximately 60 people attended the workshop.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Task Force Meeting No. 4 - May 8, 1997:</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>- Presentation by Councilmember Rene Mansho of the Hawaii Enterprise Zone Program.</td>
</tr>
<tr>
<td>- Presentation, discussion and recommended action by the Task Force of comments received at the April 3, 1997 community workshop.</td>
</tr>
<tr>
<td>- Presentation of an overview of the State Department of Land and Natural Resources Division of Forestry and Wildlife's Kaulunani Urban Forestry Program by Ms. Teresa Trueman-Madriaga, Program Coordinator.</td>
</tr>
</tbody>
</table>
Task Force Meeting No. 5 - July 17, 1997:

- Presentation, discussion and refinement of and action by the Task Force to the draft Wahiawa UDP recommendations for the four categories: 1) Highway Signs to Wahiawa; 2) Gateways to Wahiawa; 3) Streetscapes of Wahiawa; and, 4) Building Character/Redevelopment Potential. Representatives of key State and City government agencies were in attendance to respond to questions and concerns of Task Force members.

- Discussion of the format of the August 21, 1997 Wahiawa UDP Community Workshop No. 2.

- Presentation of the status update of plans for the new McDonald’s building in Wahiawa by Mr. Thomas Meeder of McDonald’s of Hawaii.

Community Workshop No. 2 - August 21, 1997:

- A Community Workshop No. 2 was held at the Leilehua High School Cafeteria to elicit comments from the community on the draft Wahiawa UDP recommendations for the four categories: 1) Highway Signs to Wahiawa; 2) Gateways to Wahiawa; 3) Streetscapes of Wahiawa; and, 4) Building Character/Redevelopment Potential. Approximately 65 people attended the workshop. Workshop participants were provided an opportunity to sign up to assist in the implementation of recommended UDP projects.

Task Force Meeting No. 6 - December 3, 1997:

- Presentation, discussion and recommended actions by the Task Force of comments received at the August 21, 1997 Community Workshop No. 2 for inclusion in the final Wahiawa UDP report.

- The City Planning Department provided initial directions to the Task Force in implementing the recommendations of the UDP. Task Force members were provided an opportunity to sign up to assist in the implementation of recommended UDP projects.
APPENDIX C

WAHIAWA URBAN DESIGN PLAN TASK FORCE MEETING MINUTES
MEETING MEMORANDUM

SUBJECT: Wahiawa Urban Design Plan Orientation Meeting

November 7, 1996, 7:00 PM
Wahiawa Recreation Center

ATTENDEES: Cheryl Soon
Gary Okino
Lowell Chun
Matt Higashida
Rene Mansho
Marcus Oshiro
Daniel Nakasone
Libby Smithe
Martha Peterson
George Kagehiro
Marcia Sumile
Suzanne Peterson
Jared Kanemaru
Anthony Williams
Harold Diamond
Stephen Maddox
Susumu Ota
Jim Shimokusu
Eric Bello
Mary Bello
Earl Matsukawa
Frances Yamada

City Planning Department
City Planning Department
City Planning Department
City Planning Department
City Councilmember
State Representative
Wahiawa Community Business Association (WCBA)
WCBA
WCBA
WCBA
Peterson Farm
Wahiawa Resident
Wahiawa Lions
Wahiawa Lions
McDonalds Wahiawa
Wahiawa Resident
Wahiawa Rainbow Club
Bello’s Millwork
Bello’s Millwork

Information Items:

1. Ms. Soon opened the meeting by introducing the City Planning Department’s team and consultant Wilson Okamoto & Associates, Inc. Self introductions were made by those in attendance.

2. Ms. Soon explained that the Wahiawa Urban Design Plan (UDP) is derived from the Central Oahu Development Plan (DP) revision program. She indicated that public review comments were received on the draft DP last summer. The revised draft DP will be presented to the Wahiawa community prior to it being presented to the City Planning Commission and City Council.
3. Mr. Chun explained the UDP's work program process and schedule. There are three phases of the project: 1) inventory urban design features/formulate alternative urban design concepts; 2) preparation of the Draft UDP; and 3) preparation of the Final UDP. The planning process will include five task force meetings, one community workshop, and one community meeting.

4. Mr. Chun discussed the project's task force. Consensus was reached that all community members in attendance at the meeting would be included on the task force. Mr. Chun requested from the group the submittal of additional names to be included on the task force, indicating that a membership of 18 to 20 persons should be used as a standard guideline. A list of potential names was presented to Mr. Chun who indicated that the City will review the names for representation.

5. Mr. Matsukawa initiated discussion for establishing the UDP's planning boundaries and indicated that as a start, the boundaries depicted on the aerial photo include the business core.

6. Mr. Matsukawa opened up the meeting to discussion and the following comments/questions were raised by various attendees:

   a. How close will the City work with the State concerning the Civic Center? Discussion of the Civic Center has been going on for years. Due to the Civic Center's location, there was a suggestion that the City get this going as it will help the economy (stores), post office, and hospital as well.

   Mr. Okino responded that the State Department of Accounting and General Services (DAGS) is responsible for implementation of the State Civic Center. The City has little control over this. He pointed out that there is a Satellite City Hall in Wahiawa. Mr. Okino explained that the UDP will identify improvements that can be implemented to enhance Wahiawa. Mr. Chun suggested that an urban design plan can create an overall framework capable of receiving the Civic Center.

   b. The Plan should accommodate the military as they are an important part of Wahiawa.
c. There are over 33,000 vehicles going through Wahiawa daily, therefore, there is a need to aesthetically improve Kamehameha Highway and improve parking for both visitors and residents. Also, Wilson Bridge needs attention.

d. Since Kamehameha Highway is part of the circle island corridor, focus should be on the Highway. Also, the North and South Forks of Kaukonahua Stream help define the gateways to Wahiawa. These are defining features of Wahiawa.

e. Want to keep the small town feeling of Wahiawa. This should be reflected in the architecture of new buildings in the town (similar to the Main Street Program).

f. The Wahiawa Botanical Garden is an attraction which would help bring visitors through Wahiawa town.

g. Although the majority of traffic uses California Avenue, would want to see both corridors (including Kilani Avenue) enhanced.

h. Suggest coming up with guidelines or themes for how buildings should look.

It was indicated that the theme was addressed in the Wahiawa Town Master Plan - the plantation theme is reflective of Wahiawa’s heritage.

There are a few old buildings on Cane Street that are reflective of the plantation theme.

May want to consider establishing a 2-story height limit for buildings

i. Where will the proposed visitor center for the Wahiawa Botanical Garden be located? Expressed concern about the traffic.

M1. Chun responded that the Wahiawa Botanical Garden Master Plan will be brought up at the next Task Force meeting.
j. A task force member suggested that former City Councilmember Kageyama’s prior idea to construct a bridge over the existing culvert through the Wahiawa Botanical Garden was a good idea.

k. Where does this Plan take us? Is there potential for financing these improvements?

    Mr. Matsukawa responded that the UDP can make recommendations for public improvements and identify potential sources of funding for their implementation.

7. Mr. Matsukawa indicated that the planning team will be conducting an inventory of Wahiawa Town to identify key features. Themes or vocabularies could then be formulated to define Wahiawa.

    Mr. Chun invited Mr. Nakasone to join the project team in a walking tour of Wahiawa Town to identify key features and issues. (Note: A tour of Wahiawa by the project team and Mr. Nakasone has been scheduled for Saturday, November 30, 1996 at 10:00 AM.)

Key features of Wahiawa identified at the meeting include:

    a. Wahiawa State Freshwater Park.
    b. Kukaniloko site (birthing stone site) outside of Wahiawa.
    c. Wahiawa Botanical Garden.
    d. Kamehameha Highway and Wilson Bridge.
    e. Old buildings on Cane Street.

8. Councilmember Mansho indicated that this process of identifying features of Wahiawa was conducted for the Wahiawa Town Master Plan and that the Master Plan should be acknowledged as an information source. Mr. Matsukawa acknowledged this and indicated that the intent of this process is to take the Town Master Plan to a further level of detail.
9. Mr. Chun indicated that the next Task Force meeting is targeted for the beginning of 1997.

Frances Yamada, Planner

cc: Lowell Chun, City Planning Department
3383-02
January 15, 1997

MEETING MEMORANDUM

SUBJECT: Wahiawa Urban Design Plan
Task Force Meeting

January 15, 1997, 7:00 PM
Wahiawa Recreation Center

ATTENDEES:
Cheryl Soon
Dona Hanaike
Gary Okino
Lowell Chun
Matt Hitashida
Rene Mansho
Ben Acohido
Jared Kanemaru
City Planning Department
City Planning Department
City Planning Department
City Planning Department
City Councilmember
Wahiawa Neighborhood Board No. 26
Wahiawa Community Business Association (WCBA)

Dan Nakasone
Martha Peterson
Libby Smithe
Walter Benavitz
Roy Doi
George Kagehiro
Suzanne Peterson
Anthony Williams
Lurlene Lee
Jim Shimokusu
Chris Tortora
Eric Bello
James Harada
Milton Sagon
Melvin Chui
Don Robbins
Earl Matsukawa
Francisco Yamada
WCBA
WCBA
WCBA
WCBA
WCBA
JH Peterson & Sons
Wahiawa Lions Club
Hawaiian Civic Club of Wahiawa
Wahiawa Rainbow Club
Hawaiian Eye Center
Bello's Millwork & Woodturning
Dot's/Marion's
Wahiawa General Hospital
Big-Way Burger
Ka Nāpea

Information Items:

1. Ms. Soon opened the meeting and indicated that this will be her last Wahiawa Urban Design Plan meeting as City Planning Director as she will become the Director of the City Department of Transportation Services. Ms. Hanaike was introduced as the newly appointed Deputy Director of the Planning Department.

2. Mr. Chun noted that a walking tour of Wahiawa Town was conducted in late November with several area residents and representatives of the City Planning Department and consultant Wilson Okamoto & Associates. The tour focused on the town core, including Kamehameha Highway, California and Kilani Avenues,
3. Mr. Chun presented an overview of the project’s refined work program, noting that another task force meeting has been added prior to the first community workshop. A copy of the process and schedule was distributed at the meeting (copy attached). Mr. Chun indicated that the objective of tonight’s meeting was to present and discuss the inventory findings and the goals and objectives and policies for formulating an urban design plan.

4. Mr. Chun presented the 21-member Wahiawa Urban Design Plan Task Force (see attached membership list which was distributed at the meeting). He noted that a list of 22 names was initially submitted to the City, with some being members of the Wahiawa Town Master Plan Task Force. The Wahiawa Urban Design Task Force would host the community workshops and the leadership would assist in conducting the task force and community meetings. Task Force members in attendance elected Dr. Jared Kanemaru as Chairperson and Mr. Ben Acohido as Vice Chairperson.

5. Mr. Matsukawa presented the proposed goal for the Wahiawa Urban Design Plan (see attached Project Goal, Objectives and Policies handout which was distributed at the meeting).

Mr. Acohido noted the community’s desire to have a civic center. He suggested adding a “c.” under goal no. 4 as follows, “Enhance a regional government service area”. He noted the push to locate government services at the Second City and its remoteness from Wahiawa, Mililani and the North Shore.

Mr. Matsukawa reiterated that the Wahiawa Urban Design Plan is intended to focus on the physical improvements of the town, although the planning team is also looking at the Civic Center plans as part of the urban design development. Mr. Okino noted that the Central Oahu Development Plan revision program would be a more appropriate plan to address the issue of having a civic center in Wahiawa.

6. Mr. Matsukawa presented four (4) proposed planning objectives and supporting policies that the Wahiawa Urban Design Plan is intended to achieve:

a. Establish a town center (a visual focus for Wahiawa);

b. Reinforce the sense of arrival (the two “gateways” to Wahiawa);

c. Enhance the streetscape (Kamehameha Highway and California and Kilani Avenues); and

d. Effectively communicate attractions that Wahiawa has to offer.
Establish a town center: Mr. Matsukawa presented a mapped inventory of buildings in Wahiawa identified as having a historic/plantation character, as well as buildings reflective of a later period of architecture (i.e., the medical building on Kilani Avenue and Bank of Hawaii). He noted that the buildings of a historic character are spread out, thereby contributing to the lack of a focal point in Wahiawa Town. The width and speed of traffic along Kamehameha Highway also detracts as visitors zip through town without seeing a focal point.

Mr. Matsukawa indicated that the next step involved looking at solutions such as restoring or modifying building facades or redevelopment to achieve the historic character of a town center. It was found, however, that the typical "plantation" facades were mostly wooden and, therefore, less durable and conducive to restoration than masonry structures. Masonry structures identified as having potential for restoration include the Kunihiro building, K. Wada building, and the Top Hat and adjacent four buildings located on the west side of Kamehameha Highway; the Seto Chan building on California Avenue; and the medical building on Kilani Avenue. In addition, a mapping of structures in the ranges of 0-25 years, 26 to 49 years, and 50+ years indicates that many recent developments are located along Kamehameha Highway and that there are no significant groupings of older buildings that may be ready to redevelop.

Mr. Matsukawa indicated that, in general, re-establishment of a town center with buildings reflecting a historic character may be a long-term proposition as various properties redevelop. He indicated that the planning team will be looking into the kinds of appropriate architectural features and incentives needed to encourage such redevelopment. In the short-term, there may be improvements implemented through public/private cooperation, such as street trees, landscaping and street furniture.

Councilmember Mansho noted the lack of street trees in Wahiawa. Mr. Matsukawa indicated that a continuation of street trees along California and Kilani Avenues toward the center of town would be considered as project plans are developed. He also indicated that there were no overhead utilities along Kamehameha Highway and that the project team would consider landscaping treatment along that street.

Mr. Matsukawa indicated that based on proximity, it is felt that the focal town center should be located along Kamehameha Highway in the vicinity of California and Kilani Avenues.

Dr. Tortora noted that currently along Kamehameha Highway there is a concentration of service stations and fast food establishments that could attract motorists travelling to the North Shore. Although this is important to the Town Center, there is a need to change the dynamics to achieve the Town Center goal.
Ms. Suzanne Peterson noted that the State has a large parcel of land for a civic center. She also noted that the State is currently renting office space for some of its services. She indicated that the civic center could draw traffic going through the town. Mr. Matsukawa responded that the State Department of Accounting and General Services (DAGS) has prepared a conceptual plan for a civic center in the vicinity of the existing Satellite City Hall facility which calls for a consolidation of government functions. He noted that implementation of the civic center is a funding question and it may be some time before it is constructed.

Mr. Acohido indicated that the Wahiawa Town Master Plan recommends that the proposed Town Center be located in the central part of Wahiawa, whereas this plan proposes a "town center" in an "off-set" location. Mr. Matsukawa clarified that the current planning effort proposes a "visual" focal point that can serve as an attraction and a reason for motorists travelling along Kamehameha Highway to stop in Wahiawa. Mr. Matsukawa reiterated that the "capture" is along Kamehameha Highway as visitors typically would not drive up to the civic center area. He acknowledged, however, that the civic center would enhance the town. Mr. Okino mentioned that in addition to the Town Center concept, another theme to be discussed is the communication of attractions which the civic center could be an appropriate site for.

Mr. Matsukawa indicated that a visual feature which could establish this focus is a potential landscaped, open space feature within the triangular block at the intersection of Kamehameha Highway and California Avenue, if the City could acquire some of the land.

Mr. Matsukawa indicated that another consideration is to slow down traffic along Kamehameha Highway during off-peak hours as a means of allowing motorists to take notice of the town. The planning team will be looking into some possibilities as well as whether slowing down traffic may create other problems.

Another aspect of the Town Center in getting motorists to stop is to provide adequate parking. Mr. Matsukawa indicated that parking alternatives could create incentives for restoring buildings with substandard parking. As an example, in Kaimuki, the City's municipal parking lot supports many businesses that have substandard parking. In Lahaina, new businesses pool their parking requirements off-site to maximize floor area along street frontage. The planning team would be looking at options that are available under the zoning code for off-site parking.

Councilmember Mansho asked about the status of the parking lot proposed at the vacant parcel next to Judy's Florist. Mr. Matsukawa responded that the adjacent church was willing to share with the community in providing a parking area on the lot but that no action has yet been taken.


Sense of arrival: Mr. Matsukawa indicated that another aspect of establishing Wahiawa's identity is to establish a clear sense of arrival. He noted that Wahiawa presents an ideal situation as both entries to the town (Wilson Bridge and Karsten Thot Bridge) cross water and are framed by forested areas. A clear impression of entry could be established by:

- Removing underbrush and trimming the lower branches of taller trees at the approaches to both the Wilson and Karsten Thot Bridges;
- Move the two "Welcome to Wahiawa" signs further out from the town to make scenic aspects of the approaches part of the town;
- Consider an overhead sign at Wilson Bridge to mirror the experience of the Karsten Thot Bridge; and
- Create a new scenic overlook at Karsten Thot Bridge.

Mr. Acohido indicated that a recommendation was previously made to move the signs that announce motorists' arrival into Wahiawa. He expressed concern as to how this plan would cause the State Department of Transportation (DOT) to adhere to the community's desire since the DOT previously indicated that the signs must remain in its existing location.

Streetscape: Mr. Matsukawa indicated that another objective is the overall streetscape along the major thoroughfares in Wahiawa Town. He noted that many of the ideas discussed for establishing a Town Center would apply to California and Kilani Avenues as well as Kamehameha Highway. The intent is to plan a strategy for long-term beautification of these streets following the lead of the Town Center. Major elements of this strategy include:

- Incentives for preserving and restoring buildings with historic character;
- Enhancing the streetscape through street trees, landscaping and street furnishings;
- Enhancing existing buildings through voluntary cooperation in implementing architectural features or painting and landscaping according to suggested guidelines which the planning team will develop; and
- Looking into parking alternatives.
Mr. Matsukawa noted that commercial signage in Wahiawa seems to compete against each other in getting their messages across. The result is a high level of visual noise where the messages cannot be heard - people just get the impression of a lot of signs without really getting their message. Mr. Matsukawa noted that there may be a compliance problem with the City's sign ordinance, and maybe a cooperative effort to tone down the signage would be effective in making Wahiawa more visually attractive.

Mr. Matsukawa presented the mapped inventory of businesses along Kamehameha Highway that was conducted to assess who the signs are targeted at and to explore alternative ways of conveying messages other than through loud signage. It appears there are two major markets - passing motorists in general, including tourists, and the military.

Councilmember Mansho inquired if the signage concern is with size, color, or themes. She also inquired if examples of attractive signage plans applicable to other communities will be presented. Mr. Matsukawa responded that the concern is with all of those elements that lead to a high level of visual noise. He indicated that the plan is to find examples of appropriate signage, noting that loud signage seems to be less prominent in other areas such as King Street, McCully, Kapanulu and Haleiwa.

Mr. Nakasone noted that in Haleiwa which is a special district, the signage is of a specific size based on square footage of the establishment and there are guidelines for fabrication.

Councilmember Mansho indicated the need to know what the businesses are thinking in terms of signage. She also indicated that some of the businesses are economically unstable so incentives should be considered.

**Communicating attractions:** Mr. Matsukawa noted the mapped inventory of attractions in Wahiawa and pointed out the various categories as a means of coming up with ideas on how to communicate them (i.e., recreational/sightseeing attractions, regional draws, community draws, military draws, motorist attractions, neighborhood parks, schools, entryways, and view corridors). He noted that the planning team will be developing recommendations for appropriate signage and other means of communicating these attractions.

Mr. Matsukawa indicated that the plan will also consider highway signage, noting that the Wahiawa exit is not indicated as the route to the North Shore. He noted that tourists may assume that the road to the North Shore would start at the end of the H-2 Freeway and end up taking Wilikina Drive. With appropriate highway signage to the North Shore beginning at the H-1 Freeway, more visitors could be directed along the shortest route to the North Shore through Wahiawa.
Mr. Nakasone reiterated the idea of having a DOT sign that says "North Shore" and which points toward Wahiawa. He noted that from the north approach, there is a DOT sign that directs Honolulu-bound motorists to Wilikina Drive which bypasses Wahiawa. Mr. Acohido indicated that the reason is years ago, Wahiawa residents did not want traffic coming through town.

Councilmember Manno noted that in Haleiwa, the "Haleiwa Town" sign was put up due to businesses in the town being adversely affected by the Haleiwa Bypass Road. In response, the Haleiwa Main Street received approval from the DOT to put up the sign to attract tourists.

Mr. Nakasone indicated that the existing DOT sign near the Wahiawa off-ramp which reads "Hospital" could also read "North Shore".

7. Mr. Matsukawa explained the Conceptual Plan which illustrates the ideas previously discussed. He noted Wahiawa's textbook configuration for a town layout with its natural greenbelt. One idea is a possible walking/jogging/bicycle path along a portion of the perimeter of the greenbelt.

8. Mr. Matsukawa presented the proposed planning objectives and policies which would set the direction of the urban design plan (see copy attached).

The task force expressed agreement with the direction of the urban design plan.

Mr. Acohido inquired as to how the Wahiawa Urban Design Plan fits in with the other plans (i.e., the Central Oahu Development Plan (DP)). Mr. Okino responded that the Urban Design Plan will be a part of the Central Oahu DP. He explained that the DP contains provisions for creating special area plans which for Wahiawa is an urban design plan. He noted that it is a plan whereby the community can come together in developing a unified appearance for the town. Mr. Acohido indicated that at one time residents requested to the City Council that Wahiawa be considered as a special district and this request was denied. He noted the need to marshal the business and residential communities in supporting this plan.

Mr. Okino noted that the next step would be implementation of the plan. He noted that it further helps that the plan is a part of the DP which authorizes government expenditures to deal with parking lots and City street improvements.

9. Mr. Matsukawa indicated that for the next task force meeting, additional research will be conducted on specific items discussed tonight and conceptual drawings will be prepared, presented and discussed as a prelude to the upcoming community workshop.
10. Mr. Okino announced that the next Wahiawa Urban Design Plan Task Force meeting is scheduled for Wednesday, February 19.

Frances Yamada, Planner

Attachments
WAHIAWA
URBAN DESIGN PLAN
PROCESS AND SCHEDULE

1996
NOVEMBER | DECEMBER | 1997
JANUARY | FEBRUARY | MARCH | APRIL | MAY | JUNE

- Orientation
- Task Force Meeting
- Inventory Urban Design Features/Formulate Goal, Objectives & Policies
- Task Force Meeting
- Urban Design Strategies
- Task Force Meeting
- Urban Design Preferences
- Workshop Assessment/Wahiawa UDP
- Task Force Meeting
- Prepare Draft UDP
- Draft UDP Review
- Preliminary UDP Review
- Task Force Meeting
- Refine Final UDP
- Community Meeting
- Community Meeting
- Final UDP Approval
<table>
<thead>
<tr>
<th>Name</th>
<th>Home Ph.</th>
<th>Work Ph.</th>
<th>Fax #</th>
<th>Organization/Company/Agency</th>
<th>Mailing Address</th>
<th>City</th>
<th>Zip Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACOHIDA, Ben (Mr.)</td>
<td>621-2656</td>
<td></td>
<td></td>
<td>Neighborhood Board #26</td>
<td>270 Walker Street</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>BELLO, Eric (Mr.)</td>
<td>621-7282</td>
<td>621-1216</td>
<td></td>
<td>Bello's Millwork &amp; Woodturning</td>
<td>401 N. Cane Street, A-9</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>BENAVITZ, Walter (Mr.)</td>
<td>622-1356</td>
<td>621-1216</td>
<td></td>
<td>WCBA President</td>
<td>P.O. Box 243</td>
<td>Kunia</td>
<td>96759</td>
</tr>
<tr>
<td>CHOI, Mel (Mr.)</td>
<td>621-8488</td>
<td></td>
<td></td>
<td>Big-Way Burger</td>
<td>211 Hiwi Place</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>DOI, Roy (Mr.)</td>
<td>622-4188</td>
<td></td>
<td></td>
<td>Wahiawa Town Master Plan</td>
<td>410 Kilani Avenue, #212</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>HARADA, James K. (Mr.)</td>
<td>621-6758</td>
<td></td>
<td></td>
<td>Marion's/Dot's</td>
<td>P.O. Box 370</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>HISAMOTO, Reed (Mr.)</td>
<td>622-3911</td>
<td></td>
<td></td>
<td>Howard Building Center</td>
<td>1001 California Avenue</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>KAGEHIRO, George (Mr.)</td>
<td>621-0658</td>
<td></td>
<td></td>
<td>Wahiawa Town Master Plan</td>
<td>916 Lemi Street</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>KANEMARU, Jared (Dr.)</td>
<td>622-2457</td>
<td>622-4354</td>
<td></td>
<td>Wahiawa Town Master Plan</td>
<td>410 Kilani Avenue, #211</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>LEE, Lurline (Ms.)</td>
<td>622-4659</td>
<td></td>
<td></td>
<td>Hawaiian Civic Club</td>
<td>934 Peach Street</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>NAKASONE, Dan (Ms.)</td>
<td>622-4022</td>
<td>843-8071</td>
<td></td>
<td>Wahiawa Town Master Plan</td>
<td>122 Circle Drive</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>OKUDA, Harris (Mr.)</td>
<td>621-0136</td>
<td></td>
<td></td>
<td>Island Comfort</td>
<td>518 California Avenue</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>PETERSON, Martha (Ms.)</td>
<td>621-6619</td>
<td>621-6519</td>
<td></td>
<td>WCBA Director</td>
<td>1855 Eames Street</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>PETERSON, Suzanne (Ms.)</td>
<td>621-5254</td>
<td>621-5254</td>
<td></td>
<td>Wahiawa Town Master Plan</td>
<td>P.O. Box 70C</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>SAGAN, Milton (Mr.)</td>
<td>621-8411</td>
<td></td>
<td></td>
<td>Wahiawa General Hospital</td>
<td>P.O. Box 580</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>SHIMOKUSU, James (Dr.)</td>
<td>621-6853</td>
<td></td>
<td></td>
<td>Wahiawa Rainbow Club</td>
<td>1822 Eames Street</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>SMITHE, Libby (Ms.)</td>
<td>621-7067</td>
<td></td>
<td></td>
<td>Wahiawa Town Master Plan</td>
<td>936 Peach Street</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>SUMILE, Marcia (Ms.)</td>
<td>844-7716 (pager)</td>
<td></td>
<td></td>
<td>WCBA Director</td>
<td>83 Kilani Avenue</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>TIKTORA, Christopher (Dr.)</td>
<td>621-8448</td>
<td></td>
<td></td>
<td>Hawaiian Eye Center</td>
<td>606 Kilani Avenue</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>WILLIAMS, Anthony (Mr.)</td>
<td>621-5025</td>
<td></td>
<td></td>
<td>Wahiawa Lions Club</td>
<td>544 Kual Streeet</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
<tr>
<td>WONG, Russell (Mr.)</td>
<td>621-85-2</td>
<td>622-0076</td>
<td></td>
<td>Wahiawa Town Master Plan</td>
<td>1975 California Avenue</td>
<td>Wahiawa</td>
<td>96786</td>
</tr>
</tbody>
</table>
WAHIWA URBAN DESIGN PLAN
PROJECT GOAL, OBJECTIVES AND POLICIES

The following goal for the Wahiawa Urban Design Plan is proposed based on a review of the Wahiawa Town Master Plan (July, 1994), the City's Central Oahu Development Plan revision program, the input from the initial Task Force Meeting (November 7, 1996), and the site visit "walk-through" with several members of the Task Force on November 30, 1996:

IMPROVE THE IMAGE OF WAHIWA THROUGH URBAN DESIGN TO:

1. MAINTAIN AND ENHANCE WAHIWA'S PLANTATION HERITAGE AND RURAL, SMALL-TOWN ATMOSPHERE;

2. ENHANCE WAHIWA'S ROLE AS A "GATEWAY" BETWEEN TOWN AND COUNTRY;

3. NURTURE PRIDE AMONG RESIDENTS OF WAHIWA FOR THEIR TOWN;

4. ENHANCE THE TOWN CORE AS A SETTING FOR SOCIAL, CIVIC, AND COMMERCIAL INTERACTIONS;
   a. ENCOURAGE OAHU RESIDENTS TO REDISCOVER WHAT WAHIWA HAS TO OFFER;
   b. ENCOURAGE MORE VISITORS TO STOP AND EXAMINE WHAT WAHIWA HAS TO OFFER; AND,

5. CONTINUE TO SERVE THE NEEDS OF MILITARY PERSONNEL.

To achieve this goal, we propose several objectives and associated policies and actions toward which effort can be directed and progress measured:

1. RE-ESTABLISH WAHIWA'S HISTORIC "IDENTITY" WITHIN A "TOWN CENTER" FOCAL POINT ALONG KAMEHAMEHA HIGHWAY IN THE VICINITY OF CALIFORNIA AND KILANI AVENUES TO SERVE AS A FOCAL POINT FOR MOTORISTS TRAVELLING ON THE HIGHWAY. WITHIN THIS "TOWN CENTER":

1
A. Preserve and encourage restoration of structures that reflect the historic character of Wahiawa.

B. Encourage redevelopment reflecting an architectural theme consistent with the historic character of Wahiawa.

C. Encourage architectural and landscape treatment of modern structures to achieve greater aesthetic harmony with architectural themes reflecting the historic character of Wahiawa.

D. Provide on-street parking during non-peak traffic hours to "slow-down" traffic along Kamehameha Highway.

E. Provide adequate on-street and off-street parking to encourage motorists along the highway to "stop and take a look."

F. Provide open space and landscaping to reinforce the historic character of Wahiawa.

2. ENHANCE WAIHAIWA'S POINTS OF ENTRY ALONG KAMEHAMEHA HIGHWAY TO REINFORCE A "SENSE OF ARRIVAL" ALONG THESE APPROACHES.

A. Remove underbrush and trim lower branches of trees to expose views of Lake Wilson from the H-2 Freeway off-ramp to the Wahiawa Bridge and on Kamehameha Highway on the approach to Karsten Thot Bridge.

B. Establish a scenic lookout with parking on the north approach to Karsten Thot Bridge overlooking Lake Wilson.

C. Relocate or construct new entry signage on the north approach to Karsten Thot Bridge and along the H-2 Freeway off-ramp approach to Wahiawa Bridge. Also pursue the potential for overhead signage creating a gateway entry on the Wahiawa Bridge.

3. ENHANCE THE STREETSCAPE ALONG KAMEHAMEHA HIGHWAY. CALIFORNIA AVENUE AND KILANI AVENUE TO REINFORCE THE HISTORIC CHARACTER OF WAIHAIWA. ALONG THESE ROADWAYS:

A. Encourage maintenance, restoration, and redevelopment that reflect the historic character of Wahiawa.
B. Manage commercial signage to improve the character of the streetscape.

C. Provide landscaping and street furnishings where possible and appropriate to provide needed pedestrian amenities and to reinforce Wahiawa’s historic character.

D. Preserve and enhance viewplanes that are historically associated with Wahiawa, such as the backdrop of the Waiʻanae and Koolau ranges, Lake Wilson/Kaukonahua Stream, and forested areas.

4. COMMUNICATE ATTRACTIONS THAT WAHIAWA OFFERS TO VISITORS, THE MILITARY AND OTHER OAHU RESIDENTS.

A. Provide highway signage directing motorists travelling between Honolulu and the North Shore into Wahiawa.

B. Provide information on Wahiawa’s various attractions at businesses and other areas frequented by visitors, military personnel and residents and provide appropriate street signage to locate these attractions.
MEETING MEMORANDUM

SUBJECT: Wahiawa Urban Design Plan Task Force Meeting

February 19, 1997, 7:00 PM
Wahiawa Recreation Center

ATTENDEES:
- Pat Onishi (City Planning Department)
- Gary Okino (City Planning Department)
- Lowell Chun (City Planning Department)
- Matt Higashida (City Planning Department)
- Robert Bunda (State Senate, District 22)
- Marcus Oshiro (House of Representatives, District 40)
- Jared Kanemaru (Wahiawa Community Business Association (WCBA))
- Dan Nakasone (WCBA)
- Martha Peterson (WCBA)
- Libby Smithe (WCBA)
- Koy Ido (WCBA)
- George Kagehiro (WCBA)
- Suzanne Peterson (JH Peterson & Sons)
- James Shiuokusu (Wahiawa Rainbow Club)
- Chris Tortora (Hawaiian Eye Center)
- Scott Harada (Dot’s/Marion’s)
- Milton Sagon (Wahiawa General Hospital)
- Melvyn Choi (Big-Way Burger)
- Russell Wong (Leilehua High School)
- Tim Temple (The Wheel Thing)
- Laura Figueira (Haleiwa)
- Earl Matsukawa (Wilson Okamoto & Associates, Inc.)
- Frances Yamada (Wilson Okamoto & Associates, Inc.)
- Michael Miyabara (Miyabara Associates)
- James Stone (Koher/Hansen/Mitchell Architects)

Information Items:

1. Mr. Onishi opened the meeting and introduced the urban design consultant team: Planning Consultant - Wilson Okamoto & Associates (Earl Matsukawa and Frances Yamada); Architect - Kober/Hansen/Mitchell Architects (James Stone); and Landscape Architect - Miyabara Associates (Mike Miyabara).

2. Mr. Kanemaru informed the Task Force members of the new Task Force membership list which includes Senator Robert Bunda, Councilmember Rene Mansho, and Representative Marcus Oshiro.
3. Mr. Chun indicated that the Task Force and the planning/consultant team will be co-hosts of the upcoming community workshop and that the Task Force members will be invited to assist in introducing the proposed urban design concepts to the community.

4. Mr. Matsukawa indicated that at the last Task Force meeting, preliminary findings were discussed under four categories which parallel the four project objectives and associated policies. In preparation for the workshop, these were divided into four primary strategies for implementation and which would correspond to four stations at the workshop. Mr. Matsukawa noted that although the agenda reflects five concepts, it was felt that the Town Center concept would be more appropriately included as an aspect of the Streetscape concept. He indicated that each station would be manned by Task Force members who would provide an overview of the various concepts to the community. Personnel from the City Planning Department and the consultant team would be available as resource persons to support the Task Force at the workshop.

Mr. Matsukawa conducted a "walk through" of the following four stations, similar to that envisioned for the workshop.

Approaches to Wahiawa Station: Station includes photographs of various highway signage which direct motorists to Wahiawa and the North Shore via the H-2 Freeway starting from the H-1 Freeway. Based on the existing signage, there seems to be sufficient direction for motorists to be directed to the North Shore via the H-2. The key change would be to add "North Shore" to the "Wahiawa" off-ramp sign (Exit 8). Otherwise, tourists heading to the North Shore would typically drive to the end of the H-2 Freeway and continue along Wilikina Drive, thus by-passing Wahiawa town.

Returning to Honolulu on a counter-clockwise circle island tour, the existing highway sign at the junction near Poamoho Camp directs motorists to "Wahiawa" via Kamuela Highway, and to "Schrofield Barracks" and "Honolulu" via Kamanamui Road/Wilikina Drive, again by-passing Wahiawa. To capture motorists, this sign should be changed to direct Honolulu-bound traffic through Wahiawa. The downside to directing more tourists through Wahiawa is the potential of increased traffic along the already busy Kamehameha Highway through Wahiawa. However, the idea is to establish Wahiawa as a destination whereby tourists and local residents would want to stop in Wahiawa town.

Mr. Nakasone indicated that visitor traffic would not really impede local traffic since visitors typically travel during off-peak hours. Mr. Matsukawa added that the heavy traffic along Kamehameha Highway consists mainly of motorists passing through.

Mr. Matsukawa mentioned that changes to highway signage located on the side of the highway could be made by the State Department of Transportation with community support. The larger overhead highway signs would be more difficult to change and would require support by the community and its elected officials.
Dr. Tortora indicated that the station's map display may need more visual admonition, noting that people like visual images. He suggested that "after" drawings of highway signage be prepared and mounted on the display board.

Entries to Wahiawa Station: Mr. Miyabara presented the proposed concepts for the two entryways to Wahiawa.

Wilson Bridge: Two alternative schemes were prepared for this entryway entitled "Town Entrance (South)". For both schemes, selective clearing of vegetation is proposed to afford motorists views of Lake Wilson as they enter Wahiawa from the H-2 Freeway off-ramp.

In Alternate Scheme A, the intent is to create a sense of the gateway concept which would be achieved through an overhead-type structure at the bridge entrance. This would convey a strong, physical gateway for motorists driving through. The overhead structure also reflects the sense of Karsten Thot Bridge at the north side of Wahiawa. The entryway could be landscaped with Royal Palms to convey a formal approach to the town.

In Alternate Scheme B, the intent is to develop elements on a smaller scale which would reflect some of the elements of Wahiawa town. These could include gateway features on either side of the bridge and on the median of the bridge entrance, street banners and theme street lighting.

Karsten Thot Bridge: Two schemes were prepared for this entryway entitled "Town Entrance (North)".

The first scheme depicts creation of an entry feature north of the bridge to give motorists a sense that they are entering Wahiawa. This would include a new sign associated with Wahiawa (i.e., "Welcome to Wahiawa" sign). Such features could be located on one or both sides of the road to create a sense of entry. Other transportation modes could also be integrated, including a regional bicycle route along Kamehameha Highway proposed by the State Department of Transportation.

The second scheme depicts improvements along the north side of the bridge, including selective clearing of vegetation to open up views of Lake Wilson, integration of the State's regional bicycle route, possible pedestrianway along the bridge, and development of an observation/overlook area which could also connect to the possible development of the Lake Wilson Freshwater Park.
Streetscapes Station: Mr. Miyabara presented the following street-scape concepts:

Kamehameha Highway Streetscape: Two alternative schemes were prepared for this streetscape. The intent is to introduce aesthetic elements into the streetscape and to create a sense of unity along Kamehameha Highway.

In Alternate Scheme A, urban street pattern elements are introduced, such as street banners which could announce festivals or other events. This could be integrated with the existing street lights. There could also be unified landscape treatment in a similar palette to that of the Wilson Bridge entryway. This alternative depicts the possible use of palms which are low maintenance and allow for unobstructed views of storefronts, and screen planting along the street frontage of parcels.

In Alternate Scheme B, the sidewalks could be enhanced with pattern paving and widening in areas to create pockets for planting of street trees where it would not interfere with utilities or signs. Other enhancements could include theme lighting, street furniture, street trees, and low screen wall and landscaping along the street frontage of parcels.

Street Corner: The intent is to enhance key street corners. The Texaco Station corner at Kamehameha Highway/Kilani Avenue which is void of landscaping is depicted in this scheme. Major vertical elements such as Royal Palms could be introduced to create a strong visual image. Architectural elements such as low walls could be integrated with business signage or signage about Wahiawa, enhanced with landscaping to create a more attractive treatment.

Streetscapes: The intent is to enhance storefront areas through added street trees, enhanced sidewalks (provide richer texture/surface), street furniture, unified signage (using a designated palette of colors and graphics), and architectural treatment.

Town Center: The intent of a Town Center is to create a visual focal point in the town. The Town Center is envisioned in the area of the triangular block at the corner of Kamehameha Highway/California Avenue. The block could become a public facility consisting of a regional information center where visitors can obtain information and orient themselves to Wahiawa. The remainder of the site could provide visual relief with landscaped open space. The theme of Royal Palms could also be reflected here.

Buildings/Land Use Ordinance: In the longer term, the building facades along Kamehameha Highway, California and Kilani Avenues, and North Cane Street which reflect the plantation heritage could be preserved and restored. The architectural elements and drawings prepared and presented by Mr. Stone of Kober/Hansen Mitchell Architects would become part of a design guidebook that could be used as a
reference by architects of businesses considering redevelopment. Mr. Stone presented a design guideline depicting elements to be focused on to achieve a plantation theme, including windows, doors, canopies, light fixtures, signs, materials, and colors.

Mr. Matsukawa indicated that the existing buildings that are built up to the sidewalks were built prior to the requirement for off-street parking. He presented four diagrams which depict potential redevelopment options of a typical 5,000-square foot commercial parcel.

One option which is allowable under the City’s Land Use Ordinance (Luo) would be to construct a building that is located close to the street frontage. Much of the lot would be taken up by the driveway leading to the rear of the parcel. To meet the off-street parking requirement, the building’s footprint would be limited, requiring a second floor which is not profitable from a business standpoint. From the perspective of redevelopment of an entire block, the driveways would break up the building frontages which would adversely affect the character of the street frontage.

Another option allowable under the Luo is to locate all of the off-street parking in the front portion of the parcel. By locating the building at the back, the floor area could be increased by 30 percent on two levels. However, this would not achieve the plantation street frontage character.

Another approach is the shared driveway concept which would break up the block less than with the individual driveway concept. The shared driveway would allow more floor area on the first level. However, the shared driveway is not allowed under the Luo. It may also make it more difficult if either lot were to be sold and only half a driveway were available.

Another approach is to provide a parking alley mid-block. This would allow for all of the floor area to be on one level along with landscaping. However, such a solution would imply coordinated development of the block as well as changes to the Luo design standards.

Other options could include a centralized off-site parking area which could be built using parking impact fees. The fees are paid when properties are redeveloped without parking or with sub-standard parking. However, parking would not be available until the centralized parking area is built.

Mr. Onishi noted there are other possible ways to address parking, one being joint development whereby off-site parking may be developed.

Mr. Matsukawa discussed the community workshop format scheduled for Thursday, April 3 at the Kaala Elementary School Cafeteria. It would be a 2-hour open house format which would be manned by members of the Task Force and planning team.
There would also be an orientation station to explain the urban design plan process. Comment sheets would also be available for use by workshop participants.

Mr. Kanemaru inquired about the publicity for the community workshop. Mr. Chun responded that the City typically runs notices through the community service announcement in the newspapers of general circulation, or contacts reporters to run an article in the newspapers. He also requested assistance from the Task Force members in notifying the community of the workshop. Mr. Nakasone suggested including "before" and "after" images to accompany the workshop notice in the newspapers as a means to draw more attention. The Task Force will work with the City Planning Department on the publicity for the workshop.

6. The following comments on the concepts presented were provided by the Task Force members:

Dr. Tortora suggested that "after" images of various highway signage be included for the Approach Station.

Mr. Temple indicated that the attempt to draw tourist traffic through Wahiawa as a means of having them stop in the town is a valuable point to emphasize at the workshop as the objection to increased traffic is anticipated.

Dr. Tortora suggested that the Approach Station should have brief headings to describe the proposed changes, similar to the other stations. Each station should be able to stand on its own without verbal explanation. Mr. Matsukawa responded that titles will be prepared to clearly identify each station.

Dr. Tortora suggested that the Entries to Wahiawa station be renamed to the Gateways to Wahiawa.

Dr. Tortora suggested noting points made onto the various illustrations so people can react to them.

A suggestion was made that the highway sign (under the H-1 Freeway overpass) directing motorists from the Waikiki Shopping Center to Honolulu should be changed to read "Honolulu" and "Wahiawa" to also direct motorists and tourists to Wahiawa. Dr. Tortora noted that the route from Ewa on the H-1 Freeway to Wahiawa is not addressed on the Approach Station map.

A comment was made that given the association of Wahiawa with pineapples, there is only one sign near the bridge approach to Wahiawa that has a pineapple on it. It was noted that the arch of the proposed overhead structure across Wilson Bridge has a pineapple on it. In a related matter, Mr. Matsukawa noted that the Haleiwa merchants
got together and put up a Haleiwa sign with permission from the State Department of Transportation because the town was being bypassed.

Senator Bunda indicated that the reason why the Haleiwa merchants got together is because they have a product which is the ocean. He noted that the Wahiawa plan accomplishes the arrival to the town, and once you get there you would see these nice elements, but Wahiawa has no product. Noting that the Haleiwa merchants can prosper because they have the ocean, Senator Bunda questioned if the Wahiawa merchants would prosper just through an urban design of the town. He indicated that by improving the Wahiawa Freshwater Park, it could be a destination between the North Shore and Honolulu (i.e., fishing tournaments, boating). But aside from the park, botanical garden and the area's natural beauty, there needs to be a purpose. Mr. Matsukawa indicated that it is a theme - Haleiwa has the ocean and Wahiawa has the plantation theme and the unique feeling of being up in the mountains with the lake.

Mr. Chun acknowledged that there has to be an impetus to attract people to Wahiawa and the urban design plan would essentially create a setting for this to occur.

Mr. Nakasone noted that for Wahiawa the "package" has to be improved first before the 'product' will improve. The intent should be to improve upon the attractiveness of the area to likewise attract merchants and potential entrepreneurs in conducting business in the area.

Mr. Nakasone pointed out the potential of Lake Wilson as an attraction. JTB recently conducted fishing tours of the lake for Japanese tourists. Another tour operated expressed similar interest.

Mr. Temple noted that once all the beautification occurs, there needs to be something that keeps people coming to Wahiawa. He indicated that development of the Wahiawa Freshwater Park and utilizing Lake Wilson as an area to recreate as well as educate people about the plantation history of Wahiawa could be a draw to the area.

Mr. Matsukawa reiterated that this effort is intended to be an urban design plan which is one component that would complement the Wahiawa Town Master Plan.

Ms. Smithe indicated that a regatta is planned for 1998.

Mr. Doi indicated that businesses will likely express concern about the need to put up private monies to undertake some of the streetscape improvements shown. Mr. Chun responded that the intent is to propose a plan that will help those who participate in it, as the objective is to not only improve the overall setting of Wahiawa but to also improve the business setting by making it more attractive and inviting. Mr. Doi indicated that most businessmen want to be shown that business will improve before they commit to spending the money, so they will have to be convinced otherwise.
Senator Bunda reiterated that Wahiawa does not have any resources of the magnitude of the ocean and to move in the direction being discussed tonight, all three elements (urban design, programming and marketing of Wahiawa) need to move together simultaneously.

Ms. Smithe expressed the need to focus on the positive things that can be accomplished such as the planting of trees. She noted that applications of grant monies for plants can be submitted for certain improvements.

Mr. Temple indicated that businessmen will be looking at their cost involvement and some rough costs should be provided to give them some indication.

Mr. Kanemaru indicated the need to start somewhere in improving the town, whether it be the planting of trees, to provide the impetus to move forward.

Dr. Tortora noted that the concepts shown provide a sense of encouragement as they mostly depict relatively small changes which do not involve a great deal of expense - many of the improvements would be at the cost of the taxpayer rather than businesses.

7. Mr. Chun and Mr. Kanemaru requested that Task Force members sign up to man the various stations at the workshop.

Frances Yamada, Planner
MEETING MEMORANDUM

SUBJECT: Wahiawa Urban Design Plan
Task Force Meeting

May 8, 1997, 7:00 PM
Wahiawa Recreation Center

ATTENDEES:

Pat Onishi                      City Planning Department
Gary Okino                      City Planning Department
Lowell Chun                     City Planning Department
Matt Higashida                  City Planning Department
Iraed Kanemaru                  Wahiawa Community Business Association (WCBA)
Rene Mansho                     City Councilmember
Cookie Harris                   City Councilmember Rene Mansho’s Office
Nandana Kahupahana              State Representative Marcus Oshiro’s Office
Dan Nakasone                    WCBA
Martha Peterson                 WCBA
Libby Smithe                    WCBA
Roy Doi                        WCBA
Walter Benavitz                 WCBA
George Kagehiro                 WCBA
Marcia Sumile                   WCBA
Harris Okuda                    Island Comfort
James Shimokusu                 Wahiawa Rainbow Club
Chris Tortora                   Hawaiian Eye Center
Tom Meeder                      McDonald’s of Hawaii
Reynold Chun                    Kula Resident
Dean Nakamura                   Wahiawa Resident
Douglas Leeds                   Wahiawa Resident
Carol Post                      CJ’s Midnight Rodeo
Tino Ramirez                    The Honolulu Advertiser
Don Robbins                     Ka Nupepa
Teresa Trueman-Madriaga         Kauai, Division of Forestry and Wildlife, State
                                Department of Land and Natural Resources
Peter Bulanow                   Komo Farm
Diane Marumoto                  Komo Farm
Leona Salvador                  Wahiawa Resident

Information Items:

1. The meeting opened with greetings from Mr. Kanemaru and Mr. Onishi.
2. Mr. Chun reported that the community workshop held on April 3, 1997 was a success, with mostly positive as well as constructive comments received. The focus of this meeting was to discuss the workshop results and establish elements and guidelines for inclusion in the Wahiawa Urban Design Plan (UDP). The next Task Force meeting will focus on implementation of the UDP, possibly with representatives from various agencies discussing implementation opportunities. Following the meeting, a second community workshop will be held to present the Draft UDP, to be followed by a final Task Force meeting to refine and finalize the UDP.

3. Councilmember Rene Mansho, City Managing Director Bob Fishman, and City Budget Director Malcolm Tom presented an overview of the Hawaii Enterprise Zone Program as a means of providing incentives for various businesses in the Wahiawa area.

- Under an umbrella law, the State of Hawaii tasked the respective counties with the authority to pass a legislative policy and enact the law for Enterprise Zones. This program provides State tax incentives and County tax and permitting incentives for certain types of businesses with the intent of stimulating the economy and providing jobs for specific communities. Communities which qualify for the Enterprise Zone and its boundaries are determined by the City Council and enacted by ordinances and resolutions. Wahiawa is one of the communities included in this program. Copies of a map depicting the boundaries within the Wahiawa area which are eligible for the Enterprise Zone program (darkened areas on map), and a handout on the Hawaii Enterprise Zone Program were distributed at the meeting (copies attached).

- Businesses that qualify for the Enterprise Zone program include: agricultural production or processing; manufacturing; wholesaling/distribution; and cleaning, repair, or maintenance of personal property (such as autos, appliances, clothing/laundry, and machinery). In order to protect existing businesses, potential businesses that could adversely compete against existing area businesses, such as retail and professional services, do not qualify for this program. The intent of this program is to create a positive synergy within the community.

- Eligible existing businesses may qualify for the Enterprise Zone program by increasing their employment by 5 percent, provided that 40 percent of this increase is comprised of employees in the "low income" (income less than 80 percent of the median income of the county prior to the hiring date) bracket.

- The City's plans include meeting with the respective community Neighborhood Boards, business associations, and various community groups to present an overview of this program.
The City Department of Housing and Community Development is the agency that oversees the Enterprise Zone program for the City and County.

Mr. Matsukawa explained that the verbal and written comments received from the workshop were organized under four (4) categories which correspond to the workshop stations: Highway Signs to Wahiawa; Gateways to Wahiawa; Streetscapes of Wahiawa; and, Building Character/Redevelopment Potential. The categories and comments were organized into a matrix and distributed at the meeting. Mr. Kanemaru and Mr. Matsukawa led the Task Force in determining the recommended category of action (copy attached) to be taken for each of the comments in consideration of its inclusion in the UDP.

A copy of the matrix reflecting the Task Force’s recommended action for each comment, along with additional comments noted, is attached. It was indicated that additional comments or input to the matrix may be discussed at the next Task Force meeting. The following are the matrix comments (in italics) and associated key comments made in the course of undertaking the matrix activity, along with the Task Force’s recommended action for each comment.

Highway Signs to Wahiawa:

1. Attrac more visitor-type traffic into Wahiawa by changing highway signage.
   a. Directing visitor traffic through Wahiawa will hurt businesses in the Wilikina Drive/Kemoo Farm area.

   Mr. Matsukawa: The suggested recommendation presented at the workshop was to add "North Shore" to various highway signs directing motorists to "Wahiawa" so visitor traffic would pass through Wahiawa town. This concept would apply to both North Shore-bound and Honolulu-bound traffic.

   Comment: Motorists travelling Honolulu bound along Wilikina Drive may currently make a left-turn into the Kemoo Farm area.

   Recommended Action: The possibility of installing dual signage directing North Shore-bound motorists to exit either onto Kamehameha Highway or Wilikina Drive was recommended for further exploration. If possible, the signs could read "Wahiawa/Kemoo Farm" with identification of the appropriate exits. The same concept for highway signs could also be applied to direct Honolulu-bound motorists from the North Shore. This would also allow for North Shore-bound motorists to take an alternate route when returning to Honolulu.
b. Directing visitor traffic through Wahiawa could potentially increase traffic congestion on Kamehameha Highway.

Comment: Visitor traffic primarily occurs during off-peak traffic periods, mainly between 10:00 AM to 3:30 or 4:00 PM.

Recommended Action: No. 4.

Provide signs directing traffic to the Kemoo Farm area.

Recommended Action: Look into possibility of installing dual signing (same as comment 1.a. above).

Include WAHIAWA on the sign at the Paiwa Street Honolulu-bound on-ramp near Waiekele Commercial Center.

Recommended Action: No. 2.

Include Hawaiian pronunciation on signs.

Recommended Action: No. 4.

Gateway to Wahiawa.

1. Open up views to Lake Wilson at both entrances.

Clean up banks behind apartments near south entrance.

Comment: It would include primarily trash and unwanted vegetation.

Recommended Action: No. 1.

Enhance views and beautify both sides of north entrance.

Recommended Action: No 1

2. Gateway feature at the south end of town.

Recommended Action: No. 1.

Overhead greeting banners.

Recommended Action: No. 2.

Recommended Action: No. 2.

Welcome sign is sufficient.

Recommended Action: No. 2.

Keep the gateway "old fashioned", not "mainland-style".

Recommended Action: No. 2.

Consider using native Hawaiian plants for landscaping - Kukui and laua'e to augment royal palms.

Recommended Action: No. 2.

Relocate Dole's pineapple-shaped water tower to Wahiawa.

Comment: Dole has plans to reuse the pineapple-shaped water tower.

Recommended Action: No. 4.

3. Gateway feature at the north entrance.

Recommended Action: No. 1.

Provide parking for the observation area.

Mr. Matsukawa: A parking area was not depicted in the North Entrance sketch due to existing adverse traffic conditions, including limited sight distance coupled with fast moving traffic.

Recommended Action: No. 7. Note this as an item to be considered in the UDP and let the engineers determine if and how a parking area can be accommodated in this area. Also explore the possibility of providing a parking area across the bridge (southwest side of Karsten Thot Bridge).
Provide improvements extending from the Kukaniloko Birthstones.

Recommended Action: No. 2. Suggest providing additional signs to call attention to the Birthstones. Extending improvements to the area of the Birthstones could be worked out provided it is done in a sensitive manner.

Improve pedestrian safety from Whitmore Village to Wahiawa.

Recommended Action: No. 4. A bikepath along Kamehameha Highway was previously discussed not necessarily within the scope of the UDP, but as part of an overall planning perspective. It should be noted in the UDP that a potential bikepath could also be used as a pedestrian path.


Comment: Should include more prominent signs promoting these attractions in the vicinity of the gateway areas.

Recommended Action: No. 1.

Streetscapes of Wahiawa:

1. Improve the Wahiawa streetscape.

Recommended Action: No. 1.

Provide sheltered bus stops.

Comment: The only non sheltered bus stops are located along Kamehameha Highway due to inadequate right-of-way space.

Recommended Action: No. 1.

Encourage more trees on sides and backs of properties as well.

Recommended Action: No. 1.

Use trees native to Hawaii and Wahiawa, particularly.

Comment: Although this is a good concept, some native trees grow better than others. This concept may be more appropriately applied to the gateway area.

Recommended Action: No. 2.
2. Extend streetscape enhancements to include the Wilikina Drive-Kemoo Farm area; east to Avocado Avenue and west to Ohai Street; to other nearby streets; and to industrial businesses.

Comment: Early in this process, it was indicated that the boundaries of the UDP area would encompass the Wahiawa business district. Therefore, the residential (Avocado Avenue and Ohai Street) and industrial areas would be beyond the scope of the UDP.

Recommended Action: No. 4 for residential and industrial areas.

Comments: The businesses of Kemoo Farm feel they are part of Wahiawa. Historically, Kemoo Farm is a very old part of Wahiawa and should be included in the UDP boundaries. Kemoo Farm and Wahiawa are both gateways to the North Shore. The inclusion of Kemoo Farm would not necessarily involve expanding the south gateway area into Wilikina Drive, but rather provide for a more unified vision in the UDP.

Recommended Action: No. 1 for Wilikina Drive-Kemoo Farm area. Suggest concentrating the UDP enhancements in the Wahiawa town core area first, then progress to the outer areas (Kemoo Farm). Also, the proposed elements/fixtures as depicted in the Streetscapes sketches are more appropriate for an urban-type setting (such as Wahiawa town), whereas the Kemoo Farm area conveys a more rural theme. Therefore, this would suggest a different design theme for the Kemoo Farm area.

3. Change land uses which could enhance the streetscape such as a museum, tourist stores replacing car dealerships near the south entry, elimination of pornography vendors and limitations on fast food restaurants.

Recommended Action: No. 4.

4. Establish a visitor information center at the triangular block located at the intersection of Kamehameha Hwy. and California Avenue.

Comment: It was noted that community input on the concept for a visitor information center to be located at the privately-owned triangular parcel located at the intersection of Kamehameha Highway and California Avenue was not received at the workshop.

Recommended Action: No. 1. The Task Force formally acknowledged support for this concept to be included in the UDP.
Building Character/Redevelopment Potential:

1. Establish building character, noting the importance of historic character and building renovation.

   **Recommended Action:** No. 1. The color board entitled "Wahiawa Commercial Design Guidelines" can be adopted immediately and serve as interim guidelines for businesses desiring to undertake facade improvements.

   Connected canopies over the sidewalk offer shelter from sun and rain.

   **Recommended Action:** No. 1. This should be encouraged as a guideline.

   Recognize the potential role of McDonald’s in leading Wahiawa’s renewal by incorporating a historic plantation theme in its proposed redevelopment.

   **Comment:** Mr. Meeder indicated that McDonald’s will not incur architectural-related expenses for the proposed building until rezoning approval is obtained (the application for rezoning was filed in February 1997). He further indicated that McDonald’s is interested in trying to become one of the first businesses in Wahiawa to achieve the design theme proposed for the UDP, although such effort will be subject to cost considerations.

   **Recommended Action:** The recommendation is to encourage either the Task Force or some other entity to initiate dialogue with businesses that are planning redevelopment of their parcel. This would be noted under implementation, although not as a policy.

2. Need for creative solutions to address the problem of off-street parking.

   **Mr. Matsukawa:** The City’s existing Land Use Ordinance (Luo) and its requirements for off-street parking is not conducive to the type of redevelopment being proposed for Wahiawa. The solution may be in the Task Force participating in a larger forum with other communities facing similar redevelopment constraints and working with the City Council to address these constraints. Another possible solution is with the City providing off-street municipal parking similar to that in Kaimuki, although there appears to be limited opportunities for Wahiawa in this regard.

   **Recommended Action:** No. 1.
**Meeting Memorandum**

May 8, 1997

Page 2

*Relieve loading requirements for smaller parcels*

**Recommended Action:** No. 2.

*Provide off-street municipal (metered) parking.*

*Provide parking in the open grassed area across Wilikina Drive from the lakefront businesses.*

Comments: Suggest omitting reference to "metered" parking. Suggest combining these two comments. It was also noted that there is an existing State parking lot off of Wilikina Drive near the end of the H-2 Freeway.

**Recommended Action:** No. 2.

**Other Comments:**

1. *Provide regional services in Wahiawa - Civic Center and educational institution.*

   **Recommended Action:** No. 4.

2. *Provide a third bridge from North Lane Street to Whitmore Avenue.*

   *Improve pedestrian safety between Whitmore Village and Wahiawa and Hauwaia and Hinaawi.*

   **Recommended Action:** No. 4.

5. Ms. Trueman-Madriaga presented an overview of the State Department of Land and Natural Resources Division of Forestry and Wildlife’s Kaulunani Urban Forestry Program.

   - In the last five (5) years, this federally funded program provided urban forestry grants from $500.00 to $10,000.00 to communities to plant trees. Because it is federally funded, it is a matching grant program whereby much of the match comes from in-kind contributions (volunteers), donation of equipment by businesses, etc.

   - The program is open year-round to accept grants, with 3 to 4 rounds per year.

Ms. Trueman-Madriaga made available copies of a grant application and brochures on the program.
6. Mr. Chun indicated that the City Planning Department will be sending letters to the Task Force members informing them of the date of the next Task Force meeting.

Frances Yamada, Planner

Attachments

cc: Lowell Chun, City and County of Honolulu Planning Department
HAWAII ENTERPRISE ZONES PROGRAM

PROGRAM STATUS

The administrative rules for the program have been finalized. Counties are now able to nominate specific enterprise zone areas for approval by the Governor. Following designation of initial zones, DBEDT will then accept applications from businesses interested in participating in the program.

NUMBER OF ZONES

Up to six zones may be designated in each of the State’s four counties (Honolulu City & County, Kauai, Maui, and Hawaii). Zones may be nominated and designated at any time during the 20-year life of the program.

ZONE ELIGIBILITY CRITERIA

A nominated area must consist of one or more (contiguous) census tracts that meet(s) at least one of the following criteria based on 1990 U.S. Census data:

1. Twenty-five percent or more of the population of the area shall have incomes below 80 percent of the median income of the county.

2. An unemployment rate 1.5 times the State average.

BUSINESS ELIGIBILITY CRITERIA

In order to be eligible to participate in the program, a business located in an enterprise zone must be engaged in manufacturing (including agriculture), wholesaling, or the repair and/or maintenance of tangible personal property and must also derive at least 50% of its annual gross receipts from eligible transactions conducted within the zone. Eligible businesses must then satisfy one of the following hiring requirements in order to qualify for the program's tax and other benefits.

1. If an eligible business begins operation in an area after the area is designated as an enterprise zone, at least 40 percent of its average annual number of full-time enterprise zone employees must be "low income" (income less than 80 percent of the median income of the county prior to hiring date) by the end of the firm's first twelve months of participation in the program. This percentage of "low-income" employees must then be maintained each year of participation in the program.
2. If an eligible business is operating in an area before its designation as an enterprise zone, it must increase its average annual number of full-time enterprise zone employees by at least five percent by the end of its first 12 months of participation in the program. Also, at least 40 percent of this increase must be attributable to “low-income” (income less than 80 percent of the median income of the county prior to hiring date) employees. Finally, the initial increase in the average number of full-time employees must be at least maintained in subsequent years of participation, while the number of “low-income” employees must be increased by at least five percent each year until at least 40 percent of the firm's full-time employees are “low-income” persons.

STATE INCENTIVES

- Seven-year exemption from general excise taxes on the gross proceeds from all businesses within the enterprise zone.
- Eighty percent income tax abatement the first year, decreasing 10 percent each year thereafter over the next six years.
- Income tax credit in an amount equal to 80 percent of the unemployment taxes paid during the first year, decreasing 10 percent each year over the next six years.

COUNTY INCENTIVES

These may include, but are not limited to, one or more of the following:

- Property tax abatement or freeze, or tax increment financing.
- "Fast track" or priority permit processing.
- Zoning or building permit waivers or variances.
- Priority consideration for federal programs such as Community Development Block Grants (CDBG), Job Training Partnership Act (JTPA), and others.

MISCELLANEOUS

The State does not hold a competition for zone designation, but reviews county zone nominations to assure that the counties have made an adequate commitment to redevelopment and are offering worthwhile local incentives.

STATE CONTACT

Tom Brandt
Enterprise Zones Coordinator
Business Services Division
Department of Business, Economic Development & Tourism
P.O. Box 2359
Honolulu, Hawaii 96804
Phone: (808) 586-2593
HAWAII ENTERPRISE ZONES PROGRAM

BUSINESS PARTICIPATION GUIDELINES

1. Complete and submit EZ application form to County EZ Coordinator. (County addresses are included in your EZ application form.) The County will verify that your business is EZ-eligible.

2. The Department of Business, Economic Development, and Tourism (DBEDT) will notify you if your EZ application is approved. If approved, your eligibility will begin on the first day of the month following your approval date.

3. When hiring employees who you feel satisfy the EZ hiring requirements, send the employee to the nearest Employment Service (ES) office to verify their low-income status, and maintain a copy of the verification form (ES addresses on back). You can also contact your nearest ES office for help in finding employees who can satisfy the EZ hiring requirements.

4. Allocate and apportion gross receipts from EZ-eligible transactions (manufacturing, wholesaling, agriculture, and cleaning, repair and maintenance of personal property) that take place in the zone throughout each tax year.

5. DBEDT will send you an EZ end-of-year report form at the end of each of your tax years.

6. Complete and submit the end-of-year report form to the County within one month following the end of each tax year. The County will forward the report to DBEDT.

7. DBEDT will review the report to determine if your business has satisfied the EZ hiring and gross receipts requirements. Upon approval, DBEDT will return a certification form to you and the County before your tax filing deadline.

8. Attach copies of the certification form to your state general excise tax reconciliation form and your state income tax return.

9. Also complete and attach State Tax Department Form 756 (enterprise zones tax credit) to the state income tax return.

10. Contact your county EZ coordinator for instructions on how to claim the county's EZ tax benefits, if any. (County addresses are included in your EZ application form.)

QUESTIONS? Call 586-2593 on Oahu or 1-800-468-4644, Extension 62593, from the Neighbor Islands.
HAWAII ENTERPRISE ZONES: BUSINESS INFORMATION

INTRODUCTION

The state and county governments want to stimulate business activity, job preservation, and job creation in areas designated as Enterprise Zones by offering tax and other incentives to certain types of businesses that can satisfy specific hiring and gross receipts requirements.

If your business (or a branch of your business) is eligible and is located in an Enterprise Zone (EZ), you can reduce your state taxes and receive other county benefits for up to seven years if you satisfy the requirements.

ELIGIBLE BUSINESSES

To be eligible for Enterprise Zone benefits, a business must earn at least half of its annual gross income in an EZ from one or more of the following:

- Agricultural production or processing
- Manufacturing
- Wholesaling/Distribution
- Cleaning, repair, or maintenance of personal property (such as autos, appliances, clothing/laundry, and machinery)

Almost all other businesses are not eligible, including retailers, professional services, and firms which build, maintain, or repair real estate, such as custodial, carpentry, painting, electrical, and plumbing firms.

HIRING REQUIREMENTS

An eligible business must also add full-time employees, some of whom had a "low-income" prior to being hired. The definition of "low-income" will be based on federal income data. New employees should be certified as "low-income" by the State Employment Service. All businesses must already employ at least one full-time worker before beginning participation in the EZ program. The specific requirements that must be satisfied are described below and on back.

"Existing" businesses (those in an area before it is an EZ) must increase their average number of full-time employees by at least 5% by the end of the first year. At least 40% of this increase must be attributable to "low-income" employees. This means firms which already employ up to 20 full-time workers need to average at least one more full-time "low-income" employee in the first year. (Larger businesses need to hire proportionately more.) In Years 2-7, existing businesses will need to at least maintain their end of Year 1 average number of full-time employees, and gradually increase their average number of "low-income" full time employees by at least 5% annually, either by adding more employees or replacing those who quit or retire.
"New" businesses (those which start in an area after it is an EZ) must also average at least one more full-time "low-income" employee during the first year. At the end of Years 2-7, the average annual number of full-time employees at a new business can fluctuate (as long as it never drops below two), but the average annual number of full-time employees who were "low-income" prior to hiring can never decrease and must always be at least 40% of the average annual number of all full-time employees.

INCENTIVES

State:

Businesses can receive state tax incentives for up to 7 years:

- 100% exemption from the General Excise Tax (GET) every year.

- An 80% reduction of state income tax the first year. (This reduction goes down 10% each year for 6 more years.)

- A further reduction of state income tax equal to 80% of annual Unemployment Insurance premiums the first year. (This reduction goes down 10% each year for 6 more years.)

County:

The County will offer eligible businesses additional benefits that may include one or more of the following:

- Priority permit processing
- Zoning or building permit waivers or variances
- Property tax adjustments
- Priority consideration for federal job training or community development funds

PARTICIPATION

Business participation will begin once your County selects areas for zone designation. Once zone designations have been made, further inquiries can be addressed by calling your Mayor's office, or the State of Hawaii's Department of Business, Economic Development, and Tourism (DBEDT) at 586-2593 on Oahu, or (808) 468-4644 (extension 62593) from the Neighbor Islands.
# Hawaii Enterprise Zones Program

## Low-Income Hiring Requirements

### New Businesses

<table>
<thead>
<tr>
<th>Ave. # of Full-Time Employees (End of Year 1)</th>
<th>No. of Full-Time Employees That Must be &quot;Low-Income&quot; Prior to Hiring (At Least 40% of Ave. # of Full-Time Employees)*</th>
<th>Ave. # of Full-Time Employees: Begin Year 1 (At Least 40% of Ave. # of New Full-Time Employees): End of Year 1*</th>
<th>Ave. # of New Full-Time Employees: (+5%)</th>
<th>End of Year 1*</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>3</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>4</td>
<td>2</td>
<td>3</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>5</td>
<td>2</td>
<td>4</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>6</td>
<td>3</td>
<td>5</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>7</td>
<td>3</td>
<td>6</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>8</td>
<td>4</td>
<td>7</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>9</td>
<td>4</td>
<td>8</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>10</td>
<td>4</td>
<td>9</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>11-12</td>
<td>5</td>
<td>10-20</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>13-15</td>
<td>6</td>
<td>21-40</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>16-17</td>
<td>7</td>
<td>41-60</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>18-20</td>
<td>8</td>
<td>61-80</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>21-22</td>
<td>9</td>
<td>81-100</td>
<td>5</td>
<td>2</td>
</tr>
<tr>
<td>23-25</td>
<td>10</td>
<td>101-120</td>
<td>6</td>
<td>3</td>
</tr>
<tr>
<td>26-27</td>
<td>11</td>
<td>121-140</td>
<td>7</td>
<td>3</td>
</tr>
<tr>
<td>28-30</td>
<td>12</td>
<td>141-160</td>
<td>8</td>
<td>4</td>
</tr>
<tr>
<td>31-32</td>
<td>13</td>
<td>161-180</td>
<td>9</td>
<td>4</td>
</tr>
<tr>
<td>33-35</td>
<td>14</td>
<td>181-200</td>
<td>10</td>
<td>4</td>
</tr>
<tr>
<td>36-37</td>
<td>15</td>
<td>More than 200</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>38-40</td>
<td>16</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>41-42</td>
<td>17</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>43-45</td>
<td>18</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>46-47</td>
<td>19</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>48-50</td>
<td>20</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
</tbody>
</table>

### Existing Businesses

<table>
<thead>
<tr>
<th>Ave. # of New Full-Time Employees: (+5%)</th>
<th>End of Year 1*</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* The actual number of employees hired will be determined by averaging the number of full-time workers employed during each pay period throughout each year a business participates in the program. In most cases, the average number of full-time employees and full-time low-income employees is likely to be fractional rather than a whole number.

** For firms with higher numbers of employees, use the same percentages to calculate the necessary hiring requirements.
Hawaii Enterprise Zones Program
Island of Oahu - Waianae & Wahiawa Districts
1990 Census Tracts

CENSUS TRACT ELIGIBILITY CRITERIA FOR INCLUSION IN AN ENTERPRISE ZONE *

- ELIGIBLE: Satisfies low-income criterion
- ELIGIBLE: Satisfies unemployment criterion
- ELIGIBLE: Satisfies both low-income and unemployment criteria
- INELIGIBLE

* All or part of any eligible census tract may be included in an enterprise zone
Hawaii Enterprise Zones Program
Island of Oahu - West Honolulu District
1990 Census Tracts

Census Tract Eligibility Criteria for Inclusion in an Enterprise Zone *

- **Eligible:** Satisfies low-income criterion
- **Eligible:** Satisfies unemployment criterion
- **Eligible:** Satisfies both low-income and unemployment criteria
- **Ineligible**

* All or part of any eligible census tract may be included in an enterprise zone
HAWAII ENTERPRISE ZONES PROGRAM

LOW-INCOME EMPLOYEE EARNING THRESHOLDS

Businesses participating in the EZ program must satisfy the program's low-income hiring requirements in order to qualify for EZ tax benefits. To be certified as an EZ "low-income" employee, a person's income during the 12 months immediately preceding his or her hiring date cannot exceed the levels listed below.

<table>
<thead>
<tr>
<th>FAMILY SIZE</th>
<th>ONE</th>
<th>TWO</th>
<th>THREE</th>
<th>FOUR</th>
<th>FIVE</th>
<th>SIX</th>
</tr>
</thead>
<tbody>
<tr>
<td>OAHU</td>
<td>$12,700</td>
<td>20,800</td>
<td>28,557</td>
<td>35,243</td>
<td>41,600</td>
<td>48,643*</td>
</tr>
<tr>
<td>NEIGHBOR ISLANDS</td>
<td>$12,357</td>
<td>20,243</td>
<td>27,786</td>
<td>34,300</td>
<td>40,486</td>
<td>47,343*</td>
</tr>
</tbody>
</table>

These income levels are equivalent to 100% of the 1994 Federal Lower Living Standard Income Levels (LLSIL) for Hawaii, and will be updated annually. However, a new employee who is certified as "low income" for the purposes of this program will continue to be counted as part of a firm's EZ low-income quota (throughout a firm's 84-month period of EZ eligibility) even if the employee's income exceeds the LLSIL after being hired.

*NOTE: Earnings thresholds are proportionately higher for families with more than six members.*)
HAWAII STATE EMPLOYMENT SERVICE OFFICES
(Area Code: 808)

OAHU

Honolulu Office
830 Punchbowl Street
Room 112
Honolulu, Hawaii 96813
Phone: 586-8700
Harry Winfield, Manager

Kaneohe Office
45-1141 Kamehameha Highway
Kaneohe, Hawaii 96744
Phone: 235-3618
Barbara Ilyezu, Manager

Waianae Office
85-670 Farrington Highway
No. 4
Waianae, Hawaii 96792
Phone: 696-8451
Emma Villa, Manager

Waipahu Office
Waipahu Civic Center
94-275 Mokuola Street
Room 300
Waipahu, Hawaii 96797
Phone: 675-0010
Pauline Matsuyama, Manager

KAUAII

Lihue Office
3100 Kuhio Highway
Room 14
Lihue, Kauai, Hawaii 96766
Phone: 241-3421
Norma McDonald, Manager

MAUI

Wailuku Office
2064 Wells Street, Suite 108
Wailuku, Maui, Hawaii 96793
Phone: 243-5232
Michael Yamashiro, Manager

MOLOKAI

Kaunakakai Office
35 Ala Malama Avenue
P.O. Box 929
Kaunakakai, Hawaii 96748
Phone: 533-3281
Alberta Napoleon-Lucas, Manager

HAWAII

Hilo Office
Kaiko’o Mall
777 Kilauea Avenue #121
Hilo, Hawaii 96720
Phone: 933-4481
Stanley Takaba, Manager

Kona Office
Kaiwi Square
74-5565 Luhia Street
Building C, Bay 4
Kailua-Kona, Hawaii 96740
Phone: 326-2855
Charles Kuiz, Manager

Satellite Office

Kealakekua Office
Ashikawa Building
Kealakekua, Hawaii 96750
Phone: 322-9347
SUMMARY OF HAWAI’I’S ENTERPRISE ZONES (EZ) PROGRAM

FOR

THE HONOLULU CITY AND COUNTY COUNCIL’S
ECONOMIC DEVELOPMENT AND PLANNING COMMITTEE

APRIL 5, 1995

1. The EZ program was created by the Legislature to help maintain and gradually increase certain types of business activity in economically distressed areas, thereby helping to maintain existing jobs and gradually create new jobs. The goal of the program is to make such areas more competitive relative to economically healthier parts of the state. The program creates a partnership between the state government, the county governments, and the private sector for this purpose.

2. Three state tax incentives are offered for up to seven consecutive years to eligible businesses. To qualify, eligible businesses must satisfy the program’s hiring and annual revenue requirements in areas that the counties select for enterprise zone designation.

3. The incentives offered by the State include the following:
   - 100% exemption from the General Excise Tax (GET);
   - An 80% state income tax credit in the first year, which declines 10% annually in Years 2 through 7; and
   - An additional state income tax credit equal to 80% of unemployment insurance premiums paid in the first year, which also declines 10% annually in Years 2 through 7.

Most eligible businesses are subject to a GET rate of one-half of one (0.5%) percent rather than 4 percent. Also, the combined value of the income tax credits cannot exceed 100% of a firm’s annual income tax liability.
4. The Legislature has made the following businesses categories eligible to participate in the EZ program:
   - manufacturers,
   - wholesalers,
   - agricultural producers and processors, and
   - firms which clean, repair, or maintain other people's personal property. (This includes almost everything except real property.)

5. Almost all other businesses are not eligible. Ineligible businesses include retailers, professional services, and firms which build, maintain, or repair real estate--such as carpentry, custodial, painting, electrical, and plumbing firms. Most head-to-head business competition in Hawaii is among such firms, so the Legislature made them ineligible to minimize the possibility that EZ designation would create unfair advantages for some businesses relative to their competitors.

6. Both existing as well as new businesses can participate. In most cases, existing businesses that are already profitable will get the greatest benefit from the tax incentives because many new firms aren't profitable in the early years and, if not, will not be able to use the income tax credits. Only the General Excise Tax (GET) exemption will be of benefit to unprofitable firms--whether existing or new--since all firms must pay GET regardless of profitability. But the GET exemption alone may still be quite valuable to firms with substantial annual revenues even if their expenses exceed their revenues.

7. Eligible businesses must satisfy the following gross receipts requirement:
   - All participating businesses (both existing and new) must derive at least 50% of their annual gross receipts from one or a combination of eligible business categories (manufacturing, wholesaling, agriculture, or cleaning, repair, and/or maintenance) "within" the zone in which they are located. In the case of a business with more than one branch or location, its EZ establishment or establishments must individually satisfy this requirement.
The purpose of the gross receipts requirement is simply to make sure firms don’t open a one-employee office in a zone and then attribute transactions at other branches or locations to their zone establishment simply to qualify for EZ tax benefits.

To satisfy this requirement, manufacturers, wholesalers, and agricultural producers and processors located in a zone must derive at least half of their annual gross revenues from goods produced in or physically delivered from the zone. This means they must have a farm, a processing or manufacturing facility, and/or a storage/warehouse facility on site, and derive at least half of their annual gross revenues from the products or commodities that they grow, make, process and/or sell from that site. Their customers do not have to be located in the zone, nor do customers physically have to take delivery in the zone.

Cleaning, repair, and maintenance businesses located in a zone can satisfy this requirement by deriving at least half of their annual gross revenues from such activities conducted in the zone. To qualify, this means they must clean, repair, and/or maintain the personal property (other than real property) of customers located in the zone, or have the personal property of customers located outside the zone brought to their zone establishment for cleaning, repair, and/or maintenance. Cleaning, repair, and/or maintenance of customers’ personal property outside the zone—of property which is leased or rented by the customer from the EZ business—will not qualify. (Also, EZ businesses cannot include—in their gross revenues attributable to EZ-eligible transactions—any fees charged for picking up and bringing a customer’s personal property to a zone for cleaning, repair, and/or maintenance.

1. Eligible businesses must also satisfy the following hiring requirements:
   - All businesses will have to hire at least one full-time worker in the first year whose annual income prior to hiring is below the EZ program’s earning thresholds. (Existing businesses which already employ more than 20 full-time workers will have to hire proportionately more.) In Years 2 through 7, new businesses will need to at least maintain—and existing businesses will have to gradually increase—their percentage of full-time employees whose annual income was below the thresholds prior to being hired. This can be done by either replacing employees who quit or retire, or by adding additional employees. (Note: A business which begins participation in the EZ program as a "new" business will be considered "new" throughout its seven year eligibility cycle.)
The EZ earning thresholds for new employees are based on two criteria: family size, and federal Lower Living Standard Income Levels. These income levels will be updated annually. On Oahu, they currently range from $12,700 for a single person, to $48,643 for a family of six. The thresholds for employees from larger families are proportionately higher.

Also, the income of an employee who qualifies as "low-income" prior to hiring can subsequently exceed the EZ low-income thresholds after hiring and still be counted toward the employer's low-income hiring requirement. It should be noted that the jobs filled by employees whose incomes are below the earnings thresholds prior to hiring do not have to be low-paying.

9. Each county can have a maximum of six zones. Zones do not have to be designated all at once. They can be designated at any time as long as the EZ program exists. Once designated, each zone will exist for 20 years, unless termination is requested by the county (in which case firms already participating in the program will continue to be eligible for the State's EZ tax benefits for the remainder of each firm's seven years of eligibility). Zone boundaries can also be amended by the counties at any time.

10. Zones can be of any size as long as all census tracts which are fully or partially in a zone satisfy either a low-income criterion, an unemployment criterion, or both. The Legislature mandated that data from the most recent census be used to determine which areas should be eligible for inclusion in EZs.

- To satisfy the low-income criterion, at least one-fourth of the families living in a census tract in 1990 had to have incomes below 80% of Oahu's 1990 median family income (MFI), which was $45,111.

- To satisfy the unemployment criterion, the 1990 unemployment rate in a census tract had to be at least 1.5 times the 1990 State average. The State average in 1990 was 3.5 percent, meaning the unemployment rate in a census tract had to be at least 5.25 percent to qualify.

11. About two-thirds of Oahu census tracts are eligible for inclusion in EZs. (Most eligible tracts are in rural Oahu and most only satisfy the low-income criterion because unemployment rates were quite low in 1990.) This means the city and county has wide latitude in determining which areas to select for EZ designation, and can target those areas most in need now rather than five years ago.
12. The counties are also expected to contribute one or more incentives for each EZ in their jurisdiction. County incentives may include—but are not limited to—one or more of the following:

- "fast track" or priority permit processing;
- priority consideration for federal program monies controlled by the counties, such as Community Development Block Grants (CDBG), Job Training Partnership Act (JTPA) funds, and others;
- property tax adjustments, or tax increment financing; and
- zoning or building code variances or permit waivers.

County incentives can vary from zone to zone within each county, and can be changed by the counties at any time.

13. At present, all counties have passed ordinances creating EZ nominating procedures and authorizing the creation of county-level EZ incentives. Each county has decided to use resolutions to actually nominate specific areas for EZ designation and to create specific incentives for each EZ.

14. So far, three EZs have been designated in the state—all on the Big Island. They were designated in October of 1994 in the following areas: Hamakua, Hilo-Puna, and Kona. Hawaii County has also proposed a fourth zone and expansion of two of the three existing zones. Hawaii County has decided to offer property tax exemption for three years on new construction in its enterprise zones. The Counties of Maui and Kauai are expected to select their initial EZ nominations this year.
HAWAII STATE

ENTERPRISE ZONES

PROGRAM

GUIDELINES

FOR

COUNTIES
ELIGIBILITY REQUIREMENTS FOR AREAS TO BE NOMINATED FOR ENTERPRISE ZONE STATUS

An area can be nominated for designation as an enterprise zone if it is in one or more contiguous 1990 census tracts which meet at least one of the following requirements.

- At least 25% of the population of each census tract must have a median family income below 80% of the 1990 median family income of the county;

  OR

- The unemployment rate in each census tract must be at least 5.25% (based on the state average unemployment rate for 1990).

The eligibility of areas nominated after each new census will be evaluated on the basis of the most recent census data.
ADMINISTRATION

Each county will be required to survey existing business conditions in each zone within 60 days after zone designation.

Within 60 days following each anniversary of zone designation, each county will be required to report on the effectiveness of each of its zones.

DBEDT will provide guidance regarding:

- the type of data collection required by each county when surveying existing business conditions and reporting on zone effectiveness, and

- county responsibilities in processing applications from businesses interested in participating in the program.
PROCEDURE FOR AMENDMENT OF ZONE STATUS BY COUNTIES

A county should submit a request to DBEDT if it wishes to:

1. change the incentives it offers within any approved zone;

2. change the boundaries of any approved zone; or

3. terminate an approved zone.

If the county wishes to change the incentives it offers within an approved zone, the request should be accompanied by a statement describing the proposed changes.

If a county wishes to change the boundaries of an approved zone, then the request should describe the new boundaries and display the characteristics of any new areas as was done in the original application.

If a county wishes to terminate a zone for any reason, it should notify DBEDT in writing at least 30 days prior to the date it will no longer offer the incentives included in its original or amended application. Termination of the zone will take effect on the date the termination request is received by DBEDT.

NOTE: A certified establishment operating in a zone prior to its termination will continue to be eligible for state enterprise zone tax exemptions and credits for the remainder of the establishment's seven-year cycle of eligibility.
RESOLUTION

RELATING TO THE DESIGNATION OF ENTERPRISE ZONES FOR THE CITY AND COUNTY OF HONOLULU.

WHEREAS, Honolulu has a transitional economy which is experiencing short-term economic displacement from plant closings and reduced foreign investment flows, and long-term economic displacement from structural changes in the overall economy with the national decline in agriculture and defense spending, construction, changing trends in tourism, and the dramatic restructuring of the retail industry; and

WHEREAS, where regional development is occurring, core regions such as the Honolulu downtown urban region suffer adverse economic and social impacts which result from:

1) Inefficient location of workplaces relative to worker residences and internal commuting networks;

2) Inefficient commuting patterns reflected in high transportation costs, congestion and long journeys to work;

3) Inefficient spatial organization of the region's economy with the concentration of the economic center distanced from major residential areas; and

4) Inefficient absorption of residents in outlying areas into the core region economy reflected in unemployment or underemployment, low upward mobility, crime and substandard residential areas;

and

WHEREAS, the rate of economic growth in a community is directly related to its distance from a central city, as defined by Leslie J. King and Reginald G. Golledge in _Spatial Organization and Urban Society_; and

WHEREAS, the major goal of regional policy where communities are transitioning in growth is to achieve an economy that promotes and sustains efficient economic growth for all communities, and

WHEREAS, to achieve this goal, smaller periphery regions that are dependent on a central city must be gradually
substituted with an interdependent system of medium-sized urban regions, as defined by Dennis Rondinelli in his benchmark study entitled "Equity, Growth and Development"; and

WHEREAS, the development of periphery regions into core economic centers results in a system of efficient commodity and factor markets, the location of new investment projects, opportunity for further economic expansion, and provides level quality-of-life factors to all residents, as evidenced in landmark research conducted by Jeffrey Williamson in his comparative international studies on regional development; and

WHEREAS, current planning throughout the City and County of Honolulu has created in some instances bedroom communities without regard to concurrent development of an economic base for these communities; and

WHEREAS, such a phenomenon has created traffic congestion and gridlock on the highways and corridors leading out of these communities into the central urban core; and

WHEREAS, the demise of particular industries in certain areas across the county has lead to economic stagnation and rising unemployment; and

WHEREAS, enterprise zones are an economic development tool which stimulate growth and activity in areas of the county; and

WHEREAS, the goal of enterprise zones throughout the City and County of Honolulu is to retain and create jobs in communities; and

WHEREAS, the Council finds that the following areas in the county are worthy of consideration as enterprise zone areas: a) Waialua and Haleiwa; b) Millilani Technology Park and Wahiawa; c) Waipahu, Pearl City, Waipio and Waiawa; and d) Barbers Point Naval Air Station, Campbell Industrial Park, Kapolei Business Park and Barbers Point Harbor; now, therefore,

BE IT RESOLVED by the Council of the City and County of Honolulu that the following areas be established as enterprise zones in the City and County of Honolulu:
RESOLUTION

1) Enterprise Zone 1 North Shore - Waialua and Haleiwa, as delineated on Exhibit A attached to this resolution;

2) Enterprise Zone 2 Central Oahu - Mililani Technology Park and Wahiawa, as delineated on Exhibit B attached to this resolution;

3) Enterprise Zone 3 Central Oahu/PUC - Waipahu, Pearl City, Waipio and Waiawa, as delineated on Exhibit C attached to this resolution; and

4) Enterprise Zone 4 Ewa - Barbers Point Naval Air Station, Campbell Industrial Park, Kapolei Business Park and Barbers Point Harbor as delineated on Exhibit D attached to this resolution;

and

BE IT FURTHER RESOLVED that the Council of the City and County of Honolulu provide the following incentives to qualified businesses in the above-designated enterprise zones:

1) A rebate on real property taxes on all new construction for a period not to exceed two years; and

2) A waiver of all fees for building and grading permits required for new construction for a period of seven years;

and

BE IT FURTHER RESOLVED that the Council of the City and County of Honolulu requests that the Mayor concur in the decision to request the State to designate the above-delineated areas as enterprise zones, and that he submit an application to the State requesting that the State declare the above-delineated areas as enterprise zones; and
RESOLUTION

BE IT FINALLY RESOLVED that the Clerk of the City and County of Honolulu transmit copies of this resolution to the Governor of the State of Hawaii, to the Mayor of the City and County of Honolulu, to the Director of the Department of Finance, to the Director of the Building Department and to the Director of the Department of Public Works.

INTRODUCED BY:

Mufi Hannemann
John DeSoto
Rene Mansho
Donna Mercado Kim
John Henry Felix

____________________________________
Councilmembers

DATE OF INTRODUCTION:

August 21, 1995
Honolulu, Hawaii

____________________________________
JEREMY HARRIS, Mayor
City and County of Honolulu

(0CS/090195/ct) -4-

CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

I hereby certify that the foregoing RESOLUTION was adopted by the COUNCIL OF THE CITY AND COUNTY OF HONOLULU on the date and by the vote indicated to the right.

ATTEST:

GENEVIEVE G. WONG
CITY CLERK

JOHN DeSOTO
CHAIR AND PRESIDING OFFICER

Dated

ADOPTED MEETING HELD

<table>
<thead>
<tr>
<th>AYE</th>
<th>NO</th>
<th>A/E</th>
</tr>
</thead>
<tbody>
<tr>
<td>BARNUM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FELIX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HANNE MANN</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HOLMES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>KIM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MANS HO</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MIRIKITANI</td>
<td></td>
<td></td>
</tr>
<tr>
<td>YOSHIMURA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DeSOTO</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Resolution No.

Reference
Report No.

95-292
CD1
STATE OF HAWAII

ENTERPRISE ZONES
PROGRAM

ANNUAL REPORT
TO THE NINETEENTH
LEGISLATURE

1996
Produced By
Business Services Division
Department of Business, Economic Development, and Tourism

This report has been cataloged as follows:

Honolulu: 1996.

# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Executive Summary</td>
<td>i</td>
</tr>
<tr>
<td>Purpose</td>
<td>1</td>
</tr>
<tr>
<td>History</td>
<td>3</td>
</tr>
<tr>
<td>Present Status</td>
<td>5</td>
</tr>
<tr>
<td>Hawaii County</td>
<td>5</td>
</tr>
<tr>
<td>City and County of Honolulu</td>
<td>6</td>
</tr>
<tr>
<td>Kauai County</td>
<td>7</td>
</tr>
<tr>
<td>Maui County</td>
<td>8</td>
</tr>
<tr>
<td>Future Activity</td>
<td>9</td>
</tr>
<tr>
<td>Summary of Program Requirements and Benefits</td>
<td>10</td>
</tr>
<tr>
<td>Zone Eligibility Criteria</td>
<td>10</td>
</tr>
<tr>
<td>Business Eligibility Criteria</td>
<td>10</td>
</tr>
<tr>
<td>State Incentives</td>
<td>12</td>
</tr>
<tr>
<td>County Incentives</td>
<td>13</td>
</tr>
<tr>
<td>Zone Nomination, Designation, Amendment, and Termination Process</td>
<td>13</td>
</tr>
<tr>
<td>Summary of Federal Empowerment Zones/Enterprise Communities (EZ/EC) Program</td>
<td>15</td>
</tr>
<tr>
<td>Summary of Other States' Enterprise Zones Programs</td>
<td>17</td>
</tr>
<tr>
<td>Appendices</td>
<td>20</td>
</tr>
</tbody>
</table>
EXECUTIVE SUMMARY

Hawaii's Enterprise Zones (EZ) program was created by the Legislature to help stimulate certain types of business activity and employment in areas where they are most needed or most appropriate. Each county can select up to six areas which satisfy income or unemployment criteria for a 20-year designation by the Governor. Eligible businesses which satisfy certain hiring requirements are exempt from the Hawaii General Excise Tax and can also claim two different state income tax credits for up to seven consecutive years. The counties also offer a variety of incentives, usually involving property tax or permit processing.

While not an economic growth panacea, the program has the potential to be a significant part of our efforts to restore Hawaii to economic health. About two-thirds of mainland states have EZ programs, some since the early 1980s. Several studies which attempted to measure the cost per job created have concluded that EZ programs are as good or better than other job creation programs. Other studies which attempted a cost-benefit analysis concluded that such programs can be "revenue-positive" for state governments regardless of the number of jobs created.

The EZ program experienced a watershed year in 1995. Following designation of the state's first four zones—all on the Big Island—workshops were held for potentially eligible businesses already located in each zone. The first applications from interested businesses were then received and approved.
Program developments in 1996 were even more significant. The program was expanded as part of the Governor's formal published plan to restore Hawai'i's economic momentum. New zones were designated on the Big Island and Kauai, and the first three zones on Oahu were approved. Molokai was approved in January of 1997, and two new Kauai zones were approved in February. Two more Kauai zone nominations have been received and are pending the Governor's approval. (These may be followed by other parts of Maui and Oahu.) As of March 1997, a total of 12 zones had been designated statewide. After zone designation, eligible businesses already in each new zone are notified, and development and implementation of plans to attract new businesses to all zones will follow.

Legislation sponsored by the Cayetano Administration was also approved to enhance program effectiveness as an economic diversification tool. This legislation made certain specific types of medical, information technology, telecommunications, and training activities eligible for EZ benefits. This is in addition to manufacturers, wholesalers, farmers, and firms which maintain or repair aircraft or waterborne vessels. These changes are expected to help increase the quality of jobs preserved and created in EZs.
PURPOSE

The purpose of the Enterprise Zones (EZ) Program is to create a partnership between the state, the counties, and participating businesses that encourages—via tax and other incentives—business activity, job retention, and job creation in areas and industries where they are most needed and most appropriate. Each county can select up to six areas which satisfy unemployment or income criteria for 20-year designation as enterprise zones by the Governor. Eligible businesses which satisfy certain hiring requirements are exempt from the Hawaii General Excise Tax and may also claim two different state income tax credits for up to seven consecutive years. The counties also contribute one or more incentives which may include, but are not limited to:

- Priority permit processing;
- Zoning or building permit waivers of variances;
- Property tax adjustments; and
- Priority consideration for federal job training or community development funds.

Eligible businesses include:

- Manufacturers;
- Wholesalers;
- Farmers;
- Aviation and maritime maintenance and repair firms;
- Telecommunications switching and delivery systems (not including consumer sales or services);

- Information technology design and production (e.g., software development, imagery creation, and data compilation, but not consumer sales or services);

- Medical research, clinical trials, and telemedicine services;

- For-profit international business management training; and

- Environmental remediation technician training.

Also, all agricultural producers in Kauai County can participate in the EZ program, but if not located in a designated zone, they must begin participation in the program before June 30, 1998.

At present, zone designations are expected to primarily benefit existing wholesalers, diversified agricultural businesses, and light manufacturers such as food processors (especially those primarily or exclusively targeting local markets). More new businesses in these and other eligible categories are expected as the program evolves.
HISTORY

The program was created by Act 78, Session Laws of Hawaii 1986, and was codified in Chapter 209E, Hawaii Revised Statutes. Program implementation was delayed until the enabling legislation was amended in 1989 (Act 390) to more specifically define and limit the types of businesses that would be eligible and the hiring requirements that eligible businesses must satisfy. Since most head-to-head business competition is in the small-scale retail sector, the Legislature made almost all retail businesses ineligible due to concerns that EZ designation could create "unfair" competitive advantages for retailers located in EZs.

The administrative rules for the program were completed and approved in 1990. The counties did not immediately submit EZ nominations because the local economy was still quite strong and their unemployment rates were quite low, which reduced the need for a program intended to maintain and create jobs.

The program was further amended twice in 1993 to make it clear that agricultural producers are eligible to participate (Act 17) and to make Kauai County census tract #405, which includes Lihue and vicinity, eligible for designation as an enterprise zone (Act 341). (Tract #405 was the only Kauai census tract not eligible based on 1990 census data.) Additional housekeeping amendments were made in 1995 to allow the EZ low-income employee earning thresholds to be updated annually, instead of every ten years, and to vary according to family size.

In 1996, the low-income hiring requirements were eliminated completely, and the overall hiring requirements were slightly increased. The telecommunications, information technology,
medical, and training categories were also added to the definition of eligible businesses in 1996, while eligibility in the cleaning, repair, and maintenance category was limited to aviation and maritime activities. These changes were intended to increase the quality of employment in Enterprise Zones.

To date, funds for administration of the program have come from within the existing departmental budget generally provided for administration. The costs of developing the administrative rules, procedures, forms, informational and promotional materials, and responding to inquiries from and preparatory consultation with the counties, the business community, DOTAX, DLIR, and the Legislature have come from the budget of the DBEDT Business Services Division (BED 102BB). As zones are designated, funds from BED 102 are used for ongoing administration and to assist the counties in promoting their zones.
PRESENT STATUS

Hawaii County (Island of Hawaii)

- Governor John Waihee designated the state's first three EZs in Hamakua, Hilo-Puna, and Kona in October 1994.
- Governor Benjamin Cayetano designated a fourth Big Island zone in Ka'u, and approved expansion of the Hilo-Puna and Kona zones in May 1995.
- Hawaii County is offering a 3-year exemption from the incremental property tax increases resulting from new construction by eligible businesses in EZs.
- Workshops for eligible businesses already in each zone were held in all Big Island zones in 1995. Hawaii County has also been urged to promote its own zones through various agribusinesses and other agricultural organizations.
- In December 1995, the County Council requested further expansion of the Hilo-Puna zone and nomination of another zone in southern Kona. These were approved by the Governor in early 1996. Additional workshops were held in Hilo and Kona in November 1996.
- So far, 18 business applications have been approved. If all 18 firms satisfy their first-year hiring requirements, a minimum of approximately 25 new direct full-time jobs will be created. As of December 1996, five firms had completed their first full or partial tax year of EZ participation and reported a combined total of 17 new full-time jobs.
City and County of Honolulu (Island of Oahu):

- The following areas were approved for nomination by the City Council in late 1995:
  1. Mililani Technology Park and parts of Wahiawa;
  2. The former Oahu Sugar mill site and other parts of Waipahu and Pearl City;
  3. The Waialua Sugar mill site and other parts of Waialua and Haleiwa; and

- County incentives include a two-year rebate on increases in real property taxes resulting from new construction by EZ-eligible firms, and a 7-year waiver of all building and grading permit fees resulting from new construction by EZ-eligible firms.

- The Governor approved the first three zone nominations in October 1996. The fourth area was not approved due to the possibility that a few firms in the area might receive an unreasonably high level of tax benefits relative to the number of jobs they would have to create. DBEDT has also met with county officials to discuss administrative procedures, business orientation workshops, and other marketing efforts following designation of zones.

- In early 1997, reports on initial zone conditions will be prepared, and existing potentially eligible businesses in each zone will be identified and notified.
Kauai County (Islands of Kauai and Niihau):

- The County Council considered EZ nominations in 1994, but did not take action.
- The County Council then passed an amended resolution nominating census tract #405, Lihue and vicinity. The Mayor submitted the nomination in December 1995, and the Governor approved the nomination in May 1996.
- Kauai County will offer fast-track permit processing to eligible businesses.
- Four Kauai businesses have enrolled so far. None have completed their first year of EZ participation.
- The County submitted two more zone nominations in early 1997 for the North Shore and Kapa'a areas. These were approved by the Governor in February, and were followed shortly by two more nominations for southern and western Kauai. These are pending the Governor's approval.
- In early 1997, reports on initial zone conditions will be prepared, and existing potentially eligible businesses in each zone will be identified and notified.
Maui County (Islands of Maui, Molokai, Lanai and Kahoolawe):

- In 1993 and 1994, the County Council considered several areas for EZ nomination but took no action.

- Following meetings on Molokai, the Committee approved a resolution nominating Molokai in May 1996. The nomination was forwarded to the Governor for approval in July 1996.

- After lengthy review, the Governor designated Molokai as an EZ in early 1997. The County will waive business permit fees for EZ-eligible businesses.

- The County will also give priority consideration to EZs and EZ-eligible businesses when allocating federal grant monies, processing business permits, and granting zoning waivers.

- In early 1997, a report on initial zone conditions will be prepared, and existing potentially eligible businesses in the Molokai zone will be identified and notified.

- As of March 1997, East Maui was also being considered for EZ nomination by Maui County.
FUTURE ACTIVITY

While a maximum of six zones may be designated in each county, the maximum number need not be nominated all at once. Zones can be designated at any time until the maximum allowable number per county has been reached. As zones are designated, reports on initial zone conditions will be prepared and DBEDT will work in partnership with the counties to develop marketing strategies and materials for each zone.

Potentially eligible businesses already in each zone will be identified and notified first. This will be followed by marketing efforts to attract new businesses to each zone. Business applications are distributed and processed throughout each year as they are submitted.

Compliance with zone location, hiring, and gross receipts requirements have to be verified for each business annually before qualification for tax and other benefits is approved. Data are collected throughout the year for inclusion in annual progress reports for each zone and the program as a whole.
SUMMARY OF PROGRAM REQUIREMENTS AND BENEFITS

Zone Eligibility Criteria

A nominated area must consist of all or part of one or more contiguous census tracts that meet at least one of the following criteria based on 1990 U.S. Census data:

1. Twenty-five percent or more of the population of the area have incomes below 80 percent of the median income of the county;

2. An unemployment rate of 5.25 percent (1.5 times the 1990 state average rate of 3.5 percent).

About 87 percent of Neighbor Island census tracts—as well as about 65 percent of Oahu tracts—are eligible. Most eligible tracts satisfy the low-income criterion, while a few satisfy both. (See maps of eligible census tracts in Appendix R)

Business Eligibility Criteria

In order to be eligible to participate in the program, a business located in an enterprise zone must be engaged in one or more of the following:

- Agricultural production or processing;
- Manufacturing;
- Wholesaling/Distribution;
- Aviation or maritime repair or maintenance;
- Telecommunications switching and delivery systems (not including consumer sales or services);
- Information technology design and production (e.g., software development, imagery creation, and data compilation, but not consumer sales or services);
- Medical research, clinical trials, and telemedicine services;
• For-profit international business management training; and

• Environmental remediation technician training.

Almost all other businesses are not eligible, including retailers, all other professional services, and firms which build, maintain, or repair real estate, such as custodial, carpentry, painting, electrical, and plumbing firms. The eligibility of some types of businesses and transactions may not always be clear-cut. If so, consultation with the Department of Taxation may be needed to make a final determination of eligibility.

Eligible businesses (or, in the case of firms with more than one location, their zone establishment) must also derive at least 30 percent of their annual gross receipts from eligible transactions conducted within a zone. (This means transfer of title must take place within the zone.) Eligible businesses must then satisfy one of the following hiring requirements in order to qualify for EZ tax and other benefits. NOTE: All businesses must begin EZ participation with at least one full-time employee.

1. "New" businesses (those which start in an area after it has been designated as an Enterprise Zone) must increase their average annual number of full-time employees by at least 10 percent by the end of the first year. At the end of Years 2–7, the average annual number of full-time employees can fluctuate, as long as it never drops below the required end of Year One average. However, if the end-of-year annual average during any given year is lower than the end of Year One, a firm can still re-qualify in any of the subsequent years remaining in its seven-year cycle.
2. "Existing" businesses (those in an area before it has been designated as an Enterprise Zone) must increase their annual average number of full-time employees by at least 10 percent by the end of the first year. In Years 2–7, existing businesses will need to continue to increase their average annual number of full-time employees by at least 10 percent annually.

Firms which satisfy the hiring and gross receipts requirements will qualify for the state and county incentives (see next section):

State Incentives

- Exemption from general excise taxes for up to seven years on gross revenues from EZ-eligible transactions within a zone. (This applies only to gross revenues from EZ-eligible business categories within an EZ.)

- Income tax credit of 80 percent the first year, decreasing 10 percent each year thereafter over the next six years.

- Income tax credit equal to 80 percent of the unemployment insurance premiums paid during the first year, decreasing 10 percent each year over the next six years.

(Note: EZ income tax credits in excess of 100 percent of an eligible firm's annual income tax liability cannot be refunded or carried forward or backward to other tax years. Also, the income tax credits apply to all taxable income of an EZ establishment within a zone, rather than income from EZ-eligible business categories only.)
County Incentives

These will vary by county and may vary from zone to zone within each county. They may include, but are not limited to, the following:

- property tax abatement or freeze, or tax increment financing;
- "fast track" or priority permit processing;
- zoning or building permit waivers or variances; or
- priority consideration for federal program monies controlled by the counties such as Community Development Block Grants (CDBG), Job Training Partnership Act (JTPA), and others.

Zone Nomination, Designation, Amendment, and Termination Process

County zone nominations must include the following information:

1. A description of the proposed zone boundaries.
2. Maps identifying the following:
   - the proposed zone boundaries relative to the boundaries of the census tracts that will be fully or partially included in the zone;
   - land use classifications within the proposed zone;
   - publicly-held lands within the proposed zone including coded lands; and
   - the county general plan and/or development plan classifications for areas within the proposed zone.
3. A description of the incentives to be offered by the county to eligible businesses within each zone. Each county may propose incentives which can be made available:
• in one, some, or all of the county's zones;

• to certain types of businesses only (as long as they comply with state criteria for EZ business eligibility); and

• for certain time periods only.

Prior to designation by the Governor, the size and location of nominated areas will be reviewed by DBEDT for appropriateness, as will the business incentives proposed by the counties. (Each zone will exist for 20 years unless terminated sooner by the county.)

Counties can amend zone boundaries (subject to the Governor's approval) at any time. Counties can also change their own zone incentives, or terminate a zone entirely at any time without the Governor's approval. Businesses in a terminated zone which have already begun their seven-year cycle of eligibility will continue to be eligible to qualify for the state EZ incentives in the remaining years of their cycle, but no new businesses will be allowed to begin participation after a zone is terminated.
SUMMARY OF FEDERAL EMPOWERMENT ZONES/ENTERPRISE COMMUNITIES (EZ/EC) PROGRAM

After more than a decade of ill-fated attempts, a federal EZ program was finally created in August 1993 upon enactment of the Omnibus Budget Reconciliation Act of 1993. The new federal program offers Social Services Block Grants and business tax incentives in localities which are designated as Empowerment Zones and Enterprise Communities (hereafter referred to as the EZ/EC program).

Nominations were due by June 30, 1994, and designations were made in December 1994. Over 500 nominations were submitted (See Appendix F for a list of federal EZ and EC designations.) To be eligible, all census tracts in a nominated area had to satisfy specific poverty criteria based on 1990 census data. In addition to satisfying the poverty criteria, nominations had to be accompanied by a comprehensive strategic plan which demonstrated state and local commitment to economic development in the nominated area.

A total of nine Empowerment Zones (6 urban, 3 rural) have each received between $20 and $50 million in multi-agency financial assistance, while 95 Enterprise Communities (65 urban, 30 rural) have received about $3 million in assistance. EZ and EC designations remain in effect for 10 years.

In Hawaii, only Niihau, Kalaupapa, and five tracts in urban Oahu satisfied the primary poverty criterion. None of these areas was competitive, due either to their unique status (in the case of Niihau and Kalaupapa) or to being insufficiently "distressed" economically compared to distressed mainland areas. Because the program used 1990 federal census data to determine basic eligibility, areas such as the Big Island’s Hamakua District and Kauai
County—which became more distressed in 1992 and 1993, respectively—did not qualify. However, the Clinton Administration has proposed a second round of federal EZ/EC designations in its FY 97 budget, so the federal program will continue to be monitored to determine if Hawaii may benefit from new developments.
SUMMARY OF OTHER STATES' ENTERPRISE ZONES PROGRAMS

In the absence of a federal program, about two-thirds of the states and several hundred municipalities have created their own programs since 1980. (See Appendix E for a synopsis of the status and performance of mainland states' EZ programs.) The most successful of those programs have not relied solely upon state and local tax incentives for businesses in lieu of federal tax incentives.

In addition to tax incentives tailored for firms already in a zone and/or firms desired in a zone, most successful EZ programs involved a strong commitment of government financial and administrative resources, such as grants, loans, and venture capital along with staff that can undertake zone marketing efforts and provide support services for zone firms.

The most progressive state and local programs—like the new federal program—have also taken a more comprehensive approach to reducing poverty and spurring economic development by coordinating incentives for investment and job creation with education, social services, and efforts to clean up blighted areas. They are also attempting to promote local ownership and control over economic development by targeting enterprise zones for community-based economic development projects.

Attempts to quantitatively measure the cost-effectiveness of EZ programs for state government have focused on two things:

1. Program costs (taxes foregone and direct expenditures) relative to program benefits other than job creation (additional tax revenues raised plus reduced welfare costs);

2. The cost per job created.
When EZ performance is measured by comparing program costs with the estimated fiscal benefits, enterprise zones appear to offer a reasonable return on the tax dollar for most state programs. If the fiscal benefits exceed the costs, then the program more than pays for itself, and is desirable from the government's point of view regardless of how many jobs are produced. A 1993 U.S. Department of Agriculture (USDA) report, which is summarized in Appendix G, cited three studies which analyzed EZ programs in this manner. Benefits exceeded costs by a ratio of 1.9 to 1 in a New Jersey study, by 1.6 to 1 in a Louisiana study, and by 1.6 to 1 for a small sample of EZs in a multi-state study.

Most studies which attempt to estimate the cost per job created by mainland EZ programs have also concluded that the cost is reasonable compared with other job creation programs. The 1993 USDA report also included an analysis of six studies which attempted such estimates. Estimates of the cost per job created in enterprise zones ranged from $437 in Virginia to $5,613 in New Jersey.

EZ programs are most commonly compared with the Job Training Partnership Act (JTPA), currently the nation's largest jobs program. JTPA carries an average cost per job of about $3,200, but a JTPA job is not a close substitute for an EZ job. EZ programs are designed primarily to create new jobs and preserve the jobs of those already employed, while the JTPA program helps disadvantaged individuals to fill existing job openings.

EZ programs have also been favorably compared with Public Service Employment ($8,000 per job), Title I Public Works ($19,000 per job), and Local Public Works ($13,000-$15,000 per job). However, these programs are not directly comparable either because they produce not only jobs, but other public goods and services.
The most favorable cost per job comparison for EZ programs is with macroeconomic policy ($35,000 per job). This comparison, though, is also biased in favor of EZ programs because their success is usually directly aided by the local availability of other economic development programs, while the success of macroeconomic policy is not.

More appropriate cost per job comparisons for EZ programs can be made with the now-defunct federal Urban Development Action Grant (UDAG) program ($5,500 per job) and the economic development projects of the Community Development Block Grant (CDBG) program ($5,000 per job). Like EZ programs, both are primarily intended to create jobs and are often packaged with other forms of government assistance.
APPENDICES

A. State and County Enterprise Zones Program Coordinators
B. Maps of Census Tracts Eligible for Inclusion in Enterprise Zones
C. Maps of Designated Zones as of December 1996
D. Hawaii Enterprise Zones Measures of Effectiveness
E. Status and Performance of Mainland States' Enterprise Zones Programs
F. List of Federal E7/EC Designations
APPENDIX A

STATE AND COUNTY ENTERPRISE ZONES PROGRAM COORDINATORS
STATE AND COUNTY
ENTERPRISE ZONES PROGRAM COORDINATORS

Tim Brandt
Enterprise Zones Coordinator
Business Services Division
Department of Business, Economic Development, and Tourism
P.O. Box 2359
Honolulu, Hawaii 96804
Phone: (808) 586-2593

Gerald Dela Cruz
Director of Economic Development
Office of the Mayor, County of Kauai
4280-B Rice Street
Lihue, Kauai, Hawaii 96766
Phone: (808) 241-6390

Robbie Ann Kane Guard
Economic Development Coordinator
County of Maui
200 South High Street
Wailuku, Maui, Hawaii 96793
Phone: (808) 243-7710

Robert Akes, Jr.
Director
Department of Housing and Community Development
City and County of Honolulu
650 South King Street, 5th Floor
Honolulu, Hawaii 96813
Phone: (808) 523-4360

Diane Quitiquit
Director
Department of Research and Development
County of Hawaii
25 Aupuni Street
Hilo, Hawaii 96720
Phone: (808) 961-8366
APPENDIX B

MAPS OF CENSUS TRACTS ELIGIBLE FOR INCLUSION IN ENTERPRISE ZONES
Hawaii Enterprise Zones Program
Hawaii County
1990 Census Tracts

CENSUS TRACT ELIGIBILITY CRITERIA FOR INCLUSION IN AN ENTERPRISE ZONE*

- ELIGIBLE: Satisfies low-income criterion
- ELIGIBLE: Satisfies unemployment criterion
- ELIGIBLE: Satisfies both low-income and unemployment criterion
- INELIGIBLE

* All or part of any eligible census tract may be included in an enterprise zone
Hawaii Enterprise Zones Program:
Maui County
1990 Census Tracts

CENSUS TRACT ELIGIBILITY CRITERIA FOR INCLUSION IN AN ENTERPRISE ZONE*

[Diagrams of Maui, Molokai, and Lanai with shaded areas indicating census tracts]

- [ ] ELIGIBLE: Satisfies low-income criterion
- [ ] ELIGIBLE: Satisfies unemployment criterion
- [ ] ELIGIBLE: Satisfies both low-income and unemployment criteria
- [ ] INELIGIBLE

* All or part of any eligible census tract may be included in an enterprise zone
Hawaii Enterprise Zones Program
Kauai County
1990 Census Tracts

CENSUS TRACT ELIGIBILITY CRITERIA FOR INCLUSION IN AN ENTERPRISE ZONE *

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>ELIGIBLE: Satisfies low-income criterion</td>
</tr>
<tr>
<td></td>
<td>ELIGIBLE: Satisfies unemployment criterion</td>
</tr>
<tr>
<td></td>
<td>ELIGIBLE: Satisfies both low-income and unemployment criteria</td>
</tr>
<tr>
<td></td>
<td>INELIGIBLE</td>
</tr>
</tbody>
</table>

* All or part of any eligible census tract may be included in an enterprise zone

NOTE: Act 341, SLH 1993, made Tract #405 eligible for inclusion in an enterprise zone.
Hawaii Enterprise Zones Program
Island of Oahu - Waianae & Wahiawa Districts
1990 Census Tracts

CENSUS TRACT ELIGIBILITY CRITERIA FOR INCLUSION IN AN ENTERPRISE ZONE *

\[ \begin{array}{|c|}
\hline
\text{\color{red}{\text{\cellcolor{orange}}} ELIGIBLE: Satisfies low-income criterion} \\
\hline
\text{\color{red}{\text{\cellcolor{orange}}} ELIGIBLE: Satisfies unemployment criterion} \\
\text{\color{red}{\text{\cellcolor{orange}}} ELIGIBLE: Satisfies both low-income and unemployment criteria} \\
\text{INELIGIBLE} \\
\hline
\end{array} \]

* All or part of any eligible census tract may be included in an enterprise zone.
Hawaii Enterprise Zones Program

Island of Oahu - West Honolulu District

1990 Census Tracts

CENSUS TRACT ELIGIBILITY CRITERIA FOR INCLUSION IN AN ENTERPRISE ZONE *

[Legend]

- ELIGIBLE: Satisfies low-income criterion
- ELIGIBLE: Satisfies unemployment criterion
- ELIGIBLE: Satisfies both low-income and unemployment criteria
- INELIGIBLE

* All or part of any eligible census tract may be included in an enterprise zone
Hawaii Enterprise Zones Program
Island of Oahu
Koolauoa, Koolaupoko & Waialua Districts
1990 Census Tracts

CENSUS TRACT ELIGIBILITY CRITERIA FOR INCLUSION IN AN ENTERPRISE ZONE *

\[\begin{array}{|c|c|}
\hline
\text{\#} & \text{ELIGIBLE:} \text{ Satisfies low-income criterion} \\
\hline
\text{\#} & \text{ELIGIBLE:} \text{ Satisfies unemployment criterion} \\
\hline
\text{\#} & \text{ELIGIBLE:} \text{ Satisfies both low-income and unemployment criteria} \\
\hline
\text{\#} & \text{INELIGIBLE} \\
\hline
\end{array}\]

* All or part of any eligible census tract may be included in an enterprise zone
APPENDIX C

MAPS OF DESIGNATED ZONES
AS OF DECEMBER 1996
① Lihue Enterprise Zone
② Kapaa Enterprise Zone
③ North Shore Enterprise Zone
④ Central Enterprise Zone*
⑤ West Kauai Enterprise Zone*

* Pending approval as of March 1997
APPENDIX D

HAWAII ENTERPRISE ZONES
MEASURES OF EFFECTIVENESS
HAWAII ENTERPRISE ZONES
MEASURES OF EFFECTIVENESS

Progress will be measured by the number of zones designated and businesses enrolled. Effectiveness will be determined primarily by the number and type of jobs created relative to the amount of tax revenue foregone. Indirect benefits (e.g., increases in business activity and resulting tax revenues as well as reduced unemployment and welfare payments), will also be monitored if possible.

Data to be gathered from participating businesses:

Tax Information

- **Estimated State of Hawaii Income Tax Payment on Last (Prior) Year Estimate.** This indicates accuracy of the tax and performance projection capabilities of the business.

- **Total State of Hawaii Income Tax Paid on Last Return.** This indicates the size of the business in terms of taxes paid and their total tax liability.

- **Taxes Paid to Other States for the Last Three Years.** This indicates how much of the revenues are for operations associated with other states, enabling a calculation of a percent of total sales. The three-year period will illustrate how this proportion has changed over the recent past, indicating a shift or movement in or out of the State.

- **Real Estate Property Taxes Paid for Property Located in the Enterprise Zone in the Last Three Years.** This indicates whether property is owned by the business within the enterprise zone, its value, and the level of taxes paid. Since counties may use property tax abatement or increment financing as incentives; this will provide useful baseline information.

- **Foreign (non-U.S.) Taxes Paid in the Last Three Years.** This indicates if the business has any non-U.S. activities and revenues. The three-year period will illustrate how this proportion has changed over the recent past, indicating a shift or movement in or out of the United States.

- **Unemployment Insurance Premium Payment.** This provides a baseline indicator for unemployment insurance premiums. Reduction of this premium on a sliding scale will occur if the business qualifies for the partial income tax credit based on unemployment insurance premiums.
• **General Excise Tax (GET) Payment.** This provides a baseline indicator of General Excise Tax paid, to be compared with future levels after the business qualifies for the GET exemption. It will also indicate how much GET revenue has been foregone by the state over time.

**Information Used to Determine Business Qualification**

• Total gross receipts inside and outside the enterprise zone. This will indicate the proportion of business which is conducted inside the enterprise zone(s).

• Average monthly payroll

• Base number of full-time employees

• Average annual increase in number of full-time employees

• Enterprise zones program benefits received by the participating business

This data will also be useful for monitoring changes in business activity and employment over time.

**General Information**

• Business name (used for tax purposes to ease retrieval and comparison of information related to tax records)

• Business address

• Mailing address

• Enterprise zone address

• Company contact for this application

• Trade or activities engaged in

• Type of business ownership

• Description of major products and/or services

• Age of business
• Place of business origin

• Period of time doing business in the enterprise zone

• Participation in government programs (county, state, and federal)
APPENDIX E

STATUS AND PERFORMANCE OF MAINLAND STATES' ENTERPRISE ZONES PROGRAMS
STATUS AND PERFORMANCE OF MAINLAND STATES' ENTERPRISE ZONES PROGRAMS

1. ZONE CHARACTERISTICS AND STATISTICAL DATA: A 1992 U.S. Department of Housing and Urban Development (HUD) table follows which summarizes the most recent data available regarding the characteristics and performance of all state EZ programs. It is the latest update of activities occurring in the 35 other states plus the District of Columbia that have authorized EZ programs. The data were provided by state EZ program coordinators.

Between 1981 and 1984, 18 states adopted EZ programs. By 1988, an additional 19 states and Washington, D.C. had also created programs. Programs in three states—Maine, Minnesota, and Mississippi—have ended under sunset provisions of their authorizing legislation. The Nebraska legislature approved a zone program in its 1992 session. Pennsylvania has an administrative program and the other states have legislatively-enacted programs.

A total of 3,172 zones had been designated in 32 states by 1992. Approximately one-third of the zones are in non-metro areas. Twenty-six states reported 663,885 jobs created since the inception of their programs, while 22 states reported capital investments of $40 billion.

The summary table lists the current year and cumulative number of jobs, firms, and amount of capital investment in each state’s enterprise zones. It also includes the number of zones in each state and the year each program was created. But the data in the summary table suffer from several shortcomings. Many states did not report current or cumulative data. The data reported as current year may be as of 1988, 1989, 1990, or 1991. The cumulative
number of jobs and investment may be for one to nine years depending on the date each program was created. The job estimates are mostly created jobs, but some estimates may include retained jobs. Thus, the summary table does not add identically-defined data for jobs, firms, and investments. As available, cumulative zone activity data are included for the states with closed programs. Methods of counting also varied from state to state. Some are actual counts while others are projections.

Significant variation among the state EZ programs exists in several areas. A number of state programs have incorporated either a community development goal, a goal of job generation for zone residents, or both. The size of state EZs varies from a 49-acre site in Maryland to 10,000 acres in Alabama and entire counties in Oklahoma. Another factor contributing to the wide variation among the state programs is the number of zones within each state. For example, Louisiana has the most zones (1,553) while Michigan has only one enterprise zone. Most states limit the number of enterprise zones; only five states have more than 100 zones and only 13 have more than 25 zones. After excluding those states with more than 100 zones and fewer than five zones, the mean number of zones within the remaining states is 24.

Although the majority of states reported some effort to market the zones, most marketing is done at the local level, occasionally with some state assistance. Many coordinators noted that the state office would like to play a more active role, but had been unable to assist because of a shortage of funds and personnel.
Many state EZ coordinators indicated that an effort was being made to coordinate the program with other policy initiatives, particularly federal programs such as UDAG (Urban Development Action Grants), CDBG (Community Development Block Grants), and EDA (Economic Development Administration) grants. In several cases, the same state office administers the zone program and some of the federal programs, so coordination is not difficult to achieve. In a few cases, however, the zone administrators felt that the federal programs were not designed to meet the state's particular needs, and that federal program administrators tended to be unresponsive. Several states reported that efforts to coordinate with federal programs were being undertaken at the local level.
## SUMMARY OF STATE ENTERPRISE ZONE INFORMATION

<table>
<thead>
<tr>
<th>STATE</th>
<th>CURRENT YEAR DATA</th>
<th>CUMULATIVE DATA</th>
<th>NO. OF EZ AREAS</th>
<th>YEAR ENACT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>JOBS</td>
<td>FIRMS</td>
<td>INVESTMENT ($000,000)</td>
<td>JOBS</td>
</tr>
<tr>
<td>AL</td>
<td>2,062</td>
<td>44</td>
<td>1,229</td>
<td>12</td>
</tr>
<tr>
<td>AZ</td>
<td></td>
<td></td>
<td></td>
<td>11</td>
</tr>
<tr>
<td>AR</td>
<td>30,757</td>
<td>674</td>
<td>2,160</td>
<td>439</td>
</tr>
<tr>
<td>CA</td>
<td>7,041</td>
<td></td>
<td>382</td>
<td>34</td>
</tr>
<tr>
<td>CO</td>
<td>17,160</td>
<td></td>
<td>1,647</td>
<td>16</td>
</tr>
<tr>
<td>CT</td>
<td></td>
<td></td>
<td>17,559</td>
<td>451</td>
</tr>
<tr>
<td>DE</td>
<td></td>
<td>195</td>
<td></td>
<td>50</td>
</tr>
<tr>
<td>DC</td>
<td></td>
<td></td>
<td></td>
<td>3</td>
</tr>
<tr>
<td>FL</td>
<td>6,114</td>
<td>29</td>
<td>2,700</td>
<td>100</td>
</tr>
<tr>
<td>GA</td>
<td></td>
<td></td>
<td></td>
<td>2,700</td>
</tr>
<tr>
<td>HI</td>
<td>Designations pending</td>
<td>41,142</td>
<td>1,528</td>
<td>1,010</td>
</tr>
<tr>
<td>IN</td>
<td></td>
<td></td>
<td></td>
<td>15</td>
</tr>
<tr>
<td>KS</td>
<td>Pre-1992 program data</td>
<td>5,276</td>
<td></td>
<td>5,276</td>
</tr>
<tr>
<td>KY</td>
<td>19,000</td>
<td>1,900</td>
<td>1,900</td>
<td>17,000</td>
</tr>
<tr>
<td>LA</td>
<td>40,730</td>
<td></td>
<td>4,700</td>
<td>1,883</td>
</tr>
<tr>
<td>ME</td>
<td>Program ended</td>
<td>2,000</td>
<td></td>
<td>2,000</td>
</tr>
<tr>
<td>MD</td>
<td></td>
<td>700</td>
<td>100</td>
<td>40</td>
</tr>
<tr>
<td>MI</td>
<td>Program ended</td>
<td>52,926</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MN</td>
<td>Program ended</td>
<td>19,412</td>
<td></td>
<td>1,030</td>
</tr>
<tr>
<td>MO</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NB</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NV</td>
<td>200</td>
<td></td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>NJ</td>
<td>22,938</td>
<td></td>
<td>3,800</td>
<td>10</td>
</tr>
<tr>
<td>NY</td>
<td>4,460</td>
<td></td>
<td>726</td>
<td>19</td>
</tr>
<tr>
<td>OH</td>
<td>124,500</td>
<td>12,500</td>
<td>227</td>
<td>1987</td>
</tr>
<tr>
<td>OK</td>
<td></td>
<td></td>
<td></td>
<td>88</td>
</tr>
<tr>
<td>OR</td>
<td>4,400</td>
<td>121</td>
<td>373</td>
<td>30</td>
</tr>
<tr>
<td>PA</td>
<td>10,280</td>
<td></td>
<td></td>
<td>45</td>
</tr>
<tr>
<td>RI</td>
<td>New legislation enacted June 1991</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SC</td>
<td>500</td>
<td></td>
<td>700</td>
<td>3</td>
</tr>
<tr>
<td>TN</td>
<td></td>
<td></td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>TX</td>
<td>11,664</td>
<td></td>
<td>2,511</td>
<td>103</td>
</tr>
<tr>
<td>UT</td>
<td>798</td>
<td>39</td>
<td></td>
<td>15</td>
</tr>
<tr>
<td>VT</td>
<td>Program ended December 1992</td>
<td>2,697</td>
<td>120</td>
<td>52</td>
</tr>
<tr>
<td>VA</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WV</td>
<td>Program inactive</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WI</td>
<td>1,667</td>
<td>78</td>
<td>68</td>
<td>8</td>
</tr>
<tr>
<td>TOTAL</td>
<td>47,256</td>
<td>1,257</td>
<td>31,010</td>
<td>663,825</td>
</tr>
</tbody>
</table>

August 1992
2. **ZONE INCENTIVES**: The following table lists the incentives offered by all states with EZ programs. There are five general types of incentives used with varying degrees of frequency. These types, along with the percentage of state EZ programs that use them are:

- tax incentives (94%);
- capital financing (58%);
- regulatory relief (52%);
- targeting of existing economic development programs (46%);
- infrastructure/public service improvements (33%).

The primary types of tax incentives and the percentage of state EZ programs using these incentives are:

- employer income tax credits (62%);
- job creation and wage credits (59%);
- sales or use tax credits (35%),
- selective hiring credits (52%);
- property tax credits (44%);
- investment credits (28%).

The regulatory relief that has been offered tends to be procedural rather than substantive, and is usually in the form of:

- one-stop permits;
- fast-track permit processing;
- fee reductions.
When there has been substantive relief, it has usually been limited to assistance with zoning changes, variances that may well have been granted without an official policy of regulatory relief.

It should be noted that the list of incentives is more dated than the performance estimates in the preceding table, and some incentives offered by the states may have changed since the data were assembled. This fact should be kept in mind when making comparisons between the two.

The most relevant comparison that can be drawn from the table of performance data and the list of incentives may be between the states of Virginia and Georgia. Hawaii’s EZ program most closely resembles Virginia’s with respect to the state tax incentives offered to eligible businesses, while Georgia is the only state which offers only property tax abatement as an incentive. Since Hawaii’s county governments will contribute some incentives to the EZ program (but not necessarily related to property taxes), this comparison may help shed some light on the effectiveness of property tax relief alone relative to the effectiveness of state EZ tax incentives similar to Hawaii’s. Unfortunately, no other known research has focused on the effectiveness of property tax relief as an EZ incentive.
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>New Hampshire</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Connecticut</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New York</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Jersey</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pennsylvania</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ohio</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgia</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>South Carolina</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Delaware</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maryland</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Virginia</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>West Virginia</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kentucky</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indiana</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Illinois</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Missouri</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Arkansas</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Texas</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oklahoma</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>North Dakota</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>South Dakota</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wyoming</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Colorado</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Arizona</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nevada</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hawaii</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alaska</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
3. **RESEARCH FINDINGS:** Several attempts have been made at broad, comparative assessments of EZ programs on the mainland. However, such assessments are made difficult by a number of factors. Most EZ research has been limited by resources, interest, or lack of data to single-case studies, narrow output measures, or single periods of time. The absence of baseline data against which to measure effectiveness has also hampered efforts to assess many programs. And, above all, the wide variety in the purpose, structure, and incentives of state EZ programs inhibits comparative analysis. With these limitations in mind, what follows is a summary of the best currently available studies. (This analysis has not changed from previous editions of this annual report because no new significant research findings have been produced.)

**Seventeen State Comparative Study:** The results of this study were published in a 1991 collection of essays entitled *Enterprise Zones: New Directions in Economic Development,* edited by Roy E. Green. The authors based their study on data from an extensive HUD survey covering 357 zones in 17 states. The survey was conducted in 1985 and 1986, and represented all states that had EZ programs in 1984 except Delaware. Although somewhat dated and hampered by a lack of longitudinal data, it represents the most comprehensive attempt, to date, to compare state EZ programs head-to-head using the same database (as opposed to comparing the findings of individual state case studies). (Note: The author of the USDA report, also summarized below, cites the 1986 HUD survey as the only comprehensive source of data on nationwide rural EZ performance.)

viii
Empirical analysis of these data indicate that state-sponsored EZs sometimes resulted in significant increases in both jobs and business areas that were characterized by severe socioeconomic distress and population decline. Although EZs are no panacea for all ailing areas, growth rates of gross job creation were higher than the national rate in nearly a third of the zones included in the study. In the average zone, over 460 jobs were created or saved in the period between zone designation and survey response, typically a period of two years.

Zones typically were more successful in generating jobs through business expansion, new ventures, or relocations than in staving off closures, although a rather large number of jobs were often involved where closures were prevented. More than 80 percent of the investment in zones was attributable to expansions of existing businesses or to new start-ups rather than relocating firms. Most investment was also attributable to relatively small firms, while manufacturing businesses overwhelmingly accounted for the vast majority of jobs saved or created in the zones.

Although the diversity of state programs made analysis difficult, the authors of the study reached the following conclusions based on an examination of the 90 highest performing zones:

- States should concentrate their efforts on a relatively small and select set of zones that already have a labor force with basic skills, adequate public infrastructure, and transportation access. This can make the areas attractive for investment with the marginal but catalytic contributions that EZ designation, incentives, and visibility can provide. EZ designation alone may not help the most distressed areas.
• An attractive package of EZ incentives sufficient to appeal to a wide variety of businesses, but focused on one or two really critical incentives which specifically target the needs of existing or desired EZ businesses, can help increase job creation and investment in EZs.

• Direct government involvement via targeting of financial and other resources toward zones, as well as state-local and public-private partnerships also seem to be important ingredients in stimulating economic development in EZs.

**Four State Comparative Study:** Green's 1991 collection of essays also includes the findings of a four-state comparative study conducted between 1987 and 1989 which yielded similar insights. The authors compared EZ programs in Illinois, Indiana, Kentucky, and Ohio, and made the following conclusions:

• **The most successful programs are hybrids which combine a commitment of government financial and administrative resources (e.g., grants, loans, and venture capital along with staff that can undertake marketing efforts, meet with firms, and provide support services) with a few classic EZ tax incentives tailored for firms already in the zone and/or the types of firms desired in the zone.**

• Commitment of government financial and administrative resources to zone promotion mattered more than any other factor in their analysis. While classic EZ incentives accounted for most of the variation in new investment by firms already within a zone, what mattered most for new and expanding firms was clearly the quantity and quality of government administrative resources supporting the EZ program.
In reviewing the findings from these comparative analyses and other individual case studies of state EZ programs, Green agreed that all other things being equal, greater success appears to be related to greater government involvement. However, he added that the available data are still insufficient to conclude that one approach is clearly more successful than another. As a result, Green advocates continued improvement in evaluating how EZs work and what they achieve, along with better linkage to other economic development activity.

**Rural Enterprise Zones in Theory and Practice: An Assessment of their Development**

**Potential:** This 1993 report from the United States Department of Agriculture (USDA) includes a good up-to-date summary of most major EZ studies conducted to date (both multi-state and multi-city, as well as single-state case studies) and attempted to assess zone performance (both urban and rural) by comparing the findings of other studies rather than raw data collected directly from EZ programs. But as the title implies, this report attempted to assess rural zone performance in particular since little empirical data about rural zones exist. Because most Hawaii zones are likely to be in rural areas, and because agriculture is one of the main activities targeted by Hawaii’s EZ program, the findings of this report may be particularly relevant for Hawaii.

The USDA report concluded that:

- Studies which have attempted to compare EZ costs (taxes foregone and direct expenditures) with EZ benefits other than job creation (increased tax revenues and reduced welfare costs) have concluded the EZ programs more than pay for themselves regardless of the number of jobs created or saved.
• Enterprise zones have been fairly successful in generating jobs, and most studies estimating the cost per job created conclude that it appears reasonable when compared with other job creation programs, particularly in rural zones where the cost per job is usually less than urban zones.

• Enterprise zones were doing a good job of creating jobs for low-income people, the unemployed, and EZ residents, especially in rural EZs.

• Although enterprise zones may not be appropriate for all rural areas, most rural zones seem to be doing as well or better than urban zones in creating jobs.

• The most productive rural zones in creating jobs per capita have had the smallest populations. In such places, the EZ program can act as a powerful catalyst, provoking the community to organize a comprehensive development policy involving public-private partnerships and improvements in local government services and infrastructure.

• Other factors associated with superior rural EZ performance are local leadership, adequate infrastructure, adequately skilled labor force, linkages to urban markets, and amenities.

The USDA suggests that rural zone performance might be further improved by:

• Screening out potentially unproductive zones (those not interested in development and those lacking the factors associated with superior rural EZ performance);

• Modifying zone incentives to further reduce the cost per job and to improve the quality of jobs created;

• More hands-on planning and marketing assistance from government.
APPENDIX F

LIST OF FEDERAL EZ/EC DESIGNATIONS
### Empowerment Zones

#### Urban Empowerment Zones
- Augusta, GA
- Baltimore, MD
- Chicago, IL
- Detroit, MI
- New York, NY
- Philadelphia, PA & Camden, NJ

#### Urban Supplemental Zones
- Los Angeles, CA
- Cleveland, OH

#### Rural Empowerment Zones
- Kimmey Highlands (Chenango, Jefferson, Wayne Counties, NY)
- Metro-Deila Mississippi (Boyle, Cassius, Humphreys, LeFlore Counties, MS)
- Rio Grande Valley Texas (Cameron, Hidalgo, Starr, Willacy Counties, TX)

### Urban and Rural Enterprise Communities

<table>
<thead>
<tr>
<th>State</th>
<th>Rural Enterprise Communities</th>
<th>Urban Enterprise Communities</th>
<th>State</th>
<th>Rural Enterprise Communities</th>
<th>Urban Enterprise Communities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alabama</td>
<td>Chambers County, Green &amp; Sumter Counties</td>
<td>Birmingham</td>
<td>Missouri</td>
<td>City of East Prairie, Mississippi County</td>
<td>St Louis</td>
</tr>
<tr>
<td>Arizona</td>
<td>Arizona Border Region: Cochise, Santa Cruz &amp; Yuma Counties</td>
<td>Phoenix</td>
<td>Nebraska</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Arkansas</td>
<td>Mississippi County: Eastern Arkansas: Cross, Lee, Marion &amp; St Francis County</td>
<td>Pulaski County</td>
<td>Nevada</td>
<td></td>
<td></td>
</tr>
<tr>
<td>California</td>
<td>Imperial County, City of San Diego</td>
<td>San Diego</td>
<td>New Hampshire</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Colorado</td>
<td></td>
<td></td>
<td>New Jersey</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Connecticut</td>
<td></td>
<td></td>
<td>New Mexico</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Delaware</td>
<td></td>
<td></td>
<td>New York</td>
<td></td>
<td></td>
</tr>
<tr>
<td>District of Columbia</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Florida</td>
<td>Jackson County, Crisp &amp; Dooley Counties, Central Savannah River Area: Burke, Hancock, Jefferson, McDuffie, Tallapo &amp; Warren Counties</td>
<td>Davie County/Atlantix</td>
<td>North Carolina</td>
<td>Halti, Edgecombe &amp; Wilson Counties</td>
<td>Charlotte</td>
</tr>
<tr>
<td>Georgia</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Illinois</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indiana</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Iowa</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kentucky</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Louisiana</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Massachusetts</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Michigan</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minnesota</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mississippi</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
May 13, 1997

CATEGORIES OF ACTION
WAHIAWA URBAN DESIGN PLAN (UDP)

1. Acknowledge support for the suggestion or concept and recommend its inclusion in the UDP.

2. Note the comment or suggestion in the UDP as an item to be considered during the implementation phase if it refers to implementation and is deemed worthwhile for consideration.

3. Discuss the comment or suggestion to determine how it should be addressed in the UDP.

4. Determine whether the suggestion or issue is beyond the scope of the UDP.
## HIGHWAY SIGNS TO WAHIAWA

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Attract more visitor-type traffic into Wahiawa by changing highway signage</strong></td>
<td></td>
<td></td>
<td></td>
<td>Look into possibility of installing dual signing directing North Shore-bound motorists to Kamehameha Hwy. as well as Wilikina Drive.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Visitor traffic occurs primarily during off-peak traffic periods.</td>
</tr>
<tr>
<td>(In general, there was mixed reaction to this concept. Concerns included:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>a. Directing visitor traffic through Wahiawa will hurt businesses in the Wilikina Drive/Kemoo Farm area.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>b. Directing visitor traffic through Wahiawa could potentially increase traffic congestion on Kamehameha Highway.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Provide signs directing traffic to the Kemoo Farm area.</strong></td>
<td></td>
<td></td>
<td></td>
<td>Look into possibility of installing dual signing (see above).</td>
</tr>
<tr>
<td><strong>Include Wahiawa on the sign at the Paiwa Street Honolulu-bound on-ramp near Waikiki Commercial Center.</strong></td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td><strong>Include Hawaiian pronunciations on signs.</strong></td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>
## GATEWAYS TO WAHIAWA

<table>
<thead>
<tr>
<th></th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>Comments</th>
</tr>
</thead>
</table>
| 1. **Open up views to Lake Wilson at both entrances.**  
(Concept generally well-received) | ✓ |   |   |   |          |
|   |   |   |   |   | Clean up trash and excess vegetation. |
|   |   |   |   |   |          |
|   |   |   |   |   |          |
| 2. **Gateway feature at the south end of town.**  
(Concept received mixed-support as well as opinions preferring one design concept over the other.) | ✓ |   |   |   |          |
<p>| | | | | | |
|   |   |   |   |   |          |
|   |   |   |   |   |          |
| Overhead greeting banners. |   | ✓ |   |   |          |
| Overhead sign across entire street proclaiming WAHIAWA THE PINEAPPLE CAPITAL (OF THE WORLD) |   |   | ✓ |   |          |
| Welcome sign is sufficient. |   |   |   | ✓ |          |
| Keep the gateway &quot;old fashioned,&quot; not &quot;mainland-style.&quot; |   |   |   | ✓ |          |
| Consider using native Hawaiian plants for landscaping - Kukui and lauaʻe to augment royal palms. |   |   |   | ✓ |          |
| Relocate Dole's pineapple-shaped water tower to Wahiawa. |   |   |   | ✓ |          |
|   |   |   |   |   | Dole has plans to reuse pineapple-shaped water tower. |</p>
<table>
<thead>
<tr>
<th></th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>Comments</th>
</tr>
</thead>
</table>
| 3. *Gateway feature at the north entrance.*  
   (Concept generally well-received.) | ✓ | | | | Possibly provide parking across the bridge. |
| Provide parking for the observation area. | | ✓ | | | - Provide additional signs. |
| Provide improvements extending from the Kukaniloko Birthstones. | | | ✓ | | - Enhance area provided it is done in a sensitive manner. |
| Improve pedestrian safety from Whitmore Village to Wahiawa. | | | | ✓ | - Potential bikeway could also be used as a pedestrian path.  
   (Several comments suggested importance of this concept.) | | | | ✓ | - Note in UDP. |
# Streetscapes of Wahiawa

| 1. Improve the Wahiawa streetscape.  
(Concept generally well-received, with some preferring one design concept over the other.) | 1  | 2  | 3  | 4  | Comments |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Provide sheltered bus stops.</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Encourage more trees on sides and backs of properties as well.</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Use trees native to Hawaii and Wahiawa, particularly.</td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| 2. Extend streetscape enhancements to include the Wilikina Drive - Kemoo Farm area; east to Avocado Avenue and west to Ohai Street; to other nearby streets; and to industrial businesses.  
(Several comments suggested this concept.) | ✓ | 1 |   |   |   |
| |   |   |   |   | 1 - For Wilikina Drive-Kemoo Farm area, concentrate enhancements in town core first, then move to outer areas.  
- Consider Kemoo Farm area as different design theme. |
| 3. Change land uses which could enhance the streetscape such as a museum, tourist stores replacing car dealerships near the south entry, elimination of pornography vendors and limitations on fast food restaurants.  
(Several comments suggested this concept.) |   |   | ✓ |   |   |
| |   |   |   |   | 2 Residential and industrial areas. |
| 4. Establish a visitor information center at the triangular block located at the intersection of Kamehameha Hwy. and California Avenue. | ✓ |   |   |   |   |
| |   |   |   |   | Input on the visitor center was not received at the community workshop.  
Support was acknowledged at the May 8, 1997 Wahiawa Urban Design Task Force meeting. |
## BUILDING CHARACTER/REDEVELOPMENT POTENTIAL

<table>
<thead>
<tr>
<th>1. Establish building character, noting the importance of historic character and building restoration. (Concept generally well-received.)</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td>Adopt as interim guidelines.</td>
</tr>
<tr>
<td>Connected canopies over the sidewalk offer shelter from sun and rain.</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td>Encourage as a guideline.</td>
</tr>
<tr>
<td>Recognize the potential role of McDonald's in leading Wahiawa's renewal by incorporating a historic plantation theme in its proposed redevelopment.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Note in UDP under implementation. -Establish dialogue with business.</td>
</tr>
<tr>
<td>2. Need for creative solutions to address the problem of off-street parking.</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Relieve loading requirements for smaller parcels.</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Provide off-street municipal (metered) parking.</td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
<td>Omit reference to “metered” parking. - Combine these 2 comments.</td>
</tr>
<tr>
<td>Provide parking in the open, grassed area across Wilikina Drive from the lake-front businesses.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>Comments</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>----------</td>
</tr>
<tr>
<td>1. <strong>Provide regional services in Wahiawa - Civic Center and educational institution.</strong></td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>2. <strong>Provide a third bridge from North Cane Street to Whitmore Avenue.</strong></td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>Improve pedestrian safety between Whitmore Village and Wahiawa and Wahiawa and Haleiwa.</strong></td>
</tr>
</tbody>
</table>
MEETING MEMORANDUM

SUBJECT: Wahiawa Urban Design Plan
Task Force Meeting

July 17, 1997, 7:00 PM
Wahiawa Recreation Center

ATTENDEES: Pat Onishi
Gary Okino
Lowell Chun
Matt Higashida
Paul Hamamoto
Felipe Cabana
Jake Masuda
Jeremy Ige
Lester Lai
Jaime Peirson
Iared Kanemaru
Marcus Oshiro
Dan Nakasone
Martha Peterson
Libby Smithe
Walter Benavitz
Pat Hahn
Reed Hisamoto
James Shimokusu
Anthony Williams
Thomas Meeder
Peter Bulanow
Diane Marumoto
Chuck Webb
Cindy Siok
Don Robbins
Teresa Truman-Man-Madriaga
Earl Matsukawa
Frances Yamada
City Planning Department
City Planning Department
City Planning Department
State Department of Transportation (DOT)
State DOT
City Department of Transportation Services (DTS)
City Department of Public Works (DPW)
City Department of Parks and Recreation (DPR)
City Department of Land Utilization (DLU)
Wahiawa Community Business Association (WCBA)
State Representative
WCBA
WCBA
WCBA
WCBA
WCBA
WCBA
WCBA
Dot’s/Marians (for James Harada)
Howard Building Center
Wahiawa Rainbow Club
Wahiawa Lions Club
McDonald’s of Hawaii
Kemoo Farm
Kemoo Farm
Resident
Sun Press
Ka Nupepa
Kaulunani, Division of Forestry and Wildlife, State Department of Land and Natural Resources

Information Items:

1. The meeting opened with greetings from Mr. Kanemaru and Mr. Chun. Mr. Chun indicated that the purpose of this meeting is to present and discuss the Draft Wahiawa Urban Design Plan (UDP) recommendations and to refine or add to them. Intent is to develop proposals for the upcoming workshop on August 21, 1997.
2. Mr. Chun indicated that the City Planning Department is in the process of consulting with various government agencies and organizations on the recommendations, including considerations or situations which may be encountered in implementing these proposed projects. The following agency resource persons in attendance were introduced: Paul Hamamoto and Felipe Cabana - State DOT; Jake Masuda - City DTS; Jeremy Lee - City DPW; Lester Lai - City DPR; and, Jaime Peirson - City DLU.

3. Mr. Matsukawa presented the draft UDP recommendations for the following categories: Highway Signs to Wahiawa; Gateways to Wahiawa; Streetscapes of Wahiawa; and, Building Character/Redevelopment Potential. Copies of the draft recommendations were available at the meeting.

**Comment:** Has something similar to this effort been accomplished before? It seems complicated. What about budget considerations?

**Response:** Capitalizing on the dedication of the Wahiawa UDP Task Force members, a community-oriented approach was undertaken in developing this plan. Therefore, the planning team has produced a document which outlines the initial steps to be pursued toward implementing these projects. The plan also includes projects that could be achieved in the short-term, such as clearing of vegetation and planting of street trees. It was emphasized that implementation of these projects will require the effort and involvement of community members.

It was also mentioned that the Hauula community accomplished something similar with respect to highway signs as a result of the Haleiwa Bypass Road. Also, Bishop Estate is assisting in the funding of the design, implementation and maintenance of a gateway enhancement project into Haleiwa from the east end of the North Shore.

**Comment:** There was a similar situation where a community wanted to reroute motorists through their town. The Hawaii Visitors Bureau (HVB) took a stance against directing visitors to a particular route if there are other alternative routes. It is acceptable to provide motorists with alternatives or choices in routes, otherwise there will be opposition.

**Response:** The intent of recommending the change in highway signs was always to provide motorists with a choice of alternative routes.

**Comment:** In Alternative Concepts A and B of the Wilson Bridge Gateway Feature, "Wilikina Drive" is not depicted on the street sign mounted on the traffic signal (it is shown on the existing conditions photograph) Is the intent to omit "Wilikina Drive" from this sign?

**Response:** As a concept sketch, the omission of "Wilikina Drive" was a matter of rendering style rather than a substantive omission. It will be included on the two alternative concepts.
Comment: Expressed displeasure that when the Wahiawa UDP Task Force was formed, Kemoo Farm was left out. Also, the Draft UDP seems to indicate that Kemoo Farm is left out at this point.

Response: It was not the intention to omit Kemoo Farm representation from the Task Force. If Wahiawa can promote some sort of business-oriented activity with this UDP, it will stimulate all areas of Wahiawa. This is the challenge for the community to work together to start making positive improvements to Wahiawa.

4. Mr. Meeder provided a status update of plans for the new McDonald’s building in Wahiawa. The rezoning approval seems to be about 2 months away. Exterior plans of the building will be presented two meetings from tonight. McDonald’s anticipates breaking ground in the fourth quarter of this year and completing construction by February or March of next year. Major elements of the site plan include:

- The building has been set back from the street (Kamehameha Highway) to improve on-site traffic flow and to control parking. An efficient drive-through flow is not possible with the building located at the front of the property. A stacking lane for drive-through customers is needed, as well as vehicular circulation around the entire building. Setting the building set back on the property will also improve control at its rear.

- Per community sentiment, the site plan has been reworked to preserve the existing persimmon tree which was planted by the original owner.

- There will be improved lighting for security and safety.

- The site will include lots of landscaping.

- Standard sidewalks will be built along Olive and Walker Avenues to the extent of the property.

- McDonald’s is required to have its traditional double mansard roof, but it will be done in an old-fashioned metal finish. The building will be painted with the color schemes established in the UDP. Turn-of-the-century light fixtures will be used.

- Site access will be located further back on Olive Avenue due to existing traffic queuing on Olive Avenue.

Mr. Onishi commended McDonald’s for its efforts, but indicated that the siting of the new building goes against the “street frontage” concept being promoted in the UDP. He suggested consideration in siting the building closer to the curbside rather than having the parking area along the street frontage.
Mr. Meeder responded that McDonald’s relies on its convenience whereby an average of 55% of its business is drive-through. While he had considered numerous alternatives, siting the building along the street will seriously affect this drive-through ability. He reiterated the need to keep the drive-through and convenience factor for profitability concerns, as well as maintain the building’s design factor in accordance with the UDP guidelines.

5. General discussion on the recommendations were as follows:

**Highway Signs to Wahiawa:**

The draft recommendations were adopted by the Task Force.

**Gateways to Wahiawa:**

**Comment:** A suggestion was made to leave open the choice of trees for street landscaping (rather than specifying Royal Palms or Norfolk Island Pine trees).

The draft recommendations were adopted by the Task Force, subject to the above-noted modification.

**Streetscapes of Wahiawa:**

The draft recommendations were adopted by the Task Force.

**Building Character/Redevelopment Potential:**

**Comments:** The following revision and addition to the recommendations were suggested:

Modify as follows:
- Explore opportunities to amend the Land Use Ordinance to promote redevelopment reflective of Wahiawa’s plantation heritage theme.

Add as follows:
- Explore the reduction of building height limits in the business-zoned districts.

The draft recommendations were adopted by the Task Force, subject to the above-noted modification and addition.

6. Mr. Matsukawa provided an overview of the proposed format for the August 21 community workshop. The purpose of workshop is to obtain comments and community endorsement of the UDP, and to launch the UDP into implementation by
soliciting community involvement. The intent is to have the community start networking with the Task Force members for community involvement. A plenary session will be held at the beginning of the workshop to present the plan and solicit questions and comments. The comments will be recorded. The Task Force members and agency resource persons will be introduced. Following this session, participants will go to the four stations corresponding with the major UDP categories. Graphics will be displayed at the stations. Each station will be manned by Task Force members and agency resource persons who will respond to questions and discuss the plan and its implementation. A mail-in form will be provided to solicit comments. Sign-up sheets will be available at each station for community members to volunteer their services in implementing the various projects.

7. The Task Force requested obtaining a copy of the UDP color board for area businesses. A suggestion was made to identify the color numbers of the paint samples shown on the board.

Frances Yamada, Planner

cc: Lowell Chun, City and County of Honolulu Planning Department
3383 02
December 3, 1997

MEETING MEMORANDUM

SUBJECT: Wahiawa Urban Design Plan
Task Force Meeting

December 3, 1997, 7:00 PM
Wahiawa Recreation Center

ATTENDEES: Pat Onishi
Gary Okino
Lowell Chun
Matt Higashida
Jared Kanemaru
Marcus Oshiro
Ann Thorneaux
Dan Nakasone
Walter Benavitz
George Kagehiro
Reed Hisamoto
James Shimokusu
Anthony Williams
Chris Tortora
Ellen Hyer
Earl Matsukawa
Frances Yamada
City Planning Department
City Planning Department
City Planning Department
City Planning Department
Wahiawa Community Business Association
(WCBA)
State Representative
Councilmember Rene Mansho’s Office
WCBA
WCBA
Howard Building Center
Wahiawa Rainbow Club
Wahiawa Lions Club
Hawaiian Eye Center
Wahiawa Resident

Information Items:

1. The meeting opened with greetings from Mr. Kanemaru. Mr. Kanemaru indicated that on Sunday, November 30, 1997 the Juniors of Leilehua High School participated in a community service project with residents of Wahiawa in clearing vegetation at Wilson Bridge. The new Wahiawa Centennial banner was displayed near Wilson Bridge during this activity. Mr. Kanemaru noted that the Army will also be clearing vegetation in the vicinity of the Wahiawa off ramp of the H-2 Freeway. These efforts are in response to the Wahiawa Urban Design Plan’s (UDP) recommendation to enhance the gateways to Wahiawa by opening up views of Lake Wilson.

2. Mr. Chun indicated that the purpose of this meeting is to finalize the recommendations to be included in the Wahiawa UDP report. He also noted that this signals the beginning of a next phase of UDP activity and encouraged Task Force members to start formulating and organizing plans to move forward with implementation of the UDP recommendations.
3. Mr. Higashida encouraged Task Force members to sign up to participate in any of the four categories of the Wahiawa UDP, including: 1) Highway Signs to Wahiawa; 2) Gateways to Wahiawa; 3) Streetscapes of Wahiawa; and, 4) Building Character/Redevelopment Potential.

4. Mr. Matsukawa presented an overview of the Wahiawa UDP Community Workshop No. 2 held on August 21, 1997, noting that it was highly successful.

5. Mr. Matsukawa noted that new comments received at the workshop were organized into a matrix reflecting the four categories of the Wahiawa UDP. Mr. Kanemaru and Mr. Matsukawa led the Task Force in determining the recommended category of action to be taken for each of the comments in consideration of its inclusion in the Final UDP.

A copy of the matrix reflecting the Task Force’s recommended action for each comment, along with additional comments/recommendations noted, is attached. The following are the matrix comments (in italics) and associated key comments/recommendations made in the course of undertaking the matrix activity, along with the Task Force’s recommended action for each comment. Recommended actions or Task Force members correspond to “Categories of Action” sheet included at the end of these minutes.

**Highway Signs to Wahiawa:**

1. **On southbound Kamehameha Highway in the vicinity of the Poamoho Camp junction, modify the roadside sign to read: “Honolulu via Wahiawa” and “Honolulu via Schofield Barracks”.

Comments: Mr. Matsukawa indicated that this recommendation is in response to concerns expressed by some of the Wilikina Drive businesses with the previous recommendation to modify this roadside sign to direct all "Honolulu" traffic through Wahiawa.

Recommend informing motorists (especially tourists) on what the advantages are for one route versus the other. This could include identifying "Wahiawa Town" on the sign to imply there are gas stations, etc. in town. Suggest possibly installing the State DOT's brown or green roadside sign (less formal sign) indicating "Wahiawa Town" to supplement the subject modified sign.

**Recommended Action:** No. 1 - Acknowledge support for the suggestion or concept and recommend its adoption as a UDP recommendation. Also
explore opportunities for installing other supplemental signs, including the possibility of designating "Wahiawa Town" on a roadside sign.

2. Explore the possibility of installing roadside signs directing motorists to "Wai'alu" or "Haleiwa" in lieu of "North Shore" signs.

Comments: Unclear as to how directing traffic to Wai'alu, Haleiwa or the North Shore has anything to do with Wahiawa -- the Task Force's concern is with bringing people to Wahiawa. If motorists want to go to the North Shore, there are signs directing them to the North Shore.

According to the State Department of Transportation (DOT), the "North Shore" roadside signs were installed at the request of the North Shore community. If the desire is to designate other districts on these roadside signs, this would have to be worked out between the affected communities.

**Recommended Action:** No. 5 - Omit the suggestion or concept from the UDP.


Comment: Wilikina Drive is a thoroughfare, not a destination.

**Recommended Action:** No. 1. Recommend that the sign read "North Shore via Schofield Barracks" instead of "North Shore via Wilikina Drive".

4. If the proposed one-way couplet for Kuakini/Kamehameha Highway is pursued, any related road signage should achieve the UDP's objectives.

**Recommended Action:** No. 5.

**Gateways to Wahiawa:**

**Gateway Feature at the South Entrance:**

1. Develop a Veteran's Memorial Park or passive park with parking in the open, grassed area across Wilikina Drive from the lake-front businesses.

Comment: The concept of a Veteran's Memorial Park is spearheaded by Wahiawa resident Harold Diamond. There is no place in Wahiawa that
exhibits veterans’ memorabilia other than the plaque on the swimming pool wall. Mr. Diamond felt that a veteran’s memorial would be appropriate in a location where the public would pass by and stop, similar to memorials in small communities. This would be appropriate since there are many members of the Wahiawa community who have served in the service.

**Recommended Action:** No. 2 - Note the comment or suggestion in the UDP as an item to be considered during the implementation phase if it refers to implementation and is deemed worthwhile for consideration.

2. **Establish parking areas at the Freshwater Park in lieu of the open-grassed area across Wilikina Drive from the lake-front businesses.**

**Comment:** The walking distance from potential parking areas at the Freshwater Park to the businesses in Wahiawa town is quite far.

**Recommended Action:** No. 5.

3. **Provide potted trees or other landscaping in the median of Wilson Bridge.**

**Comments:** It is generally the position of the State DOT to not have any landscaping within the median areas of roadways due to liability and maintenance concerns.

The community should push for what they believe is important; to encourage agencies to find a way to do it.

There is an existing irrigation system for landscaping along the sides of Wilson Bridge -- why can’t the State hook up an irrigation system in the median area?

**Recommended Action:** No. 2.

4. **Install a single sign with a south-facing "Welcome" and a north facing "Thank You for Visiting" in the median area south of Wilson Bridge.**

**Comment:** There are "Thank You" signs all over the United States. We are Hawaii -- why can’t we use "Mahalo"?

**Recommended Action:** No. 2. Consider using "Mahalo" in lieu of "Thank You" on the sign.
Gateway Feature at the North Entrance:

1. Give vision to the old Wahiawa Bridge that sits below Karsten Thot Bridge.

Comment: The abutments or supports of the old bridge sits below the bridge, but the water level is consistently high so they are not visible.

Recommended Action: No. 5.

2. Provide a bus stop with shelter at the Karsten Thot Bridge improvements.

Comment: Once the Karsten Thot Bridge area improvements are developed, a bus stop would be ideal for people who do not have automobiles to get there.

Recommended Action: No. 2. Clarify recommendation to indicate that a bus stop should be provided after the Karsten Thot Bridge improvements are completed.

General Comments:

1. In opening up views to Lake Wilson, ensure that the water level is maintained in the lake.

Comments: Dole Foods draws water from the reservoir by Kaukonahua Stream, although not much water is being drawn at the present time due to the decline in sugar cane cultivation.

As Lake Wilson is a valuable resource to the Waniawa community, it would be good for the community to keep up with issues affecting the reservoir levels.

Maintaining the water level in Lake Wilson goes beyond opening up views to the lake.

Recommended Action: No. 1. Reword the recommendation to: "Ensure that the water level is maintained in Lake Wilson."

2. Clean-up the waters of Lake Wilson and explore the potential of a short boat cruise when there is adequate water level in the lake.

Comments: This comment appears to address two separate issues.
Sports fishing appears to be the direction for recreation in the lake.

**Recommended Action:** No. 1. Recommend separating the comment into two recommendations. The first recommendation is to "Encourage clean-up of the waters and shores of Lake Wilson." The second recommendation is to "Encourage eco-tourism, e.g. fishing and passive use at Lake Wilson".

3. **In addition to the gateways, pursue other locations for signs indicating attractions or directing visitors to these attractions.**

**Recommended Action:** No. 2. Recommend to explore enhancement of current signage.

4. **Improve street lighting on both approaches to Wahiawa.**

**Recommended Action:** No. 1.

**Streetscapes of Wahiawa:**

1. **Explore the potential of the City initiating a landscape demonstration project at the State-owned parcel located at the northwest corner of the intersection of Kamehameha Highway and California Avenue.**

**Recommended Action:** No. 1.

2. **Consider using Italian cypress for streetscapes as it does not form a canopy and will not disturb the sidewalks.**

**Recommended Action:** No. 2.

3. **Provide signs pointing to attractions at the intersections of Kamehameha Highway at California and Kilani Avenues.**

**Comment:** This is similar to comment no. 3 under "Gateways to Wahiawa - General Comments".

**Recommended Action:** No. 5.

4. **A visitor center at the triangular block located at the intersection of Kamehameha Highway and California Avenue would be the start of Kamehameha Highway north and Kamehameha Highway south.**
Recommended Action: No. 2.

5. Provide a bandstand at the Wahiawa Botanical Garden.

Recommended Action: No. 4 - Determine whether the suggestion or issue is beyond the scope of the UDP.

Building Character/Redevelopment Potential:

1. Explore the potential of the City or State offering tax or other incentives to encourage businesses to redevelop in theme.

Comment: Representative Oshiro indicated that he talked to business owners along Kamehameha Highway. Although they like the idea of redeveloping in theme, many businesses would be hard pressed to conform unless there were incentives offered by the State or City.

Recommended Action: No. 1.

2. For potential parking lot sites, consider the vacant lot next to Jesse's Mini Mart and the former Cornet Store site.

Recommended Action: No. 1. Recommend to also look at other available sites in the business district.

3. Explore the reduction of building height limits in the business-zoned districts.

Comment: In order to maintain the thematic character of Wahiawa, Mr. Onishi suggested considering a way to manage building heights so it does not necessarily create a "blanket" height.

When building heights were being addressed in the Wahiawa Town Master Plan, consideration was given to maintaining two-story heights along the major streets to capture the ambience of a rural community.

Recommended Action: No. 1. Make recommendations to businesses to limit building heights to two stories along Kamehameha Highway, California Avenue, Kilani Avenue, and North Cane Street.

6. Mr. Higashida provided initial directions to the Task Force in implementing the recommendations of the UDP and encourage the Task Force to continue to press on toward making their vision a reality.
7. Mr. Chun encouraged Task Force members to sign up under any of the four categories of action toward implementing the UDP recommendations.

8. Mr. Okino indicated that the City Planning Department must next submit the Wahiawa UDP to the City Council for adoption. This plan will be part of the Special Area Plan for the Central Oahu Development Plan. He urged the Task Force members to voice their support for the plan at City Council.

9. Mr. Onishi commended the Task Force in its efforts and offered the services of the City Planning Department staff to assist the Task Force in undertaking the plan implementation. He indicated that the City Planning Department has put in a request, which is subject to funding, to possibly pursue another phase of this study dealing with the functional aspects of Wahiawa Town.

Attachment

cc: Lowell Chun, City and County of Honolulu Planning Department
December 3, 1997

CATEGORIES OF ACTION
WAHIAWA URBAN DESIGN PLAN (UDP)

1. Acknowledge support for the suggestion or concept and recommend its adoption as a UDP recommendation.

2. Note the comment or suggestion in the UDP as an item to be considered during the implementation phase if it refers to implementation and is deemed worthwhile for consideration.

3. Discuss the comment or suggestion to determine how it should be addressed in the UDP.

4. Determine whether the suggestion or issue is beyond the scope of the UDP.

5. Omit the suggestion or concept from the UDP.
## HIGHWAY SIGNS TO WAHIAWA

<table>
<thead>
<tr>
<th>Comment</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Comment: On southbound Kamehameha Highway in the vicinity of Poamoho Camp junction, modify the roadside sign to read: “Honolulu via Wahiawa” and “Honolulu via Schofield Barracks”.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Explore opportunities for installing other supplemental signs, including the possibility of designating “Wahiawa Town” on a roadside sign.</td>
</tr>
<tr>
<td>2. Comment: Explore the possibility of installing roadside signs directing motorists to “Waialua” or “Haleiwa” in lieu of “North Shore” signs. (Note: The intent is to retain and promote the more “historic” district designations on these signs, rather than the more general “North Shore”.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. Comment: If the proposed one-way couplet for Kaukonahua Road/Kamehameha Highway is pursued, any related signage should achieve the UDP’s objectives.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
# GATEWAYS TO WAHIAWA

<table>
<thead>
<tr>
<th>Gateway Feature at the South Entrance</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Comment: Develop a Veteran’s Memorial Park or passive park with parking in the open, grassed area across Wilikina Drive from the lake-front businesses.</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Comment: Establish parking areas at the Freshwater Park in lieu of the open-grassed area across Wilikina Drive from the lake-front businesses.</td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>3. Comment: Provide potted trees or other landscaping in the median of Wilson Bridge</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gateway Feature at the North Entrance</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
<td>COMMENTS</td>
</tr>
<tr>
<td>-------------------------------------</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>----------</td>
</tr>
<tr>
<td>1. Comment: Give vision to the old Wahiawa Bridge that sits below Karsten Thot Bridge.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>2. Comment: Provide a bus stop with shelter at the Karsten Thot Bridge improvements.</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Clarify to indicate that a bus stop should be provided after the Karsten Thot Bridge improvements are completed.</td>
</tr>
<tr>
<td>General Comments:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Comment: In opening up views to Lake Wilson, ensure that the water level is maintained in the lake.</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Reword recommendation to: “Ensure that the water level is maintained in Lake Wilson”.</td>
</tr>
<tr>
<td>2. Comment: Clean-up the waters of Lake Wilson and explore the potential of a short boat cruise when there is adequate water level in the lake.</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Separate into two recommendations: 1. Encourage clean-up of the waters and shores of Lake Wilson. 2. Encourage eco-tourism, e.g. fishing and passive use at Lake Wilson.</td>
</tr>
<tr>
<td>3. Comment: In addition to the gateways, pursue other locations for signs indicating attractions or directing visitors to these locations.</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Explore enhancement of current signage.</td>
</tr>
<tr>
<td>4. Comment: Improve street lighting on both approaches to Wahiawa.</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Streetscapes of Wahiawa

<table>
<thead>
<tr>
<th>Comment</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Comment: Explore the potential of the City initiating a landscape demonstration project at the State-owned parcel located at the northwest corner of the intersection of Kamehameha Highway and California Avenue.</td>
<td></td>
<td></td>
<td></td>
<td>√</td>
<td></td>
<td>√</td>
</tr>
<tr>
<td>2. Comment: Consider using Italian cypress for streetscapes as it does not form a canopy and will not disturb the sidewalks.</td>
<td></td>
<td></td>
<td>√</td>
<td></td>
<td></td>
<td>√</td>
</tr>
<tr>
<td>3. Comment: Provide signs pointing to attractions at the intersections of Kamehameha Highway at California and Kilani Avenues.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>√</td>
</tr>
<tr>
<td>4. Comment: A visitor center at the triangular block located at the intersection of Kamehameha Highway and California Avenue would be the start of Kamehameha Highway north and Kamehameha Highway south.</td>
<td></td>
<td></td>
<td>√</td>
<td></td>
<td></td>
<td>√</td>
</tr>
<tr>
<td>5. Comment: Provide a bandstand at the Wahiawa Botanical Garden.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>√</td>
</tr>
</tbody>
</table>
# BUILDING CHARACTER / REDEVELOPMENT POTENTIAL

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Comment: Explore the potential of the City or State offering tax or other incentives to encourage businesses to redevelop in theme.</td>
<td></td>
<td></td>
<td></td>
<td>✔</td>
<td></td>
</tr>
<tr>
<td>2. Comment: For potential parking lot sites, consider the vacant lot next to Jesse’s Mini Mart and the former Cornet Store site.</td>
<td></td>
<td></td>
<td></td>
<td>✔</td>
<td></td>
</tr>
<tr>
<td>3. Comment: Explore the reduction of building height limits in the business-zoned districts.</td>
<td></td>
<td></td>
<td>✔</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Also look at other available sites in the business district.

Make recommendations to businesses to limit building heights to two stories along Kamehameha Highway, California Avenue, Kilani Avenue, and North Canoe Street.
APPENDIX D

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
PLANNING BRANCH
HIGHWAY SIGNS TO WAIKIKI

TRANSPORTATION ENHANCEMENT SCREENING FORM
State of Hawaii
Department of Transportation
Highways Division
Planning Branch

Transportation Enhancement
Screening Form

January 1997
STATE OF HAWAII DEPARTMENT OF TRANSPORTATION

TRANSPORTATION ENHANCEMENT SCREENING FORM

A. BACKGROUND INFORMATION

The 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) authorized the Federal Highway Administration (FHWA) to reimburse various kinds of transportation expenditures by the State Department of Transportation (DOT). FHWA can also reimburse expenditures by other State and County agencies provided that these expenditures are processed through the DOT.

In order to qualify for ISTE A funds, projects must be listed on the DOT's Statewide Transportation Improvement Program (STIP) after an opportunity for agency and public comments. In order for Oahu projects to be included in the STIP, they must first be listed on the Oahu Metropolitan Planning Organization (OMPO) Transportation Improvement Program (TIP) after an opportunity for agency and public comments is provided. OMPO does not review or approve neighbor island projects.

Inclusion of transportation projects in the STIP list does not ensure that FHWA will agree to reimburse "obligate" project expenditures. Expenditures can only be reimbursed if incurred after FHWA obligates ISTE A funds. FHWA will not obligate ISTE A funds except for projects which comply with applicable Federal requirements (environmental, property acquisition, procurement, accounting, etc.).

A large portion of ISTE A funds can be spent for many different purposes. Smaller portions of ISTE A funds are earmarked and can only be spent for a few uses. One small portion of ISTE A funds is earmarked for "transportation enhancement activities." Of Hawaii's share of ISTE A funds to date, an average of about $6 million/year can only be spent for "transportation enhancement activities." At the DOT's option, other ISTE A funds can also be used for transportation enhancement projects.

ISTEA requires that the primary purpose of "transportation enhancement activities" must be to help "transportation facilities fit harmoniously into the surrounding community." FHWA will only obligate funds for transportation enhancement projects which benefit or have a direct relationship to the State's transportation system. Provided that there is benefit or an adequate relationship to the State's transportation system, the following ten activities are potentially eligible for ISTE A funding as "transportation enhancement activities."
1. Provision of facilities for pedestrians and bicycles.
2. Acquisition of scenic easements and scenic or historic sites.
3. Scenic or historic highway programs.
4. Landscaping and other scenic beautification.
5. Historic preservation.
6. Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals).
7. Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails).
9. Archaeological planning and research.
10. Mitigation of water pollution due to highway runoff.

FHWA requires that funds earmarked for "transportation enhancement activities" must be used for projects that are "over and above" normal ISTEA transportation expenditure. FHWA interprets this requirement to mean that ISTEA funds earmarked for "transportation enhancement activities" can not be used for project features or environmental mitigation measures required by law, rules, or permit conditions.

The use of ISTEA funds earmarked for "transportation enhancement activities" normally requires a non-Federal matching share of at least 20% of eligible project costs. This requirement can be met with State or County funds; voluntary private contributions of cash, labor, materials, or equipment; or a combination of these. On a case by case basis, provided there is sufficient commitment of non-FHWA resources, the DOT may allow innovative ways of meeting the 20% matching requirement.

As a matter of policy, the DOT will only provide DOT funds, environmental documentation, and project management for transportation enhancement projects to be constructed and maintained by the DOT. Other agencies proposing transportation enhancement projects must be willing and able to fund all costs of compliance with applicable State and FHWA requirements. County transportation enhancement projects must be managed by a County agency experience with use of ISTEA funds.
ISTEA funds earmarked for "transportation enhancement activities" cannot be used for routine maintenance. The DOT will not approve transportation enhancement projects unless some agency promises to ensure that proposed improvements are maintained.

Because of the complexity of Federal requirements, a case by case evaluation is needed to determine which projects are eligible to use ISTEA funds earmarked for "transportation enhancement activities." The DOT has decided that formal procedures are needed to evaluate the eligibility of proposed new projects before transportation enhancement funds are programmed in the STIP. A formal evaluation of project eligibility also is needed when the STIP already programs transportation enhancement funds for project planning but not for design, land acquisition, or construction.

Effective January 1, 1997, before any State or County agency, including the DOT, requests adoption or amendment of the STIP to program transportation enhancement funds for a proposed new project, they need to complete the attached Transportation Enhancement Screening Form. The same procedures should be followed before requesting that the STIP program transportation enhancement funds for project implementation if the STIP only programs transportation enhancement funds for project planning but not for design, land acquisition, or construction. The completed Screening Form should be submitted to the Highways Division, Planning Branch. OMOV permission is required to submit a Screening Form for an Oahu project.

The Highways Division, Planning Branch will review each completed Transportation Enhancement Screening Form to determine the extent to which proposed project expenditures may be eligible for reimbursement with ISTEA funds earmarked for "transportation enhancement activities." Agencies will be provided with written notification about project eligibility. A copy of this notice must be provided when agencies request that the STIP program transportation enhancement funds for a proposed new project or for project implementation when only planning funds are programmed.

Requests that the STIP program transportation enhancement funds must be submitted to the DOT in the same manner as requests for other ISTEA funds. County requests should be processed through the Department of Transportation Services on Oahu and through the Public Works Department on the neighbor islands for submission to the DOT. State agency requests should be directly submitted to the DOT.
Should you have any questions about DOT Highways Division, Planning Branch procedures and requirements, please contact the Head Planning Engineer at 587-1830 or the Systems Planning Engineer at 587-1833. County agencies on Oahu with questions about the TIP/STIP process should contact the Department of Transportation Services and CMPO. County agencies on the neighbor islands should contact their Department of Public Works. State agencies should contact the DOT State Transportation Planner at 587-1845.
B. TRANSPORTATION ENHANCEMENT SCREENING FORM

Before any agency requests that the STIP program ISTEA transportation enhancement funds for a proposed new project, that agency should submit the following information to the Highways Division, Planning Branch at 600 Kapiolani Boulevard, Room 304, Honolulu, Hawaii 96813. The same procedures should be followed before requesting that the STIP program transportation enhancement funds for project implementation if the STIP already programs transportation enhancement funds for project planning but not for design, land acquisition, or construction. The proposing agency must fund all costs of preparing necessary documents and plans. Please take no further action until you receive written notice concerning the extent to which proposed project expenditures may be eligible for reimbursement with transportation enhancement funds.

1. Date Prepared:

2. County:

3. Project Name:

4. Name, Address, Telephone No., FAX No. of Person to Contact for Additional Information:

5. Name, Address, Telephone No., FAX No. of Agency Proposing the Project:

6. OMPO Concurrence (An agency proposing a project on Oahu must provide a signed Attachment B-1 to document that OMPO may be willing to include their project in the TIP.):

7. Capability to Comply with State and FHWA Requirements (County agencies must provide a signed Attachment B-2 to document that a County agency experienced with use of ISTEA funds will take responsibility to assure project compliance with State and FHWA requirements. State agencies other than the DOT must provide a signed Attachment B-3 to document that they are willing and able to allocate sufficient staff time and financial resources to assure project compliance with State and FHWA requirements.):

8. Name of Agency which has Promised to Ensure that Proposed Improvements will be Maintained (Provide a signed Attachment B-4 to document agency commitment.):
9. Project Description and Purpose (Attach appropriate figures, maps, photographs, and an Environmental Assessment if already prepared. Project location maps should indicate nearby public roads.):

10. Describe the Proposed Project's Benefit or Relationship to the State's Transportation system (Attach documentation.):

11. Estimated Total Project Cost and Proposed Timing (For fiscal years starting October 1.):

   Planning: ______________ (FY )
   Design: ______________ (FY )
   Land Acquisition: ______________ (FY )
   Construction: ______________ (FY )
   TOTAL: ______________ (FY )

12. Proposed Funding Sources (Attach documentation of any funding commitments.):

13. From the Following List, Select Those ISTEA Enhancement Activities Which Are Components of the Proposed Project:

   a. Provision of facilities for pedestrians and bicycles.
   b. Acquisition of scenic easements and scenic or historic sites.
   c. Scenic or historic highway programs.
   d. Landscaping and other scenic beautification.
   e. Historic preservation.
   f. Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals).
   g. Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails).
   h. Control and removal of outdoor advertising.
   i. Archaeological planning and research.
   j. Mitigation of water pollution due to highway runoff.

14. Description of any Project Components Other Than Listed ISTEA Enhancement Activities:

15. Estimated Total Cost of Any Project Components Other Than Listed ISTEA Enhancement Activities:
16. Request for Enhancement Funds and Proposed Timing  
(For fiscal years starting October 1.):

<table>
<thead>
<tr>
<th>Category</th>
<th>()</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning:</td>
<td>(FY)</td>
</tr>
<tr>
<td>Design:</td>
<td>(FY)</td>
</tr>
<tr>
<td>Land Acquisition:</td>
<td>(FY)</td>
</tr>
<tr>
<td>Construction:</td>
<td>(FY)</td>
</tr>
<tr>
<td>TOTAL:</td>
<td>(FY)</td>
</tr>
</tbody>
</table>
Attachment B-1

ENHANCEMENT SCREENING FORM FOR OMPO CONCURRENCE

Project Name:

Summary Project Description:

The OMPO Policy Committee has met and determined that this proposed project is not inconsistent with the Oahu Regional Transportation Plan. The Policy Committee has agreed that this project should be considered for possible inclusion in their Transportation Improvement Program.

(Signature of OMPO Executive Director)

Date: ______________
ATTACHMENT B-2

ENHANCEMENT SCREENING FORM FOR COUNTY CAPABILITY
TO MANAGE ISTEA PROJECTS

Project Name:

Summary Project Description:

Name of County Agency Experienced with Use of ISTEA Funds:

My agency is willing and able to allocate sufficient staff time and financial resources to manage this project and assure project compliance with applicable State and FHWA requirements.

(Signature of Agency Director)

Date: __________
ATTACHMENT B-3

ENHANCEMENT SCREENING FORM FOR STATE AGENCY CAPABILITY TO MANAGE ISTEA PROJECTS

Project Name:

Summary Project Description:

Name of State Agency, Other Than the DOT, Which Will Manage the Project:

My agency is willing and able to allocate sufficient staff time and financial resources to manage this project and assure project compliance with applicable State and FHWA requirements.

(Signature of Agency Director)

Date: __________________
ATTACHMENT B-4

ENHANCEMENT SCREENING FORM FOR AGENCY COMMITMENT TO MAINTAIN IMPROVEMENTS

Project Name:

Summary Project Description:

Name of Agency Responsible for Maintenance:

My agency promises to ensure that the proposed enhancement improvements will be satisfactorily maintained.

(Signature of Agency Director)

Date: __________
TRANSPORTATION ENHANCEMENT PROGRAM

FOR OAHU

APRIL 1997

Oahu Metropolitan Planning Organization
# TABLE OF CONTENTS

GLOSSARY OF ABBREVIATIONS

PART 1.0 BACKGROUND ................................................. 1

PART 2.0 SCOPE ..................................................... 3

PART 3.0 OMPO'S TRANSPORTATION ENHANCEMENT PROCEDURES ....... 5
  3.1 Initial Policy Committee Review
  3.2 Prioritization of Enhancement Projects
    3.2.1 Evaluation Panel
    3.2.2 Criteria and Measures
    3.2.3 Policy Committee Action

PART 4.0 PROGRAMMING ENHANCEMENT FUNDS .......................... 8

APPENDICES

A  ENHANCEMENT SCREENING FORM FOR OMPO CONCURRENCE

B  ENHANCEMENT PROJECT DESCRIPTION

FIGURES

1  FLOWCHART FOR OAHU TRANSPORTATION ENHANCEMENT PROJECTS

```
# Glossary of Abbreviations

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAC</td>
<td>Citizen Advisory Committee of OMPO</td>
</tr>
<tr>
<td>DOT</td>
<td>Department of Transportation</td>
</tr>
<tr>
<td>DOT-HWY-P</td>
<td>Department of Transportation - Highways Division - Planning Branch</td>
</tr>
<tr>
<td>FY</td>
<td>Fiscal Year (October 1st through September 30th)</td>
</tr>
<tr>
<td>HDO T</td>
<td>Hawaii Department of Transportation</td>
</tr>
<tr>
<td>ISTE A</td>
<td>Intermodal Surface Transportation Efficiency Act of 1991</td>
</tr>
<tr>
<td>OMPO</td>
<td>Oahu Metropolitan Planning Organization</td>
</tr>
<tr>
<td>OK IP</td>
<td>Oahu Regional Transportation Plan</td>
</tr>
<tr>
<td>PC</td>
<td>Policy Committee</td>
</tr>
<tr>
<td>STIP</td>
<td>Statewide Transportation Improvement Program</td>
</tr>
<tr>
<td>STP</td>
<td>Surface Transportation Program</td>
</tr>
<tr>
<td>TAC</td>
<td>Technical Advisory Committee of OMPO</td>
</tr>
<tr>
<td>TEA</td>
<td>Transportation Enhancement Activity</td>
</tr>
<tr>
<td>TIP</td>
<td>Transportation Improvement Program</td>
</tr>
</tbody>
</table>
[This page was intentionally left blank.]
PART 1.0
BACKGROUND

As a result of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the focus of the federal transportation program has been broadened to provide more diverse surface transportation options to help make communities more liveable. One such provision of ISTEA establishes the transportation enhancement program which strives to strengthen the cultural, aesthetic, and environmental aspects of the intermodal transportation system.

Generally, transportation enhancement activities (TEA) must be over and above normal expenditures for transportation improvements and have a direct relationship to the intermodal transportation system. These projects or activities, that add community or environmental value to any active or completed transportation project, may be eligible for funding. These projects must fall into one or more of the following ten categories:

- facilities for bicycles and pedestrians
- acquisition of scenic easements and scenic or historic sites
- scenic or historic highway programs
- landscaping and other scenic beautification
- historic preservation
- rehabilitation and operation of historic transportation buildings, structures, or facilities
- preservation of abandoned railway corridors
- control and removal of outdoor advertising
- archeological planning and research
- mitigation of water pollution due to highway runoff

Transportation Enhancement funding is nestled within the larger Surface Transportation Program (STP) in ISTEA. STP is a new funding category available for highway, transit, bicycle, and pedestrian projects. ISTEA requires each State department of transportation (DOT) to set aside at least 10 percent of its STP funds for use only on TEAs. Although State DOTs are required to set aside these funds, they are not required to spend them each fiscal year. However, the funds set aside for transportation Enhancements are maintained in a separate account so that any funds not obligated in one year accumulate and continue to be available for use in subsequent years.

State DOTs have the lead responsibility for planning and programming funds for transportation projects, including TEA funding, within their states. In planning for areas with populations of 50,000 or more, the state DOTs must work closely with metropolitan planning organizations. For Oahu, this is the Oahu Metropolitan Planning Organization (OMPO).

Each state has a different strategy for using Federal funds and implementing transportation enhancement projects. Although the Hawaii Department of Transportation (HDOT) has primary
responsibility for the enhancement program, it is OMPO, in cooperation with the State and transit operators, that prioritizes enhancement projects on Oahu.

For a project to be considered for enhancement funds, project eligibility must first be determined through a statewide process developed by HDOT. In addition to: 1) fitting within one or more of the previously identified ten categories, 2) not being a standard mitigation or maintenance project, and 3) having a direct relationship to the intermodal transportation system, projects must fulfill other HDOT's requirements such as having the project sponsor:

- to be either a State or County agency,
- assure that at least a 20% local match exists,
- fund all costs of compliance with applicable State and Federal Highway Administration requirements,
- commit the project management to an agency experienced in the use of federal surface transportation funds,
- provide assurances that an agency will maintain the proposed improvement, and
- receive OMPO’s concurrence for Oahu projects.

Those Oahu Projects which are determined by HDOT to be eligible for enhancement funding, in whole or in part, will then be prioritized using OMPO’s Transportation Enhancement Procedures. Enhancement funds are limited and may not be sufficient to fund all proposed TEAs.

Once prioritization is completed, specific Oahu TEAs are programmed for enhancement funding through the OMPO Transportation Improvement Program (TIP) and Statewide TIP processes. HDOT is then responsible for the obligation of enhancement funds and is the vehicle by which project sponsors receive federal reimbursement.
PART 2.0

SCOPE

Several processes and programs are involved from the time a project sponsor develops a TEA proposal to the time federal reimbursements are made (see Figure 1). This report focuses upon OMPO's transportation enhancement program, and as such, applies only to Oahu TEAs. This includes the initial review or concurrence as part of the statewide eligibility determination and prioritization of Oahu TEAs.

OMPO's initial review of Oahu TEAs is just one criteria used by HDOT in determining eligibility. The statewide eligibility determination process is documented in the report, "State of Hawaii Department of Transportation - Transportation Enhancement Screening Form".

After eligible TEAs are prioritized for Oahu, the next step involves the programming of ISTEA funds. This is the TIP process. Enhancement-funded projects are treated in the same way as other ISTEA-funded projects. A brief discussion of the TIP process will be provided. A more complete description of the TIP process can be found in the report, "Oahu Transportation Improvement Program Procedures".
Figure 1
FLOWCHART FOR OAHU TRANSPORTATION ENHANCEMENT PROJECTS

State & County Agencies Submit Project Description

OMPO Review for Consistency w/ORTP Put into TIP?

OMPO Policy Committee Considers

Yes

Project Sponsors (City/State Agency) Submit Screening Forms

DOT-HWYS-P Reviews Screening Forms

No

Yes

Project Eligible

OMPO Panel Evaluates Projects

Agencies/Public/TAC/CAC Review

OMPO Policy Committee Prioritizes Projects

DOT Provides Estimate of Enhancement Funds Available

OMPO Places Enhancement Projects into Draft TIP

Agencies/Public/TAC/CAC Comments

OMPO Policy Committee Selects TIP Projects

TIP Process

HIDOT Enhancement Process

OMPO Enhancement Process

out

out
PART 3.0

OMPO'S TRANSPORTATION ENHANCEMENT PROCEDURES

OMPO's transportation enhancement program interfaces with the statewide program developed by HDOT and applies only to Oahu TEAs. OMPO's program contains two major components—an initial review and the prioritization of eligible TEAs. This section will discuss the procedures used in the two components.

3.1 Initial Policy Committee Review

The statewide transportation enhancement program is administered by HDOT which is responsible for determining which projects are eligible for enhancement funds. One of HDOT's requirements in processing the eligibility determination for proposed projects on Oahu is for that project to have the OMPO Policy Committee's concurrence. A sample of this concurrence is provided in Appendix A.

The Policy Committee must agree that the proposed project is not inconsistent with the Oahu Regional Transportation Plan and should be considered for possible inclusion in the OMPO Transportation Improvement Program.

This concurrence does not guarantee the project either enhancement funds or inclusion into the OMPO TIP. This initial review does provide the Policy Committee with an early notice of the project. It also screens projects which the Policy Committee determines are unacceptable.

In order for the Policy Committee to conduct this review, the project sponsor must submit a description of the project along with some financial and scheduling information. This information is described in the Enhancement Project Description form (Appendix B).

3.2 Prioritization of Enhancement Projects

In accordance with HDOT's transportation enhancement program, the Planning Branch of the Highways Division will determine the eligibility of all TEA proposals. Based on this determination, a listing of eligible TEAs for Oahu will be transmitted to OMPO for evaluation. The prioritization of the eligible enhancement projects will involve the initial review and recommendation by an evaluation panel, public and agency review, and Policy Committee action.
3.2.1 Evaluation Panel

An evaluation panel established by OMPO shall assist the Policy Committee in reviewing and prioritizing all eligible Oahu TEAs. The evaluation panel will consist of:

- Staff Representatives from the Policy Committee
- Staff Representatives from the Technical Advisory Committee (TAC)
- Four Representatives from the Citizen Advisory Committee (CAC)

OMPO's participating agencies will provide input and act as a technical resource to the evaluation committee.

3.2.2 Criteria and Measures

The evaluation panel will review the Enhancement Project Description form for each eligible TEA and rank the proposals based on the contribution of the project and the quality of the project. Some of the measures used to quantify contribution and quality of the project are identified in the following table. For purposes of this table, the ten categories of TEAs have been divided into four enhancement groups: non-motorized transportation, scenic beautification and land acquisition, historic preservation and operations, and highway runoff mitigation.

<table>
<thead>
<tr>
<th>ENHANCEMENT GROUP</th>
<th>NON-MOTORIZED TRANSPORTATION</th>
<th>SCENIC BEAUTIFICATION AND LAND ACQUISITION</th>
<th>HISTORIC PRESERVATION AND OPERATIONS</th>
<th>HIGHWAY RUNOFF MITIGATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contribution of Project</td>
<td>Contribution of Project</td>
<td>Contribution of Project</td>
<td>Contribution of Project</td>
<td>Contribution of Project</td>
</tr>
<tr>
<td>• In existing plan</td>
<td>• Current degree of visual blight</td>
<td>• Historic significance of site/project</td>
<td>• Severity of problem (e.g., sediment loads, heavy metals, inorganic salts, fish kills, algae growth)</td>
<td></td>
</tr>
<tr>
<td>• Corrects safety problem</td>
<td>• Degree to which project would preserve, rehabilitate, or develop scenic or aesthetic resource</td>
<td>• Potential loss of damage to site/project</td>
<td>• Evidence that mitigation measure will work</td>
<td></td>
</tr>
<tr>
<td>• Resolves barriers</td>
<td>• Potential loss of view to development</td>
<td>• Use of site/project</td>
<td>• Estimated number of people benefiting from project</td>
<td></td>
</tr>
<tr>
<td>• Lack of facility</td>
<td>• Control of vegetation</td>
<td>• Public access to site/project</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Importance of proposed link</td>
<td>• Estimated number of people benefiting from project</td>
<td>• Estimated number of people benefiting from project</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NON-MOTORIZED TRANSPORTATION</td>
<td>SCENIC BEAUTIFICATION AND LAND ACQUISITION</td>
<td>HISTORIC PRESERVATION AND OPERATIONS</td>
<td>HIGHWAY RUNOFF MITIGATION</td>
<td></td>
</tr>
<tr>
<td>------------------------------</td>
<td>------------------------------------------</td>
<td>------------------------------------</td>
<td>--------------------------</td>
<td></td>
</tr>
<tr>
<td>Quality of Project</td>
<td>Quality of Project</td>
<td>Quality of Project</td>
<td>Quality of Project</td>
<td></td>
</tr>
<tr>
<td>• Innovation in concept or design</td>
<td>• Innovation in concept or design</td>
<td>• Innovation in concept or design</td>
<td>• Innovation in concept or design</td>
<td></td>
</tr>
<tr>
<td>• Traffic generators served</td>
<td>• Degree to which scenic or aesthetic resources are rare, unique, significant</td>
<td>• Project exposure or visibility</td>
<td>• Permanence of project</td>
<td></td>
</tr>
<tr>
<td>• Transportation emphasis rather than recreation emphasis</td>
<td>• Impact on surrounding area</td>
<td>• Permanence of project</td>
<td>• Degree project will enhance, preserve, or protect the environment</td>
<td></td>
</tr>
<tr>
<td>• Ability to accommodate multiple users</td>
<td>• Improvement to transportation corridor</td>
<td>• Current recognized level of historic significance</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Includes or promotes native species</td>
<td>• Degree project will enhance, preserve, or protect the environment</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Degree visible from transportation facility</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

An additional consideration to be used by the evaluation panel concerns the implementation of the project. This includes project readiness, cost, and financial viability.

The evaluation panel will meet to develop a prioritized ranking of the proposed TEAs based on the above-mentioned criteria and consideration. The panel may elect to use experts in a specific enhancement field to assist them in determining the contribution or quality of a project.

3.2.3 Policy Committee Action

The prioritized listing of TEAs will be distributed for TAC and CAC review. Any comments from the advisory committees will be included with the prioritized listing and transmitted to the Policy Committee. The Policy Committee will then finalize the prioritized listing.
PART 4.0

PROGRAMMING ENHANCEMENT FUNDS

In order for federal monies to be programmed for a specific project, it must be identified in the Statewide TIP (STIP). The only avenue for Oahu projects to enter the STIP is to first be included into the OMPO TIP that is approved by the Policy Committee and Governor. This applies to all federal surface transportation funded projects, including TEAs. This section will briefly discuss the TIP process with regards to the programming of enhancement funds.

One of the requirements in developing the OMPO TIP is that this document must be financially constrained. In order to achieve this, HDOT is responsible for providing OMPO with an estimate of available Federal funds. This estimate is generated as part of the STIP development process.

The prioritized listing of Oahu TEAs, as approved by the Policy Committee, is transmitted to HDOT to assist in the estimation of available federal funds for Oahu. Based on this estimate, TEAs are identified by OMPO and included into the draft OMPO TIP with other federally-funded transportation projects.

The draft OMPO TIP is circulated for public and agency review. After the public comment period, the Policy Committee will approve an OMPO TIP. Based on comments received, the Policy Committee may modify the list of programmed projects, which could mean a change in the programmed TEA(s). Any change to the OMPO TIP must still meet the requirement that the program is financially constrained. After February 1997, TEAs which have not gone through the Statewide and OMPO enhancement procedures will not be eligible for inclusion into the OMPO TIP.

Once the OMPO TIP is approved by the Policy Committee and Governor, it is included, unmodified, into the STIP. The STIP is then used by the federal government as the program document for federal funding. TEA program sponsors then go through HDOT to obligate enhancement funds and receive federal reimbursements.
APPENDIX A

ENHANCEMENT SCREENING FORM FOR OMPO CONCURRENCE

Project Name:

Summary Project Description:

The OMPO Policy Committee has met and determined that this proposed project is not inconsistent with the Oahu Regional Transportation Plan. The Policy Committee has agreed that this project should be considered for possible inclusion in their Transportation Improvement Program.

OMPO EXECUTIVE DIRECTOR

DATE:

adminEnhanceReport.htm (4/7/97)
[This page was intentionally left blank.]
APPENDIX B

ENHANCEMENT PROJECT DESCRIPTION

1. Date Prepared:

2. Project Name:

3. Name, Address, Telephone Number, Fax Number of Person to Contact for Additional Information:

4. Name, Address, Telephone Number, Fax Number of Agency Proposing the Project:

5. Project Description and Purpose (Attach appropriate figures, maps, photographs, and an Environmental Assessment if already prepared. Project location maps should indicate nearby public roads):

6. Description of the Contribution and Quality of the Proposed Project (Attach documentation):

7. Estimated Total Project Cost and Proposed Timing (For fiscal years starting October 1st):

   Planning: ___________________________ (FY ___)
   Design: ______________________________ (FY ___)
   Land Acquisition: ______________________ (FY ___)
   Construction: _________________________ (FY ___)
   TOTAL: ______________________________ (FY ___)

8. Proposed Funding Sources (Attach documentation of any funding commitments):

9. Description of Any Project Components Other than Listed Enhancement Activities:

10. Estimated Total Cost of Any Project Components Other than Listed Enhancement Activities:
11. Request for Enhancement Funds and Proposed Timing (For fiscal years starting October 1st):

| Planning:     |                     | (FY ___) |
| Design:       |                     | (FY ___) |
| Land Acquisition: |                 | (FY ___) |
| Construction: |                     | (FY ___) |
| TOTAL:       |                     | (FY ___) |
APPENDIX E

FINDINGS AND RECOMMENDATIONS
OF THE
WAHIAWA RESERVOIR TASK FORCE
FINDINGS AND RECOMMENDATIONS

of the

WAHIAWA RESERVOIR TASK FORCE

Prepared by the Department of Land and Natural Resources

State of Hawaii

in response to
House Concurrent Resolution 88, House Draft 2, Senate Draft 1
Eighteenth Legislature 1995 Regular Session

Honolulu, Hawaii
December 1995
FINDINGS AND RECOMMENDATIONS
of the
WAHIAWA RESERVOIR TASK FORCE

INTRODUCTION

House Concurrent Resolution 88, House Draft 2, Senate Draft 1 (Resolution), adopted during the 1995 Legislative Session, called for the establishment of a Wahiawa Reservoir Task Force (Task Force) to study the present and potential uses of the Wahiawa Reservoir, also known as Lake Wilson, (see attached maps), including:

1) Recreational uses, including fishing and boating;
2) Wastewater storage and irrigation reuse;
3) Irrigation, including projected use for irrigation of alternative agricultural needs; and
4) Flood control.

The Resolution also called for the Task Force to specifically examine the following:

1) The conclusions and recommendations made in the report entitled Dam Safety Inspection, Wahiawa Dam, Oahu, Hawaii (Phase I Report) dated January 1995, prepared for the State of Hawaii, Department of Land and Natural Resources, Division of Water and Land Development. The inspection was conducted in accordance with the guidelines for a Phase I investigation outlined in the "National Program of Inspection of Dams";

2) The cost of implementing the recommendations proposed in the Phase I Report; and

3) The party or parties who will be ultimately responsible for the operation, maintenance, and liability for the Dam.

TASK FORCE MEMBERS

In August 1995, Governor Cayetano appointed Michael D. Wilson, Chairperson of the Department of Land and Natural Resources (DLNR), as Chairperson of the Task Force. The DLNR was designated as the lead agency.
The Resolution named specific agencies and organizations to be appointed to participate in the Task Force. Other interested parties were added to the Task Force. The Task Force members appointed by Governor Cayetano are listed in Attachment A. Other interested participants who attended and contributed to the Task Force are listed in Attachment B.

MEETINGS

The Task Force met on three occasions - October 18, November 1 and 15, 1995. Meetings were held at the Hale Kua District Park, 1139A Kilani Avenue in Wahiawa.

Prior to the first meeting, an Information Form (Attachment C) was distributed to the Task Force members. The form contained requests for information related to the Resolution. Task Force members were asked to complete the form prior to the first meeting.

Chairperson Wilson presided over the first meeting on October 18, 1995. Welcome and opening remarks by Chairperson Wilson were followed by the introduction of the Task Force members and other interested parties in attendance, including staff members of various represented organizations. Ed Sakoda, Commission on Water Resource Management staff, DLNR, presented a summary of the comments received from the Information Forms, followed by a discussion and addition of information and questions to the summary. Andrew Monden, Water and Land Development Branch staff, DLNR, presented the conclusions and recommendations of the Phase I Report, Dam Safety Inspection, Wahiawa Dam, Oahu, Hawaii. The presentation was followed by discussion and addition of information and questions to the summary. Finally, there was a discussion of the next meeting’s agenda.

Gilbert Coloma-Agaran, Deputy, DLNR, was Acting Chairperson for the second meeting on November 1, 1995. Following his welcome and opening remarks, Ed Sakoda led a discussion of the SUMMARY OF COMMENTS FROM INFORMATION FORMS AND 10/18/95 MEETING. Acting Chairperson Coloma-Agaran led the discussion for the rest of the meeting which continued the addition of information and questions to the summary and led into the discussion of proposed recommendations to the Legislature. At the end of the meeting, it was decided that a third meeting was necessary to further discuss potential recommendations to the Legislature.

Acting Chairperson Coloma-Agaran presided over the third meeting on November 15, 1995. The meeting was a continuation of the discussion of the proposed recommendations to the Legislature. Several proposed recommendations as well as additional findings to the draft report were discussed. Proposed additions and deletions were to be sent to the Task Force members by FAX or mail for their comments.

In addition to the above meetings, some members of the Task Force were able to participate in a field visit to the Dam/spillway site on October 17, 1995, a boat trip covering the accessible areas of Lake Wilson on November 1, 1995, and a field visit to Ku Tree Reservoir Dam on November 13, 1995.
FINDINGS

The findings of the Task Force includes the SUMMARY OF COMMENTS (Attachment D), which is a compilation of comments received from the Task Force members through a combination of the Information Form sent to the members and subsequent comments received during the Task Force meetings and any additional information submitted to the staff.

The Dam is owned by Wahiawa Water Company, Inc., a subsidiary of Dole Foods Company, Inc. (formerly known as Castle & Cooke, Inc.). The land beneath the Dam and Lake Wilson are owned by the Galbraith Trust Estate and Dole Foods Company, Inc. Ownership of the Dam site is split down the middle following the old stream bed. As such, the Galbraith Trust Estate's interest in the Dam itself is the eastern half, while the western half is owned by Dole Foods Company, Inc.

The Galbraith Trust Estate also owns approximately 2,200 acres of land north (mauka) of Lake Wilson. Much of the northern shore of the north fork of Lake Wilson is adjacent to and/or part of the Galbraith Trust Estate. Of the approximately 2,200 acres of Galbraith Trust Estate lands, there are approximately 2,060 acres of agricultural lands and approximately 140 acres of lake, dam site, and gulch lands. The agricultural lands are currently leased to Del Monte Corporation for pineapple cultivation. The 140 acres of lake, dam site, and gulch lands are currently leased to Dole Foods Company, Inc. In addition, Dole Foods Company, Inc., through its subsidiary, Waialua Sugar Company, Inc., pays rent to the Galbraith Trust Estate for its use of water based upon the Trust’s proportional ownership and share of the lands under Lake Wilson.

The Dam was originally constructed in 1905 and 1906 by Waialua Sugar Company, Inc. for "irrigation purposes." Over time, other ancillary activities and benefits have been derived from the Dam and Lake Wilson. For example, the Dam and Lake Wilson have been used for treated wastewater disposal, flood control, sediment control and recreational fishing. At present, the Galbraith Trust Estate, the Federal Government, the City and County of Honolulu (City), and the State of Hawaii do not expend any monies for the operation/maintenance and liability costs associated with the dam or for the public use of Lake Wilson. The DLNR funds an aeration system for use during low water levels and funded the Phase I Report. With the exceptions noted, the full cost is borne by the current owner/operator, Waialua Sugar Company, Inc. Should the primary use, irrigation, change in the future, these other ancillary uses, either individually or collectively, would need to be assessed on their ability to cover the maintenance, operation and liability costs associated with the continued use of the Dam and Lake Wilson.

The City is presently discharging treated effluent into the Wahiawa Reservoir without a National Pollution Discharge Elimination System (NPDES) permit in violation of the Federal Clean Water Act (CWA). The City is required to have an NPDES permit because the water in Wahiawa Reservoir runs over the spillway of Wahiawa Dam into Kaukonahua Stream. The City’s NPDES permit expired on March 31, 1994. The Department of Health (DOH),
which administers the CWA, did not reissue a permit because the City did not have a long term plan for effluent disposal if Waialua Sugar Company goes out of business. DOH filed a lawsuit in the State Circuit Court against the City. The City entered discussions with the Army concerning a possible joint-agency wastewater project. Currently, both the City and the Army remain open to further discussion. Under present environmental laws, the City would have to cease disposing of its effluent into Lake Wilson if it was no longer used as an agricultural reservoir, or upgrade its treatment to higher water quality standards.

The Task Force members identified the following present uses of the reservoir:

1) recreational fishing and park area;
2) irrigation reservoir;
3) effluent outlet;
4) siltation basin;
5) flood control;
6) storm drain outlet.

Dole Foods indicated it plans to continue the current level of maintenance and use of the Reservoir for irrigation purposes and to support continued use of the Lake for fishing. Notwithstanding DOH’s position that the City’s discharge of effluent violates the CWA, the City plans to continue using the Reservoir as an intermittent outlet for treated effluent, although the City is studying alternative disposal methods, both with the Army and with its own consultant. Notably, although it is DOH’s position that the discharge into Kaukonahua Stream requires an NPDES permit, DOH believes use of the Reservoir as an effluent outlet and a non-contact recreational area are compatible.

Possible future uses identified included:

1) continued use as a recreational fishery and expanded recreational uses for camping, (non-motorized) boating activities, passive park uses, and a nature park;
2) irrigation district to support diversified agricultural uses;
3) flood control;
4) effluent outlet.
The Water and Land Development Branch, DLNR, presented the Phase I Report. The Dam is classified as "HIGH" Hazard because its failure may cause loss of life as well as serious damage to homes, agricultural lands, public utilities and highways in the Waialua and Haleiwa areas. Should the Dam collapse, a flood wave could envelope the communities of Waialua and Haleiwa within 40 minutes. The Task Force members discussed the recommendations of that Report and expressed concerns about the future maintenance, improvement and ownership of the Dam. The members identified continued safety of the Dam as the primary concern. Several possible improvements were discussed and rough estimates of costs for certain improvements were presented (Attachment E) but a further evaluation of the Dam would be required to determine what needs to be done.

The Task Force also discussed responsibility for the operation, maintenance and liability for the Dam. Water users, landowners of the Dam and other beneficiaries of the Dam were identified. However, some members believed it would be premature to discuss long term legal liabilities and responsibilities until ownership issues and long term uses of the Reservoir have been identified.

The Joint Agency Wastewater Task Force (JAWTF), composed of representatives from the Department of Defense, the State of Hawaii, and the City, and sponsored by the U.S. Army, Pacific, is preparing a series of three reports for the Water Quality Standards for Wastewater Disposal, Central Oahu project. The first report will describe the history and condition of the Wahiawa Reservoir and the approach for establishing site specific numeric water quality standards. The second report will provide a water quality sampling and analysis and existing conditions summary for Wahiawa Reservoir, Kaukonahua Stream, Schofield Barracks and Wahiawa Waste Water Treatment Plant. The third report will discuss the water quality modeling results and address management strategies. The studies are projected to be completed by the Fall of 1996. The results of these studies will be used to assist the Planning Branch of the DOH in setting site specific standards for the Wahiawa Reservoir and Kaukonahua Stream.

RECOMMENDATIONS

The Task Force recommends that:

1) the Water and Land Development Branch, DLNR, request a phase II dam safety inspection and report from the current operator. Human safety is the primary concern of the Task Force members;

2) the Legislature support continued recreational use of the reservoir with emphasis on fishing and boating, enforcement of fishing regulations and litter laws, and better water quality standards;
3) the Legislature encourage the owners, the various government agencies and the communities to maintain communications about present and future uses;

4) the Legislature and Executive Branch designate an appropriate agency to oversee issues and concerns regarding the Wahiawa Reservoir and to act as the coordinating agency which everyone could contact for updated information or activity;

5) the appropriate government agencies address the concerns of discharge of wastewater effluent into Wahiawa Reservoir.
ATTACHMENT A

WAHIAWA RESERVOIR TASK FORCE

Appointed Members

(1) Ed Sakoda, Hydrologic Program Manager
Commission on Water Resource Management
1151 Punchbowl Street, Room 227
Honolulu, Hawaii 96813
Phone: 587-0225
Fax: 587-0219

(2) William Gorst, Planner
Division of State Parks
1151 Punchbowl Street, Room 310
Honolulu, Hawaii 96813
Phone: 587-0294
Fax: 387-0311

(3) William Devick, Acting Administrator
Division of Aquatic Resources
1151 Punchbowl Street, Room 330
Honolulu, Hawaii 96813
Phone: 587-0110
Fax: 587-0115

(4) Dean Uchida, Acting Administrator
Division of Land Management
1151 Punchbowl Street, Room 220
Honolulu, Hawaii 96813
Phone: 587-0446
Fax: 587-0455

(5) Sterling Yong, Engineer
Division of Land Management
Water and Land Development Branch
1151 Punchbowl Street, Room 227
Honolulu, Hawaii 96813
Phone: 587-0428
Fax: 587-0283

(6) Yoshino Nakamura, Wahiawa N.B. No. 26
710 Olive Avenue
Wahiawa, Hawaii 96786
Phone: 621-7767
Fax: 621-0112

(7) Libby Smithe
Wahiawa Community Business Association
258 Pooeh Street
Wahiawa, Hawaii 96786
Phone: 621-7097
Fax: None

(8) Lance Murugame
Hawaii Freshwater Fishing Association
630 Sheridan Street
Honolulu, Hawaii 96814
Phone: 597-1131
Fax: 734-1190
(9) Rick Eveleth  
Kaiaka Waialua Hydrologic Unit Area Project  
3156 Oahu Avenue  
Honolulu, Hawaii 96822  
Phone/Fax: 988-9450  
286-1045

(10) George Wada  
Waialua Sugar Company  
Director of Finance  
1116 Whitmore Avenue  
Wahiawa, Hawaii 96786  
Phone: 621-3201/3200  
Fax: 621-7410

(11) Robert Leinau  
North Shore Neighborhood Board No. 27  
59-524 Aukauka Place  
Haleiwa, Hawaii 96712  
Phone: 638-8511(b)  
638-7010(r)  
Fax: 638-7900

(12) Russell Miyada  
Association of Freshwater Sport Anglers  
94-1023 Waipoula Street  
Waipahu, Hawaii 96797  
Alt.: David Yingst  
Phone: 842-6579 (b)  
671-8087  
Pager: 576-0582  
Fax: 847-7531

(13) Walter Nagai  
U.S. Army Garrison, Hawaii  
Directorate of Public Works  
Environmental Department  
Schofield Barracks, Hawaii 96857-5000  
Phone: 656-2878  
Fax: 656-1039

(14) Chester Leo, Hydrologist-Geologist  
Board of Water Supply  
City and County of Honolulu  
630 South Beretania Street  
Honolulu, Hawaii 96843  
Phone: 527-5286  
Fax: 527-6195

(15) Felix D. Limanaco, Director  
City and County of Honolulu  
Department of Wastewater Management  
620 South King Street  
Honolulu, Hawaii 96813  
Phone: 527-6663  
Fax: 527-6675

(16) Cheryl D. Suen, Chief Planning Officer  
City and County of Honolulu  
Planning Department  
630 South King Street  
Honolulu, Hawaii 96813  
Phone: 523-4713  
Fax: 523-4950
(17) Gerald Hagino  
Office of the Mayor  
City and County of Honolulu  
Honolulu Hale  
Honolulu, Hawaii 96813  
Phone: 523-4141  
Fax: 523-4666

(18) Paul T. Matsuo  
Administrator-Chief Engineer  
Agricultural Resource Management Division  
Department of Agriculture  
P.O. Box 22159  
Honolulu, Hawaii 96823-2159  
Phone: 973-9473  
Fax: 973-9467

(19) Bruce Anderson  
Deputy Director for Environmental Health  
Department of Health  
P.O. Box 3378  
Honolulu, Hawaii 96801  
Phone: 586-4424  
Fax: 586-4444

(20) Roy Catalani, Deputy Director  
Office of State Planning  
P.O. Box 3540  
Honolulu, Hawaii 96811-3540  
Phone: 587-2831  
Fax: 587-2848

(21) Representative Marcus Oshiro  
State Office Tower, Room 1307  
235 South Beretania Street  
Honolulu, Hawaii 96813  
Phone: 586-8505  
Fax: 586-8509

(22) Representative Alexander C. Santiago  
State Office Tower, Room 1301  
235 South Beretania Street  
Honolulu, Hawaii 96813  
Phone: 586-6380  
Fax: 586-6381

(23) Senator Robert Bunda  
State Office of Tower, Room 410  
235 South Beretania Street  
Honolulu, Hawaii 96813  
Phone: 586-6090  
Fax: 586-6091

(24) Kekoa Paulsen (Community member)  
567 South King Street, Suite 301  
Honolulu, Hawaii 96813  
Phone: 631-8614  
Fax: 523-6369(b)  
Fax: 541-5305

(25) Ed Ebisui, Chair  
WESPAC  
410 Kiliani Avenue, Suite 211  
Wahiawa, Hawaii 96786  
Phone: 622-3933  
Fax: 621-6208
Wayne Ching
Resource Management Forester
Division of Forestry and Wildlife
1511 Punchbowl Street, Room 325
Honolulu, Hawaii 96813

Phone: 587-0160
Fax: 587-0160

Alex H.C. Ho
Environmental Engineer
Department of Public Works
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Phone: 527-4150
Fax: 527-5857

Andrew Monden, Engineer
Division of Land Management
Water and Land Development Branch
1151 Punchbowl Street, Room 227
Honolulu, Hawaii 96813

Phone: 587-0227
Fax: 587-0283

Michael Bajinting
District Conservationist
Natural Resources Conservation Service
Honolulu Field Office
3049 Ualena Street, Suite 801
Honolulu, Hawaii 96819-1950

Phone: 861-8520
Fax: 861-8519

Galbraith Estate
Ms. Dee Spector-Scrogham
Assistant Vice President
Hawaiian Trust Company
P.O. Box 3170, RE 722
Honolulu, Hawaii 96802

Phone: 538-4444
Fax: 538-4693
<table>
<thead>
<tr>
<th>NAME</th>
<th>ORGANIZATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Araki, Howard</td>
<td>Wahiawa Community Business Association</td>
</tr>
<tr>
<td>Chun, Lowell</td>
<td>C &amp; C of Honolulu - Planning Department</td>
</tr>
<tr>
<td>Chun, Westley</td>
<td>CH2M HILL</td>
</tr>
<tr>
<td>Clark, Kimberly</td>
<td>University of Hawaii</td>
</tr>
<tr>
<td>Coloma-Agaran, Gilbert</td>
<td>Department of Land &amp; Natural Resources</td>
</tr>
<tr>
<td>Doi, Stuart</td>
<td>Hawaii Freshwater Fishing Association</td>
</tr>
<tr>
<td>Gross, Fred</td>
<td>Former Waialua Sugar Co. Engineer</td>
</tr>
<tr>
<td>Gushiken, Elson</td>
<td>ITC Water Management</td>
</tr>
<tr>
<td>Hudes, George</td>
<td>Sierra Club Legal Defense Fund</td>
</tr>
<tr>
<td>Hunt, Sheldon</td>
<td>U.S. Army, Pacific</td>
</tr>
<tr>
<td>Katase, Richard</td>
<td>Association of Freshwater Sport Anglers</td>
</tr>
<tr>
<td>Kim, Dennis</td>
<td>Association of Freshwater Sport Anglers</td>
</tr>
<tr>
<td>Leinau, Robert</td>
<td>North Shore Neighborhood Board No. 27</td>
</tr>
<tr>
<td>Liasis, Raimo A.</td>
<td>U.S. Army</td>
</tr>
<tr>
<td>Okuma-Sepe, Cheryl</td>
<td>C &amp; C of Honolulu - Dept. of Wastewater Management</td>
</tr>
<tr>
<td>Outram, Ben</td>
<td>Hawaii Freshwater Fishing Association</td>
</tr>
<tr>
<td>Outram, Kelsey</td>
<td>Hawaii Freshwater Fishing Association</td>
</tr>
<tr>
<td>Poirior, Dick</td>
<td>Neighborhood Board #25</td>
</tr>
<tr>
<td>Rubio, Cliff</td>
<td>Association of Freshwater Sport Anglers</td>
</tr>
<tr>
<td>Song, Willie</td>
<td>Hawaii Freshwater Fishing Association</td>
</tr>
<tr>
<td>Steinberger, Tim</td>
<td>C &amp; C of Honolulu - Dept. of Wastewater Management</td>
</tr>
<tr>
<td>Susag, Gary</td>
<td>C &amp; C of Honolulu - Civil Defense Agency</td>
</tr>
<tr>
<td>Takahashi, Glen</td>
<td>Office of Rep. Marcus Oshiro</td>
</tr>
<tr>
<td>Takenaka, Clifton</td>
<td>U.S. Army</td>
</tr>
<tr>
<td>Unoki, Charlene E.</td>
<td>Dept. of Land &amp; Natural Resources - LM</td>
</tr>
<tr>
<td>Yamamoto, James T.</td>
<td>Office of State Planning</td>
</tr>
</tbody>
</table>
ATTACHMENT C

WAHIAWA RESERVOIR TASK FORCE

INFORMATION FORM

AGENCY OR ORGANIZATION ____________________________________________

CONTACT PERSON ___________________________ DATE ________________

1. Please describe your agency or organization’s interests in the Wahiawa Reservoir and list your present and potential uses of the Reservoir.

_________________________________________________________________

_________________________________________________________________

_________________________________________________________________

_________________________________________________________________

2. Please provide any comments you may have on the Dam Safety Inspection Report

_________________________________________________________________

_________________________________________________________________

_________________________________________________________________

_________________________________________________________________

3. Please comment on who you believe should bear the cost of implementing the recommendations in the Report.

_________________________________________________________________

_________________________________________________________________

_________________________________________________________________

_________________________________________________________________

4. Please comment on who you believe should be the party or parties who will be ultimately responsible for the operation, maintenance, and liability for the Dam.

_________________________________________________________________

_________________________________________________________________

_________________________________________________________________

_________________________________________________________________

(Please complete the form and FAX it to Ed Sakoda at 587-0219 by 5:00 p.m., Friday, October 13, 1995)
ATTACHMENT D

SUMMARY OF COMMENTS

1. Please describe your agency or organization's interests in the Wahiawa Reservoir and list your present and potential uses of the Reservoir.

Present Uses:

1) Park/recreation area.
2) Public fishing/boating area.
3) Dam is a siltation basin - protects reefs at Waialua and Haleiwa.
4) Receives sewage.
5) Scenic value.
6) Irrigation.
7) Potential water source to combat wildfires in the vicinity.
8) Flood control.
9) Ground water recharge.
10) Adds to the quality of life.
11) Adds to real estate values.
12) Provides stress relief (fishing and other recreation).

Future Uses:

1) Camping.
2) Non-motorized public boating activities.
3) Source of potable water.
4) Inland scenic attraction for the tourism industry.
5) Nature park.
6) Irrigation.
7) The Army is evaluating treated wastewater effluent disposal alternatives which could require discharging into the reservoir in the future.
8) To explore the potential of using the reservoir as part of an irrigation district to support transferring former sugar lands into diversified agricultural farming. This is to assure viability of the Hawaiian agriculture industry and to utilize this resource for the public benefit.
9) If treated sewage effluent is to remain in the reservoir for reuse purposes, then it will have to meet the Department of Health's effluent reuse guidelines. Also, even though we see some runoff continuing to enter the reservoir, we are interested in controlling as much of this polluted runoff as possible from mauka urban and agricultural lands that adversely affect the reservoir's water quality.
10) Supervision and safety of the Wahiawa Dam Reservoir is under the jurisdiction of the DLNR's "Dams and Reservoirs" program.
11) A Phase II investigation should be conducted to determine the extent of downstream slope movement.
12) Pathway around reservoir for activities such as walking, jogging, and biking.
13) Recreational boating (non-contact)

Concerns/Comments:

1) Hazardous banks - steep/muddy/deep water.
2) Low water levels create unattractive shoreline.
3) After Waialua Sugar Company closes down, lower the reservoir to a safe level.
4) Construct a new highway dam across the north fork of Kaukonahua Stream to relieve pressure on existing dam.
5) State should purchase the reservoir.
6) Concerned with all nonpoint sources of pollution which enter into Kaaawa and Waialua Bays.
7) Concerns are potential exposure to contaminated waters, vectors, child safety and odor problems.
8) Determination of the purpose of the dam and reservoir, including all beneficial uses in light of plans for region; identification of structural conditions of the dam and appurtenant improvements; and identification of requirements to meet public safety and health standards.
9) Changes to Kaukonahua Stream could affect the marine fisheries.
10) Safety of dam is the most important concern.
11) There could be a 95% decline in the fish population of the reservoir if effluent discharge were to be discontinued.
12) The reservoir could not be used for full contact activities (swimming) even if no effluent were discharged into it.
13) Fish from the reservoir may be safely eaten as long as it is properly cooked.
14) The cost to build a new dam should be studied.
15) Recommend that a conservation stream flow be allowed to flow beyond the dam continuously. Amount to be determined.
16) A non-point source management plan be established and followed with respect to the re-use of sewage effluent from the Wahiawa Reservoir.
17) The landowners make known their future use of the water and effluent in the irrigation of their crops.
18) A riparian buffer strip be established on the streams going through agricultural lands where Wahiawa Reservoir water is used for irrigation.
19) It is important to keep Wahiawa Reservoir as an irrigation reservoir if discharge of wastewater effluent into it is to continue. If the reservoir is drained, effluent could not be discharged into Kaukonahua Stream without further treatment. State water quality standards do not apply to irrigation reservoirs.
20) Waialua Sugar Company's (WSCO) comments. WSCO has been working with Federal, State, and City and County agencies since its announced shutdown; they would like to "keep the country green" and "keep the country country"; they are working to provide employment opportunities (especially diversified agriculture) for their workers; Wahiawa Reservoir is an important part of their infrastructure; they have no intention of abandoning the reservoir; they have a seven year agreement with the Army to use the Army's effluent; they are aware and concerned about the safety and flood control aspects of the dam; they are willing to work with all agencies involved; their present operating budget for the dam is for bare minimum maintenance - no improvements.

21) Department of Agriculture's written comments: the Board of Agriculture (Board) has the authority to create an Irrigation District; such a project could be created subject to approval by at least 55% of those eligible to vote (landowners and water users/lessees); if approved, the Board would administer, manage, operate, and maintain all of the irrigation facilities; all water users would be assessed through water charges for the cost of operating the system. Usually the capital improvements are funded by the Board through legislative appropriations, federal funds, and private (if available) and in this case from County for wastewater purposes; the Board has power of eminent domain and has authority to set the rate of water charges, and it also has the authority to place property liens in order to collect delinquencies.

22) Comments from the Wahiawa Town Master Plan:

STRATEGY
Continue opportunities for fresh water fishing for recreation while maintaining a quality aquatic environment; collect and interpret background data to monitor fish populations and the impact of human exploitation on those populations; protect and preserve Lake Wilson's water quality from erosion and [detrimental] pollutants; prevent littering and trash on the lake, shoreline and areas from homes and apartments along the banks; implement a restocking program of game fish; intensified enforcement of fishing regulations on Lake Wilson.

ACTIONS
Secure State resources to improve, regulate, and protect Lake Wilson; address concerns through proper education, enforcement and cooperative efforts between the freshwater fishing organizations, the community, and the government; should Waialua Sugar Company close, the Department of Land & Natural Resources should control and preserve the public freshwater fishery: form a coalition to clean the area on an annual basis as a community service.

23) There is need to make strong, enforceable regulations to prevent the landowners from dumping rubbish along the banks.
2. Please provide any comments you may have on the Dam Safety Inspection Report.

1) Cavities dug into the banks are not produced by rodents, but by armored cattle.
2) All suggested remedial actions should be taken now, because the reservoir weight is going to be higher than usual due to a reduction in irrigation water usage.
3) Suggest the spillway crest be lowered by the height of the ogee to allow for 100/24 hour storm and the failure of Ku Tree Dam.
4) The dam is currently classified as a high hazard dam due to the potential for loss of lives if breached.
5) There is concern that a potential maximum flood (PMF) will result in an overtopping of the dam by some 8 feet. It is obvious that such an event could have catastrophic effects in the Waialua area.
6) Need additional information relating to the drainage basin and floodplain related to the facility: description of the downstream floodway and flood plain if the Wahiawa Dam were breached under design flood conditions, with or without effects of Ku Tree Dam breaching under storm retention conditions; description and evaluation of the structural integrity of the dam under design flood conditions; and clarification of whether downstream improvements rely on dam as flood control device.
7) Recommendations should address need for re-evaluation of the seismic stability of the embankment with the minimum seismic coefficient for the island of Oahu.
8) A side-channel spillway as a safety valve should be studied.
9) What is the current design standard for drainage of the reservoir under emergency discharge conditions?
10) The outlet tunnel is concrete lined. The Dam Safety Inspection Report, last paragraph of section 8.5.1 on page 20, says it is unlined (information from Fred Gross, retired Waialua Sugar Company engineer).

3. Please comment on who you believe should bear the cost of implementing the recommendations in the Phase I Report.

1) The owner should bear the cost of implementing the recommendations in the Phase I Report.
2) If the prime designation of the reservoir is as a public fishing area, and if it is state property, federal funds (Dingell-Johnson) may be available for repairs, maintenance and operation of the dam.
3) If the State acquires the reservoir, the cost of implementing the recommendations should be deducted from the purchase price.
4) The State should condemn or purchase the reservoir.
5) If Castle & Cooke determines that it is no longer economically justifiable to keep the irrigation system (including the reservoir), then it becomes a matter for the State to determine if that body of water is to be maintained or returned to its original condition of a meandering stream.

6) The primary question should be, "what is the future use of Wahiawa Reservoir?" The cost question could be moot if Castle & Cooke Properties decides to drain it rather than deal with liability questions.

7) Consider application of the benefit principle to determine allocation of costs; two general reservoir height conditions should be applied - reservoir at irrigation demand height and reservoir at fisheries height; and alternatively, rather than maintain present water for use as fishery, consider cost of measures to increase water quality at lower water level.

8) City and County of Honolulu or the State of Hawaii with Castle and Cooke as a partner.

4. Please comment on who you believe should be the party or parties who will be ultimately responsible for the operation, maintenance, and liability for the dam.

1) The owner.
2) Water users should contribute in some way.
3) Either the City or the State, with a governing board made up of various community groups and agencies.
4) The State.
5) The three major players, Castle & Cooke, the State, and the City & County, should share the cost.
6) Premature to discuss the economic and legal liabilities until ownership issues and long term uses of the reservoir have been determined.
7) If Castle & Cooke needs the water for its diversification operations, then they should continue to operate and maintain it. If Castle & Cooke decides to abandon it but the State feels it is a resource worth keeping, then that responsibility rests with the State.
8) Possible cost sharing may be considered among the various government bodies.
9) The State should seek Federal assistance.
10) City and County of Honolulu or DLNR DOWALD.
ATTACHMENT E

COST ESTIMATE

The following cost estimate was provided by Sheldon Hunt, Joint Agency Wastewater Task Force (JAWTF) Project Manager. It is a "rough estimate - order of magnitude" cost estimate based generally on recommendations listed in the Prefinal October 1994 report by Ernest K. Hirata & Associates, Inc. for the Department of Land and Natural Resources. The JAWTF reviewed three possibilities for the repair/rebuild of the dam:

1) Minor repairs @ $1 million to less than $5 million

2) Major repairs @ $5 million to $15 million

3) Replacement @ $30 to $40 million

An analysis made by R.M. Towill Corporation in December 1994, estimated the cost of major repairs to the dam at $13.3 million in 1995 dollars. The following comments were included in the estimate:

1) Replacement would be impractical because of site constraints.

2) Cost to implement report (Dam Safety Inspection, Wahiawa Dam, Oahu, Hawaii for DLNR, by Ernest K. Hirata & Assoc., Inc., Oct 1994) recommendations would be less than $5 million.

3) $11 million ($13.3 million in 1995 dollars) upgrade is substantial, pretty much good as new conditions...long term improvements.
REFERENCES

1. DAM SAFETY INSPECTION, WAHIAWA DAM, OAHU, HAWAII for STATE OF HAWAII, DEPARTMENT OF LAND AND NATURAL RESOURCES, DIVISION OF WATER AND LAND DEVELOPMENT, January 1995

2. WAHIAWA TOWN MASTER PLAN, Task Force Report, July 1994


4. Freshwater Fishing in Hawaii, (Pamphlet), Department of Land and Natural Resources/Division of Aquatic Resources, June 1990.
HOUSE CONCURRENT
RESOLUTION

CREATING A TASK FORCE TO STUDY POTENTIAL USES OF THE WAHIWA RESERVOIR.

WHEREAS, Wahiawa Reservoir, also known as Lake Wilson, was formed in 1905 and 1906 by Waialua Sugar Company by the construction of a dam at the confluence of the north and south forks of the Kaukonahua Stream, and is presently owned by Castle & Cooke, Inc. and used for irrigation and other purposes by Waialua Sugar; and

WHEREAS, the Territory, and later the State of Hawai‘i, entered into an agreement with Waialua Agricultural Company to use the reservoir for the propagation of freshwater fish for public fishing; and

WHEREAS, the reservoir is the largest and the most heavily fished freshwater body in the State; and

WHEREAS, the reservoir is also used for storage of secondary-treated sewage which is reused as a source of water for sugarcane irrigation; and

WHEREAS, the reservoir partially surrounds the community of Wahiawa, and, when full, contains approximately three billion gallons of water and encompasses a surface area of approximately three hundred acres; and

WHEREAS, Waialua Sugar has announced that it will shut down its sugar operations; and

WHEREAS, the acquisition of the reservoir by the State will have a substantial, favorable impact on the Wahiawa area, would preserve and could markedly improve a major recreational facility on Oahu, retain important multiple use functions of the reservoir, and prevent degradation of the environment; and

WHEREAS, it is prudent for the State to establish a task force to develop and recommend an approach to resource management and policy issues regarding the Wahiawa Reservoir; and

WHEREAS, the acquisition of this facility may be affected by provisions of Act 177, Session Laws of Hawaii 1994,
which authorized the Department of Land and Natural Resources
(DLNR) to enter into a land exchange with the Galbraith Estate
involving private lands north of Wahiawa for public lands in
Kapolei; and

WHEREAS, approximately 101 acres of the Galbraith Estate
lands to be exchanged with the State include Wahiawa Reservoir
submerged lands as well as the area from the dam site to the
mid-range along both the north and south forks of Kaukonahua
Stream; and

WHEREAS, in addition, the eastern half of the dam sits
on Galbraith Estate lands while the western half sits on land
owned by Castle and Cooke, Inc.; and

WHEREAS, another issue that needs to be addressed more
thoroughly focuses on who should be responsible for the
maintenance, operations, and liability of the reservoir and
dam; and

WHEREAS, it is in the public interest to examine the
resource management and policy issues surrounding the future
use of the Wahiawa Reservoir and dam; now, therefore,

BE IT RESOLVED by the House of Representatives of the
Eighteenth Legislature of the State of Hawaii, Regular Session
of 1995, the Senate concurring, that the Wahiawa Reservoir Task
Force is hereby established to study present and potential uses
of the Wahiawa Reservoir, including:

(1) Recreational uses, including fishing and boating;

(2) Wastewater storage and irrigation reuse;

(3) Irrigation, including projected use for irrigation
by alternative agricultural needs; and

(4) Flood control;

and

BE IT FURTHER RESOLVED that the task force also
specifically examine the following:

(1) The conclusions and recommendations made in the Dam

RFS1998 HCR88 SD1 SMA-1
Safety Inspection report for Wahiawa Dam, Cahu,
Hawaii dated January 1995 prepared for the State of
Hawaii Department of Land and Natural Resources,
Division of Water and Land Development ("Report");

(2) The cost of implementing the recommendations
proposed in the Report; and

(3) The party or parties who will be ultimately
responsible for the operation, maintenance, and
liability for the Dam;

and

BE IT FURTHER RESOLVED that the Governor is requested to
appoint the members of the task force, including at least one
representative from each of the following agencies or
organizations: the Department of Land and Natural Resources'
Commission on Water Resource Management, the Division of Water
and Land Development, the Division of Aquatic Resources, and
the Division of State Parks; the Department of Health; the
Department of Agriculture; the Office of State Planning; the
Mayor of the City and County of Honolulu; the Chief Planning
Officer of the City and County of Honolulu; the City and County
of Honolulu's Department of Wastewater Management; the City and
County of Honolulu's Board of Water Supply; Waialua Sugar
Company; the Wahiawa Neighborhood Board No. 26; the Wahiawa
Community and Business Association; the Hawaii Freshwater
Fishing Association; the Association of Freshwater Sport
Anglers; the 25th Infantry Division (Light) of the United
States Army at Schofield Barracks; the Ka'awa Waialua
Hydrologic Unit Area Project, Natural Resources Conservation
Service; and any other appropriate state or county agency; and

BE IT FURTHER RESOLVED that the Governor is requested to
select the Chairperson of the task force; and

BE IT FURTHER RESOLVED that the Office of State Planning
is requested to provide a facility for meetings and clerical
and other staff support as necessary; and

BE IT FURTHER RESOLVED that the task force is requested
to report its findings and recommendations to the Legislature
no later than twenty days before the convening of the Regular
Session of 1996; and
BE IT FURTHER RESOLVED that certified copies of this
Concurrent Resolution be transmitted to the Governor; the
Chairperson of the Department of Land and Natural Resources;
the Director of Health; the Chairperson of the Board of
Agriculture; the Director of the Office of State Planning; the
Mayor of the City and County of Honolulu; the Chief Planning
Officer of the City and County of Honolulu; the Director of the
Department of Wastewater Management of the City and County of
Honolulu; the Manager and Chief Engineer of the Board of Water
Supply of the City and County of Honolulu; Waialua Sugar
Company; Castle & Cooke, Inc.; the Wahiawa Neighborhood Board
No. 26; the Wahiawa Community and Business Association; the
Hawaii Freshwater Fishing Association; the Association of
Freshwater Sport Anglers; the Commanding General of the 25th
Infantry Division (Light), United States Army; and the Kualoa
Waialua Hydrologic Unit Area Project, Natural Resources
Conservation Service.
APPENDIX F

KAULUNANI HAWAI’I THE BEAUTIFUL URBAN FORESTRY GRANT PROGRAM INFORMATION AND APPLICATION
November 22, 1996

Dear Friend of the Urban Forest,

Thank you for your interest in promoting Urban Forestry in Hawaii!

The Division of Forestry and Wildlife is pleased to announce a seventh round of funding for the Kaulunani Hawaii the Beautiful Urban Forestry Grant Program. We invite you to submit an application and become one of the growing number of communities that are beautifying our islands.

Please be sure to read the entire packet carefully before you begin filling out the Application Form. Included as part of this packet are the following items:

1. Section A - General Information
2. Section B - Guidelines
3. Section C - Grant Application Form
4. Section D - Landowner Approval

Applications shall be postmarked by February 21, 1997. You are encouraged to begin work on your application as soon as possible. The Division of Forestry and Wildlife and the Kaulunani Urban Forestry Advisory Council are very interested in improving Hawaii’s Urban Forest and will gladly assist you in the application process. Good Luck!

Sincerely,

Nelson L. Ayers
Service Forester
Division of Forestry and Wildlife
# TABLE OF CONTENTS

## SECTION A - GENERAL INFORMATION

<table>
<thead>
<tr>
<th>Topic</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>INTRODUCTION</td>
<td>A1</td>
</tr>
<tr>
<td>QUESTIONS (Who to call for help)</td>
<td>A1</td>
</tr>
<tr>
<td>PROGRAM OVERVIEW</td>
<td></td>
</tr>
<tr>
<td>Maximum Award</td>
<td>A1</td>
</tr>
<tr>
<td>Matching Requirements</td>
<td>A1</td>
</tr>
<tr>
<td>Eligible Applicants</td>
<td>A1</td>
</tr>
<tr>
<td>Grant Categories</td>
<td>A1-2</td>
</tr>
<tr>
<td>Eligible/Ineligible Expenses</td>
<td>A2</td>
</tr>
<tr>
<td>SUGGESTIONS FOR PREPARING A SUCCESSFUL APPLICATION</td>
<td>A2</td>
</tr>
<tr>
<td>WHERE TO SEND THE GRANT APPLICATION</td>
<td>A3</td>
</tr>
<tr>
<td>GRANT DUE DATE</td>
<td>A3</td>
</tr>
<tr>
<td>NOTIFICATION OF AWARD</td>
<td>A3</td>
</tr>
<tr>
<td>GRANT PAYMENTS</td>
<td>A3</td>
</tr>
</tbody>
</table>

## SECTION B - GUIDELINES

<table>
<thead>
<tr>
<th>Topic</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>APPLICATION REQUIREMENTS</td>
<td>B1</td>
</tr>
<tr>
<td>EVALUATION CRITERIA</td>
<td>B1</td>
</tr>
<tr>
<td>REPORTING REQUIREMENTS</td>
<td>B2</td>
</tr>
<tr>
<td>INSPECTION OF PROJECT</td>
<td>B2</td>
</tr>
<tr>
<td>PROMOTING YOUR PROJECT</td>
<td>B3</td>
</tr>
<tr>
<td>ALLOWABLE IN-KIND RATES</td>
<td>B3</td>
</tr>
<tr>
<td>SAMPLE BUDGET</td>
<td>B4</td>
</tr>
<tr>
<td>COST GUIDELINES FOR TREE PLANTING PROJECTS</td>
<td>B5</td>
</tr>
</tbody>
</table>

## SECTION C - GRANT APPLICATION FORMS

<table>
<thead>
<tr>
<th>Topic</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>APPLICATION AND PROJECT DESCRIPTION</td>
<td>C1 - 4</td>
</tr>
<tr>
<td>BUDGET</td>
<td>C6</td>
</tr>
</tbody>
</table>

## SECTION D - TREE PLANTING PROJECT ATTACHMENT

<table>
<thead>
<tr>
<th>Topic</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>LANDOWNER APPROVAL ATTACHMENT</td>
<td>D1</td>
</tr>
</tbody>
</table>

1997 Kaulunani Urban Forestry Grant Application
The 1997
Kaulunani Hawai‘i The Beautiful
Urban Forestry Grant Program
for Hawai‘i

Information and Application

Administered by:

Kaulunani Hawai‘i the Beautiful
Division of Forestry and Wildlife
1151 Punchbowl, Rm. 325
Honolulu, HI 96813

Recommendations made by:
Kaulunani Council
Hawaii’s Urban Forestry Advisory Council

1997 Kaulunani Urban Forestry Grant Application
SECTION A - GENERAL INFORMATION 1997

INTRODUCTION

Hawaii’s Kaulunani Urban Forestry Program has been developed by the Department of Land and Natural Resources, Division of Forestry and Wildlife, and is a United States Department of Agriculture program authorized as part of the Forestry Title of the 1990 Farm Bill passed by the 101st Congress.

QUESTIONS?

All questions regarding the program shall be directed to the Kaulunani Coordinator, Teresa Trueman Madriaga at 677-3383 or Nelson Ayers at 587-0166.

PROGRAM OVERVIEW

Maximum Award: The maximum grant request is $10,000. Grants are awarded pending availability of federal funds. For smaller projects, “Mini” Grants are available in amounts up to $500 (Please call for information and application.)

Matching Requirements: The amount requested must be at least equally matched in non-federal dollars, labor, or materials by the community or organization receiving the grant.

Eligible Applicant: This Kaulunani Grant Program provides financial assistance to non-profit organization such as tree advocacy groups, volunteer groups, and civic organizations; educational institutions; and local or state government groups who share the cost of implementing urban forestry programs that improve Hawaii’s environment.

Grant Categories: The four project categories eligible for funding are as follows:

1. Tree Planting or Demonstration Projects
   Tree Planting or Demonstration Projects support the involvement of a community volunteer tree planting and care groups whose goal is to solve a specific problem. For example: to beautify an area, to improve a gateway area, to provide shade or to cool the area.

   To become familiar with the selection, planting and care of trees, Ho’omaluhia Botanical Gardens on Oahu provides FREE workshops. Call 233-7323 for information.

   Tree Planting projects shall post the Kaulunani sign, provided by the Division of Forestry and Wildlife, at the project site.

2. Educational or Informational Programs

   Grants in this category provide funding for projects that (1) provide specific details about how the community would benefit from this educational program, (2) provide information about how the educational materials are currently reaching the intended audience, and (3) shall include a plan or document providing the program’s long range goals.

1997 Kaulunani Urban Forestry Grant Application
3. Tree-Care and Technical Assistance Programs

Grants in this category provide funding to develop new programs that will enhance established programs which provide ongoing care for urban trees. (Sample activities include: training for early tree care, pruning, long-term maintenance, data collection and management, and tree inventory.)

4. Arbor Day Events

Arbor Day is celebrated on the first Friday in November. Any project listed above or special activity in conjunction with Arbor Day may be eligible for funding.

Eligible Expenses: Eligible expenses include:

1. Tree Planting: Trees, fertilizer, some of the irrigation costs, and costs associated with site preparation and maintenance. (See Page B4, Cost Guidelines)
2. Educational or Informational Materials: brochures, pamphlets, school curriculum presentation materials, slide shows, and posters.
3. Local Government: urban forestry training materials, technical training, tree maintenance training, software for a tree inventory.

Ineligible Expenses: Ineligible expenses include:

1. Computers, printers, typewriters, phones, FAX machines, or other equipment of this nature.
2. Nursery structures or equipment.
3. Salaries and wages. (No administrative funds, overhead, salaries or wages.)
4. Groundcover and shrubs.
5. Excessive marketing and/or planning costs.

SUGGESTIONS FOR PREPARING A SUCCESSFUL APPLICATION

All grant applications should be typed or clearly printed on white, 8-1/2 " x 11" paper. Use the preprinted forms where provided and do not enclose materials in folders or binders. Keep your proposal to the suggested length and do not attach irrelevant materials. Read the application requirements carefully, page B1, before and after you prepare your proposal to be sure you have followed all the required steps. Check your proposal carefully for typographical and calculation errors. Ask for only what you need, there are many applications.
WHERE TO SEND THE GRANT APPLICATION

All Islands. send the original plus 4 copies of all materials to:

The Kaulunani Coordinator
The Department of Land and Natural Resources
Division of Forestry and Wildlife
1151 Punchbowl St., Rm. 325
Honolulu, HI 96813

Make an additional copy for your records.

(NO FAX COPIES WILL BE ACCEPTED)

GRANT DUE DATE

Completed grant applications must be postmarked by February 21, 1997.

NOTIFICATION OF AWARD

Grant recipients will be notified by April 30, 1997.

GRANT PAYMENTS

Once an application is approved, and if there are no additional documents needed, a grant agreement, sample invoice, and a W-9 will be mailed.

The project should begin within 90 days of notification and the applicant has one year to complete the project. (If there is no attempt to complete the project after the expiration of the grant agreement, no extensions or payments will be made.)

The first grant payment is requested after the Division receives a signed grant agreement, invoice and a W-9. The second grant payment will be requested after receiving a progress report and an invoice. The final grant payment will be requested when the project has been completed and a final completion report with full financial documentation and an invoice has been received.

(Costs incurred in excess of the grant amount will not be covered, nor will costs for work started or materials purchased prior to the effective date of the contract.)
APPLICATION REQUIREMENTS - Please read carefully

Generally, applicants may submit one grant application per year. Grant applicants must submit the original plus 4 copies of the following:

1. **SECTION C**
   A. Application - pages 1 and 2.
   B. Project Description - pages 3 and 4 which includes:
      1) Description of the planned project, including goals, and expected results. (Indicate any permits needed.)
      2) The need for the project and the expected benefits to the community.
      3) An explanation of how the funding will improve the area/community/program.
      4) An explanation of the expenses that appear on the budget form.
      5) A description of the proposed volunteers - who they are, how many will participate, etc.
   C. Itemized Budget, Page C5. Please include a detailed budget of all costs.

2. **FOR TREE PLANTING OR DEMONSTRATION PROJECTS**
   1) Land Owner Permission - Attachment D1.
   2) Planting Plan - The planting plan shall include a Site Map Drawn to scale indicating the type, number, size of trees to be planted and the location of the trees.
   3) Maintenance Plan - The maintenance plan documents how the trees will be maintained for 5 years after planting.
   4) Photographs of the site.
   5) Indicate what permits are required and approximately when they will be received.
EVALUATION CRITERIA

Proposals will be evaluated by a review committee according to the following criteria:

- Is the applicant qualified to undertake and successfully carry out the project?
- Is there adequate volunteer support to complete the project?
- Is the application written clearly and concisely? Has all the information been submitted?
- Are the costs for materials and services reasonable? Has the group asked for support from other resources?
- Does this project respond to specific needs and conditions in the community?
- (For tree planting projects) Are the trees and site(s) selected appropriate, and is there a commitment to long-term maintenance?
- Who will benefit from this project?
- Has the applicant sufficiently matched the funds requested? (Partnerships with other organizations and community groups will be viewed favorably.)

REPORTING REQUIREMENTS

Progress Reports: Grant recipients must submit progress reports prior to the second and final payments. Reports should cover:

- A summary of events and accomplishments, including:
  1. The number of volunteers or groups involved in the project
  2. The number of volunteer hours spent on the project.
  3. The number, species, and size of trees planted (If applicable)
  4. The number, species, and size of trees maintained. (If applicable)
  5. Any difficulties encountered and how they were resolved.
  6. Pictures or slides of the project
- A budget documenting how the Kaulunani money was spent, and the nonfederal cash or in-kind services that were used as a match.
- Copies of invoices that document both the Kaulunani expenditures and your matching funds.
- Copies of publications, flyers, ads or newsletters which promoted this project.

Final Report: The final report should include, in addition to the items listed above: copies of all products, publications, flyers, ads, newsletters, or materials produced using grant funds.
SECTION B - GUIDELINES
1997

INSPECTION OF PROJECT

Grant recipients shall permit periodic site visits by an authorized representative of the Kaulunani Program to ensure program compliance. The representative shall be given access to project sites and events, and the right to examine all documents related to the grant.

PROMOTING YOUR PROJECT

The Kaulunani Hawaiʻi the Beautiful Program, of the DLNR Division of Forestry and Wildlife and the USDA Forest Service, shall be acknowledged on publications, advertisements and products as a funding source to your project.

The Kaulunani Hawaiʻi the Beautiful Urban Forestry Sign will be provided by the Division of Forestry and Wildlife to identify your tree planting as a Kaulunani sponsored project.

ALLOWABLE IN-KIND RATES

These items and rates may be used in your budget to match the federal funds that are requested.

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Hourly Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning</td>
<td>Man-hours to develop a site plan, not to exceed</td>
<td>$15.00 per hour</td>
</tr>
<tr>
<td>Planting</td>
<td>Man-hours for labor, (i.e. planting) not to exceed</td>
<td>$8.00 per hour</td>
</tr>
<tr>
<td>Maintenance</td>
<td>Man-hours for maintenance, not to exceed (First year only)</td>
<td>$8.00 per hour</td>
</tr>
<tr>
<td>Supplies</td>
<td>Any items for the project not covered under the grant may be used as a match. Please document the source in your budget.</td>
<td>Actual Cost</td>
</tr>
</tbody>
</table>
Grant Applicant: **ABC ELEMENTARY SCHOOL**  
Budget Prepared By: **XXXXXX**  
Phone: **123-4567**

This itemized budget should include the costs to carry out the proposed project. Estimated costs shall be as specific as possible and shall only include eligible expenses as set forth in the guidelines. All grant funds must be matched by nonfederal funds as outlined on page A1 of Section A. (Attach additional sheets if necessary.)

<table>
<thead>
<tr>
<th>Item</th>
<th>Total Cost</th>
<th>Grant Request</th>
<th>Matching Funds</th>
<th>Source of Matching Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 XXX Trees, 15 gal, @ $ 80</td>
<td>$400</td>
<td>$400</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 XXX Trees, 25 gal, @ $200</td>
<td>$1200</td>
<td>$1200</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 XXX Palms, 25 gal @ $250</td>
<td>$500</td>
<td>$500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7 XXX Trees, 15 gal, @ $80</td>
<td>$560</td>
<td></td>
<td>$560</td>
<td>Donated by Nursery</td>
</tr>
<tr>
<td>Planting Costs</td>
<td>$220</td>
<td>$220</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Irrigation Supplies</td>
<td>$1,000</td>
<td>$250</td>
<td>$750</td>
<td>ABC Elementary School</td>
</tr>
<tr>
<td>Planning Fees</td>
<td>$500</td>
<td></td>
<td>$500</td>
<td>Donated by Parent</td>
</tr>
<tr>
<td>Volunteer Support day of planting @ $8/hr 30 volunteers x 4 hrs @ $8</td>
<td>$960</td>
<td></td>
<td>$950</td>
<td>Inkind Volunteers</td>
</tr>
<tr>
<td>Transportation of Trees</td>
<td>$50</td>
<td></td>
<td>$50</td>
<td>ABC Elementary school</td>
</tr>
<tr>
<td><strong>Total Cost</strong></td>
<td><strong>$5,340</strong></td>
<td><strong>$2,570</strong></td>
<td><strong>$2,820</strong></td>
<td></td>
</tr>
</tbody>
</table>

1997 Kaukonani Urban Forestry Grant Application
SECTION B - GUIDELINES
1997

COST GUIDELINES FOR TREE PLANTING PROJECTS

This guideline provides the general costs that the Kaulunani program will accept for
tree planting projects. All tree and planting materials costs that you are requesting,
especially those that exceed this guideline, shall be supported with a documented price
estimate by a nursery or tree supplier.

Rates for Trees

<table>
<thead>
<tr>
<th>Size of Container</th>
<th>1 Gallon</th>
<th>3 Gallon</th>
<th>5 Gallon</th>
<th>15 Gallon</th>
<th>25 Gallon</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allowable Costs</td>
<td>$5.00</td>
<td>$10.00</td>
<td>$15.00</td>
<td>$85.00</td>
<td>$250.00</td>
</tr>
</tbody>
</table>

Rates for Palms

<table>
<thead>
<tr>
<th>Size of Container</th>
<th>1 Gallon</th>
<th>3 Gallon</th>
<th>5 Gallon</th>
<th>15 Gallon</th>
<th>25 Gallon</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allowable Costs</td>
<td>$8.00</td>
<td>$25.00</td>
<td>$40.00</td>
<td>$125.00</td>
<td>$300.00</td>
</tr>
</tbody>
</table>

Planting Costs - which include: fertilizer, organic amendments,
(i.e. peat, Big R, and mulch)

<table>
<thead>
<tr>
<th>Size of Container</th>
<th>1 Gallon</th>
<th>3 Gallon</th>
<th>5 Gallon</th>
<th>15 Gallon</th>
<th>25 Gallon</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allowable Costs</td>
<td>$3.00</td>
<td>$6.00</td>
<td>$8.00</td>
<td>$12.00</td>
<td>$20.00</td>
</tr>
</tbody>
</table>

Irrigation Costs

Costs include installation and materials for drip irrigation, sprinkler, or flooding
systems. The grant will normally reimburse up to 25% of the total cost of the irrigation
materials. (includes: design and material). Special cases that exceed these guidelines
will be considered with a detailed explanation. A documented price estimate MUST
be attached for all requests.

Transportation Costs

Costs for transporting trees normally shall not exceed 10% of the planting costs. A
written explanation, in the project description, is needed to justify reimbursement of
this cost.

Other Allowable Costs

Reimbursement normally shall not exceed 50% of the total cost of, including but not
limited to:

- Soil Stabilization
- Project Planning

A written narrative, in the project description, of why the reimbursement is requested
and a detailed explanation of the itemized costs shall be clearly stated by the applicant.
Project planning costs may be approved for planning and preparation of the project. A
justification of the expenses is required.

1997 Kaulunani Urban Forestry Grant Application
APPLICATION INFORMATION

General Instructions: All applicants must complete this form. (NO FAX applications will be accepted.) Do not send any items that must be returned. Please submit this original plus 4 copies of the application and other requirements indicated in Section B, page 1. Application must be postmarked by February 21, 1997.

Island ____________________________ Grant No. 97 ______

Project Title ____________________________________________

Project Location ____________________ Project Category __________________

Grant Amount Requested $ ____________ Grant Amount Matched $ ____________

Proposed Start Date ________________ Finish Date ________________

Grant Applicant (Organization) _______________________________________

Address _______________________________________________________

Cty ____________________ Zip ____________ Phone: ____________

Fax: ____________

Name of Contact Person:__________________________________________

Address: _______________________________________________________

(if different from above) Phone: ____________

Fax: ____________

If awarded a grant, make check payable to:

___________________________________________________________

(must be an organization)

Contact: ______________________________________________________

(if different from above) Phone ____________

Address: ______________________________________________________

(if different from above) City ____________ Zip ____________

(If different from applicant)

Is your organization a not-for-profit corporation? Yes ___ No ___

Is your organization tax exempt under IRS code? Yes ___ No ___

Federal Tax ID # ___________________________________

1997 Kaulunani Urban Forestry Grant Application
SECTION C - GRANT APPLICATION FORM
1997

Type of organization

[ ] tree group  [ ] government group
[ ] environment group  [ ] school group
[ ] community group/assoc.  [ ] other

Briefly describe the mission and goals of your group:

[ ]

Briefly describe the programs, activities, and accomplishments of your group:

[ ]

This program is federally funded. Grant awards must be accessible to people: on each island, of all races, physical abilities, and gender. Describe how your program addresses this issue.

[ ]

I certify that the information contained herein and in the attached proposal is accurate. I further certify that I have read and understood, and agree to be bound by, the grant guidelines.

Signature __________________________ (Authorized Executive Officer and Title) __________________________ (Date)

__________________________ (Print Name)

1997 Kaulunani Urban Forestry Grant Application
This itemized budget should include the costs to carry out the proposed project. Estimated costs shall be as specific as possible and shall only include eligible expenses as set forth in the guidelines. All grant funds must be matched by non-federal funds as outlined on page A1. (Attach additional sheets if necessary.)

<table>
<thead>
<tr>
<th>Item</th>
<th>Total Cost</th>
<th>Grant Request</th>
<th>Matching Funds</th>
<th>Source of Matching Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total Cost</th>
<th>Total Grant Request</th>
<th>Match Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
LANDOWNER PERMISSION FORM

TO: LANDOWNER

Grant applicants are responsible for obtaining permission from the landowner to plant trees on the specified property. By signing below you authorizing approval

__________________________________________ as Landowner gives permission
(Name of Landowner)

to __________________________________________ to plant trees at
(Name of Applicant)

__________________________________________ (Specific Location of Project) (TMK #)

Is this Land public or private? ___

__________________________________________ (Signature of Landowner) (Date)

__________________________________________ (Print Name)
# Trees for Tropical Urban Spaces

## SMALL TREES

<table>
<thead>
<tr>
<th>Species</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caesalpinia pulcherrima</td>
<td>Dwarf Poinciana (flowers)</td>
</tr>
<tr>
<td>Citrus spp.</td>
<td>Dwarf Citrus (fruit) (thorns)</td>
</tr>
<tr>
<td>Gardenia taitensis</td>
<td>Tahitian Gardenia (seaside)</td>
</tr>
<tr>
<td>Hibiscus anustianus</td>
<td>Native White Hibiscus</td>
</tr>
<tr>
<td>Jatropha spp.</td>
<td>Jatropha (poisonous parts)</td>
</tr>
<tr>
<td>Ligustrum spp.</td>
<td>Privet</td>
</tr>
<tr>
<td>Murraya paniculata</td>
<td>Mock Orange (fragrant)</td>
</tr>
<tr>
<td>Psidium cattleianum</td>
<td>Strawberry Guava (fruit)</td>
</tr>
<tr>
<td>Punica granatum</td>
<td>Pomegranate (fruit) (thorns)</td>
</tr>
</tbody>
</table>

## SMALL-MEDIUM TREES

<table>
<thead>
<tr>
<th>Species</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cassia glauca</td>
<td>Scrambled Egg, Kalamona (flowers)</td>
</tr>
<tr>
<td>Cordia sebastena</td>
<td>Geiger tree, Kou-Haole (flowers)</td>
</tr>
<tr>
<td>Fragraea berteriana</td>
<td>Rua-Keniken (flowers)</td>
</tr>
<tr>
<td>Thevetia peruviana</td>
<td>Be-Still (poisonous parts)</td>
</tr>
</tbody>
</table>

## MEDIUM TREES

<table>
<thead>
<tr>
<th>Species</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acacia confusa</td>
<td>Formosan Koa</td>
</tr>
<tr>
<td>Bauhinia blakeana</td>
<td>Hong Kong Orchid (flowers)</td>
</tr>
<tr>
<td>Callistemon spp.</td>
<td>Bottlebrush (flowers)</td>
</tr>
<tr>
<td>Calotropio gigantea</td>
<td>Crown Flower (poisonous parts)</td>
</tr>
<tr>
<td>Clusia rosea</td>
<td>Autograph tree (seaside)</td>
</tr>
<tr>
<td>Coccoloba uvifera</td>
<td>Seagrape (seaside)</td>
</tr>
<tr>
<td>Conocarpus erectus</td>
<td>Buttonwood (seaside)</td>
</tr>
<tr>
<td>Elaeodendron orientale</td>
<td>False Olive</td>
</tr>
</tbody>
</table>
Erythrina crista-galli  Cockscomb Coral (flowers)
Guaiacum officinale  Lignum Vitae
Harpullia pendula  Tulipwood
Hibiscus spp.  Variegated Hau
Lagerstroemia spp.  Crape Myrtle (flowers)
Magnolia spp.  Magnolia (flowers)
Noronhia emarginata  Madagascar Olive (seaside)
Olea europea  Mediterranean Olive
Pimenta dioica  Allspice
Plumeria obtusa  Singapore Plumeria (flowers)
Plumaria spp.  Plumaria (flowers)
Tabebuia argentea  Silver Trumpet (flowers)
Tabebuia sp.  White Tecooma (flowers)
Thespesia populnea  Milo (seaside) *

**MEDIUM - LARGE TREES**

Adenanthera pavonina  False Wiliwili, Red Sandalwood
Aleurites moluccana  Kukui Nut *
Cassia spp.  Shower tree (flowers)
*Cassia hybrida*  Rainbow Shower (flowers)
Chrysophyllum oliviforme  Satin Leaf
Cordia subcordata  Kou (flowers) *
Filicium decipiens  Fern tree
Erythrina variegata (hyb)  Tropic Coral, Vertical Wiliwili
Jacaranda acutifolia  Jacaranda (flowers)
Meleleuca leucadendron  Paperbark
Tabebuia pentaphylla  Pink Tecoma
Tournefortia argentea  Beach Heliotrope (seaside)
PALMS/PALMLE LIKE PLANTS

Chrysalidocarpus lutescensns "Areca" Palm
Latania loddigesii Blue Latan palm
Phoenix robelenii Pygmy Date Palm
Ptychoerla macarthurii Macarthur Palm
Rhapis excelsa Lady Palm
Veitchia merrillii Manila Palm
Wodyetia bifurcata Foxtail Palm
Assorted species Fan Palms (to include loulu *)

Cycas revoluta "Sago Palm"

note: * Native Hawaiian or Polynesian introduction; refer to Hawaii Legislative Act 73 (1992/1993) related to landscapes involving public funds

List compiled by: Steve Nimz, Arborist, THE TREE People
P.O. Box 10026, Honolulu, Hawaii 96816 (808) 737 1284
APPENDIX G

HAWA'I COMMUNITY FOUNDATION
NEIGHBORHOOD GRANTS PROGRAM
GUIDELINES
HAZAI COMMUNITY FOUNDATION

NEIGHBORHOOD GRANTS PROGRAM

GUIDELINES

BASIC PHILOSOPHY

The Hawai‘i Community Foundation Neighborhood Grants Program offers funding and technical assistance (trainings and support) to neighborhood groups for projects that improve the quality of life in communities. The program encourages self-help. This means that neighborhood groups plan and take action on issues on their own. Applicants are expected to accomplish a product and strengthen their organizing and leadership skills. Neighborhood groups must have limited financial resources based on the income level of their area to be considered for funding.

ELIGIBILITY

1) Any neighborhood groups in areas that have limited financial resources for activities.
2) At least half (50%) of the group members must live within the neighborhood.
3) Produce a specific (tangible) product with the grant award.
4) Projects may vary in length, but must be completed in one year.
5) Government agencies and large nonprofit organizations are not eligible.

PRIORITIES

The Neighborhood Grants Program is interested in funding those groups with projects that have some of the following ideas:

Build Neighborhood Strengths - Use the skills and experience of neighborhood residents including youth, elders, business or professional people.

Improve or Enhance Physical Resources - Identify new uses or beautification efforts for land, buildings and natural resources.

Cooperation & Collaboration - The project activities should bring neighbors together to work on community issues and/or build linkages between communities.

Create Self-sufficiency - Neighbors will have greater responsibility and control over what happens in their neighborhood.

Establish Longevity - The project builds leadership and organizational skills of community members for the neighborhood’s future.

GRANT RANGE

The maximum any group may request is $10,000. The average grant range is $3,000 to $5,000.
HAWAII COMMUNITY FOUNDATION
NEIGHBORHOOD GRANTS PROGRAM

APPLICATION FOR FUNDS

Please use this form or keep attachments brief.

Name of your group ________________________________

Contact person _________________________________

Address _______________________________________

City ________________ Zip ________________

Telephone (day) ________________ (evening) __________

Amount requested $ __________

a) What are the boundaries of your neighborhood (major cross streets, landmarks, natural boundaries)?

b) What shows that your neighborhood has limited financial resources? (examples: most residents are receiving welfare, many students receive free lunches; according to the census data, most families are below the median income level)

c) Describe your neighborhood. What are its strengths and concerns?
a) Describe your group. How and why did the group start? Who are its members? What is your group’s future vision for the neighborhood?

b) Describe your group’s activities and several major accomplishments.

c) How would a grant for your project help to strengthen your group and meet your members and community’s needs?
a) What neighborhood concern is your group responding to? What difference will your project make?

b) Describe your project. What activities will you do? How long will it take?

c) Who will be involved with the project? How will your group involve other residents and/or organizations in your neighborhood? How will it involve other neighborhoods or communities?
d) What kind of results do you hope to achieve with the project? How does the project match your group’s future vision for the neighborhood?

a) Does your group have a checking account? If so, please attach a copy of a deposit slip with this application. If not, when do you expect to get one?

b) How much will the project cost? How much will come from this grant? What will you do if you don’t get the full amount you ask for?

b) Who will be responsible for handling the grant monies?
Describe the project cost and income and other funds or in-kind (donated) services you plan on using. For example, list costs for supplies, equipment, outreach activities, mailings and income such as membership dues, contributions, or donated items.

<table>
<thead>
<tr>
<th>Type of Cost</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>$</td>
</tr>
<tr>
<td>2.</td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td></td>
</tr>
<tr>
<td>5.</td>
<td></td>
</tr>
<tr>
<td>6.</td>
<td></td>
</tr>
</tbody>
</table>

* Total Project Costs $ 

**Project Income**

Amount Requested from the Neighborhood Grants Program $ 

<table>
<thead>
<tr>
<th>All Other Income</th>
<th>Amount (Cash or In-kind)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td></td>
</tr>
</tbody>
</table>

* Total Project Income $ 

* Note: Total Project Cost must be the same as Total Project Income
TWO SIGNATURES REQUIRED:

1. __________________________  __________________________
Signature  Date

Print Name

Position in group

2. __________________________  __________________________
Signature  Date

Print Name

Position in group

Checklist: (for applicants use)

— Project builds leadership and organization skills among the participants
— At least 50% of the participants live in the neighborhood
— Project will have specific results
— Amount requested is less than $10,000 (Average awards will be around $3,000)
— APPLICATION FOR FUNDS form is completed
— Two signatures are on application form
— IRS determination letter is enclosed (If you have one)
— Keep a copy of the application form for your own records

— Be prepared to receive telephone calls and requests for site visits from Hawai‘i Community Foundation Neighborhood Grants Program

— If funded, representatives must participate in technical assistance workshops
— If funded, grantees will provide a post-grant report describing what was accomplished, learned, and how the grant money was spent

For more information: Call Maralyn Kurshals or Dionne Kaiwi at the Hawai‘i Community Foundation  Phone: 537-6333

(6)
Who Do I Call For Grant Information At Hawai‘i Community Foundation?

900 Fort Street Mall • Suite 1300 • Honolulu, Hawai‘i 96813
537-6333 (Voice) • 521-6286 (Fax) • Toll-free for Neighbor Islands 1-888-731-3863

Culture & Art
Karen Masaki
(Teri-Ann Kauina, assistant)

Health & Medical Research
Robyn Kaufman
(Teri-Ann Kauina, assistant)

Community & Neighborhood Development/Environment/Housing
Maralyn K. Chais
(Dionne Kaiwi, assistant)

Human Services
Steven Kaneshiro
(Dionne Kaiwi, assistant)

Education
Susan Jones
(Uluhani Montri, assistant)

Disability, Mentoring & Media
Joanne Yamada
(Uluhani Montri, assistant)

Grantmaking in Other Areas
Janis Reischmann
(Xian Lai, assistant)

Scholarships for College
Lynn Haff or
Esther McDaniel
(Samantha Naipo-Arsiga, assist.)

Neighbor Island Assistance

Nani Larsen
Kaua‘i
243-4563

David Murata
Maui County
878-0159

Nancy Madson
West Hawai‘i
324-0522
HCF in a Nutshell

Who we are
The Hawai‘i Community Foundation is a publicly supported grantmaking foundation endowed with permanent funds, an enduring legacy for the people of Hawai‘i. The Foundation was established to expand philanthropy in Hawai‘i, respond to financial needs in the voluntary sector, and support constructive community change.

Our Mission
The Foundation’s mission is to build community among all people, now and for the future, by: using leadership effectively to improve life for the people and the environment in Hawai‘i; carrying out flexible, visionary and inclusive grantmaking; and fostering an expanded pool of permanent charitable funds from diverse donors.

What we do
The Foundation renders a variety of philanthropic services to donors, nonprofit organizations, and the community.

Donor Assistance
The Foundation assists in carrying out individualized philanthropic programs.

Fund Management
The Foundation has two corporate trustees: First Hawaiian Bank and Hawaiian Trust Company, Limited. Each can provide donors with professional asset management.

Fund Administration
Foundation staff ensures that grants from HCF component funds are used according to donor specifications.

Staffing and Grants Administration
Foundation staff processes applications, evaluates proposals, staffs board meetings, corresponds with applicants, and keeps records for numerous charitable trusts, scholarship funds, and independent foundations.

Hui of Grantmakers
The Foundation staffs the Hui of Grantmakers, an organization which provides its membership (corporate grantmakers and trustees of private foundations and charitable trusts) with information affecting philanthropy.

Technical Assistance
The Foundation maintains a comprehensive funding resource library, and conducts periodic workshops to help improve the grantseeking skills of volunteers and staff of nonprofit organizations in the community.