CITY COUNCIL

CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

No. **09-306, CD1**

RESOLUTION

AUTHORIZING THE DIRECTOR OF THE DEPARTMENT OF TRANSPORTATION SERVICES TO EXECUTE THE SECTION 106 PROGRAMMATIC AGREEMENT WITH THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL TRANSIT ADMINISTRATION, THE HAWAI'I STATE HISTORIC PRESERVATION OFFICER , AND THE ADVISORY COUNCIL ON HISTORIC PRESERVATION FOR THE HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT.

WHEREAS, Chapter 1, Article 8 of the Revised Ordinances of the City and County of Honolulu 1990 (ROH), as amended, requires that any intergovernmental agreement which places an obligation upon the City or any agency thereof, shall require prior City Council consent and approval in the form of a resolution; and

WHEREAS, the terms of the Section 106 programmatic agreement (PA) places an obligation, as that term is defined under ROH Section 1-8.1, on the City; and

WHEREAS, the City and County of Honolulu (City) is proposing the Honolulu High-Capacity Transit Corridor Project (Project) on O'ahu and is seeking financial assistance from the Federal Transit Administration (FTA) for the Project, which is therefore a federal undertaking subject to Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470f) (Section 106) and its implementing regulation at 36 C.F.R. 800; and

WHEREAS, the Section 106 process seeks to accommodate historic preservation concerns with the needs of federal undertakings through consultation among parties with an interest in the effects of the undertaking on historic properties; and

WHEREAS, pursuant to 36 C.F.R. 800, the goal of consultation is to identify historic properties included in, or eligible for inclusion in, the National Register of Historic Places that are potentially affected by the undertaking, assess its effects, and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties; and

WHEREAS, pursuant to 36 C.F.R. 800, the FTA and the City have consulted with the Hawai'i State Historic Preservation Officer, Advisory Council on Historic Preservation, and the following parties: U.S. Navy (U.S. Naval Base Pearl Harbor), Historic Hawai'i Foundation, National Park Service, National Trust for Historic Preservation, University of Hawai'i Historic Preservation Certificate Program, American Institute of Architects, Hawai'i Community Development Authority, Office of Hawaiian Affairs, O'ahu Island Burial Council, Hui Malama I Na Kupuna O Hawai'i Nei, Royal Order of Kamehameha, The Ahahui Ka'ahumanu, The Hale O Na Ali'i O Hawai'i, The

RESOLUTION

Daughters and Sons of the Hawaiian Warriors, Association of Hawaiian Civic Clubs, Ali'i Pauahi Hawaiian Civic Club, Ka Lei Maile Ali'i Hawaiian Civic Club, King Kamehameha Hawaiian Civic Club, Nanaikapono Hawaiian Civic Club, Hawaiian Civic Club of Wahiawa, Ahahui Siwila Hawai'i O Kapolei Hawaiian Civic Club, Waikiki Hawaiian Civic Club, Princess Kaiulani Hawaiian Civic Club, Waianae Hawaiian Civic Club, Merchant Street Hawaiian Civic Club, Prince Kuhio Hawaiian Civic Club, Pearl Harbor Hawaiian Civic Club, Hawaiian Civic Club of 'Ewa-Puuloa, Kalihi-Palama Hawaiian Civic Club, and Hawaiian Civic Club of Honolulu (collectively, Consulting Parties); and

WHEREAS, the terms of the PA were negotiated by and among the FTA, the City, and the Consulting Parties; and

WHEREAS, the FTA will ensure that the terms of this PA are carried out and will require, as a condition of any approval of federal funding for the Project, adherence to the stipulations set forth in the PA; and

WHEREAS, pursuant to 36 C.F.R. 800, the FTA, the Advisory Council on Historic Preservation, and the Hawai'i State Historic Preservation Officer are signatories to the PA; and

WHEREAS, the FTA invited the City Department of Transportation Services to be a signatory to the PA; and

WHEREAS, the FTA invited all the Consulting Parties, if they are not invited signatories, to be concurring parties to the PA if they choose; now, therefore,

BE IT RESOLVED that the Director of the Department of Transportation Services be hereby authorized to:

1. Sign the PA along with the FTA, the Hawai'i State Historic Preservation Officer, the Advisory Council on Historic Preservation, and Consulting Parties that sign the PA, in substantially the same form as the proposed agreement attached hereto as Exhibit "A1," and

2. Execute any incidental or related agreements and documents in furtherance of the above agreement so long as such agreements and documents do not incur additional obligations on the part of the City; and

CITY COUNCIL
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HONOLULU, HAWAII

No. 09-306, CD1

RESOLUTION

BE IT FINALLY RESOLVED that the clerk is hereby directed to transmit certified copies of this resolution to the Director of the Department of Transportation Services, the Federal Transit Administration, Hawai'i State Historic Preservation Officer, and Advisory Council on Historic Preservation.

INTRODUCED BY:

Todd Apo (BR)

DATE OF INTRODUCTION:

October 20, 2009
Honolulu, Hawaii

Councilmembers

PROGRAMMATIC AGREEMENT

among the

U.S. Department of Transportation Federal Transit Administration

the

Hawai'i State Historic Preservation Officer

and the

Advisory Council on Historic Preservation

regarding the

Honolulu High-Capacity Transit Corridor Project

in the

City and County of Honolulu, Hawai'i

WHEREAS, the City and County of Honolulu (City) Department of Transportation Services (DTS) is proposing the Honolulu High-Capacity Transit Corridor Project (Project) on O'ahu and is seeking financial assistance from the U.S. Department of Transportation Federal Transit Administration (FTA) for the Project, which is therefore a Federal undertaking subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (16 USC 470f) and its implementing regulation at 36 CFR 800; and

WHEREAS, the proposed Project is an elevated, electrically powered, fixed-guideway transit system in the east-west travel corridor between East Kapolei and the Ala Moana Center with an approximate length of twenty (20) miles and twenty-one (21) stations; and

WHEREAS, the City Council has authorized DTS to enter into this Programmatic Agreement (PA) through Resolution _____; and

WHEREAS, pursuant to 36 CFR 800, the FTA has consulted with the Hawai'i State Historic Preservation Division (SHPD), which is the State Historic Preservation Office, and the following parties:

- Advisory Council on Historic Preservation (ACHP)
- U.S. Navy (U.S. Naval Base Pearl Harbor)
- Historic Hawai'i Foundation
- National Park Service (NPS)
- National Trust for Historic Preservation
- University of Hawai'i Historic Preservation Certificate Program
- American Institute of Architects
- Hawai'i Community Development Authority
- Office of Hawaiian Affairs
- O'ahu Island Burial Council
- Hui Malama I Na Kupuna O Hawai'i Nei

- Royal Order of Kamehameha
- The Ahahui Ka'ahumanu
- The Hale O Na Ali'i O Hawai'i
- The Daughters and Sons of the Hawaiian Warriors
- Association of Hawaiian Civic Clubs
- Ali'i Pauahi Hawaiian Civic Club
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- Waikīkī Hawaiian Civic Club
- Princess Ka'iulani Hawaiian Civic Club
- Waianae Hawaiian Civic Club
- Merchant Street Hawaiian Civic Club
- Prince Kūhiō Hawaiian Civic Club
- Pearl Harbor Hawaiian Civic Club
- Hawaiian Civic Club of 'Ewa-Pu'uloa
- Kalihi-Palama Hawaiian Civic Club
- Hawaiian Civic Club of Honolulu; and

WHEREAS, in accordance with 36 CFR 800.10, FTA has notified the Secretary of the Interior of its adverse effect determination to the United States Naval Base, Pearl Harbor NHL, and the CINCPAC Headquarters Building NHL, and as a result, the NPS has been designated to participate formally in the consultation; and

WHEREAS, the public and consulting parties have been afforded the opportunity to consult and comment on the Project; and

WHEREAS, the FTA, in consultation with the Hawai'i SHPD, has defined the undertaking's Area of Potential Effects (APE) as depicted in Attachment 1; and

WHEREAS, the FTA, in consultation with the Hawai'i SHPD, has determined that proposed Project would have an adverse effect on historic properties listed in the National Register of Historic Places (NRHP) or eligible for listing in the NRHP; and

WHEREAS, the FTA in consultation with the SHPD has determined that the following historic properties will be adversely affected by the Project: Honouliuli Stream Bridge; Waikele Stream Bridge and Span over OR&L Spur; 1932 Waiawa Stream Bridge; Waimalu Stream Bridge; Kalauao Spring Bridge; Kalauao Stream Bridge; United States Naval Base, Pearl Harbor National Historic Landmark (NHL); CINCPAC Headquarters Building NHL; Makalapa Navy Housing Historic District; Ossipoff's Aloha Chapel, SMART Clinic, and Navy-Marine Corps Relief Society; Hawai'i Employers Council; Afuso House; Higa Fourplex; Teixeira House; Lava Rock Curbs; Six Quonset Huts; Kapālama Canal Bridge; True Kamani Trees; Institute for Human Services/Tamura Building; Wood Tenement Buildings; Oahu Rail & Land Co. Office and Document Storage Building; Oahu Rail & Land Co. Terminal Building; Nu'uanu Stream Bridge; Chinatown Historic District; Merchant Street Historic District; HDOT Harbors Division Offices; Pier 10/11 Building; Aloha Tower; Irwin

Park; Walker Park; HECO Downtown Plant; Dillingham Transportation Building; and Mother Waldron Playground.

WHEREAS, this adverse effect determination results from direct, indirect, and cumulative effects; and

WHEREAS, the FTA, in consultation with the SHPD, has determined that the Project may adversely affect archaeological sites listed in or eligible for listing in the NRHP, but effects cannot be fully assessed prior to the approval of FTA financial assistance; and

WHEREAS, the FTA and the SHPD have agreed that a phased approach to identification and evaluation of archaeological sites is appropriate, pursuant to 36 CFR 800.4(b)(2); and

WHEREAS, the timing of activities listed in this PA are estimated based on groundbreaking for the first construction phase in 2009, substantial construction of the first construction phase and FTA granting approval to enter Final Design in 2010, and FTA signing a Full-Funding Grant Agreement during 2011. The Project is anticipated to be completed in four construction phases: Phase I: East Kapolei to Pearl Highlands, Phase 2: Pearl Highlands to Aloha Stadium, Phase 3: Aloha Stadium to Middle Street, and Phase 4: Middle Street to Ala Moana Center. Phase 1 will be built as a design build project with design work beginning in 2009. Phase 2 is anticipated to begin construction in 2011, Phase 3 in 2012 and Phase 4 in 2013. Construction is anticipated to be complete during 2018.

WHEREAS, the DTS has included minimization and avoidance measures during project design, including but not limited to, narrow guideway design, route selection, station location selection, and contained station footprints, to avoid and minimize impacts on historic properties; and

WHEREAS, all built components will follow the Project's *Design Language Pattern Guidebook*; and

WHEREAS, consulting parties and the public will be offered the opportunity to provide ongoing comments on station design and transit-oriented development planning at neighborhood design workshops; and

WHEREAS, the City has implemented zoning "overlay districts" to preserve individual and groupings of historic and cultural resources, including application of architectural and other design guidelines and standards for developments surrounding them; and such overlay districts are already established for Chinatown and the Hawai'i Capital (civic center) areas; and

WHEREAS, Ordinance 09-04 requires the establishment of transit-oriented development (TOD) overlay zoning districts around every transit station, and this Ordinance requires the identification of important historic and cultural landmarks in the area, the establishment of controls to protect and enhance these resources, and encouraging adjacent development to reflect the cultural and historic context of the station area; and

WHEREAS, the Project will cross lands controlled or owned by the Federal Government and is subject to an approval of that crossing by the applicable Federal agencies; and

WHEREAS, the Project is subject to the Native American Graves Protection and Repatriation Act (NAGPRA) where it crosses lands controlled or owned by the Federal Government; and

WHEREAS, this PA was developed with public involvement pursuant to 36 CFR 800.2(d) and 800.6(a), and the public was provided opportunities to comment on the Project and its adverse effects; and

WHEREAS, in accordance with 36 CFR 800.6(a)(1), FTA has notified the ACHP of its adverse effect determination with the required documentation, and the ACHP has chosen to participate formally in the consultation; and

WHEREAS, the FTA, the ACHP, and the State Historic Preservation Officer are signatories to this PA; and

WHEREAS, the City DTS and the NPS are invited signatories to this PA; and

WHEREAS, all consulting parties were invited to be concurring parties to this PA if they choose; and

WHEREAS, any future extensions that are undertaken as a Federal action would undergo a separate independent review under the National Environmental Policy Act and Section 106 of the NHPA, and any such review will be guided by the approaches to treatment of historic properties included in this PA; and,

WHEREAS, unless defined differently in this PA, all terms are used in accordance with 36 CFR 800.16; and

WHEREAS, all actions described herein are subject to applicable State and Federal law; and

NOW, THEREFORE, FTA, ACHP, and the Hawai'i State Historic Preservation Officer agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the adverse effect of the undertaking on historic properties.

STIPULATIONS

The FTA will ensure that the terms of this PA are carried out and will require, as a condition of any approval of Federal funding for the undertaking, adherence to the stipulations set forth herein.

I. Roles and Responsibilities

A. FTA Responsibilities—In compliance with its responsibilities under the NHPA, and as a condition of its funding award to the City of Honolulu under 49 USC 5309 and any other subsequently identified Federal funding, FTA will ensure that the City carries out the stipulated provisions of this PA and applicable ACHP policy statements and guidelines subject to this agreement.

B. SHPD Responsibilities—The SHPD shall specifically review and provide comments for work products completed as part of this PA. The SHPD and other agencies will have 30 days to review and comment on these

submissions, unless state law allows for an extended period of time beyond 30 days.

C. ACHP Responsibilities—The ACHP will provide oversight, advise on disputes, and determine whether the terms of this agreement are being met.

D. City Responsibilities—The City shall represent the interests of FTA and coordinate all governance activities described in the PA to fulfill the contents described in the stipulations below. The City will consult with the SHPD and other agency staff, as appropriate, in planning and implementing the stipulations of this PA. The City shall submit all plans and documents required by this PA in a timely and accurate manner to the SHPD and other agencies, as stipulated, for review. The City shall also ensure that all technical solutions developed by the City and as a result of consultation are compliant with government-wide policies and regulations.

E. Qualifications of Personnel—Unless otherwise specified, all work carried out under the terms of this PA shall be conducted and/or supervised by cultural resources professionals (historians, architectural historians, historic architects, and/or archeologists, as appropriate) who meet the Secretary of the Interior's Professional Qualification Standards set forth in 36 CFR 61, Appendix A.

F. The City shall provide for a qualified architectural historian on the Project staff through the completion of Project construction.

II. Traditional Cultural Properties

A. Within 30 days of execution of this PA, the City shall undertake a study to determine the presence of Traditional Cultural Properties (TCP) within the APE. Prior to construction commencement, the City shall meet with the SHPD, consulting parties, and other parties with expertise to discuss and identify potential TCPs, as defined by the National Register Bulletin 38, *Guidelines for Evaluating and Documenting Traditional Cultural Properties*. Building on cultural practices analysis already completed to address State Act 50 requirements, the City shall undertake studies to evaluate these TCPs for NRHP eligibility. The TCP study shall be completed by qualified staff with experience in ethnographic studies and TCP assessments for NRHP eligibility.

B. If eligible TCPs are present, the City will complete effects assessments and seek SHPD concurrence on both eligibility and effects determinations. If there are adverse effects to eligible TCPs, the City shall meet with consulting parties to identify treatment measures for these effects. The City will complete all fieldwork, eligibility and effects determination, and treatment measure consultation prior to commencement of construction in the immediate vicinity of the adversely affected TCPs. The City shall complete any mitigation prior to undertaking each construction phase that would adversely affect a TCP. The TCP studies will follow National Register Bulletin 38, *Guidelines for Evaluating and Documenting Traditional Cultural Properties*.

C. Regardless of effect determination, the City will complete NRHP nominations for properties that meet the NRHP criteria for TCPs. The SHPD, NPS, and consulting parties with a related and demonstrated interest in each TCP will review draft NRHP nominations and provide comments within 30 days of receipt. The City will consider all comments when completing final NRHP nominations.

III. Identification and Protection of Archaeological Sites and Burials

The City shall implement the following archaeological stipulations before each of the four construction phases.

A. Initial Planning

1. The APE for archaeological resources is defined as all areas of direct ground disturbance by the Project. This APE for archaeology includes any areas excavated for the placement of piers to support the elevated structures, foundations for buildings and structures, utility installation, grading to provide parking, or other construction-related ground disturbance including preparation of construction staging areas. The APE includes the new location of any utilities that will be relocated by the Project.

2. The City shall develop an Archaeological Inventory Survey (AIS) Plan for the APE for each construction phase and shall submit it to the SHPD. The SHPD will provide comment or accept the AIS Plan within 30 days. The AIS Plan shall follow the requirements of Hawai'i Administrative Rules (HAR), Title 13, Subtitle 13, Chapter 276. The AISP shall be subject to approval by the SHPD.

3. The O'ahu Island Burial Council (OIBC) will have jurisdiction to determine preservation or relocation of previously identified Native Hawaiian burial sites pursuant to HAR, Title 13, Subtitle 13, Chapter 300 shall apply. Any 'iwi kupuna (Native Hawaiian burials) discovered during the AIS shall be treated as previously identified burial sites.

B. OIBC and Lineal and Cultural Descendents Consultation

1. Within 60 days of execution of this PA, the City shall consult with the OIBC, lineal and cultural descendents, and other interested parties that are identified in discussion with OIBC, about the scope of investigation for the AIS Plan for construction of Phase 4. The City shall provide Preliminary Engineering plans and existing utility maps to assist in the scoping process. The AIS Plan will provide for investigation of the entire Phase 4 area, including from Waiakamilo Road to Ala Moana Center. In the portion of Phase 4 with the greatest potential for resources, the AIS Plan will evaluate all areas that will be disturbed by the Project. The AIS Plan will include a review of historical shoreline location, soil type, and, where indicated by conditions, the survey measures listed in Stipulation III.C for each column location, utility relocation, and major features of each station and traction power substation location based on Preliminary Engineering design data. The

AIS Plan is intended to be submitted to the SHPD within four (4) months of execution of this PA and the investigation will begin upon receipt of an approved AIS Plan from the SHPD.

2. The City shall complete the AIS for Phase 4 (Middle Street to Ala Moana Center) prior to beginning Final Design for that area. The City shall inform OIBC of status of the investigation. Any discoveries would be treated per Stipulations III.A.3 and III.D.
3. The City will continue to meet regularly with the OIBC, either as a taskforce, or with the council of the whole, for the duration of the construction period of the Project.
4. The City, in coordination with the OIBC, lineal and cultural descendents, and other interested parties that are identified in discussion with OIBC shall complete a draft approach for consultation regarding treatment of any iwi kupuna discovered during the AIS. It shall be provided to the OIBC for review within six (6) months of the execution of this PA. The approach shall address at minimum a process for communication of any discoveries, definitions that will be applied to the Project, identification and inclusion of lineal and cultural descendents and workflow of actions prior to and upon discovery of iwi kupuna during AIS. The workflow shall consider both avoidance evaluation to allow for preservation in place and reinterment options. Avoidance shall include relocation of columns, change of column design to or from a center alignment to straddle bent or other alternatively-supported design, modification of span length, and alternate utility locations.
5. Dispute Resolution Specific to Stipulation III.B. Should the parties identified in this stipulation be unable to resolve elements identified in this stipulation, the parties would first consult with the Signatories to this PA for guidance. Should the parties still be unable to resolve the dispute, the provisions of Stipulation XIII.A would take effect.

C. Fieldwork—The City shall conduct archaeological fieldwork as presented in the AIS Plan. For each construction phase, the archaeological fieldwork shall be completed in advance of the completion of final design so that the presence of any sensitive archaeological sites/burials discovered during fieldwork can be addressed during final design. Fieldwork for Construction Phase 1 shall be completed prior to beginning construction of that phase. Assuming that the Project maintains the schedule currently established, fieldwork for Phases 2 and 4 shall be completed in 2010 and for Phase 3 by the end of 2011. The City shall complete the AIS for Phase 4 (Middle Street to Ala Moana Center) prior to beginning Final Design for that area. The City shall inform OIBC of status of the investigation. Fieldwork required by the AIS Plan shall include, but not be limited to, the following:

1. Reconnaissance survey (archival research and visual inspection by pedestrian inventory) within the APE,

2. A sample survey of subsurface conditions with ground-penetrating radar (GPR), and subsurface inspection as warranted,
3. A subsurface testing regime for locations identified in the AISP,
4. Archaeological methods specific and applicable to the findings will be used in analysis, and
5. A report summarizing the results of the fieldwork and analysis that shall be submitted to the SHPD for approval.

D. Treatment Plans—Based on the results of the AIS fieldwork and in consultation with the SHPD, the City shall develop a specific treatment plan pursuant to the applicable state laws, including Hawai'i Revised Statutes, Chapter 6E and HAR, Title 13, Subtitle 13, Chapter 300, for each construction phase. Treatment plans shall be submitted to the SHPD for approval. Upon approval by the SHPD, the City shall implement the treatment plan.

E. Mitigation Plans—Subsequent to the archaeological fieldwork and implementation of the treatment plan, the City, in consultation with the SHPD, shall develop mitigation plans as appropriate. The mitigation plans may include the following:

1. Archaeological Monitoring Plan

   a. The City shall develop an archaeological resources monitoring plan specifying the locations within the construction area that require a monitor and describing the level of monitoring necessary. The monitoring plan will be developed and implemented by a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology (Federal Register, Vol. 48, No. 190, page 44738-9).

   b. The City shall develop a follow-up monitoring report for the Project and shall submit it to the SHPD for approval. The monitoring report, if it contains the location and description of human burial remains discovered during the course of the Project, shall remain confidential. Precise locational data may be provided in a separate confidential index. The monitoring report for the construction phase of the Project shall be submitted by the City to the SHPD no later than ninety (90) days after the completion of construction of that phase.

2. Burial Treatment

   a. The City shall prepare burial treatment documents (that may include Burial Treatment Plans, a Burial Site Component of a Data Recovery Plan, and a Burial Site Component of a Preservation Plan) and shall submit the documents to the SHPD for review and approval. The document shall also be submitted to the OIBC, which will determine whether preservation in place or reburial will occur, as stated in HAR 13-300-33. Any human remains found on lands owned or controlled by the Federal government will be addressed in accordance with NAGPRA in coordination with the affected land management agency.

b. The City confirms that guideway columns may be relocated a limited distance along the guideway at most column locations, straddle-bent supports may be used, or special sections developed to modify span length allowing for preservation in-place to be viable in those locations. If the OIBC determines that a burial is to be relocated, the City will consult with the OIBC to determine appropriate reinterment, which may include relocation to Project property in the vicinity of the discovery.

3. Data Recovery Programs

a. Data Recovery Programs (including Data Recovery Plans and Data Recovery Reports) will be prepared as appropriate in consultation with the SHPD. Data Recovery Programs shall be submitted for review and approval by the SHPD.

b. Whenever possible, technological means will be used to avoid potential human remains and archaeological resources to minimize disturbance.

c. Completion of data recovery work must be verified by the SHPD prior to initiation of construction within the area of these sites.

d. Data recovery plans specify the disposition of recovered objects and shall be submitted by the City to the SHPD for review and approval.

F. Curation—The City will curate recovered materials in accordance with HAR, Title 13, Subtitle 13, Chapter 278. The City shall consult with public and private institutions to pursue an opportunity to provide public access to the recovered materials. Interpretive materials as described in Stipulation VII of this agreement at one or more stations may incorporate archaeological materials recovered during development of the Project.

IV. Design Standards

A. The City shall follow the standards set forth in the follow the Project's Design Language Pattern Guidebook, as appropriate, for all elements covered in this Programmatic Agreement. For project elements within the boundary of an eligible or listed historic resource, the City shall ensure design consistency with the tenets set forth in the Secretary of the Interior's Standards for the Treatment of Historic Properties contained in 36 CFR 68.

B. The City shall conduct a minimum of two neighborhood design workshops for each grouping of stations. The City shall notify all consulting parties of the workshops and consider any comments received when completing station design.

C. The City shall provide Preliminary Engineering design plans for built components of the project, such as stations, guideway, and directly related project infrastructure improvements, to the signatories and concurring parties for review and comment. For stations within areas with historic properties, the City shall also provide plans during the Final Design phase. The signatory and concurring parties shall provide the City with comments on the plans within 30 days of the agency's receipt. If no comments are received within 30 days, the City will assume that the

signatory and concurring parties has no comment. The City shall consider all comments provided by the signatory and concurring parties when completing design build or final design plans.

V. Recordation and Documentation

A. Within three months of execution of this PA, the City shall complete Historic Context Studies related to relevant historic themes within the APE. This type of study assists in documenting the history of the affected area and may be used in developing NRHP nominations for historic resources in the area.

1. The City will develop a draft scope of work for the studies describing the context themes, research methodology, report format, photography specifications, and schedule for completion. The City will circulate a draft scope of work to signatory and concurring parties.
2. Any comments received by the City from signatory and concurring parties within 30 days of receipt of the draft scope of work will be considered by the City in developing a final scope of work in consultation with the SHPD.
3. Initial field work and photography for each study theme shall be completed prior to construction commencement in relevant geographic areas.
4. The City shall submit context studies to the SHPD for review. The SHPD will provide comments on the content, design, and proposed placement of interpretive signage within 30 days of receipt of draft materials. The City will consider all comments while preparing final versions.
5. Copies of the final studies shall be distributed to repositories listed in Stipulation XIII.C.

B. The City shall complete Cultural Landscape Reports (CLR) related to historic properties along the Honolulu High-Capacity Transit Corridor.

1. Within three months of execution of this PA, the City shall develop a draft scope of work for the CLRs describing the cultural landscapes to be studied, research methodology, report format, photography specifications, and project schedule. All work shall follow National Park Service guidance and standards, as appropriate, including National Register Bulletin 30, *Guidelines for Evaluating and Documenting Rural Historic Landscapes* and National Register Bulletin 18, *How to Evaluate and Nominate Designed Landscapes*, as well as relevant information presented in *Guidelines for the Treatment of Cultural Landscapes*. The City shall circulate a copy of the draft scope of work to signatory and concurring parties.
2. Any comments received by the City from signatory and concurring parties within 30 days of receipt of the draft scope of work will be considered by the City in developing a final scope of work in consultation with the SHPD.

3. Initial field work and photography for each study area shall be completed prior to construction commencement in that area.
4. The City shall submit CLRs to the SHPD for review. The SHPD will provide comments on within 30 days of receipt of draft materials. The City will consider all comments while preparing final versions.
5. Copies of the final CLRs shall be distributed to repositories listed in Stipulation XIII.C.

C. Historic American Building Survey, Historic American Engineering Record, and Historic American Landscape Survey Recordation—The City shall consult with NPS HABS/HAER/HALS (HHH) staff to determine which of the adversely affected historic properties should be documented for HHH recordation. All required HHH archival black-and-white photography will be completed and submitted to NPS for approval. NPS will provide comments within 30 days and final documentation will be submitted to NPS.

D. The City shall engage a professional photographer to complete archival photography to NRHP standards for all resources that received adverse effect determinations that are not subject to HHH documentation under Stipulation V.C. Photographic documentation will include, at a minimum, representative views of relevant historic structures associated with each historic property, and representative views of the surrounding setting of each historic property. These photographs will be offered to the repositories listed in Stipulation XIII.C.4. Per the schedule established by Stipulation XIII.B.2, the City shall consult with the SHPD to determine an appropriate level of written documentation for each above-ground historic property that is not documented under Stipulation V.C or VI. The SHPD will review this documentation upon completion. The fulfillment of Stipulations V.C and V.D will ensure that all adversely affected resources are documented using large-format photography.

E. The City shall have digital photographs taken by a professional photographer, in conjunction with the input of a supervising architectural historian, to document select resources and viewsheds within the APE. These photographs shall be taken prior to construction commencement and shall be used for interpretive materials, publications, cultural landscape reports, and historic context studies. Photographs will focus on NRHP-eligible resources and unique landscape features. Approximately 150 views will be submitted. These photographs will be housed at the City Municipal Library with copies submitted to the SHPD.

F. The City shall take a comprehensive video of the project corridor prior to construction commencement. Video documentation shall be completed by a professional videographer and will consist of unedited footage filmed from a moving vehicle. The project corridor shall be filmed from the vehicle in each direction, from Ala Moana to 'Ewa, and 'Ewa to Ala Moana. This film will be housed at the City Municipal Library with a copy submitted to the SHPD.

VI. National Register of Historic Places/National Historic Landmark Nominations

A. The City shall complete a NRHP Multiple Property Submission (MPS), including all appropriate accompanying documentation such as photographs and mapping, for historic properties to be defined during scoping that are related to Modern and Recent Past Architecture in Honolulu/O'ahu dating from 1939-1979 (with Criteria Consideration G applying as appropriate).

1. The City and SHPD will consult with property owners to obtain access and determine that owners consent to the proposed listing.
2. The City will propose a list of Modern/Recent Past historic properties determined to be eligible for the NRHP and will circulate it to consulting parties.
3. Any comments received by the City from consulting parties within 30 days of receipt of the proposed list will be considered by the City in developing a final list in consultation with the SHPD.
4. The City will also coordinate with the SHPD to nominate these historic properties to the Hawai'i Register. The City shall submit draft reports to the SHPD for review. The SHPD will provide comments within 30 days of receipt of draft materials. The City will consider all comments while preparing final versions.
5. The City shall submit a draft MPS nomination form to the SHPD and NPS for review and comment. The SHPD and NPS will provide any comments within 30 days of receipt. The City shall consider all comments while preparing the final MPS documentation.

B. Pending the U.S. Navy approving the work and providing access to the site and relevant records, the City shall complete an update to the Pearl Harbor National Historic Landmark (NHL) nomination and the CINCPAC Headquarters NHL nomination. For the Pearl Harbor NHL amendment, emphasis shall focus on those resources closest to the APE and to those not previously mentioned in prior documentation. All work shall be coordinated with the Navy and follow the guidelines set forth in *How to Prepare National Historic Landmark Nominations*. The City shall submit a draft document to the NPS, Navy, and SHPD, who will review and provide comments within 30 days. The City shall consider all comments in the final NHL nomination. The City will provide the Navy with the updated NHL nominations and accompanying documentation for submittal to the NPS.

C. National Register Nominations

1. The City shall complete NRHP nominations and/or amendments for up to the 31 adversely affected properties located along the project corridor. (Note that two resources are NHLs and are addressed in Stipulation VI.B.) The City will consult with the SHPD to determine if nomination forms for properties already listed in the National Register should be updated and/or amended. The City and SHPD will consult

with property owners to obtain access and determine that owners consent to the proposed listing. Should owners object to listing or access, the City shall document the properties to the extent possible from public right-of-way and using available research. This information will be provided to the SHPD although formal listing will not be pursued for resources where owners object to the process. All work shall conform to guidance presented in relevant National Register Bulletins. The City will complete all appropriate accompanying documentation, including photographs and mapping. All nomination forms will be submitted to the SHPD for review.

2. The SHPD will provide comments on the NRHP nomination forms within 30 days of receipt. The City will consider the comments and submit final NRHP nomination forms following the established procedures of the National Park Service (36 CFR 60.6(g)). Final nomination forms will be completed before the project begins revenue service operations.
3. The City will also coordinate with the SHPD to nominate these historic properties to the Hawai'i Register.
4. The City shall submit a draft nomination form to the SHPD and NPS for review and comment. The SHPD and NPS will provide any comments within 30 days of receipt. The City shall consider all comments while preparing the final documentation.

D. Properties documented in the Multiple Property Submissions required by Stipulation VI.A will not be documented on separate, individual NRHP forms beyond what is included in the Multiple Property Submission.

E. All NRHP and Hawai'i Register nominations will follow the procedures set forth in Hawai'i Revised Statutes, Chapter 6E and Hawai'i Administrative Rules, Title 13, Subtitle 8, Chapter 198, as appropriate. Completion of the stipulated National Register of Historic Places nominations does not guarantee listing should the Keeper of the National Register of Historic Places determine that the properties are not eligible for listing.

F. The City shall develop a searchable database of historic properties (i.e., those listed in or eligible for listing in the NRHP) within the APE and make it publicly available. The database will include an interactive geographic component and include property information (e.g., property name, address, tax map key, construction date, architect, etc.). The City will initiate database development prior to construction commencement and will update, and maintain this database for the project's duration. The City will add links to the documentation included in this PA to the website as it is approved by the appropriate review agency. Culturally sensitive materials related to Stipulation III will not be posted for the general public. However, if the consulting parties agree, it may be included in a password-protected mode.

G. The City will consult with the SHPD to develop a strategy for making this database and its information available to any organization with the

authority and ability to develop, maintain, and support a public research database at the end of construction.

VII. Educational and Interpretive Programs, Materials, and Signage

A. The City shall complete an interpretive plan for the Project area and install interpretive signage at appropriate locations. The interpretive plan will highlight historical themes (e.g., Native Hawaiian History, Native Hawaiian Culture, Immigrant History, Plantation Culture, Architecture, Government, Agriculture, Transportation, Military, etc.) and will interpret these themes at an appropriate station location. Interpretive signage will be installed at or near relevant transit stations and, where appropriate, inside transit vehicles.

1. Signatories and concurring parties will be invited to participate in a kick-off meeting to develop the interpretive plan prior to construction of each phase. The City will circulate a draft of the interpretive plan to consulting parties following the kick-off meeting. The City will consider all comments received within 30 days while preparing the final interpretive plan in consultation with the SHPD.
2. The City will submit draft interpretive signage to the SHPD for review and comment. The SHPD will provide comments on the content, design, and proposed placement of interpretive signage within 30 days of receipt of draft materials. The City will consider all comments while preparing final versions.
3. All interpretive signage will be installed before revenue service begins.

B. The City shall complete a color brochure describing the history of the area along the transit line. All materials shall also be produced in a digital format for electronic and/or online distribution. Upon completion, 1,000 physical copies of the product shall be printed and made available at stations to transit riders.

1. Signatories and concurring parties will participate in a kick-off meeting to discuss brochure content. The City will circulate a draft of the brochure plan to consulting parties following the kick-off meeting. The City will consider all comments received within 30 days while preparing the final brochure plan in consultation with the SHPD.
2. The City will submit a draft brochure, including text and photographs, to the SHPD for review and comment. The SHPD will provide comments on the content and design within 30 days of receipt of draft material. The City will consider all comments while preparing final versions.
3. The brochure will be completed and printed before revenue service begins.

C. The City shall prepare materials for children, such as a coloring book or child-friendly game that would educate children about relevant local history. The materials shall be prepared by professional historians and a professional illustrator. All materials shall also be produced in a digital

format for electronic and/or online distribution. The materials will be available on the project website.

1. The City shall solicit student input to propose and develop the content for the materials
2. The City will submit a draft product, including text and illustrations, to the concurring parties for review and comment. The concurring parties will provide comments on the content and design within 30 days of receipt of draft material. The City will consider all comments while preparing final versions.
3. The electronic materials will be completed before revenue service begins.

D. The City shall establish a Humanities Program that will explore human histories, cultures, and values. This program will enhance visitor and resident exposure to the depth of history and culture in the vicinity of the Project. The Humanities Program will educate the public about important topics in Hawaiian history through conferences/seminars, research fellowships, media programs, exhibits, lectures, and publications. The City and concurring parties will consult to develop this program and the City will provide $100,000 to fund this program

1. Signatories and concurring parties will participate in a kick-off meeting to discuss the establishment and goals of the Humanities Program. The City will circulate a draft of the Humanities Program plan to consulting parties following the kick-off meeting. The City will consider all comments received within 30 days while preparing the final plan in consultation with the SHPD.
2. The City will consider all input and will establish subcommittees to achieve the goals of the Humanities Program and meet at agreed-upon intervals.
3. The Humanities Program will continue until all designated funds are exhausted or until revenue service begins.

E. The City will develop and implement an educational effort/program to encourage the rehabilitation of historic properties located along the transit route. This effort will include printed and electronic information about proper rehabilitation practices; benefits of historic designation; financial incentives available for eligible properties; and existing resources for assistance in pursuing these options. The City will hold two meetings and/or public workshops with owners of historic properties to disperse this information.

1. Signatories and concurring parties will be invited to a kick-off meeting to discuss program content. The City will circulate a draft of the program plan to consulting parties following the kick-off meeting. The City will consider all comments received within 30 days while preparing the final program plan in consultation with the SHPD.

2. The City will submit draft materials, including text and photographs, to the SHPD for review and comment. The SHPD will provide comments on the content and design within 30 days of receipt of draft material. The City will consider all comments while preparing final versions.
3. The City will provide all owners of eligible or listed properties located within the APE with printed resource materials and will make the materials available on the Project website.
4. The City will invite all owners of eligible or listed properties located within the APE to the two meetings/workshops and will also announce the meetings/workshops to the public on the Project website. The meeting/workshops will be completed before revenue service begins.
5. At the conclusion of the effort, the City will submit a summary report to the signatories and concurring parties.

F. Based on the content developed in Stipulation VII.A, the City will develop an educational field guide of the historic properties (including historic districts) along the transit route. The City will make the field guide available to the public in both print and electronic formats.

VIII. Mitigation of Specific Resources

A. All lava rock curbstones removed along the edges of pavement because of Project-related work shall be retained by the City for reuse and reinstallation. The stones will be marked prior to removal, stored securely, and replaced at their approximate original mile-point locations. Any stones that are damaged or destroyed during extraction or reinstallation shall be replaced with in-kind materials.

B. The bridge rails on the Kapālama Canal Bridge do not meet current safety standards; therefore, they must be replaced or retrofitted. The City will maintain or replace the rails matching the current look of the existing rails for to maintain existing views both to and from the bridge. The City shall apply the tenets set forth in the Secretary of the Interior's Standards for the Treatment of Historic Properties contained in 36 CFR 68. Plans will be provided to SHPD for review per Stipulation IV.

C. The City will replace true kamani trees within the corridor as close as feasible to the current location of the group of 28 true kamani trees on the makai side of Dillingham Boulevard that will be adversely affected.

D. Improvements to Adversely Affected Parks

1. Signatories, concurring parties, property owners, and other stakeholders will be invited to participate in a kick-off meeting to discuss improvements to adversely affected parks. Considering comments offered at the kick-off meeting, the City will develop and circulate a draft park improvement plan to consulting parties. The City will consider all comments received within 30 days while preparing the final plan in consultation with the SHPD.

2. The City shall apply the tenets set forth in the Secretary of the Interior's Standards for the Treatment of Historic Properties contained in 36 CFR 68.
3. The park improvement plan will be completed before construction is complete.
4. Project funds in the sum of $750,000 shall be budgeted for parks improvements. Should the conferees determine that circumstances preclude improving these parks, project funds budgeted for parks shall be transferred for use to the Honolulu High-Capacity Transit Corridor Project Historic Preservation Committee (Stipulation IX.B).
5. Project elements within the boundaries of eligible or listed resources, including the Dillingham Transportation Building and the O'ahu Rail and Land terminal building parcel will follow the standards established in Stipulation IV.

IX. Measures to Address Reasonably Foreseeable Indirect and Cumulative Effects Caused by the Project

A. The City shall include a staff position for a qualified Project Architectural Historian, defined in Stipulation I.F. The architectural historian shall oversee completion of the stipulations of this PA, coordinate with the SHPD regarding the elements included in this PA, and coordinate with the Department of Planning and Permitting regarding land use planning activities, including the integration of transit oriented development with historic preservation, in the vicinity of project stations.

1. The Project Architectural Historian shall oversee the provisions of this PA and coordinate with signatories and concurring parties as described in each stipulation.
2. The Project Architectural Historian shall consult with the DPP regarding historic preservation planning efforts and transit-oriented development within the APE.

B. The City, in consultation with the PA signatories and concurring parties, shall create, chair, and provide technical, administrative, and financial support for the operation of a Honolulu High-Capacity Transit Corridor Project Historic Preservation Committee (HPC). The City shall allocate two million dollars ($2,000,000) within the Project's budget to fund the program administered by the HPC. The City will create and schedule the first meeting of the HPC within three months after execution of this PA. Prior to the creation of the HPC, the City will submit to the SHPO for approval, a list of the agencies, groups, and organizations that will be invited to be represented and serve on the HPC. The HPC shall be comprised of the following seven members: the director of DTS, or his designee, to serve as a voting member and chair of the HPC; one representative, or its designee, from each of the following: the office of the SHPO, DTS, and DPP; and one representative each from three (3) non-governmental groups or organizations with expertise in historic preservation, cultural

resources, architecture, planning, or landscape architecture. The HPC shall establish the goals, criteria, program guidelines, administrative procedures, and funding distribution for the disposition of these funds that will be provided by the City for exterior improvements to eligible or listed historic properties (including contributing resources within historic districts) within the Project's APE consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties accomplished through grants provided under this section. The HPC shall identify and select an entity or entities that will administer the funds for the purposes established. This entity or entities shall be compliant with the requirements of Chapter 6, Article 29 of the Revised Ordinances of the City and County of Honolulu 1990, as amended, *Standards for the Appropriation of Funds to Private Organizations.* The City will dissolve the HPC when the funds are exhausted, but no later than three (3) years after completion of the Project, whichever occurs first.

C. To monitor Project impacts related to development along the Project corridor, the City shall monitor the loss of eligible or listed resources within the APE. Per the reporting process of Stipulation XIII.C, the City shall provide a list of permits granted for demolition of resources within historic districts or individual historic resources within the APE.

X. Construction Protection Plan

A. During final design, the Department of Transportation Services, in cooperation with its contractors, will create and carry out a Construction Mitigation Plan (CMP). The CMP will include a Noise and Vibration Mitigation Plan using any and all of the mitigation measures defined in the FEIS and the FTA Noise & Vibration Impact Assessment (2006) guidance. Numeric limits and monitoring measures will be developed to minimize noise and vibration impacts. Vibration criteria included in Table 12-3 of the FTA guidance (FTA 2006) will be applied. Note that most historic resources in the corridor are non-engineered timber or masonry; a criteria of 0.2 inches per second of peak particle velocity would be applicable to these structures. Noise and vibration mitigation strategies will be included in the Construction Noise and Vibration Mitigation Plan.

B. Before project construction begins, the City shall meet with the construction contractor(s) to review and transmit the CMP.

C. The City will monitor project construction to ensure that the measures in the construction protection plan are implemented and shall provide a record of monitoring activities in progress reports prepared pursuant to Stipulation XIII.C.

D. The City shall complete post-construction noise monitoring as stipulated in the Final Environmental Impact Statement within U.S. Naval Base, Pearl Harbor NHL.

E. FTA shall ensure that any inadvertent damage resulting from the Project to properties listed in or eligible for listing in the National Register of Historic Places or those that are contributing resources of eligible or listed

districts shall be repaired, to the extent possible, in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties. The City shall submit a scope of work or treatment plan to address inadvertent damage to the SHPD for comment before initiating repairs.

XI. Post-Review Discoveries

A. While post-review discoveries are not anticipated for built resources, the City agrees to cease all work in the vicinity of the discovery should another potential historic built resource be discovered or an unanticipated adverse effect on a historic built resource be found. The City will begin the consultation process with the signatories and resolve any adverse effects in accordance with Section 106 of the National Historic Preservation Act within a period of 3 days. The FTA will not allow work to resume in the vicinity of the discovery until the adverse effects have been resolved through an amendment of this PA or by other means consistent with 36 CFR 800.

B. While post-review archaeological discoveries after completion of AISs are not anticipated, any archaeological sites/burials discovered during construction will be treated according to HRS 6E-43.6. In the event human skeletal remains are inadvertently discovered, any activity in the immediate area that could damage the remains or the potential historic site shall cease until the requirements of the law have been met.

C. In the event of any inadvertent discoveries of burials, the OIBC shall be included in consultation as specified in HAR 13-300-40. When suspected human skeletal remains are found, all work in the vicinity must stop and the archaeologist must secure the area to avoid any additional disturbance. With confirmed human skeletal remains the archaeologist must notify the OIBC, SHPD, the County Coroner's Office, and the County Police Department. With all inadvertent burial finds, SHPD determines burial treatment, either preservation in place or relocation, in consultation with the land owner, the district representative of the OIBC, and any recognized cultural or lineal descendents for the project. By law, SHPD has one day to make its treatment determination for single burials and two days for multiple burials found on O'ahu. Construction must remain halted in the vicinity of the burial find until SHPD's treatment decision has been carried out. For preservation in place, typically the planned construction is modified to allow for the remains to stay in place in an appropriate and relatively undisturbed manner. For relocation, typically the remains are disinterred and curated either on the project site, or at SHPD's repository, until the project is completed and reinterment is arranged within the project area. Less commonly, for relocation, the remains are disinterred and immediately reinterred within the agreed upon burial relocation site. Burial treatment is documented in either a "burial site component of an archaeological data recovery plan" for burials that are relocated, or a "burial site component of an archaeological preservation plan" that documents the burial treatment that was carried out. These plans/reports

document the conditions of the discovery, the burial treatment, and any subsequent measures that have been agreed to by the land owner to safeguard either the relocation site or the preserve site. Preserved or relocated burial sites are recorded with the Bureau of Conveyances so that the burial sites are not further disturbed in the future.

XII. Public Information

Elements of public involvement and information are included throughout this PA. In addition, the City shall undertake the following:

A. To keep the public informed about PA implementation, the semi-annual progress reports described in Stipulation XIII.C will be posted on the Project website.

B. The City shall add all documentation completed as part of this PA that does not contain sensitive information or locations to the historic resources database that will be created as part of Stipulation VI.F.

C. At any time during implementation of the activities covered in this PA, should an objection pertaining to this PA or the effect of any activity on historic properties be raised by a member of the public, FTA will notify the parties to this PA and take the objection into account, consulting with the objector, and should the objector so request, with any of the parties of this PA, to resolve the objection.

XIII. Administrative Provisions

A. Dispute Resolution: Should any party to this PA object to any action proposed pursuant to the PA, the FTA shall consult with the objecting party to resolve the objection. If the FTA determines that the objection cannot be resolved, the FTA shall forward all documentation relevant to the dispute, including FTA's proposed resolution, to the ACHP.

1. Within 30 days after receipt of all pertinent documentation, the ACHP is expected to provide the FTA with its advice on the resolution of the objection. FTA will then prepare a written response that considers any timely advice offered by the ACHP or by other signatories to the PA. FTA will provide all consulting parties with a copy of this written response and then proceed according to its final decision.

2. If the ACHP does not provide its advice regarding the dispute within 30 days of receiving appropriate documentation about the dispute, FTA may make its final decision on the dispute and proceed accordingly. Prior to reaching a final decision, FTA shall prepare a written response that considers any timely comments by other signatories to the PA and provide them and the ACHP with a copy of that response.

3. The responsibility of the FTA and the City to carry out all actions that are required by this PA and are not affected by the dispute remains unchanged.

B. Duration

1. This PA shall take effect on the date it is signed by the last signatory and shall be in effect until the ccompletion of construction or terminated pursuant to Stipulation XIII.G.
2. Within 90 days of the execution of this PA, the City shall develop a schedule for the implementation of the provisions of the agreement. The City will submit the schedule to the signatories and concurring parties for review and comment. The final schedule will include timelines and milestones for completion of deliverables and will be posted on the project website. The City will update the schedule to reflect project changes and will notify the signatories and concurring parties of any alterations to the schedule.

C. Monitoring and Reporting

1. Any signatory to this PA may request, at any time, a review of the implementation of the terms of this PA.
2. Every six months following the execution of this PA, until it expires or is terminated, the City shall provide all signatories to this PA a summary report detailing the work undertaken pursuant to its terms. Such report shall include any scheduling changes proposed, any problems encountered, and any disputes or objections received during efforts to carry out the terms of the PA.
3. The City shall conduct an annual informational meeting for signatories and concurring parties.
4. Work products not containing sensitive information will be submitted to the following repositories so that the information generated is made available to the public: SHPD, State Publications Distribution Center (15 copies), University of Hawai'i, and the Municipal Reference Library (3 copies).

D. Emergency Situation—In the event that during the Project, an emergency situation should occur, such as a natural disaster, which represents an immediate threat to public health, safety, life, or property creating a hazardous condition in relation to a historic property, the City shall notify FTA, ACHP, and SHPD of the conditions which have initiated the situation and the measures to be taken to respond to the emergency or hazardous condition. The FTA and SHPD may submit additional measures to resolve adverse effects within seven days of the notification. Should the nature of the emergency warrant immediate attention, the City shall consult with the FTA and SHPD via telephone or e-mail. Should the SHPD or the FTA desire to provide technical assistance to the City in responding to such condition, they shall submit comments within five days from notification, if the nature of the emergency or hazardous conditions allows for such coordination.

E. Coordination with Other Federal Involvement—In the event that the City or other agency applies for additional federal funding or approvals for the Honolulu High-Capacity Transit Corridor Project and the undertaking

remains unchanged, such funding or approving agency may comply with Section 106 by agreeing in writing to the terms of this PA and notifying and consulting with SHPD and ACHP. Any necessary modifications will be considered in accordance with Stipulation XIII.F.

F. Amendments—Any signatory to this PA may propose that this PA be amended, whereupon the signatories and consulting parties to the PA shall consult to consider such amendment. Any amendment must be agreed to in writing by all signatories. The amendment will be effective on the date a copy with all signatures is filed with the ACHP.

G. Termination—If any signatory to this PA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation XIII.F. If within 30 days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the PA upon written notification to the other signatories. Once the PA is terminated and prior to work continuing on the undertaking, FTA must either: (1) execute a new agreement pursuant to 36 CFR 800.6; or (2) request, take into account, and respond to comments of the ACHP under 36 CFR 800.7. FTA shall notify the signatories as to the course of action it will pursue. This PA may be terminated by the execution of a subsequent agreement that explicitly terminates this PA or supersedes its terms.

H. Execution of this PA by FTA, SHPD, and the ACHP and implementation of its terms evidence that FTA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

Attachments

Attachment 1: APE for Historic Resources; APE for Archaeological Resources
Attachment 2: Information on Resources with Adverse Effect Determinations

06/18/2008, Pane 36

Attachment 1, Part C

Honolulu High-Capacity Transit Corridor Project

Honolulu High-Capacity Transit Corridor Project

LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Potential Maintenance & Storage Facility
Traction Power Substations
Historic or Potential Historic District
Built in 1968 or Earlier, Eligible
Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant
CUMMINS ST
QUEEN ST
KAWAIAHAO ST
KAMAKEE ST
AUAHI ST
HOOLAI ST
KAMAILE ST
KAPIOLANI BLVD
HAKUHAKU ST
PIIKOI ST
HOPAKA ST
PENSACOLA ST
KONA ST
WAIMANU ST
Honolulu High-Capacity Transit Corridor Project

Honolulu High-Capacity Transit Corridor Project

Aloha Stadium Station (Airport)
SALT LAKE BLVD
KOHOMUA ST
KALALOA ST
OPUKEA ST
OHAIULA PL
OHEKANI LP
OHIAKEA ST
OHIAKU ST
KAMEHAMEHA HWY
ARIZONA ST
Arizona Memorial (Airport & Salt Lake)
Halawa StreamBridge
Pearl Harbor National Historic Landmark
CINCPAC Headquarters NHL 250
Potential Makalapa Housing Historic District
99003039
99003056
99003029
99003026
99001001
99001008
99002004
S 20
S 21
LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
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Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant
Honolulu High-Capacity Transit Corridor Project

KAMEHAMEHA HWY
KAMEHAMEHA HWY
W-H FWY
E-H FWY
1751
S 756
S 752
S 755
S 751
S 754
Potential Makalapa Housing Historic District
Pearl Harbor National Historic Landmark
Pearl Harbor Naval Base Station
BADFORD DR.
Potential Little Makalapa Housing Historic District
1514
S 51
LEGEND
0 25 50 100 150 200 Feet
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Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant
Honolulu High-Capacity Transit Corridor Project

Potential Makalapa Housing Historic District
RADFORD DR
E H1 FWY
WB NIMITZ ON RAMP
W H1 FWY
EB EXIT 13 PH HICKAM AFB EXIT
Pearl Harbor Naval Base Station
Potential Little Makalapa Housing Historic District
KAMEHAMEHA HWY
KAMEHAMEHA HWY
S 61
151
CENTER DR
199
499
W H1 WB NIMITZ ON RAMP
W H1 FWY
E H1 FWY
Pearl Harbor National Historic Landmark
LEGEND
0 25 50 100 150 200 Feet
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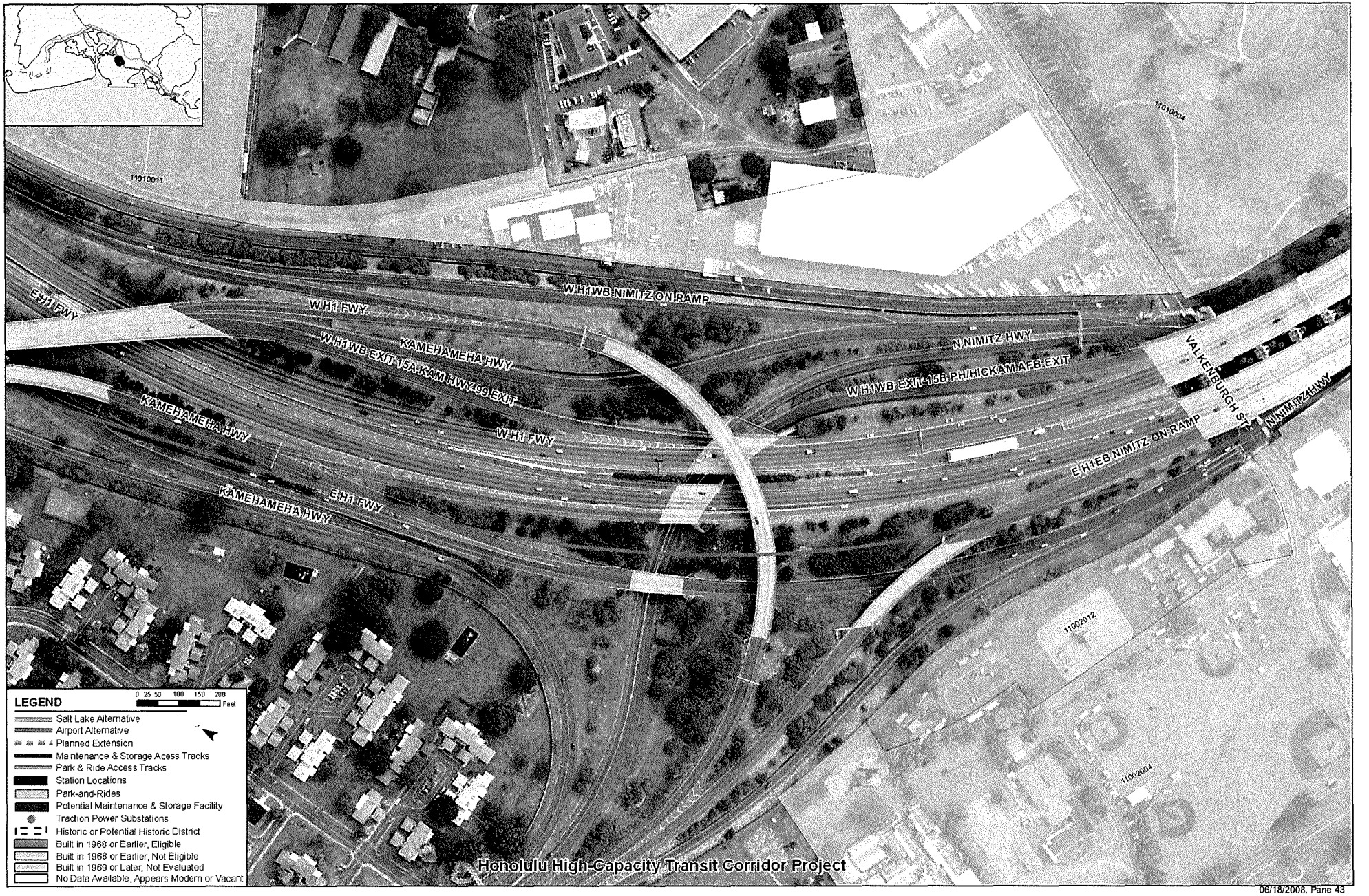
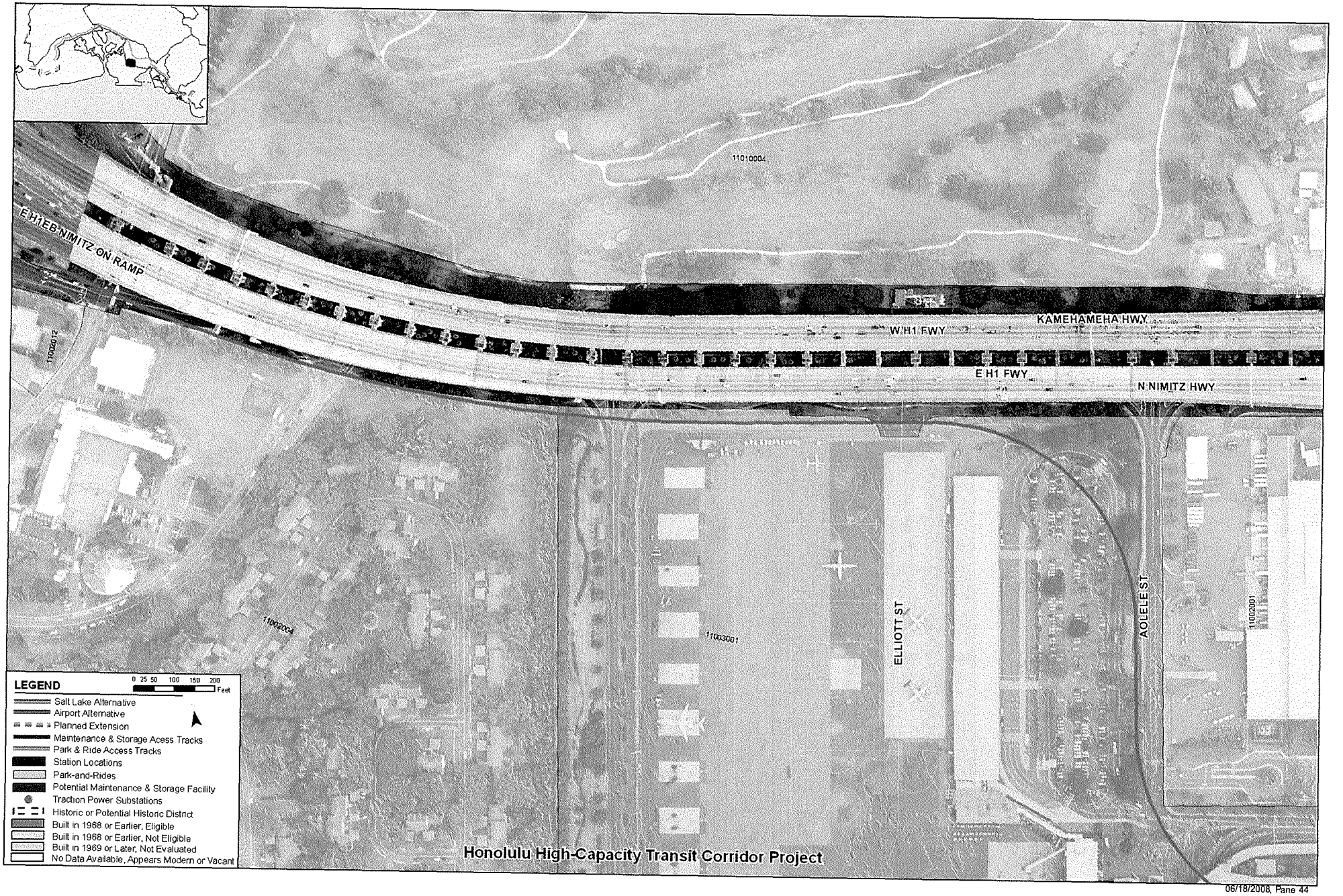
Built in 1968 or Earlier, Eligible
Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant
Honolulu High-Capacity Transit Corridor Project



Honolulu High-Capacity Transit Corridor Project


E H1 EB NIMITZ ON RAMP
11010004
KAMEHAMEHA HWY
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N NIMITZ HWY
11002012
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11003001
ELLIOTT ST
AOLELE ST
11002001
LEGEND
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Salt Lake Alternative
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Honolulu High-Capacity Transit Corridor Project

N NIMITZ HWY
E H1 FWY
KOAPAKA ST
AOLELE ST
11002001
H1WB EXIT 16 AIRPORT EXIT
E H1EB EXIT 16 AIRPORT EXIT
RODGERS BLVD
PAIEA ST
H1EB AIRPORT ON RAMP
UALENA ST
11003082
11015013
Honolulu International Airport Station
H1EB EXIT 16 AIRPORT EXIT
11014024
11014021
11003001
H1WB AIRPORT ON RAMP
11003017
LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
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Historic or Potential Historic District
Built in 1968 or Earlier, Eligible
Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant
W H1 FWY
E H1 FWY
N NIMITZ HWY
KAMEHAMEHA HWY
UALENA ST
KOAPAKA ST
OHOHIA ST
H1 WB AIRPORT ON RAMP
AOPOKO PL
AOWENA WAY
AOWENA PL
AOLELE ST
11014018
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11014008
11014007
11014006
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11004005
11004003
11003174
11003144
11003145
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11003036
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11003001
11010004
11010017
Honolulu High-Capacity Transit Corridor Project

KOAPAKA ST
KAMEHAMEHA HWY
AHUA ST
N NIMITZ HWY
KAKOI ST
KILIHAU ST
UALENA ST
AOLELE ST
WAIWAI LP
E H1 FWY
W H1 FWY
E H1 FWY
LAGOON DR
11004007
11004006
11004005
11004003
11004002
11003145
11003301
11016014
11016013
11016012
11016010
11016009
11016008
11016006
11016005
11016003
11003006
11003004
11003133
LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
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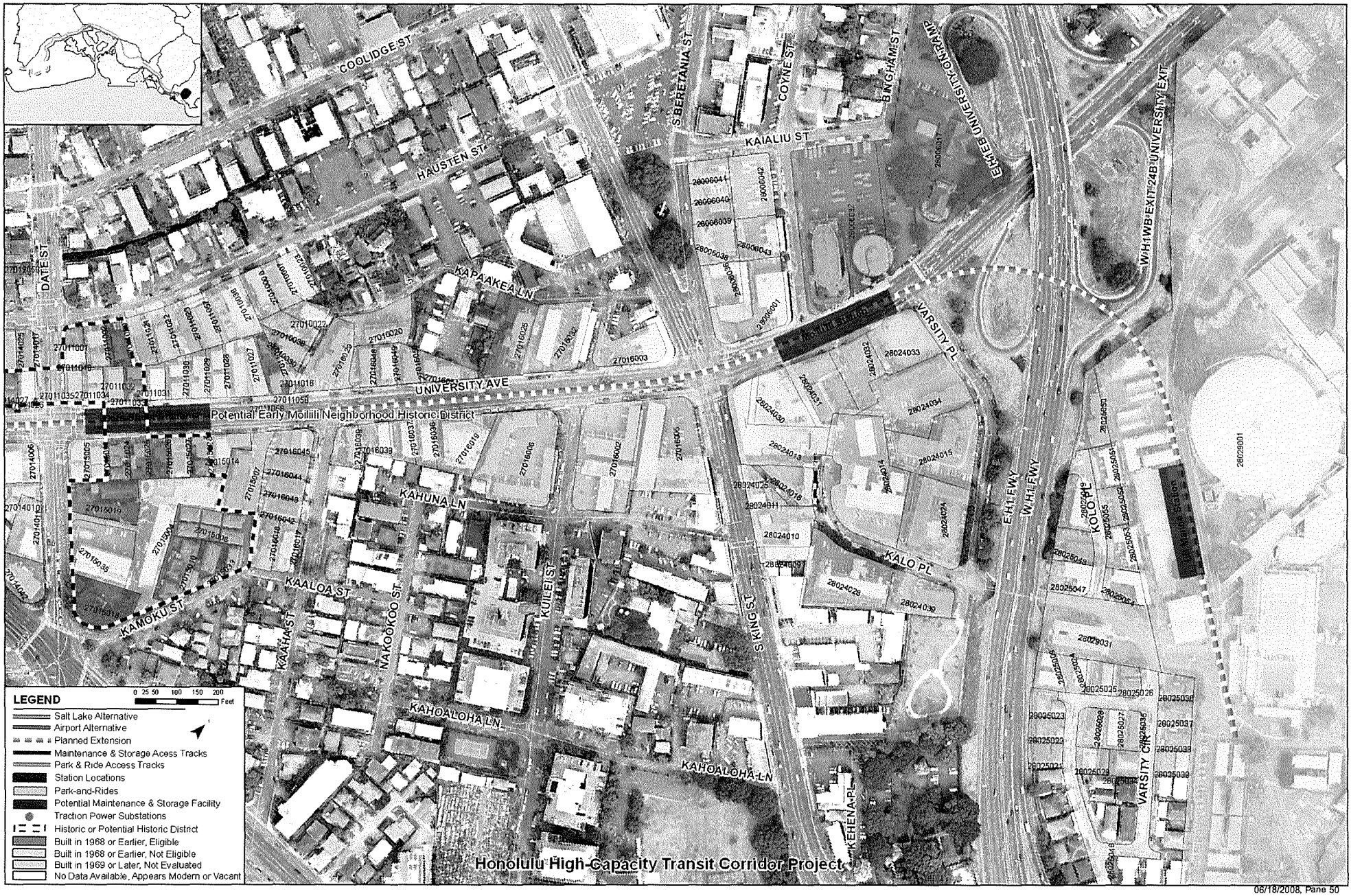
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Potential Maintenance & Storage Facility
Traction Power Substations
Historic or Potential Historic District
Built in 1968 or Earlier, Eligible
Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant
Honolulu High-Capacity Transit Corridor Project

KILIHAU ST
H1WB EXIT 18 NIMITZ EXIT
N RAMP RAMP
S KAM HWY
KAMEHAMEHA HWY
W H1 FWY
E H1 FWY
N NIMITZ HWY
S RAMP RAMP
N H1EB NIMITZ ON RAMP
H1WB MIDDLE ON RAMP
MIDDLE ST
W H1EB EXIT 18A NIMITZ HWY EXIT
N RAMP RAMP
Middle Street Transit Center Station
Middle Street Transit Center Station
11064002
11006013
11006001
11003006
11003004
11003003
11003001
12018003
12018009
12018010
12013021
12013020
LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Potential Maintenance & Storage Facility
Traction Power Substations
Historic or Potential Historic District
Built in 1968 or Earlier, Eligible
Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant
Honolulu High-Capacity Transit Corridor Project
06/18/2008, Pane 47a

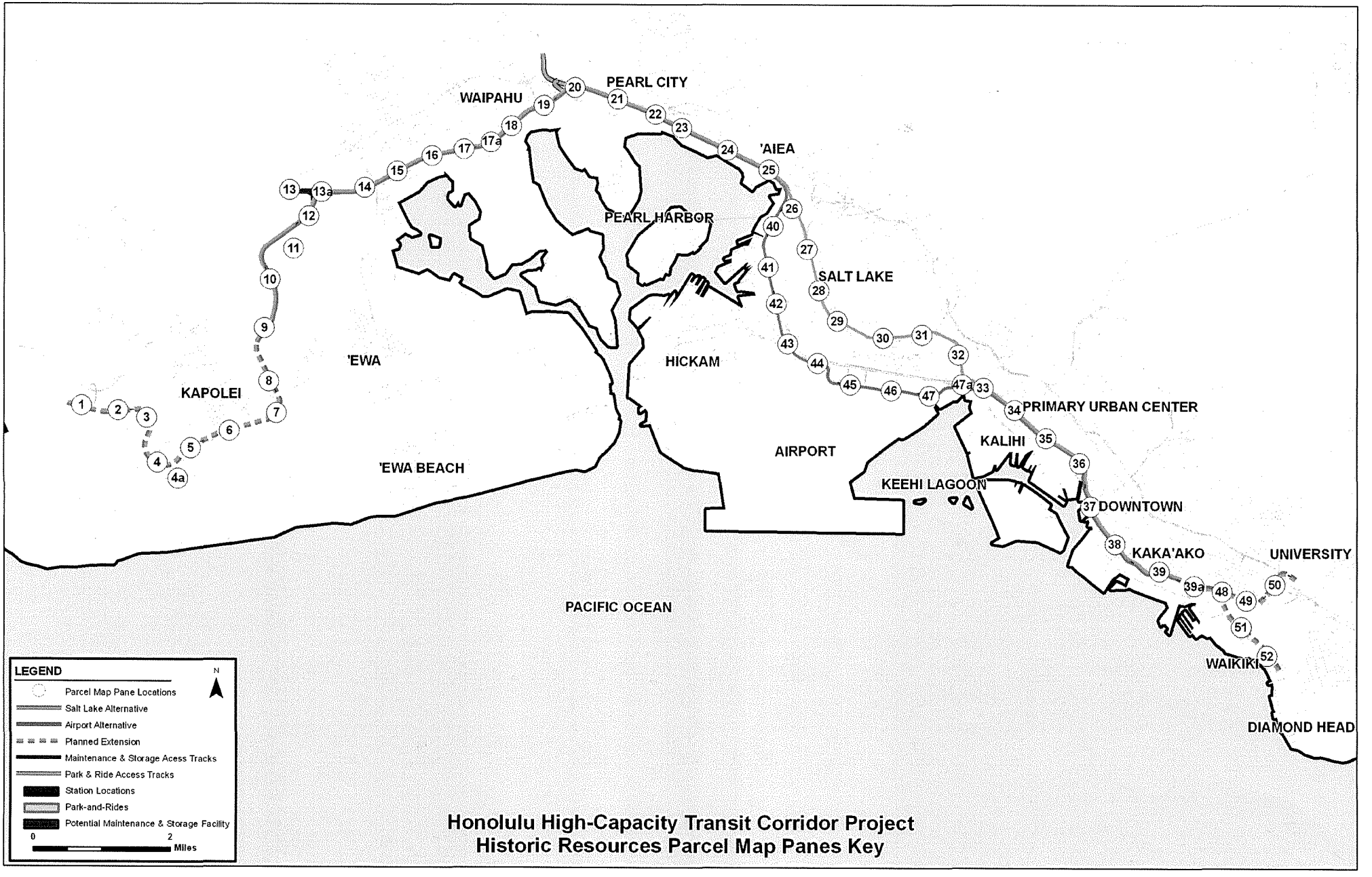
LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Potential Maintenance & Storage Facility
Traction Power Substations
Historic or Potential Historic District
Built in 1968 or Earlier, Eligible
Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant
Convention Center Station
Potential Early McCully Apartments Historic District
Makiki Ditch Bridge
Ala Wai Canal
Honolulu High-Capacity Transit Corridor Project
MAKALOA ST
PUNAHOU ST
NANEA ST
MALANAI ST
CITRON ST
WAIOLA ST
HAUOLI ST
DATE ST
FERN ST
McCULLY ST
LIME ST
WILIWILI ST
PUMEHANA ST
KAPIOLANI BLVD
KONA ST
ATKINSON DR
KAHAKAI DR
KALAKAUA AVE
KALAUOKALANI WAY
ALA WAI BLVD
Street Trees

DATE ST
MC CULLY ST
WILIWILI ST
CITRON ST
COOLIDGE ST
PUMEHANA ST
LIME ST
PAANI ST
ISENBERG ST
FERN ST
HOAWA ST
HAUSTEN ST
KAPIOLANI BLVD
UNIVERSITY AVE
LAUIKI ST
PAU ST
Street Trees
Date Street Station
LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Potential Maintenance & Storage Facility
Traction Power Substations
Historic or Potential Historic District
Built in 1968 or Earlier, Eligible
Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant
Honolulu High-Capacity Transit Corridor Project


COOLIDGE ST
HAUSTEN ST
DATE ST
KAPAAKEA LN
UNIVERSITY AVE
Potential Early Moiliili Neighborhood Historic District
KAHUNA LN
KAALOA ST
KAMOKU ST
KAAHA ST
NAKOOKOO ST
KUILEI ST
KAHOALOHA LN
KEHENA PL
S KING ST
KALO PL
KOLO PL
VARSITY PL
VARSITY CIR
E H1 FWY
W H1 FWY
EHEE BINGHAM MAUKA
W H1 WB EXIT 24B UNIVERSITY EXIT
KAIALIU ST
COYNE ST
BINGHAM ST
SBERETANIA ST
LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Potential Maintenance & Storage Facility
Traction Power Substations
Historic or Potential Historic District
Built in 1968 or Earlier, Eligible
Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant
Honolulu High-Capacity Transit Corridor Project

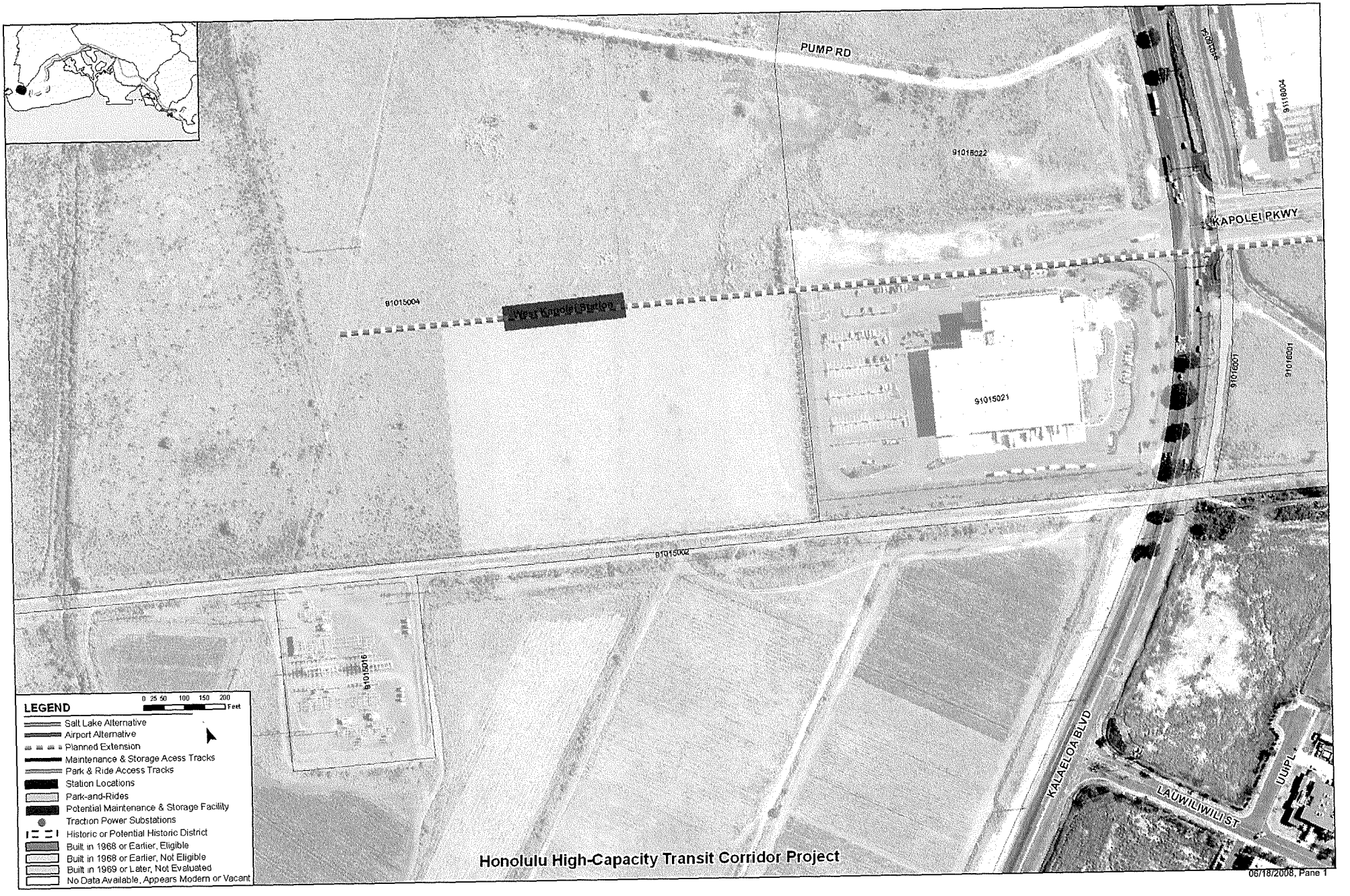
Potential Lauiniu-Kalaimoku Housing Historic District
HIHIWAI ST
ALA WAI BLVD
ALA MOANA
MCCULLY ST
NIU ST
PAU ST
KEONIANA ST
KUAMOO ST
NAMAHANA ST
OLOHANA ST
KALAIMOKU ST
LAUNIU ST
KAIOLU ST
LEWERS ST
ALOHA DR
MANUKA ST
ROYAL HAWAIIAN AVE
WAIKOLU WAY
SEASIDE AVE
KUHIO AVE
KALAKAUA AVE
LAUULA ST
SARATOGA AVE
MALUHIA RD
LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Potential Maintenance & Storage Facility
Traction Power Substations
Historic or Potential Historic District
Built in 1968 or Earlier, Eligible
Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant
Honolulu High-Capacity Transit Corridor Project

Honolulu High-Capacity Transit Corridor Project



Honolulu High-Capacity Transit Corridor Project
Historic Resources Parcel Map Panes Key

Attachment 1, Part A



Honolulu High-Capacity Transit Corridor Project

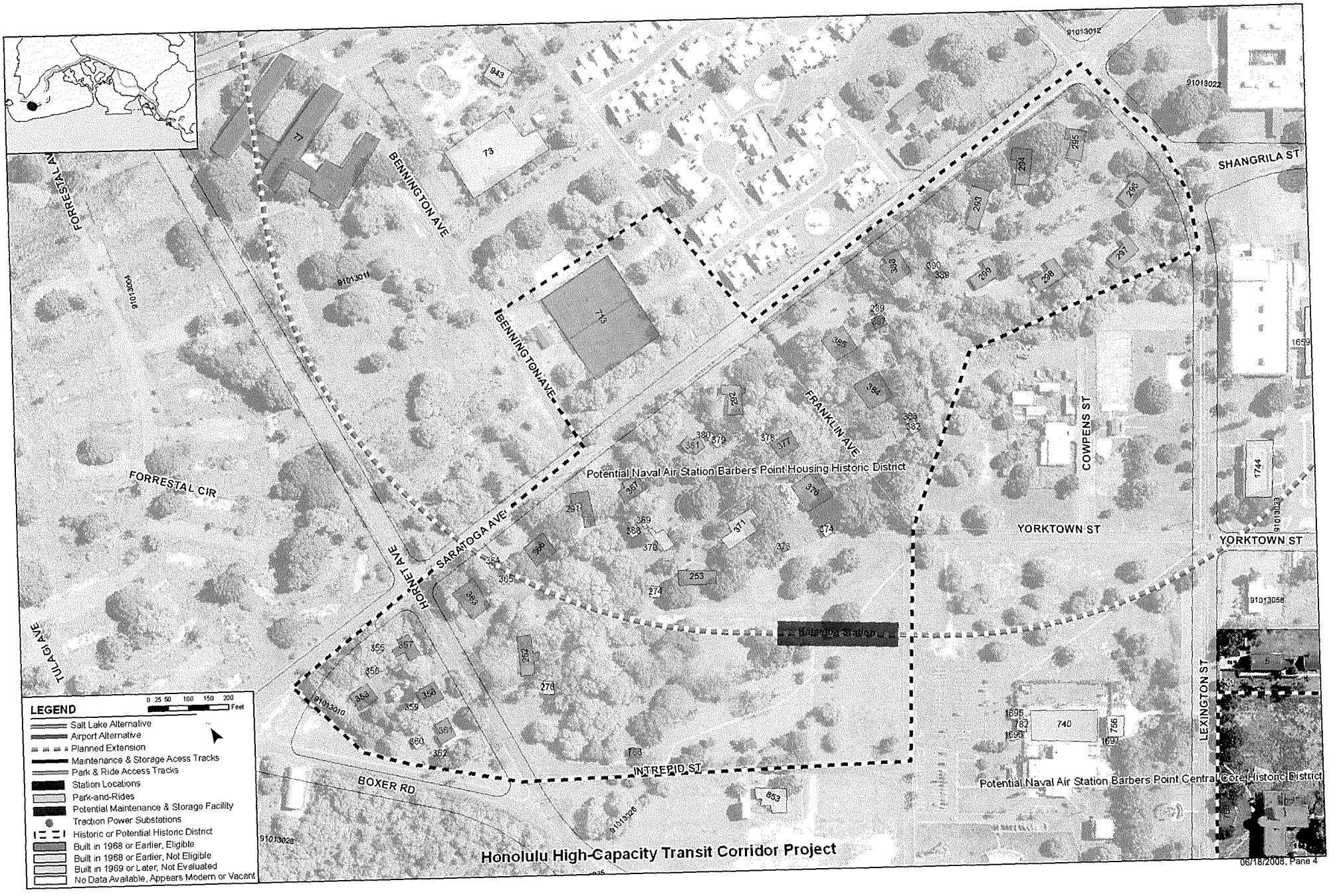
06/18/2008, Pane 1

Honolulu High-Capacity Transit Corridor Project

06/18/2008, Pane 2

Honolulu High-Capacity Transit Corridor Project

06/18/2008, Pane 3



Honolulu High-Capacity Transit Corridor Project

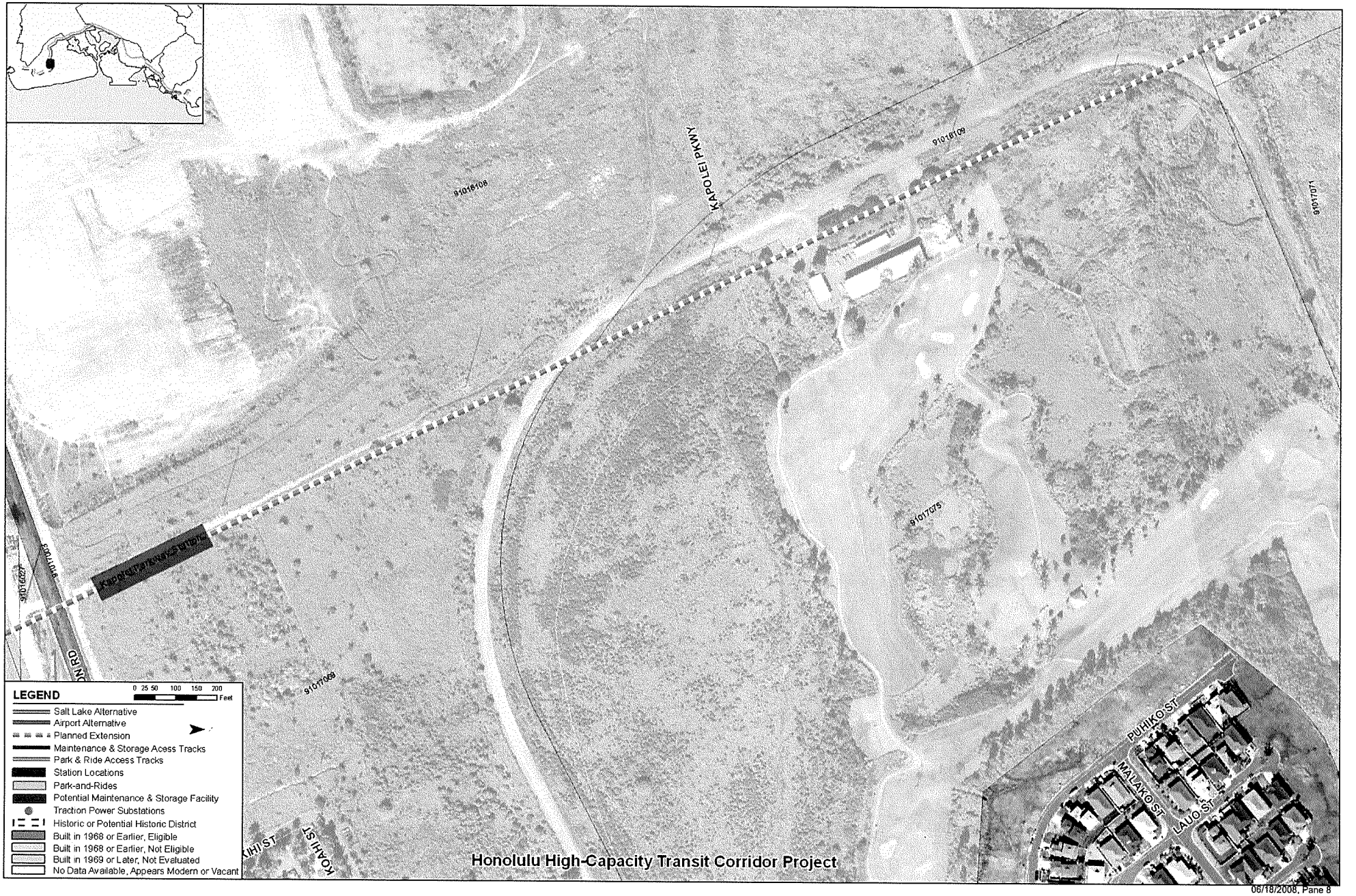
06/18/2008, Pane 4

SARATOGA AVE
FRANKLIN AVE
COWPENS ST
YORKTOWN ST
Potential Naval Air Station Barbers Point Housing Historic District
INTREPID ST
LEXINGTON ST
WASP ST
SAIPAN ST
LEYTE ST
HANCOCK ST
BUNKER HILL ST
MIDWAY ST
BOXER RD
HORNET
Potential Naval Air Station Barbers Point Central Core Historic District
LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Potential Maintenance & Storage Facility
Traction Power Substations
Historic or Potential Historic District
Built in 1968 or Earlier, Eligible
Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant
Honolulu High-Capacity Transit Corridor Project
06/18/2008, Pane 4a

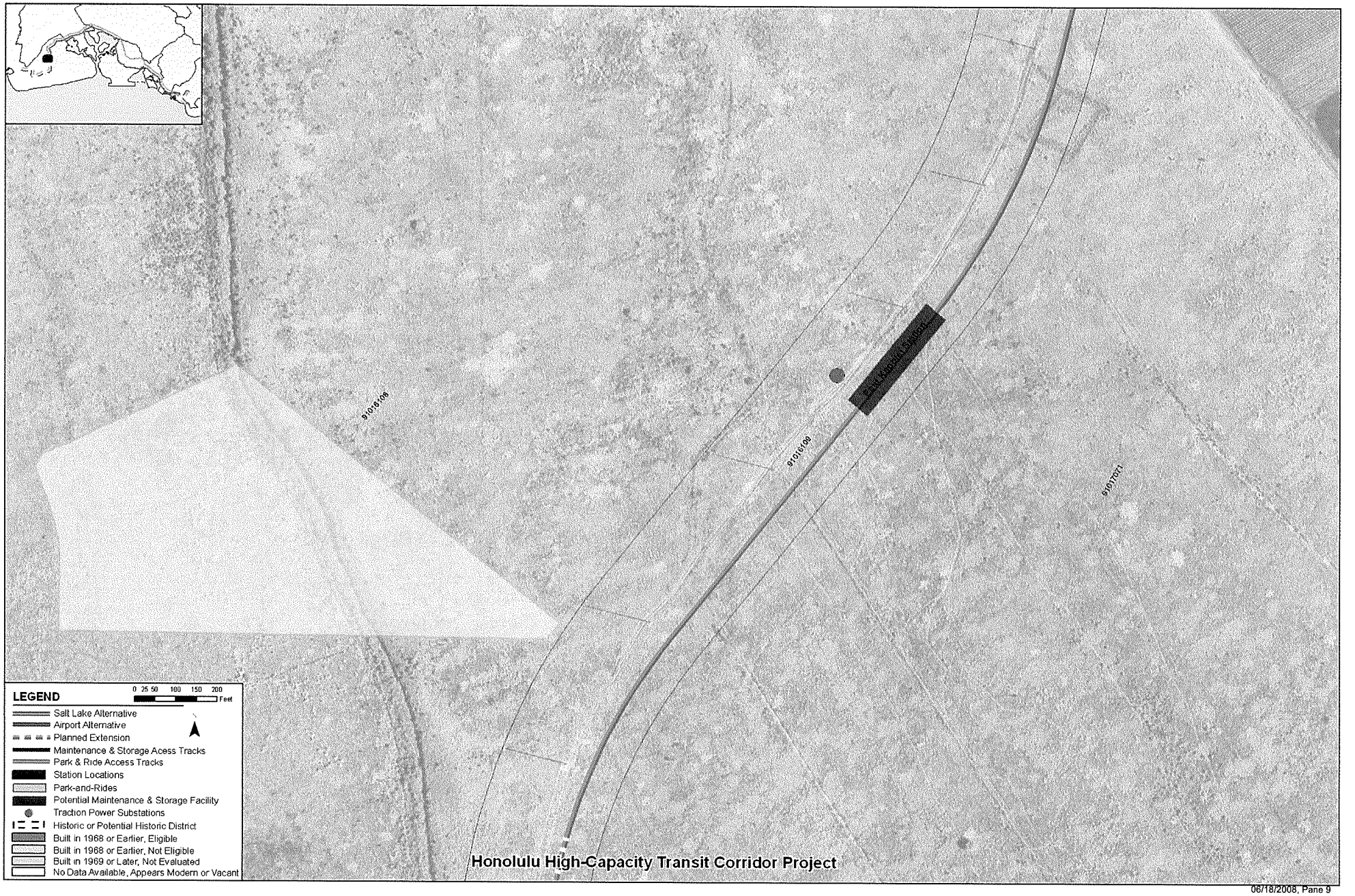
WASP ST
965
967
SAIPAN ST
37
LEYTE ST
50
91013052
HANCOCK ST
BUNKER HILL ST
91013050
BUNKER HILL ST
SHANGRILA ST
BELLEAU WOODS ST
91013012
BATAAN AVE
RABAUL AVE
TINIAN AVE
SARATOGA AVE
724
723
962
743
91013013
ENTERPRISE AVE
91013021
91013035
637
TICONDEROGA ST
WRIGHTSMITH ST
91013045
117
LANGLEY ST
MIDWAY ST
LEGEND
0 25 50 100 150 200
Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Potential Maintenance & Storage Facility
Traction Power Substations
Historic or Potential Historic District
Built in 1968 or Earlier, Eligible
Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant
Honolulu High-Capacity Transit Corridor Project

Large Antenna Bases
Small Antenna Bases
BOUGAINVILLE AVE
NASSAU ST
INDEPENDENCE RD
MIDWAY ST
SARATOGA AVE
CORAL SEA RD
91013014
91013035
91013020
91013043
91013015
470
477
282
LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Potential Maintenance & Storage Facility
Traction Power Substations
Historic or Potential Historic District
Built in 1968 or Earlier, Eligible
Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant
Honolulu High-Capacity Transit Corridor Project

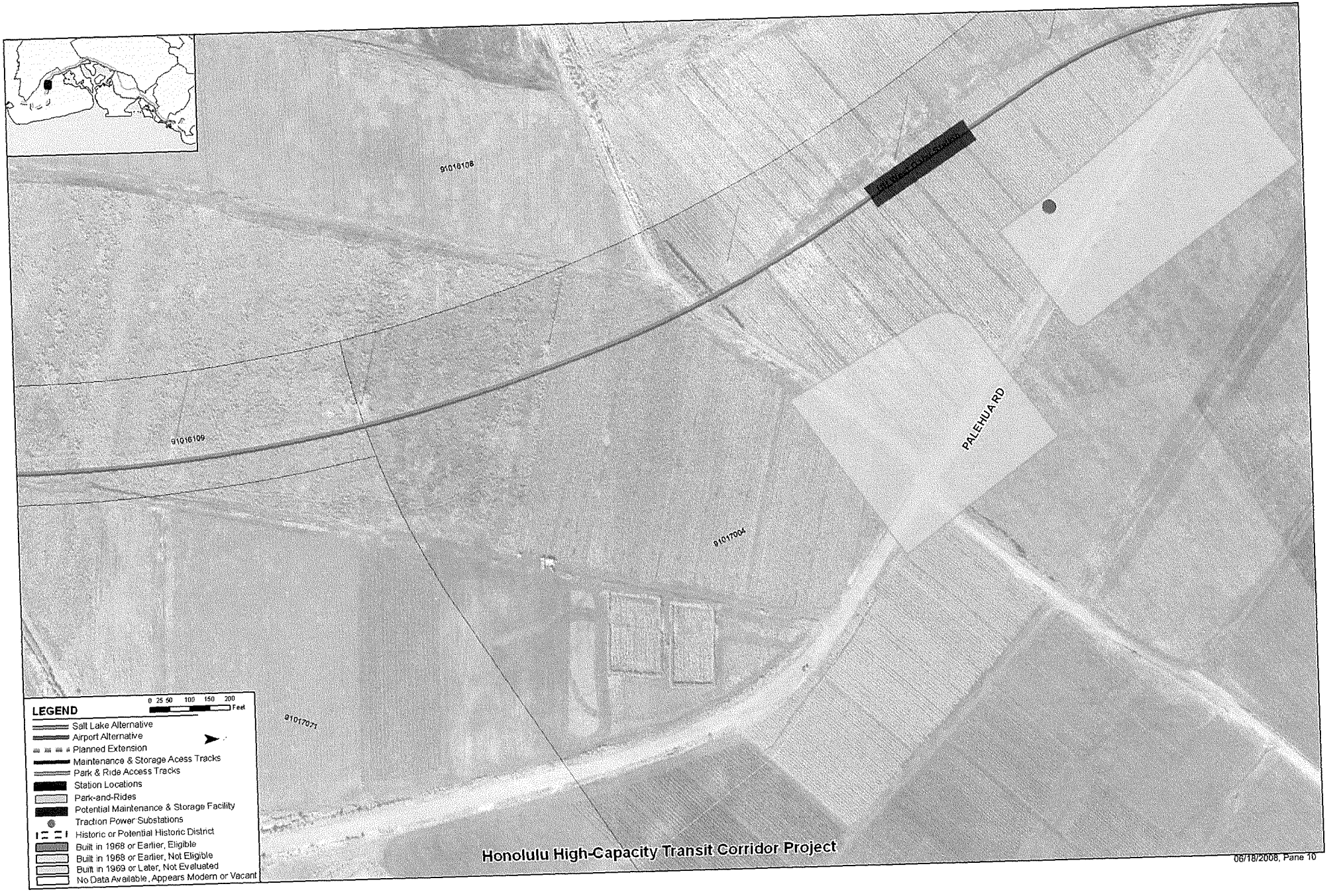
POND ST
POND ST
BAUER ST
ANSON ST
FAULKNER ST
STOUT ST
HENDERSON RD
ARNDT ST
SARLES ST
MCAS Ewa Runways
1152
1153
1149
1144
1150
1552
1570
1545
1146
972
91013015
91013016
91013035
91013043
LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Potential Maintenance & Storage Facility
Traction Power Substations
Historic or Potential Historic District
Built in 1968 or Earlier, Eligible
Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant
Honolulu High-Capacity Transit Corridor Project



Honolulu High-Capacity Transit Corridor Project



Honolulu High-Capacity Transit Corridor Project



Honolulu High-Capacity Transit Corridor Project

06/18/2008, Pane 10

Honolulu High-Capacity Transit Corridor Project

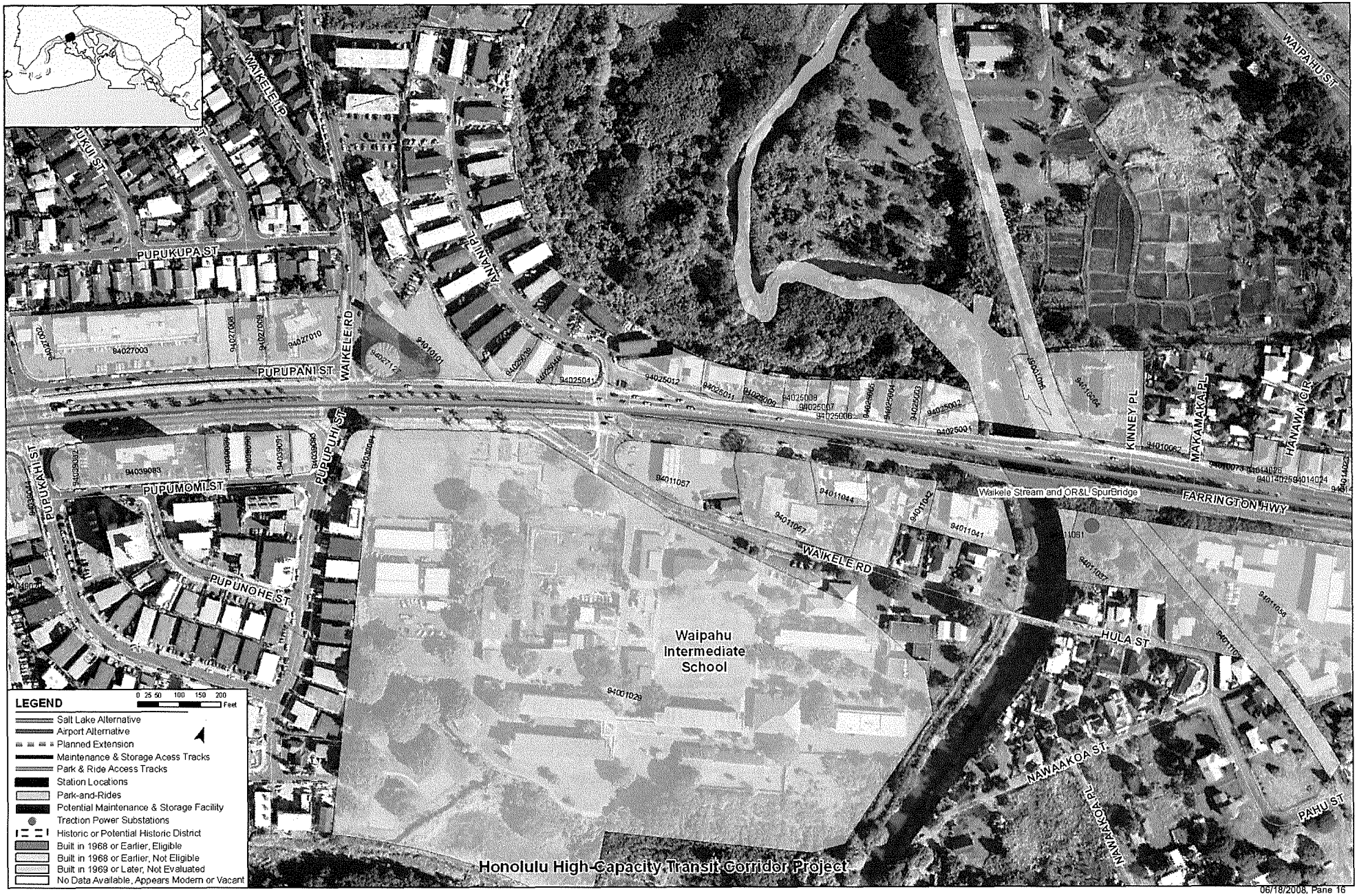
LEGEND
0 25 50 100 150 200
Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Potential Maintenance & Storage Facility
Traction Power Substations
Historic or Potential Historic District
Built in 1968 or Earlier, Eligible
Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant
Honolulu High-Capacity Transit Corridor Project
06/18/2008, Pane 12

Honolulu High-Capacity Transit Corridor Project

Honolulu High-Capacity Transit Corridor Project

06/18/2008, Pane 14

LEOLIA ST
LEOKU ST
FARRINGTON HWY
LEOOLE ST
LEONUI ST
LEOLEO ST
LEOKANE ST
PUPUOLE ST
PUPUKAHI ST
LEGEND
0 25 50 100 150 200
Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Potential Maintenance & Storage Facility
Traction Power Substations
Historic or Potential Historic District
Built in 1968 or Earlier, Eligible
Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant
Honolulu High-Capacity Transit Corridor Project


WAIKELE LP
PUPUKUPA ST
PUPUPANI ST
WAIKELE RD
ANANI PL
PUPUHI ST
PUPUMOMI ST
PUPUNOHE ST
PUPUKAHI ST
KINNEY PL
MAKAMAKAI PL
HANAWAI CIR
WAIPAHU ST
FARRINGTON HWY
Waikele Stream and OR&L Spur Bridge
HULA ST
NAWAAKOA ST
NAWAAKOA PL
PAHU ST
Waipahu Intermediate School
LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Potential Maintenance & Storage Facility
Traction Power Substations
Historic or Potential Historic District
Built in 1968 or Earlier, Eligible
Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant
Honolulu High-Capacity Transit Corridor Project

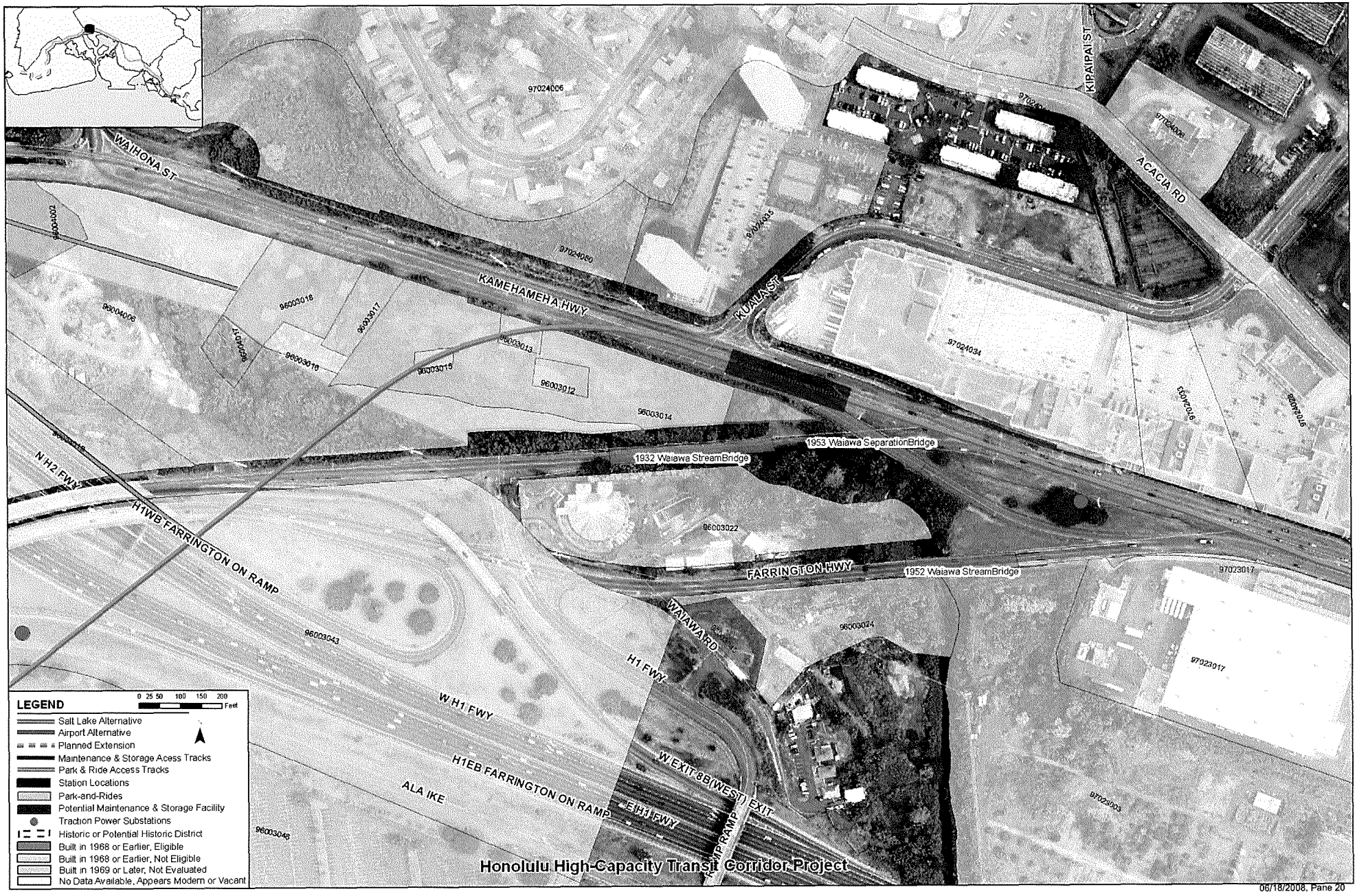
WAIPAHU ST
PUAMANO PL
KAHUAILANI ST
ONEHA ST
KAHIKI PL
NALII ST
MOKUOLA ST
KAUOLU PL
HANAWAI CIR
HIKIMOE ST
FARRINGTON HWY
MOLOALO ST
KAHUAMOKU ST
PAHU ST
Waipahu Transit Center Station
AWAIKI ST
AWANEI ST
AWAIA ST
AWALAI ST
AWALAU ST
MOKUAHI ST
HAAKOA PL
MOKUKAUA ST
WAIPAHU DEPOT ST
AWAMOKU ST
AWANANI ST
NAIKAI ST
LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Potential Maintenance & Storage Facility
Traction Power Substations
Historic or Potential Historic District
Built in 1968 or Earlier, Eligible
Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant
Honolulu High-Capacity Transit Corridor Project

06/18/2008, Pane 17a

Attachment 1, Part B

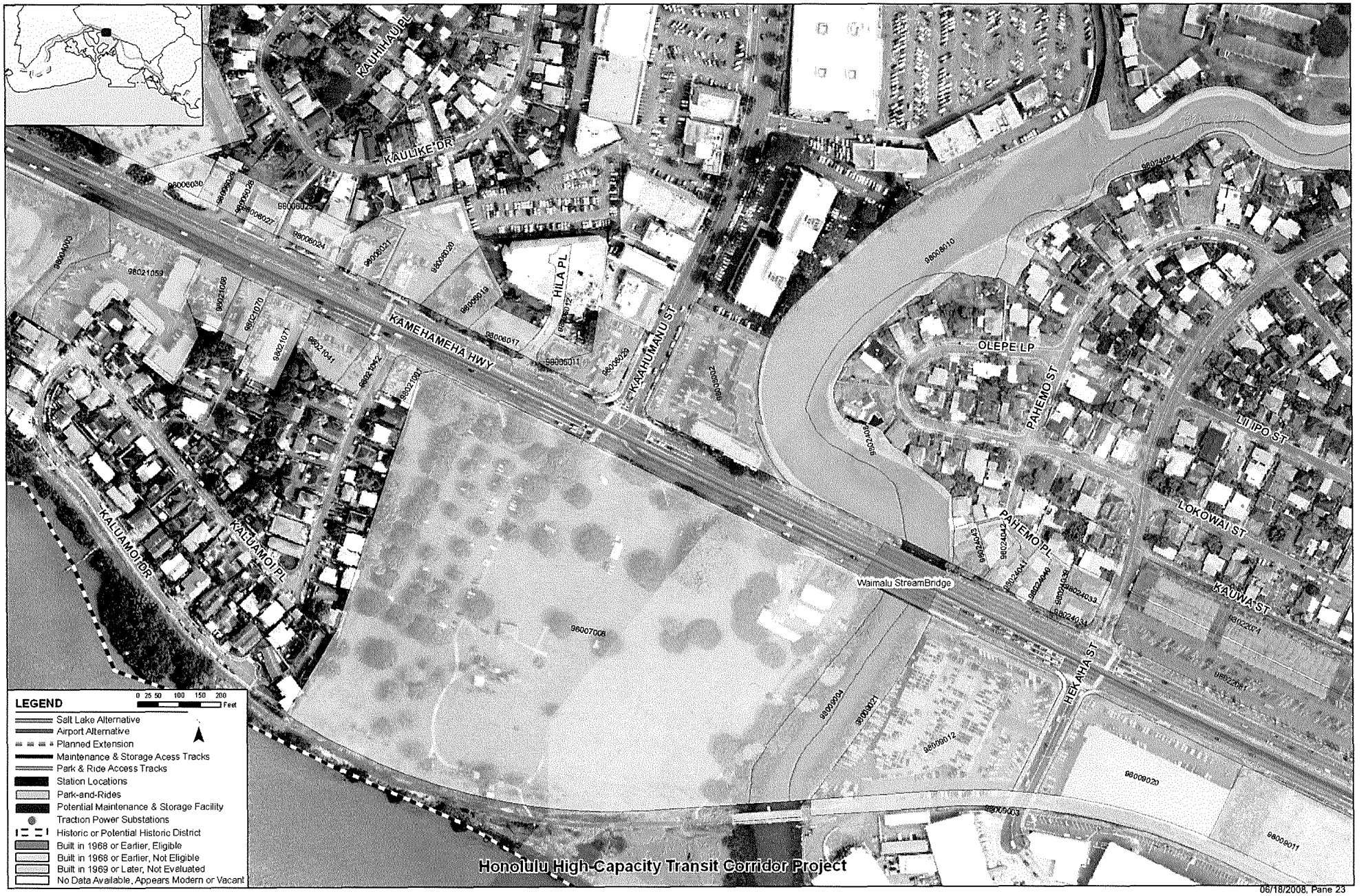
KAHUAMO ST
KAHULIO PL
KAHUAWAI PL
KAHUALIKI ST
KAHUAELE ST
KAHUAINA ST
KAHUALENA ST
TO WB FARRINGTON HWY ON RAMP
H1EB FARRINGTON ON RAMP
KAHUAWANI ST
TWOENA PL
LEHOULA PL
FARRINGTON HWY
WAIPIO POINT ACC RD
CANE HAUL RD
Waipahu High School
AWAIKI PL
AWAIKI ST
AWALAI ST
PAIWA ST
AWANUI ST
POALANI CIR
94008029
Honolulu High-Capacity Transit Corridor Project
LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Potential Maintenance & Storage Facility
Traction Power Substations
Historic or Potential Historic District
Built in 1968 or Earlier, Eligible
Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant

Honolulu High-Capacity Transit Corridor Project


WAIHONA ST
KAMEHAMEHA HWY
KUAILA ST
KIPAIPAI ST
ACACIA RD
N H2 FWY
H1WB FARRINGTON ON RAMP
1932 Waiawa StreamBridge
1953 Waiawa SeparationBridge
FARRINGTON HWY
1952 Waiawa StreamBridge
WAIAWA RD
H1 FWY
W H1 FWY
H1EB FARRINGTON ON RAMP
ALA IKE
E H1 FWY
W EXIT 8B (WEST) EXIT
RAMP RAMP
97024006
97024050
96004008
96003018
96003017
96003016
96003015
96003013
96003012
96003014
97024034
97024016
97024028
96003022
96003024
97023017
96003043
96003048
97023003
LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Potential Maintenance & Storage Facility
Traction Power Substations
Historic or Potential Historic District
Built in 1968 or Earlier, Eligible
Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant
Honolulu High-Capacity Transit Corridor Project

LUEHU ST
LUEHU PL
INA PL
ACACIA RD
HOOKAHI ST
HOOLAULEA ST
WAIMANO HOME RD
Pearl City
Elementary School
PUU MOMI ST
PUU KALA ST
KAMEHAMEHA HWY
LEHUA AVE
4TH ST
3RD ST
2ND ST
HUGH ST
FWY
97024033
97024045
97024002
97023017
97023018
97023003
97022023
97022022
97022021
97022020
97022006
97022001
97031030
97031023
97031029
97016016
97034002
97034001
97016035
LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Potential Maintenance & Storage Facility
Traction Power Substations
Historic or Potential Historic District
Built in 1968 or Earlier, Eligible
Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant
Honolulu High-Capacity Transit Corridor Project

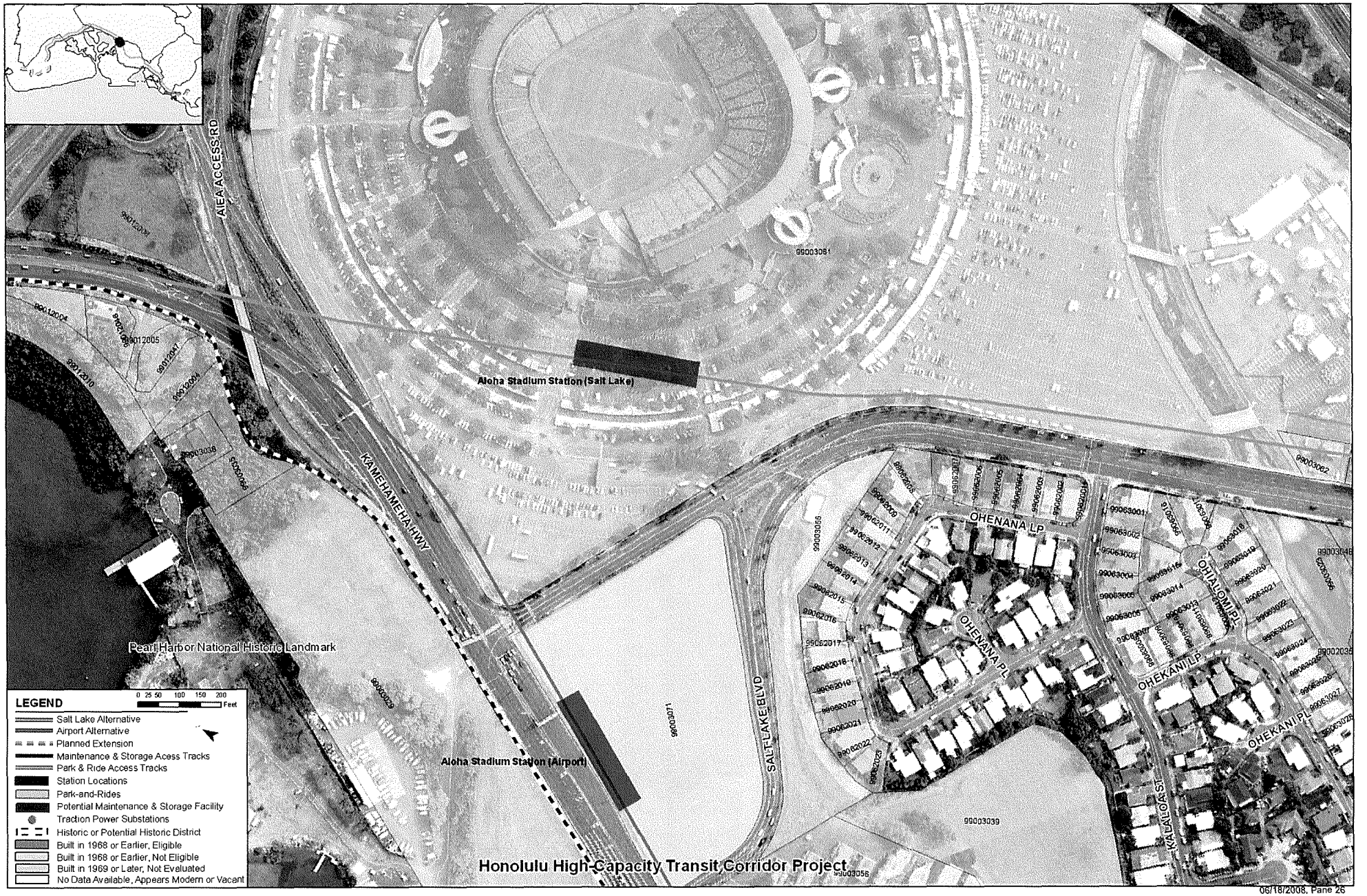
PUU KALA ST
PUU KULA DR
PUU ULAULA ST
PUU PONI ST
PUU ALANI WAY
MOANALUA RD
W H1 FWY
W H1WB MOANALUA RD ON RAMP
E H1 FWY
E H1EB EXIT 10 (EAST) PEARL CITY EXIT
KAMEHAMEHA HWY
KULEANA RD
KULEANA PL
98059009
98059011
98003032
98005001
98004003
97019047
97019045
97019010
97034001
97034026
97019035
97019011
97019012
97019023
97019013
97029026
LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Potential Maintenance & Storage Facility
Traction Power Substations
Historic or Potential Historic District
Built in 1968 or Earlier, Eligible
Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant
Honolulu High-Capacity Transit Corridor Project


KAUHIHAU PL
KAULIKE DR
HILA PL
KAAHUMANU ST
KAMEHAMEHA HWY
OLEPE LP
PAHEMO ST
LII IPO ST
LOKOWAI ST
PAHEMO PL
KAUWA ST
HEKAHA ST
KALUAMOI DR
KALUAMOI PL
Waimalu StreamBridge
LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Potential Maintenance & Storage Facility
Traction Power Substations
Historic or Potential Historic District
Built in 1968 or Earlier, Eligible
Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant
Honolulu High-Capacity Transit Corridor Project

Honolulu High-Capacity Transit Corridor Project

06/18/2008, Pane 24

PAEIMOM ST
KIHALE ST
KIHALE PL
KALIKE PL
HONOWAI ST
KAAMILO ST
KEANAE ST
NAIOPAKAI PL
KAUHALE ST
KAMEHAMEHA HWY
Kalauao StreamBridge
Aiea StreamBridge
OR&L Aiea StreamBridge
AIEA KAI PL
AIEA KAI WAY
Pearl Harbor National Historic Landmark
Honolulu High-Capacity Transit Corridor Project
LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Potential Maintenance & Storage Facility
Traction Power Substations
Historic or Potential Historic District
Built in 1968 or Earlier, Eligible
Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant


AIEA ACCESS RD
KAMEHAMEHA HWY
SALT LAKE BLVD
OHENANA LP
OHENANA PL
OHIALOMI PL
OHEKANI LP
OHEKANI PL
KALALOA ST
Aloha Stadium Station (Salt Lake)
Aloha Stadium Station (Airport)
Pearl Harbor National Historic Landmark
LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Potential Maintenance & Storage Facility
Traction Power Substations
Historic or Potential Historic District
Built in 1968 or Earlier, Eligible
Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant
Honolulu High-Capacity Transit Corridor Project

HALOA DR
KUKILA ST
ULA ST
OLALOA ST
KUKILA ST
NAULU PL
WAWE PL
MUPELE PL
LUAPELE DR
LAAKEA PL
ALAOLI
LAAKEA ST
LOINA PL
SALT LAKE BLVD
KAHUAPAANI ST
LUAOLE ST
LUAOLE PL
W H1 FWY
E H1 FWY
Makalapa
Elementary School
Radford
High School
LEGEND
0 25 50 100 150 200
Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Potential Maintenance & Storage Facility
Traction Power Substations
Historic or Potential Historic District
Built in 1968 or Earlier, Eligible
Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant
Honolulu High-Capacity Transit Corridor Project

MANUWA DR
MAKAALA ST
OWANA ST
MIKO ST
ALA ALO ALO
LIKINI ST
WANAKA ST
PUOLO DR
KEAWA DR
HULAKUI DR
MALUNA ST
PAKINI ST
LIKINI ST
WILIKI DR
SALT LAKE BLVD
LAWEHANA ST
X 24
99071001
99071002
99071003
99071030
99071031
11010011
11021019
11021018
11021017
11021016
11021015
11021014
11021013
11021020
LEGEND
0 25 50 100 150 200
Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Potential Maintenance & Storage Facility
Traction Power Substations
Historic or Potential Historic District
Built in 1968 or Earlier, Eligible
Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant
Honolulu High-Capacity Transit Corridor Project

PUUKU MAUKA DR
PUUKU MAKAI DR
ALIAMANU ST
AILA ST
LIKINI ST
IKINIPL
HULAKUI DR
WAWAKA ST
SALT LAKE BLVD
Potential Salt Lake Duplexes Historic District
11017005
11017001
11010012
11010004
LEGEND
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Salt Lake Alternative
Airport Alternative
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Park & Ride Access Tracks
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Honolulu High-Capacity Transit Corridor Project

Honolulu High-Capacity Transit Corridor Project

Honolulu High-Capacity Transit Corridor Project

KIKOWAENA ST
KIKOWAENA PL
PUKOLOA ST
AHUA ST
MOKUMOA ST
KAIHIKAPU ST
KAKOI ST
11035007
11007031
11035010
11035002
11007018
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11007020
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11035008
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LEGEND
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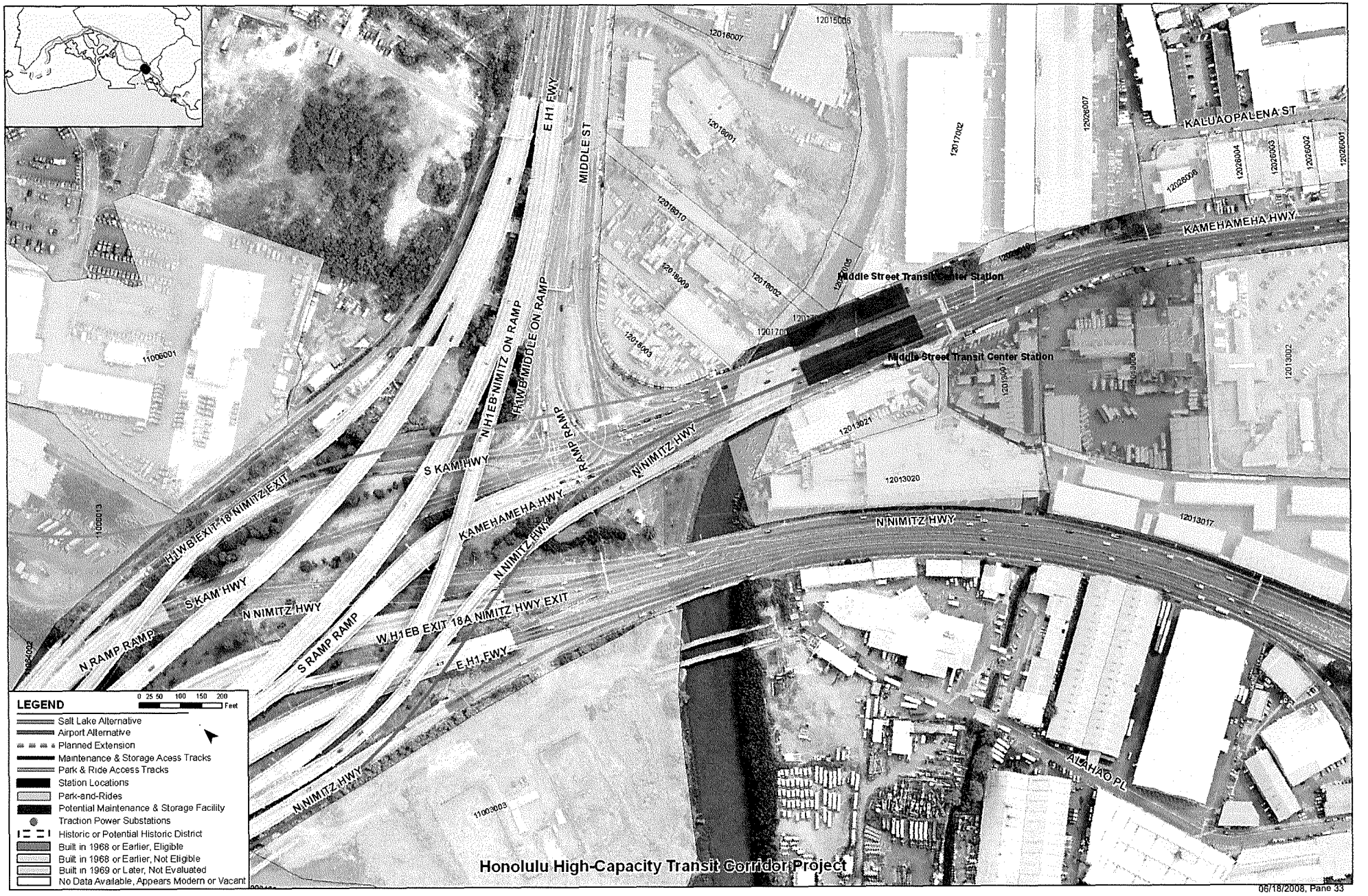
Honolulu High-Capacity Transit Corridor Project



Honolulu High-Capacity Transit Corridor Project

KAHANU ST
AHUULA ST
KAUMUALII ST
ELUWENE ST
DILLINGHAM BLVD
KAMEHAMEHA HWY
COLBURN ST
HAU ST
KALANI ST
HART ST
MCNEILL ST
KALIHI ST
MOKAUEA ST
PUUHALE RD
KOPKE ST
BANNISTER ST
COX LN
Kalihi Kai Elementary School
LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Potential Maintenance & Storage Facility
Traction Power Substations
Historic or Potential Historic District
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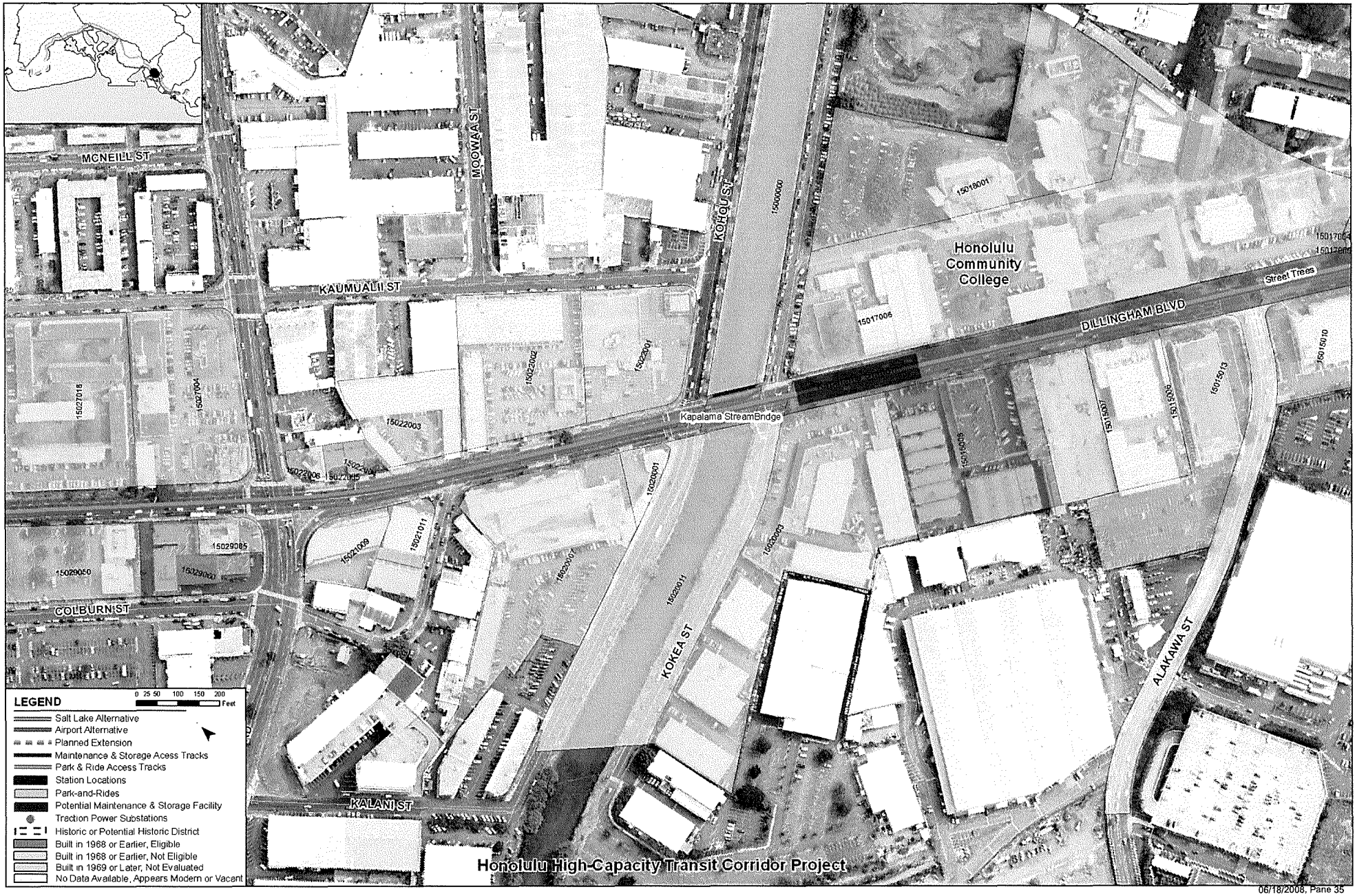
Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant
Honolulu High-Capacity Transit Corridor Project


MCNEILL ST
MOOWAA ST
KOHOU ST
KAUMUALII ST
Honolulu Community College
DILLINGHAM BLVD
Street Trees
Kapalama StreamBridge
COLBURN ST
KOKEA ST
ALAKAWA ST
KALANI ST
15000000
15018001
15017006
15017004
15027018
15027004
15022003
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15022006
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LEGEND
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Salt Lake Alternative
Airport Alternative
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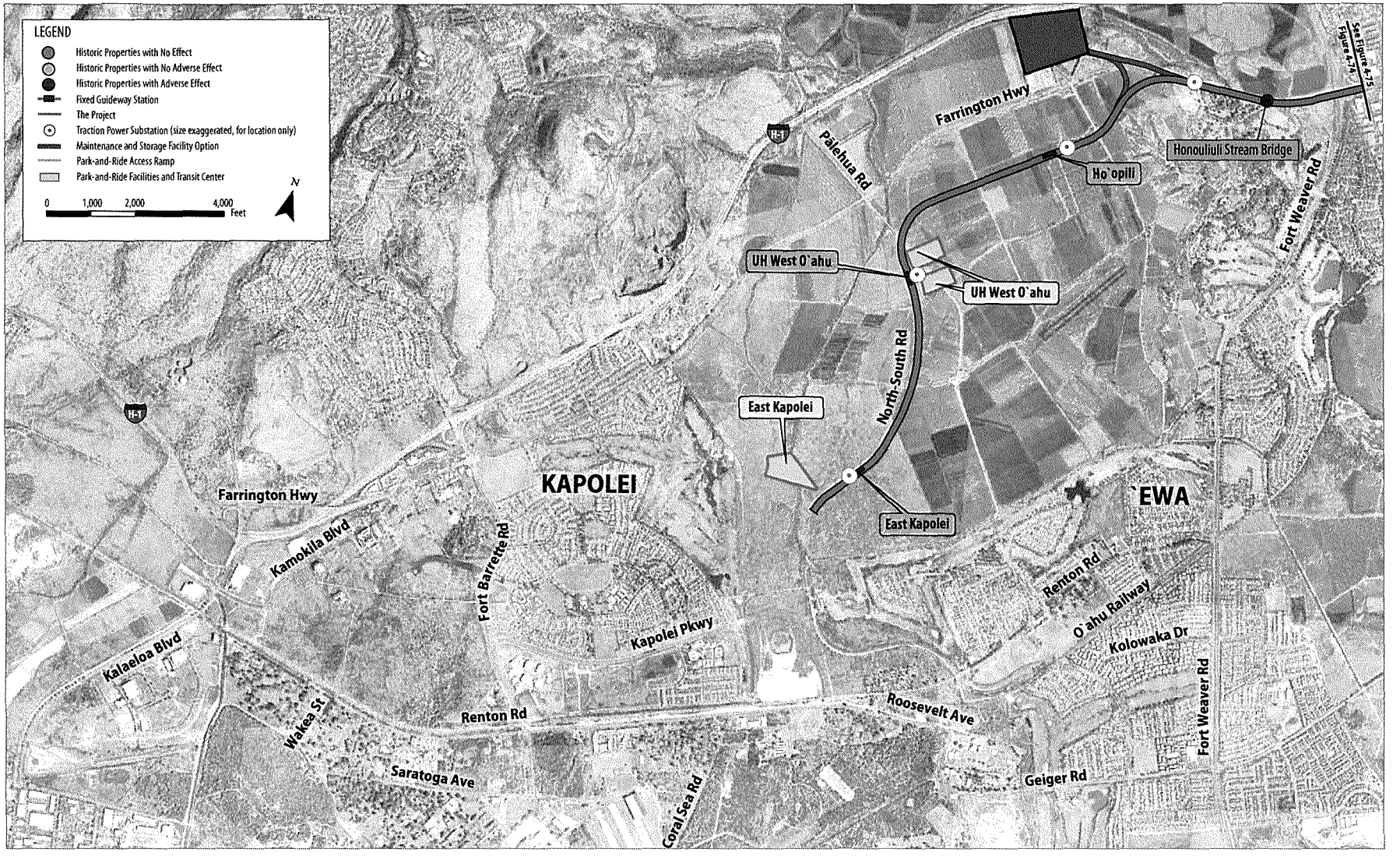
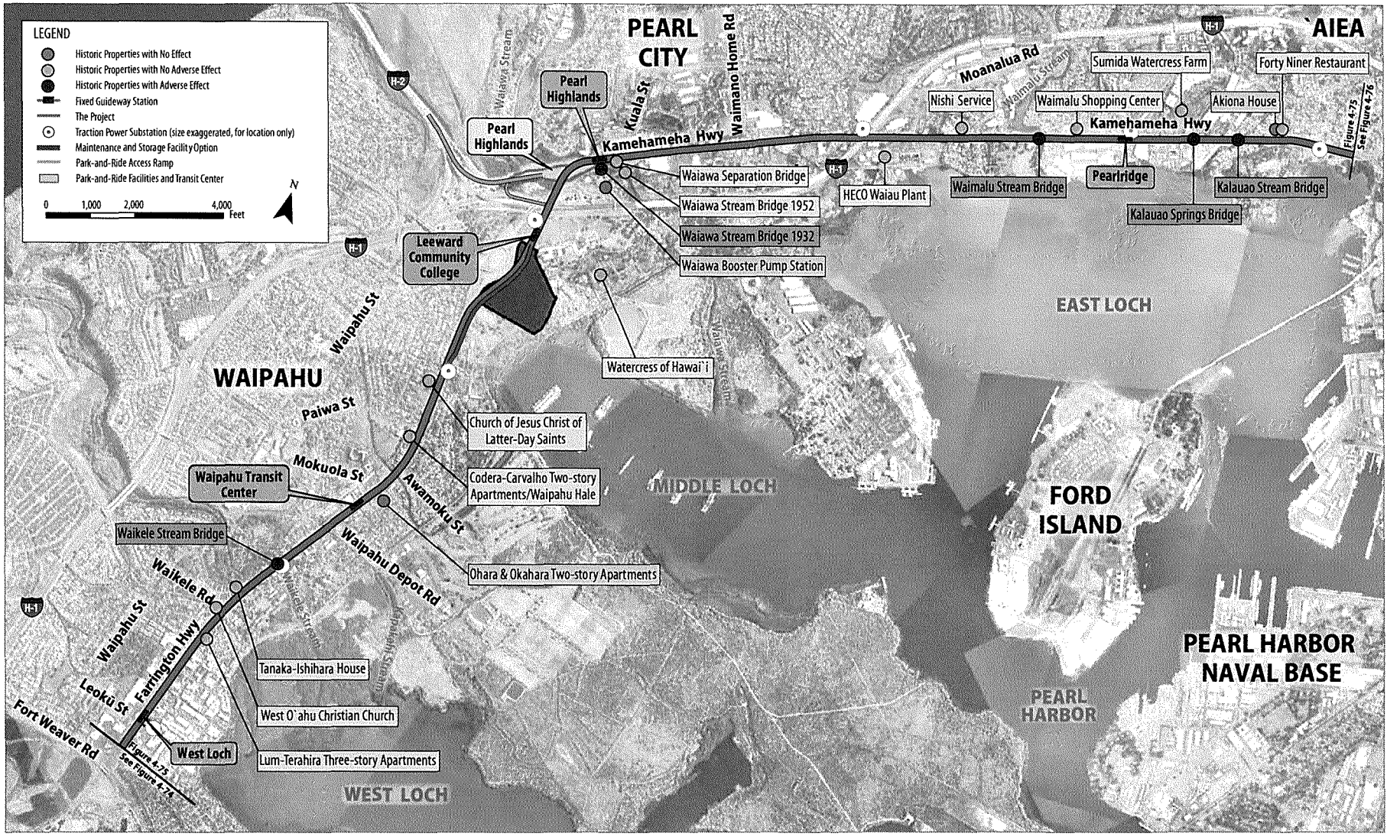
Honolulu High-Capacity Transit Corridor Project

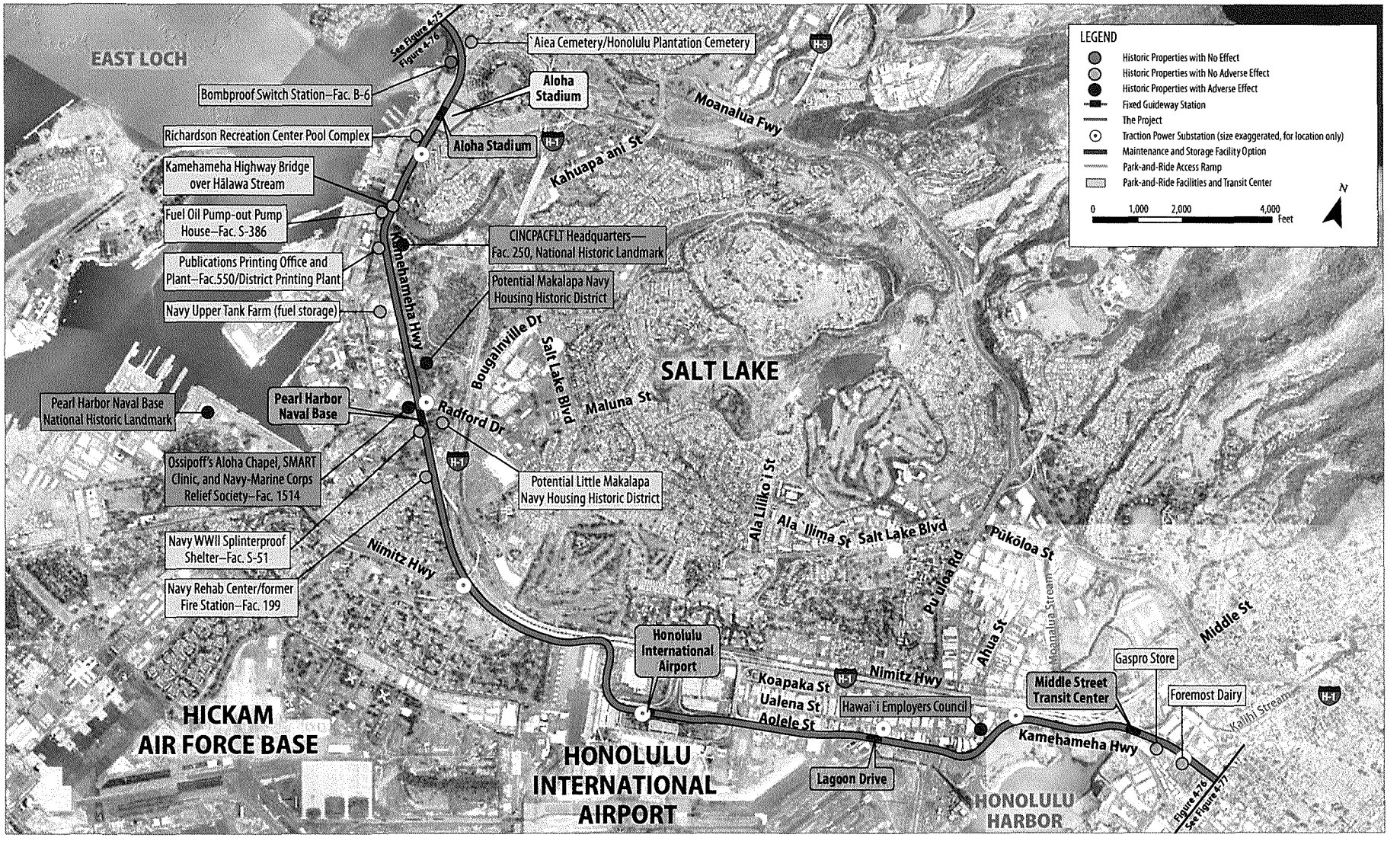


Historic Properties in Area of Potential Effects (East Kapolei to Fort Weaver Road)

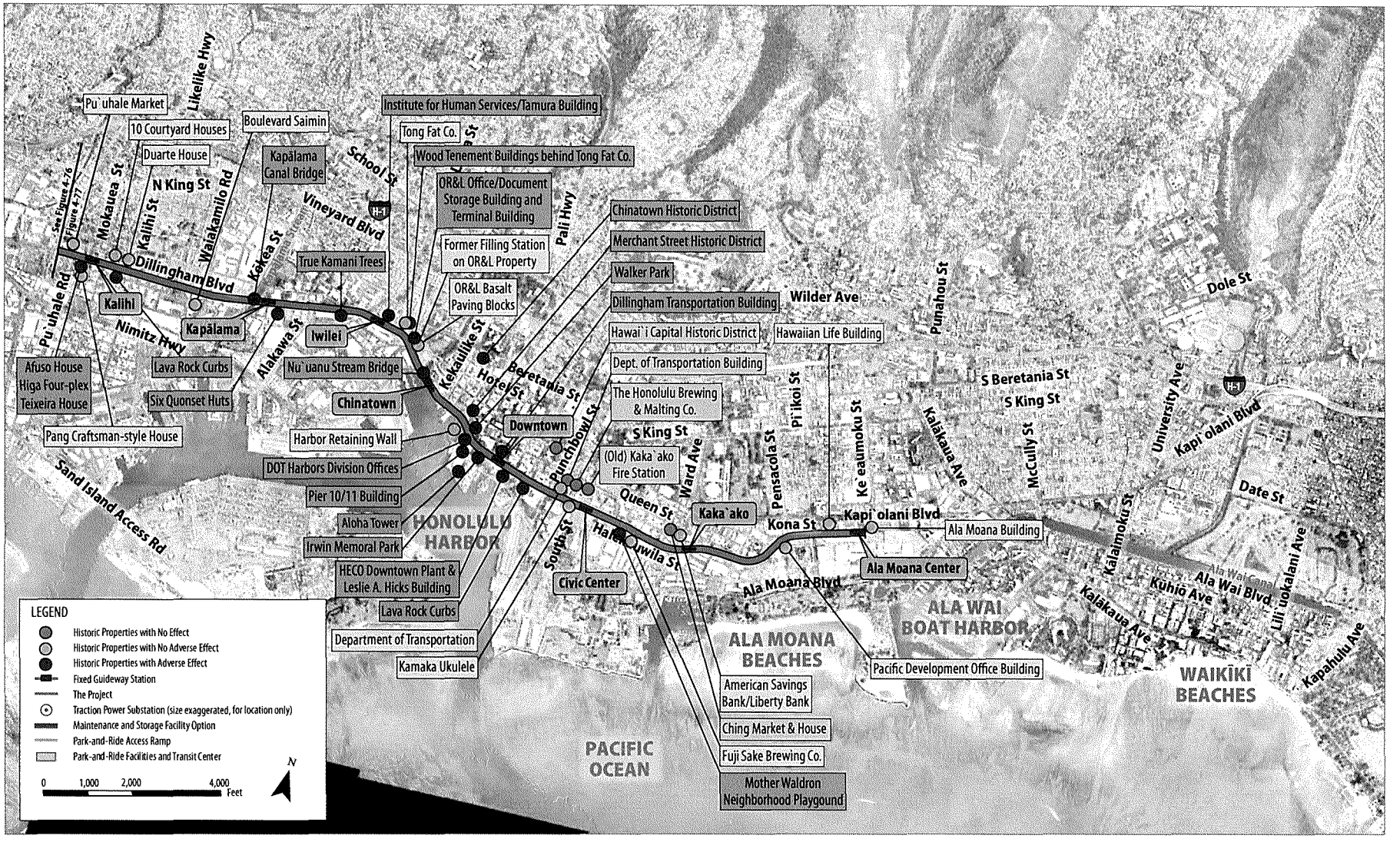
Attachment 2



Historic Properties in Area of Potential Effects (Fort Weaver Road to Aloha Stadium)



Historic Properties in Area of Potential Effects (Aloha Stadium to Kalihi)



Historic Properties in Area of Potential Effects (Kalihi to Ala Moana Center)

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **none**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **'Ewa portion**

Resource Name/Historic Name: **Waikele Stream Bridge east-bound span and Bridge over OR&L spur**

Sector: **10 Waipahu Transit Center Station Sector**

Location: **Farrington Highway at Waikele Stream**

Owner: **State of Hawaii**

Station Block:

Date-Original: **1939**

Source: **Thompson, 1983. *Historic Bridge Inventory, Island of Oahu.***

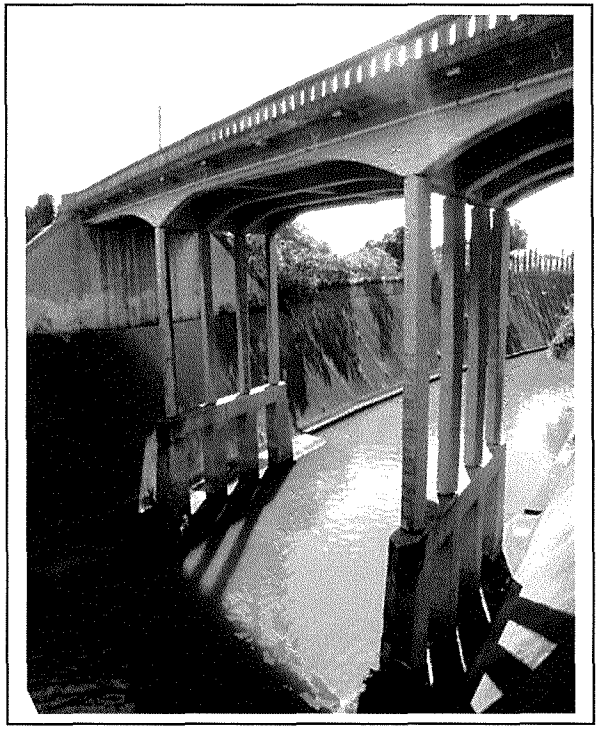
Present Use/Historic Use: **Bridge**

Architectural Description:

Both are concrete deck girder bridges. The one over the stream has three spans with a combined length of about 130'. At the ends of the bridge the spans are supported on board-formed concrete abutments. Two rows of four slender concrete columns carry the spans across Waikele Stream. The bridge girders become thicker as they approach the columns, increasing to about 3' in height where they rest on the columns. The columns are about 30' tall with a cross section of about 16" square. Each row of four columns rests on a narrow beam (about 10' above the channel bed) supported by four wider posts (the outer ones have slightly widening ends) which rise from the stream bed at its concrete-lined banks. The concrete parapets of the bridge are pierced to form balustrades with vertically oriented openings in the form of a thick cross (commonly referred to as a "Greek-cross void"), which was a standardized pattern in that period of Territorial Highway Department bridges.

Integrity:

Bridges have high integrity. Parapets, girders, columns, and piers are unaltered.



Significance:

Criterion "A" for its association with the development of the Waipahu community and the transportation history of the area. Criterion "C" as an example of concrete bridge engineering and design in Hawaii. These bridges are good examples of concrete deck girder bridges of the late 1930s period. Originally, Waikele Stream ran eastward from a point mauka of the bridge and joined Kapakahi Stream before emptying into Pearl Harbor. This natural drainage pattern created frequent flooding in the Waipahu business district, centered around Waipahu Depot Road. In the 1930s the present drainageway that the bridge spans was cut to drain Waikele Stream directly into the harbor (the stream was lined with concrete at a later date). The excavated material became a ramp for the future Farrington Highway, and also allowed the grade separation over the OR&L right-of-way, just east of Waikele Stream. These bridges are associated with several important community improvement projects, the stream realignment and the construction of Farrington Highway, which greatly affected the history of Waipahu. (Source: *Waipahu: Its People and Heritage* 1997, p. 9-11.)

Prepared by Mason Architects March 2008

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **None**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **'Ewa portion**

Resource Name/Historic Name: **Waiawa Stream Bridge 1932 (west-bound lanes)**

Sector: **12 Pearl Highlands Station Sector**

Location: **Farrington Highway west-bound over Waiawa Stream**

Owner:

Station Block: **Pearl Highlands Station Block**

Date-Original: **1932**

Source: **Thompson (1983) VII-129 and inscription**

Present Use/Historic Use: **Bridge**

Architectural Description:

This six-span, reinforced-concrete bridge is a continuous deck girder type, measuring 332 feet in length, about 34 feet in width, and approximately 30 feet in height above the stream bed. The concrete parapets of the bridge are pierced to form balustrades with arched-topped openings. This arched-top design was a standardized pattern of Territorial Highway Department bridges of the early 1930s. The balustrades on this bridge are divided by stanchions into six segments, each about 20' long. Each segment has cast end pieces with a recessed panel, each pair of end pieces forms a stanchion. The end segments of parapets are slightly curved as they approach the larger end stanchions. These end stachions are rectangular, and have rectangular panels with an incised border. The panels are inscribed "Waiawa" and, on the opposite end stanchion, "1932."

Integrity:

Parapets and abutments are unaltered.

Significance:

Criterion "A" - for its association with the transportation history of the area. Criterion "C" - as an example of concrete bridge engineering and design in Hawaii. This bridge originally carried Kamehameha Highway to the Ewa Junction and represents a road straightening improvement project that replaced an earlier, more winding, road sement and smaller bridge crossing of Waiawa Stream. Merritt A. Trease was the design engineer. This bridge carried Kamehameha Highway until the bypass was built iabout 1940, when this bridge and road segment became an extension of Farrington Highway. It is a good example of an early 1930s continuous deck girder bridge. Its relatively long length indicates the importance of this transportation link in the circle-island main road system.

Prepared by Mason Architects July 2008

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **None**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Ewa portion**

Resource Name/Historic Name: **Waimalu Stream Bridge**

Sector: **13 Pearlridge Station Sector**

Location: **Kamehameha Hwy at Waimalu Stream (near Ka'ahumanu St)**

Owner: **State of Hawaii - DOT**

Station Block:

Date-Original: **1936, 1945, 1966**

Source: **Inscriptions**

Present Use/Historic Use: **Bridge**

Architectural Description:

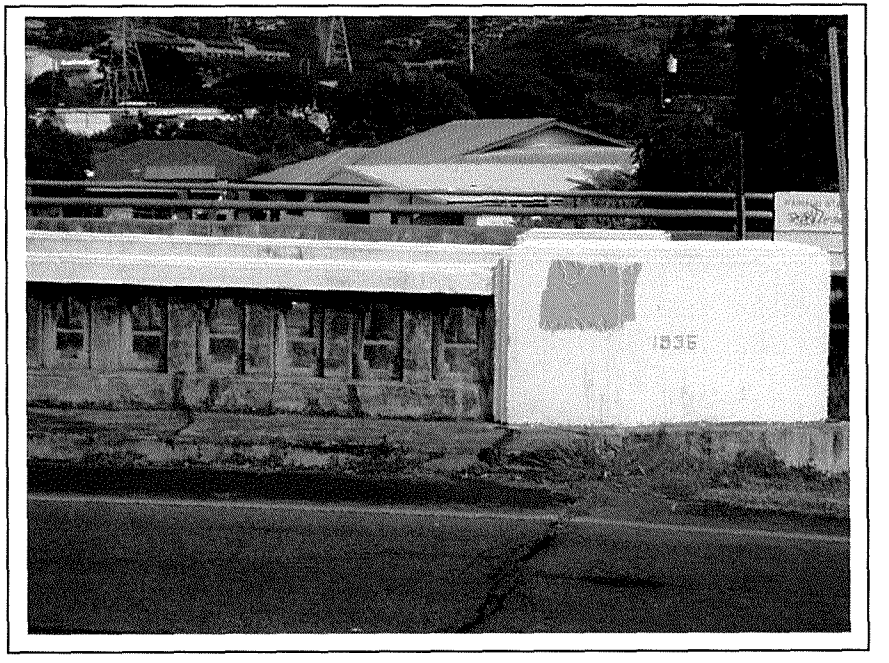
The two center parapets of the bridge are identical -- concrete balustrades pierced by vertically oriented openings in the form of a thick cross (commonly refered to as a "Greek-cross void"). This was a standardized pattern for Territorrial Highway Department bridges of that period. End stanchions (1936 & 1945) are also quite similar, massive rectangular blocks of concrete with a stepped pattern along their edges. However, the stanchions marked "1936" (makai) are longer and curved outward slightly, away from the traffic lanes. The two outer parapets (1966) are each formed of a high concrete curb (approximately 18") with an incised horizontal line. On top of the curbs are metal brackets supporting two tubular metal rails. Stanchions at the ends of the 1966 sections are rectangular blocks of concrete with two incised horizontal lines.

Integrity:

Parapets and stanchions of all sections of the bridge are unaltered except for the addition of guardrails (W-beams and Thrie-beams) at some end stanchions.

Significance:

Criterion "A" - associated with the roadway infrastructure of Kamehameha Hwy in the Pearl City/'Aiea area. Kamehameha Hwy has been a major transportation route through the Pearl City/ 'Aiea area since the early decades of the 20th century. The bridges constructed over this crossing at Waimalu Stream have been significantly integral to its development as an effective transportation route and have contributed meaningfully to development of this geographic area. They also have facilitated major passage through the area to points east and west that are served by the highway and are representative of important public works projects initiated by the Territorial and State governments.



Prepared by Mason Architects July 2008

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **None**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Ewa portion**

Resource Name/Historic Name: **Kalauao Spring Bridge**

Sector: **13 Pearlridge Station Sector**

Location: **Kamehameha Hwy at Kalauao Spring (west of Pali Momi St)**

Owner:

Station Block:

Date-Original: **1936, 1945, 1966**

Source: **Inscription**

Present Use/Historic Use: **Bridge**

Architectural Description:

The two center parapets of the bridge are identical, concrete balustrades pierced by vertically oriented openings in the form of a thick cross (commonly refered to as a "Greek-cross void"). This was a standardized pattern for Territorrial Highway Department bridges of that period. End stanchions (1936 & 1945) are also quite similar, massive rectangular blocks of concrete with a stepped pattern along their edges. However, the stanchions marked "1936" (makai) are curved outward slightly, away from the traffic lanes. The two outer parapets (1966) are each formed of a high concrete curb (approximately 18") with an incised horizontal line. On top of the curbs are metal brackets supporting two tubular metal rails. Stanchions at the ends are rectangular blocks of concrete with two incised horizontal lines.

Integrity:

Parapets and stanchions of all sections of the bridge are unaltered except for the addition of guardrails (W-beams and Thrie-beams) at some end stanchions.

Significance:

Criterion "A" - associated with the roadway infrastructure of Kamehameha Hwy in the Pearl City/ Aiea area. Kamehameha Hwy has been a major transportation route through the Pearl City/ Aiea area since the early decades of the 20th century. The bridges constructed over this crossing at Kaluao Spring have been significantly integral to its development as an effective transportation route and have contributed meaningfully to development of this geographic area. They also have facilitated major passage through the area to points east and west that are served by the highway and are representative of important public works projects initiated by the Territorial and State governments.

Prepared by Mason Architects July 2008

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **None**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Ewa portion**

Resource Name/Historic Name: **Kalauao Stream Bridge**

Sector: **13 Pearlridge Station Sector**

Location: **Kamehameha Hwy at Kalauao Stream (at Pali Momi St)**

Owner:

Station Block:

Date-Original: **1936, [1945], 1966**

Source: **Inscriptions**

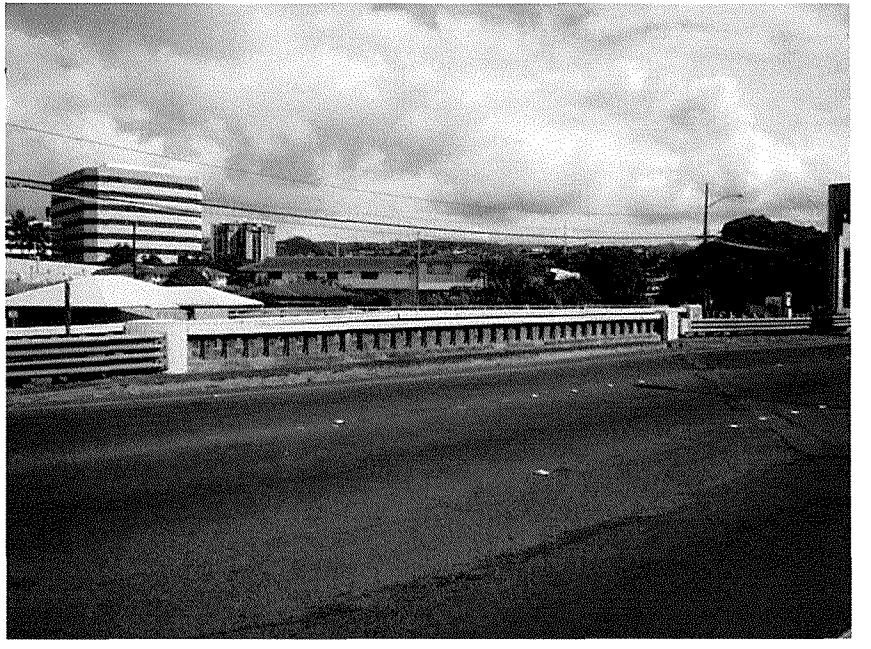
Present Use/Historic Use: **Bridge**

Architectural Description:

The two center parapets of the bridge are identical, concrete balustrades pierced by vertically oriented openings in the form of a thick cross (commonly refered to as a "Greek-cross void"), which was a standardized pattern of Territorrial Highway Department bridges. End stanchions (makai section is marked 1936 & mauka section is like those on nearby 1945 bridges, but has no readable inscription since that area of stanchion is covered by a W-beam) are also quite similar, massive rectangular blocks of concrete with a stepped pattern along their edges. However, the stanchions marked "1936" (makai) are curved outward slightly, away from the traffic lanes. The two outer parapets (1966) are each formed of a high concrete curb (approximately 18") with an incised horizontal line. On top of the curbs are metal brackets supporting two tubular metal rails. Stanchions at the ends are rectangular blocks of concrete with two incised horizontal lines.

Integrity:

Parapets and stanchions of all sections of the bridge are unaltered except for the addition of guardrails (W-beams and Thrie-beams) at some end stanchions.



Significance:

Criterion "A" - associated with the roadway infrastructure of Kamehameha Hwy in the Pearl City/'Aiea area. Kamehameha Hwy has been a major transportation route through the Pearl City/ 'Aiea area since the early decades of the 20th century. The bridges constructed over this crossing at Kalauao Stream have been significantly integral to its development as an effective transportation route and have contributed meaningfully to development of this geographic area. They also have facilitated major passage through the area to points east and west that are served by the highway and are representative of important public works projects initiated by the Territorial and State governments.

Prepared by Mason Architects July 2008

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **99003029**

Historic Status: **PH NHL**

Portion of Alignment: **Airport portion**

Resource Name/Historic Name: **Richardson Recreation Center Pool Complex (Swimming Pool - Fac. S-21; Recreation Facility - Fac. 1; Bath House/Locker Room - Fac. 2; Handball Court - Fac. S-20)**

Location: **Kamehameha Hwy & Salt Lake Blvd.**

Sector: **35 Richardson Recreation Center Sector**

Owner: **U. S. Navy**

Date-Original: **1941**

Station Block: **Aloha Stadium Station/ Kamehameha Hwy (if only Airport portion is built, not Salt Lake)**

Source: ***Paradise of the Pacific* (Dec. 1941, 103)**

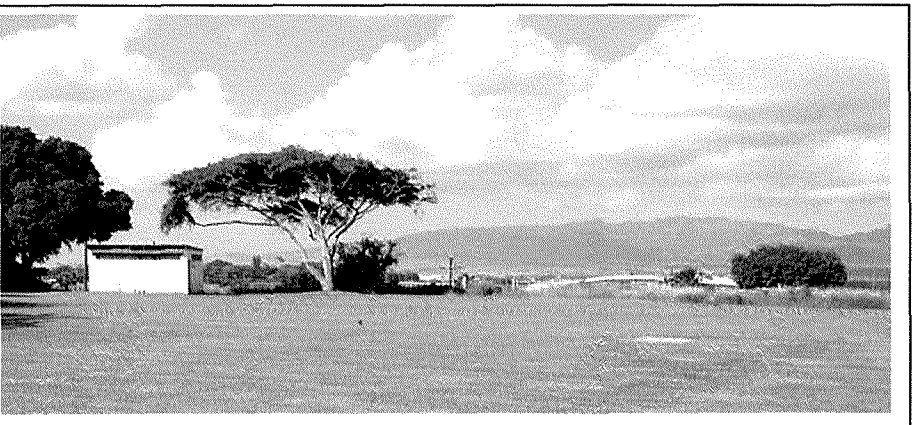
Present Use/Historic Use: **Military**

Architectural Description:

Fac. S-21, the swimming pool, is concrete, 100 feet square. Fac. 1, the Recreation Facility, is a two-story concrete building on the southeast side of the pool. The first floor, at pool level, was designed to provide lavatories, showers, a women's locker room, and storage. The second floor was designed to contain a lounge open on the pool side, with ship's service (bar), lavatories, and women's toilet/ powder room. Steps on both sides of the building lead down to the pool area. Fac. 2, the Bath House/Locker Room, on the northwest side of the pool, is a single-story concrete building with a flat roof and high windows on the sides facing the pool and the Handball Court. The latter is Fac. S-20, and its concrete back wall parallels the Locker Room's southwest side. Projecting at right angles from that wall are five sloping walls, which form the four bays of the court. Fac. 51 is the ballfield to the south of the swimming pool complex. It once contained three softball diamonds but is now an open grassy field dotted with pavilions.

Integrity:

The Richardson Recreation Center Pool Complex maintain its integrity, although the overall recreation area has been changed in recent decades. The overall functionof the pool complex remains the same and the main structures have not been greatly altered. The upper floor of the clubhouse (Fac. 1) was enclosed. Nearby recreational elements such as tennis courts, baseball and softball diamonds, bleachers, and a few restrooms have been removed, but this does not diminish the overall resource's contribution to the Pearl Harbor National Historic Landmark. The biggest change to the recreational center was the construction of the bridge to Ford Island in 1999. Fac. 51, the open grassy area to the south of pool,contributes to the integrity of the resource's setting, although altered from its WWII ballfield configuration.



Significance:

Richardson Recreation Center, located on the eastern shore of Pearl Harbor, was built to serve Navy personnel on visiting ships as well as those based at the installation. During the war years, ships ran hourly liberty boats to this center, which was open from 0900 to 1800 daily. The center offered the largest fresh-water swimming pool on the island, as well as playing fields and facilities for baseball, softball, track, tennis, handball, archery, boxing, and wrestling. Intramural teams from the ships played baseball or softball in the morning, barbecued food brought from the ships and picnicked in areas adjacent to the playing fields, then swam in the pool. The clubhouse also had a canteen and dance floor, and dances were held every two weeks. The recreational facilities are significant for their role in building morale among Pearl Harbor personnel during WWII (Criteria A).

Prepared by Mason Architects July 2008

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **99002004**

Historic Status: **NR-NHL/CINCPAC Headquarters NHL, Site # 80-13-1384**

Portion of Alignment: **Airport portion**

Resource Name/Historic Name: **Commander-in-Chief Pacific Fleet (CINCPACFLT) Headquarters - Fac. 250**

Sector: **35 Richardson Recreation Center Sector**

Location: **Halawa Drive (overlooking Kamehameha Hwy.)**

Owner: **U.S. Navy**

Station Block: **Arizona Memorial Station (if Salt Lake AND Airport portions built)**

Date-Original: **1941**

Source: **Navy records**

Present Use/Historic Use: **Military**

Architectural Description:

See NHL nomination form

Integrity:

Navy renovated building several times, with latest project completed in 2001. The rehabilitation work was carried out in accordance with the 1979 Pearl Harbor Memorandum of Agreement. Integrity sufficient to retain NHL status.

Significance:

See NHL nomination form

Prepared by Mason Architects July 2008

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **99002004**

Historic Status: **Agreed Eligible**

Portion of Alignment: **Airport Portion**

Resource Name/Historic Name: **Makalapa Navy Housing**

Sector: **36 Pearl Harbor Naval Base Station Sector**

Location: **Kamehameha Hwy. between Radford & Halawa Drives**

Station Block: **Pearl Harbor Naval Base Station**

Owner: **U.S. Navy**

Date-Original: **ca. 1941**

Source: **Navy database**

Present Use/Historic Use: **Military**

Architectural Description:

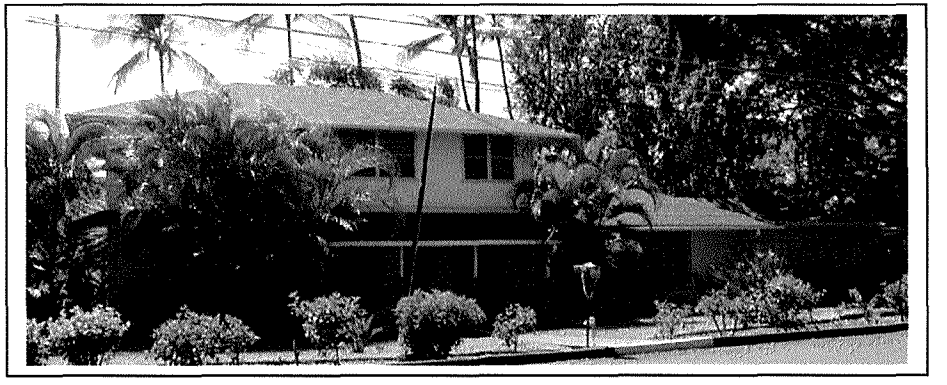
There are 14 types (and minor variations within several types) of single-family and duplex homes, ranging in size from 1748 to 3602 s.f., among the 89 residential buildings (97 units) at Makalapa. Remodeling has created further variety, but typical characteristics of houses include two-stories, asphalt-shingled hip roofs with 3'-wide eaves, concrete brick and/or horizontal board-drop siding, entry porches, pent roofs or concrete ledges over first-floor windows, wood-sash windows (double-hung, sliding, and hopper), plywood interior walls, and canec ceilings. Carports are incorporated into 14 houses, but detached carports are the norm.

Integrity:

The neighborhood has high integrity in all aspects, although a few detracting features and additions have been made to some houses. Current revitalization programs to upgrade the units and bring them up to modern housing standards are being undertaken in a historically sensitive manner.

Significance

This housing area is significant under several National Register criteria: under Criterion A for its association with the build up of officers' housing just prior to World War II; under Criterion B for its association with Admiral Chester Nimitz, Commander-in-Chief of the Pacific Fleet (CINCPACFLT), who lived in the neighborhood for most of the war; and under Criterion C, both for its association with the firm of master architect C.W. Dickey, designer of the houses and the neighborhood, and as an example of military residential planning in Hawaii, which followed the "Garden City" concept prevalent at the time. In 1939 the Navy purchased the Makalapa Crater land and designated the site for officers' quarters, complete with recreational facilities, overlooking the naval base. Admiral Nimitz lived at 37 Makalapa Drive, at the highest point of the crater rim. He and the other officers were within walking distance of the CINCPACFLT administration buildings. The houses, mostly completed in 1941, were constructed of pre-fabricated components and represent an early use of



Prepared by Mason Architects July 2008

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **99001008**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Airport Portion**

Resource Name/Historic Name: **Ossipoff's Aloha Chapel, SMART Clinic, and Navy-Marine Corps Relief Society - Fac. 1514**

Sector: **36 Pearl Harbor Naval Base Station Sector**

Location: **Kamehameha Highway & Radford Drive**

Owner: **U. S. Navy**

Station Block: **Pearl Harbor Naval Base Station**

Date-Original: **1975**

Source: **Navy database**

Present Use/Historic Use: **Military**

Architectural Description:

The floor plan of Facility 1514 consists of three roughly rectangular single-story sections, two of which include courtyards. These sections have flat roofs except the northermost portion of the roofs, for two of the sections, incorporate a row of twelve parallel barrel vaults. The six northernmost vaults cover the Aloha Jewish Chapel and have large openings over its adjoining courtyard. There are six-pointed stars in the courtyard wall and in one of the barrel vault ends. The other six vaults were originally designed to provide natural lighting to the central library space (now the SMART clinic). The flat-roofed southern section houses the Navy-Marine Corps Relief Society. The clinic and the Society share the second courtyard, and their entrances are located there. The exterior walls of the building are split concrete brick; the vaults and upper walls are concrete.

Integrity:

Despite the change in function of the original library space, the building appears to be generally unaltered and has high integrity.

Significance:

Although this building is less than 50 years old, it meets National Register Criteria Consideration G for exceptional importance. This building is an exceptional example of the work of a master architect, Vladimir Ossipoff (1907-1998), who was the subject of a recent exhibition and publication of the Honolulu Academy of Arts. Also, the building is believed to be the first chapel built on a military base specifically as a Jewish place of worship. This building is a landmark at Makalapa Gate.

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **11016004**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Airport Portion**

Resource Name/Historic Name: **Hawaii Employers Council**

Sector: **38 Lagoon Drive Station Sector**

Location: **2682 WAIWAI LOOP**

Owner: **HAWAII EMPLOYERS COUNCIL**

Station Block:

Date-Original: **1961**

Source: **Tax Office**

Present Use/Historic Use: **Commercial**

Architectural Description:

This two-story, flat-roofed building of reinforced concrete and CMU is constructed with an irregular floor plan which reflects the lines of the rear parcel boundary that abuts Keehi Lagoon Park. The building is set back on its parcel to accommodate parking on the street side. The front facade of the building consists of nine bays. Counting north to south, Bays 1, 4, 5, 6, 7, and 9 are identical, each about fifteen feet wide and two stories tall. These bays are faced with painted CMU set in a pattern of projecting headers. Bays 2 and 3 are hidden by a slightly concave wall of smooth CMU which projects about ten feet from adjacent bays. This wall is about thirty feet wide and the makai half creates an entry area in front of the two-story glass entrance to the building in Bay 2. Bays 7-9 are set back about three feet from Bays 4-6. Bay 7 has a doorway leading to an open service area. Bay 8, about 30-feet wide, forms a second-story bridge between Bays 7 and 9, and has a slightly angled footprint. The bridge structure is concrete and has horizontal band of windows on front and rear. The ground-floor area behind Bays 7 and 9 are used for parking. The pattern of vertical divisions between bays is repeated on the rear facade of the building with unusual structural elements. Vertical piers rise slightly above the walls, connected to beams that support the roof projection over the exterior hall. Tall metal-framed windows and doors are set back from the exterior plane of the piers, especially on the upper story. There is a small garden at the northeast corner of the building.

Integrity:

Appears unaltered.

Significance:

This building is significant under Criterion A for its association with the history of labor relations in Hawaii and under Criterion C for its association with the architectural firm Wimberly and Cook and its successor firm, Wimberly, Allison, Tong & Goo, which had a major influence on Hawaiian architecture in this period. The Hawaii Employers Council was founded in 1943 in response to the National Labor Relations Act of 1935, which guaranteed the rights of workers to organize. Relations between labor and management had been stormy before the war, when the ILWU had organized the dock workers and was making gains on the sugar and pineapple plantations. The Council was formed to organize the employers, bring the unions to the table, and stabilize these relations through wages and working conditions fair to both sides rather than endure further strikes and lockouts. By February 1962, when the Council moved to its new offices, it had over 300 members, who acted as a solid bloc under Council discipline.

Prepared by Mason Architects July 2008

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **12009017**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Afuso House**

Sector: **20 Kalihi Station Sector**

Location: **1933 DILLINGHAM BLVD**

Station Block: **Kalihi Station Block**

Owner: **AFUSO, TSUYOSHI**

Date-Original: **1914 & 1939**

Source: **Tax Office and inventory form from 1970s transit project**

Present Use/Historic Use: **Residential**

Architectural Description:

Single-story plantation-style residence with hip roof and hip-roof dormers, one on each roof slope. Constructed of vertical tongue and groove with a mid-wall girt on a post-and-beam foundation with horizontal board screening, except for concrete-hollow-tile foundation walls near concrete entry stair. The stair leads to a central recessed entry porch, which resulted from the 1939 enclosure of a portion of the original corner porch.

Integrity:

Retains a high degree of integrity of location, design, materials, workmanship, feeling and association. Integrity of setting, with adjacent vacant lots on one side, is somewhat changed from its historic dense residential character, but is still apparent, due to the presence of other historic residential buildings in the immediate area. Jalousie windows and an added carport are the most apparent non-historic alterations. The porch enclosure, concrete entry stair and metal railing were built in 1939 and are considered historic alterations, and part of the design history of the house.

Significance:

Criterion "A" – associated with the residential development of the Kalihi Kai neighborhood in the early 1900s and with this road's (formerly North Queen Street) period of transition to a mixed commercial-residential area, when it was extended in the 1930s, with extensions connecting to downtown and to Kamehameha Highway. (North Queen Street was renamed Dillingham Boulevard a few years after the extensions.) Criterion "C" – embodies the distinctive characteristics of a type and period of construction, as an early urban house in a plantation style with some unusual features, such as the hipped dormers.

Prepared by Mason Architects July 2008

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **12009017**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Higa Four-plex**

Sector: **20 Kalihi Station Sector**

Location: **1945 DILLINGHAM BLVD**

Owner: **AFUSO, TSUYOSHI**

Station Block: **Kalihi Station Block**

Date-Original: **1941 & 1944**

Source: **Tax Office**

Present Use/Historic Use: **Residential**

Architectural Description:

Two-story plantation-style four-plex residence with a hip roof. Constructed with CMU walls on the ground floor, and with vertical tongue-and-groove siding and double girts at the second floor. Windows are original three-light sliding sash and 1/1 double hung. The front entries have concrete stairs with decorative metal railings to the second floor. There is also a 1940 two-story residence at the rear of the lot that was not visible from the street.

Integrity:

This building has a high degree of integrity. Tax office records and the different construction materials suggest that the building house was raised in 1944, soon after it was built in 1941. Since the first floor addition of CMU and the concrete entry stairs with metal railing appear to be historic alterations, they are considered part of the building's design history.

Significance:

Criterion "A" – associated with the residential development of the Dillingham Boulevard area in the 1940s when there was increased demand for housing in the build-up period before WWII. Criterion "C" – a distinctive example of a plantation style duplex design (the top story) transmuted into a four-plex in an urban neighborhood. It is associated with the history of Dillingham Boulevard, whose development affected the Kalihi Kai neighborhood, originally consisting mostly of single-family residences.

Prepared by Mason Architects July 2008

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **12009018**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Teixeira House**

Sector: **20 Kalihi Station Sector**

Location: **1927 DILLINGHAM BLVD**

Station Block: **Kalihi Station Block**

Owner: **RODRIGUES, BEVERLY P S TR**

Date-Original: **1945**

Source: **Tax Office**

Present Use/Historic Use: **Residential**

Architectural Description:

Single-story plantation-style house with a hip roof covered in asphalt roll roofing. Single-wall, vertical tongue-and-groove construction with two horizontal girts and outset window frames on a post-and-beam foundation that is screened with horizontal boards. Original windows are 1/1 double hung.

A second house (dated 1936 per Tax Office records) at the rear of the lot was not visible enough from the street to survey.

Integrity:

Although there have been some changes, the house retains sufficient integrity to qualify for the National Register. Integrity of setting is compromised from its historic dense residential character due to large new commercial building on the consolidated adjacent lot. The historic setting is still apparent, due to the presence of other historic residential buildings in the immediate area. Design changes include replacement of some original windows with jalousies, and of lattice foundation screening with boards, and removal of rock wall at front of lot.

Significance:

Criterion "A" – associated with the residential development of the Kalihi Kai neighborhood in the first half of the 20th century and with this road's (formerly North Queen Street) period of transition to a mixed commercial-residential area, when it was extended in the 1930s with extensions connecting to downtown and to Kamehameha Highway. (North Queen Street was renamed Dillingham Boulevard a few years after the extensions.) Criterion "C" – embodies the distinctive characteristics of a type, period, and method of construction, as a good example of a 1940s, single-wall, plantation-style dwelling.

Prepared by Mason Architects July 2008

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **None**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Lava Rock Curbs**

Sector: **20 Kalihi Station Sector thru 25 Civic Center Station Sector**

Location: **From about Laumaka St to South St (except not along Nimitz Hwy) Not yet precisely mapped.**

Owner: **CITY AND COUNTY OF HONOLULU**

Station Block:

Date-Original: **ca. 1889 to 1949**

Source: **Liedemann, Mike "Moiliili Quarry," in Cheever, David and Scott, *Pohaku: The Art and Architecture of Stonework in Hawaii.* Editions Limited, 2003, p. 32.**

Present Use/Historic Use: **Curbing**

Architectural Description:

These curb stones are dense sections of (basalt) lava rock that are rough-hewn below grade, but squared at their exposed surfaces. The width and height of the exposed surfaces are typically about 6 inches, but the buried depth is several feet. They are of varying lengths, from 2' to over 5'. Some curbs at intersections exhibit a slight curvature to follow the contour of the street corner.

Integrity:

Unaltered.

Significance:

Criterion "A" – these objects are associated with the roadway infrastructure development of Honolulu. Criterion "C" – these objects qualify as examples of the distinctive method of street construction in Honolulu during the late 1800s and the early 1900s. The lava rock curbs are an important and labor-intensive part of the history of Honolulu's street and road infrastructure. Some of the lava rock used for curbstones was taken from the Mo'ili'ili quarry which operated from 1889 to 1949. The stone from this quarry was considered to be high quality.

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **15015008**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Six Quonset Huts**

Sector: **21 Kapalama Station Sector**

Location: **1001 DILLINGHAM BLVD**

Station Block: **Kapalama Station Block**

Owner: **URBAN INVESTMENTS**

Date-Original: **1954**

Source: **Tax Office**

Present Use/Historic Use: **Commercial**

Architectural Description:

Six Quonset huts with 40' x 100' footprint, constructed of corrugated metal with sliding doors on their southeast ends. The one closest to Dillingham Boulevard has added large-scale doors on its long side, and some have roofs have been altered by the addition of round vents or raised roof sections for ventilation.

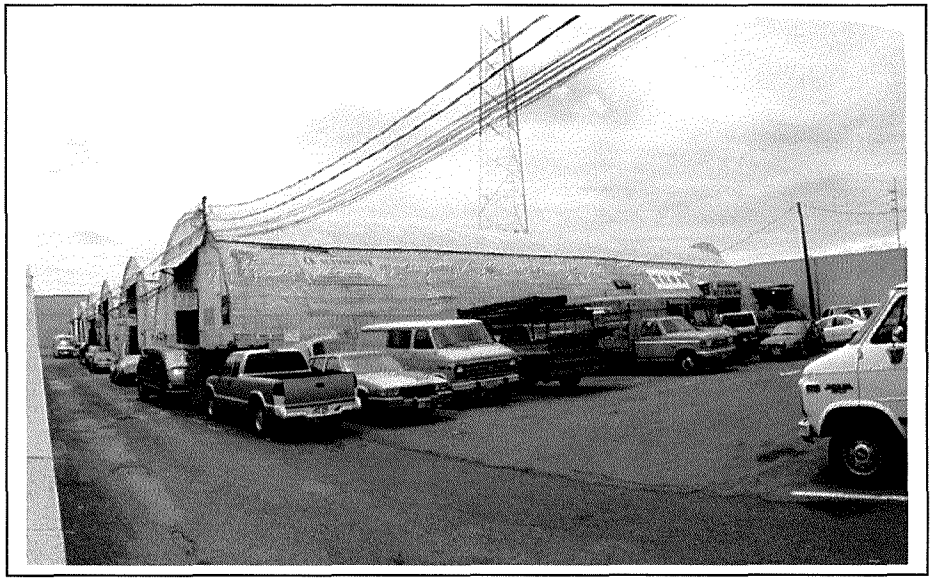
A Butler Manufacturing pre-fabricated metal warehouse building with four gables and a three-story building of concrete masonry units are also on the parcel.

Integrity:

The basic integrity of the grouping, after re-erection on this site, remains high, despite the addition of the three-story building ca. 1970. Most of the Quonset huts are unaltered since they were erected on this site. Some have added doors or ventilation openings.

Significance:

Criterion "A" - associated with the re-use of former military buildings by small businesses and others on Oahu. Criterion "C" – they embody the distinctive characteristics of this notable building type. They are a rare extant grouping of re-located military Quonset huts. These Quonsets huts were originally erected and used by the military on another site during WWII. According to aerial photos they were re-erected on this site sometime between January 1953 and January 1963. They are associated with the economic development of Oahu after WWII, some of which was spurred by the release of excess military buildings to the civilian Oahu population after the war, and the resulting use of these excessed buildings by small businesses and others.



Prepared by Mason Architects July 2008

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **None**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Kapalama Canal Bridge**

Sector: **21 Kapalama Station Sector**

Location: **Dillingham Blvd**

Owner: **City and County of Honolulu**

Station Block:

Date-Original: **1930**

Source: **Inscription on bridge & Thompson, Bethany, *Historic Bridge Inventory, Island of Oahu*, 1980.**

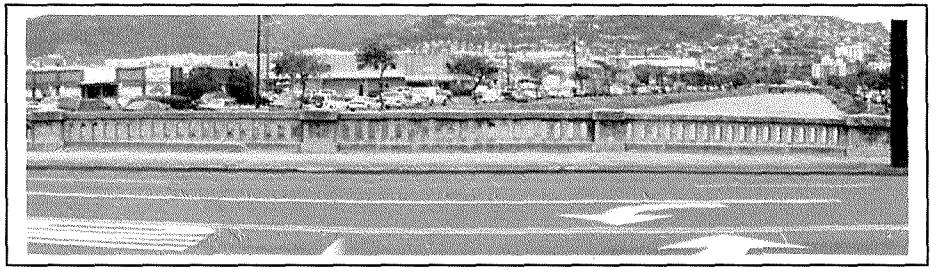
Present Use/Historic Use: **Bridge**

Architectural Description:

This bridge is a five-span, reinforced-concrete, tee-beam deck-girder bridge, about 113' in length. It was built for the City & County of Honolulu, under the tenure of Bureau Engineer D. Balch and design engineer George Dawson. Its concete parapets are pierced to form balustrades with arched-topped vertically oriented openings. This arched-top design pattern for balustrades was a standardized pattern of Territorial Highway Department bridges of this period. The balustrades of this bridge are divided by four regularly spaced stanchions that have thick rectangular tops with a very-low-slope hipped cap. The face of each stanchion has a recessed rectangular panel with a raised pyramidal design. The end stanchions are similar but slightly larger with flat panels that are inscribed "Kapalama Canal" and on the opposite stanchion, "1930." There are 10' sidewalks on both sides of the bridge.

Integrity:

Integrity appears high, parapets and stanchions are unaltered.



Significance:

Criterion "A" - for its association with the the transportation history of the area and the extension of Dillingham Boulevard from the Kalihi Kai neighborhood to downtown. Criterion "C" - as an example of concrete bridge engineering and design in Hawaii. This bridge was an important transportation link between Kalihi and downtown Honolulu and an important aspect of the construction of Dillingham Boulevard between Waiakamilo and King Street in the early 1930s.

Prepared by Mason Architects July 2008

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **None**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Kamani Trees**

Sector: **21 Kapalama Station Sector and 22 Iwilei Station Sector**

Location: **From about Kapalama Drainage Canal to Ka'aahi Street**

Owner: **CITY AND COUNTY OF HONOLULU**

Station Block:

Date-Original: **ca. 1934**

Source: **Hawaii State Archives photograph collection, folder PP58-11, neg #hc 31,847.**

Present Use/Historic Use: **Street trees/ Urban landscape element**

Architectural Description:

These mature kamani trees (*Calophyllum inophyllum*) were planted along both sides of Dillingham Boulevard ca. 1934, with a typical spacing of 55 to 75 feet. Many trees have asymmetrical canopies resulting from been pruned away from overhead utility lines.

Integrity:

Unaltered, except for maintenance pruning.

Significance:

This designed historic landscape qualifies under Criterion "A" for its association with the 1930s roadway infrastructure development of Dillingham Boulevard and the history of street tree plantings in Honolulu. More research may reveal that it also qualifies under Criterion "C" for its embodiment of distinctive characteristics of 1930s street tree planting and landscaping.

Prepared by Mason Architects July 2008

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **15007033**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Institute for Human Services / Tamura Bldg**

Sector: **22 Iwilei Station Sector**

Location: **536 KA'AAHI STREET**

Owner: **PROPERTY INVESTMENTS LLC**

Station Block: **Iwilei Station Block**

Date-Original: **1968**

Sources: **Tax Office**

Present Use/Historic Use: **Office & Residential**

Architectural Description:

This three-story International-Style building has a prominent rounded corner where its two street-facing sides join at Ka'aahi Street and Ka'amahu Place. The building has exterior walls of CMU in a grid pattern, a flat roof, and cantilivered concrete canopies above the storefronts and the second and third story windows. Storefronts have aluminum-framed double doors and fixed light windows, both with jalousie transoms. Upper-floor windows are jalousies. Some windows and transoms have window air conditioners. Two cargo bays provide access to an open area behind the building. According to Tax Office records the building has ten storefronts on the ground floor and thirteen apartment units on each of the second and third floors.

Integrity:

Appears unaltered. Window air conditioners added.

Significance:

Criterion "C" - as an example of an International-Style building.

Prepared by Mason Architects July 2008

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: 15007003 (page 2)

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Wood Tenement Buildings behind Tong Fat Co.**

Sector: **22 Iwilei Station Sector**

Location: **425 N. King St.**

Owner: **Cupboard LLC**

Station Block: **Iwilei Station Block**

Date-Original: **1914**

Source: **Tax Office**

Present Use/Historic Use: **Residential**

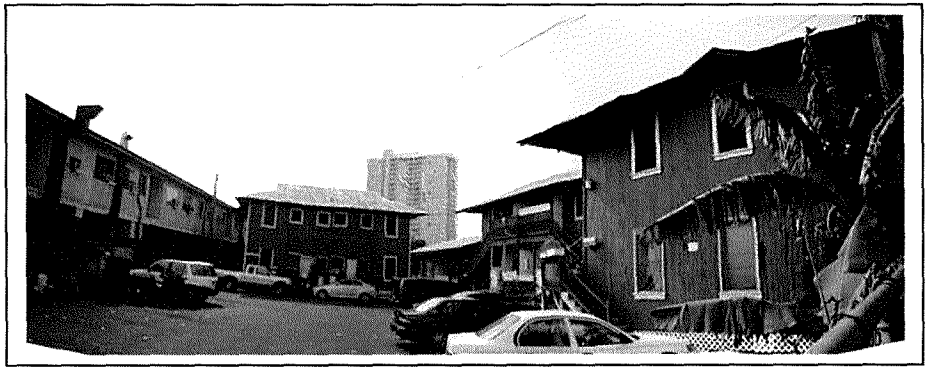
Architectural Description:

Three of the four buildings are two-story four-plexes and one is a single-story (duplex). These are built of vertical tongue and groove boards on post and beam foundations. The two-story buildings have gable-on-hip roofs and concrete stairs with lava-rock cheekwalls at the entries to the first-floor apartments. The single-story building has a gable roof and concrete stairs with wood railings at the entries. Wooden stairs provide access to the second floors. Jalousie windows have replaced the original double-hung ones. The single- story building was apparently altered by removing the second floor.

t

Integrity:

The buildings retain sufficient integrity for National Register listing, despite numerous changes over the decades. The windows have been replaced with jalousies. One of the four tenements (#6 on Tax Office sketch) was changed from 2-story to 1-story (second-floor removed) before November 1964.



Significance:

Criterion "A" - associated with the development of the A'ala neighborhood. Criterion "C" - an example of typical grouping and construction of early twentieth century tenement buildings in Honolulu. The tenement buildings are a very rare example of an early-20th-century, high-density, wood-framed, residential cluster, typical in the A'ala area and Chinatown before massive urban renewal of the 1960s replaced the wooden buildings and narrow lanes with public housing.

TMK: **15007001 & 15007002 (Page 2)**

Historic Status: **HR, Site No. 80-14-1380 (NRHP Determined Eligible 2/12/79)**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Oahu Railway & Land Co. Office & Document Storage Building**

Sector: **22 Iwilei Station Sector**

Location: **355 N. KING ST.**

Station Block: **Iwilei Station Block**

Owner: **STATE OF HAWAII**

Date-Original: **1914**

Source: **Mason, Glenn [1978] Inventory Form**

Present Use/Historic Use: **Offices**

Architectural Description:

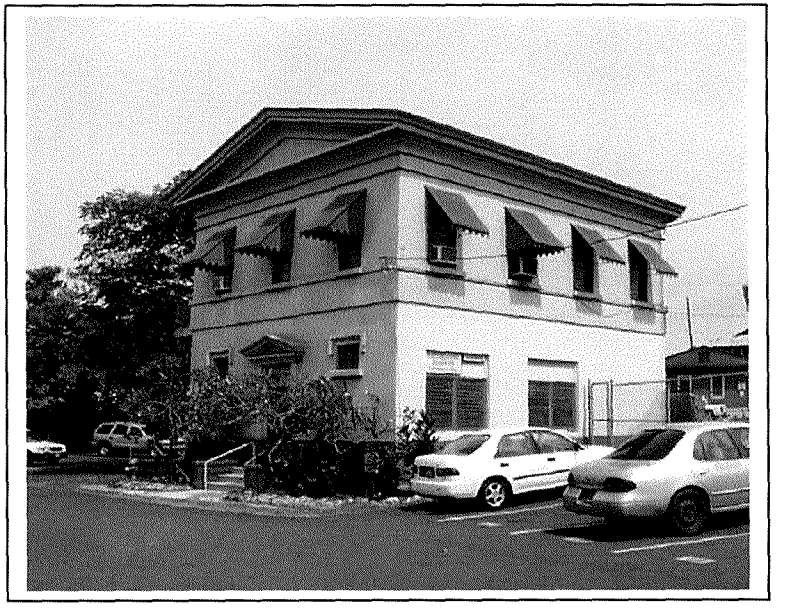
This two-story Colonial Revival Style building is built of stuccoed concrete with a gable roof. A heavy molded pediment is found at the southeast gable, the molding continuing along the eaves at the sides of the building. The building has a sill course at the bottom of the second-floor windows and a string course between the first and second stories. The entry, on the southeast end, is topped with a pediment and flanked by small two-light windows. At the southeast side of the building is a projecting platform supported by solid curved brackets. A double door provides access to this platform from the second floor. The entry, on the southeast end, is topped with a pediment and flanked by small two-light windows with label moldings. At the rear of the building is a walk-in concrete vault.

Integrity:

The buildings on this lot all have a high degree of integrity, with the facades of the buildings essentially unchanged. The primary alterations are to the windows -- some have been changed to jalousies and some sealed with solid panels. The grade-level rail yard on the property has been replaced by paved grounds, but the open feeling around the buildings is similar to that of its past. NOTE: See additional form for these two TMKs for information on historic paving which is also located on this property.

Significance:

Criterion "A" - associated with the Oahu Railway & Land Co., an important force in the development of Oahu. Criterion "C" - it embodies the distinctive characteristics of a type and period of construction. The unknown designer of this building crafted a building in a style typical of public structures of the early 20th century in Hawaii; it is now a rare surviving example of Colonial Revival architecture in Honolulu.



HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **15007001 & 15007002**

Historic Status: **HR, Site No. 80-14-1380 (NRHP Determined Eligible 2/12/79)**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Oahu Railway & Land Co. Terminal Building**

Sector: **22 Iwilei Station Sector**

Location: **355 N. KING ST.**

Station Block: **Iwilei Station Block**

Owner: **STATE OF HAWAII**

Date-Original: **1925**

Source: ***Honolulu Advertiser* May 14, 1925, p. 1**

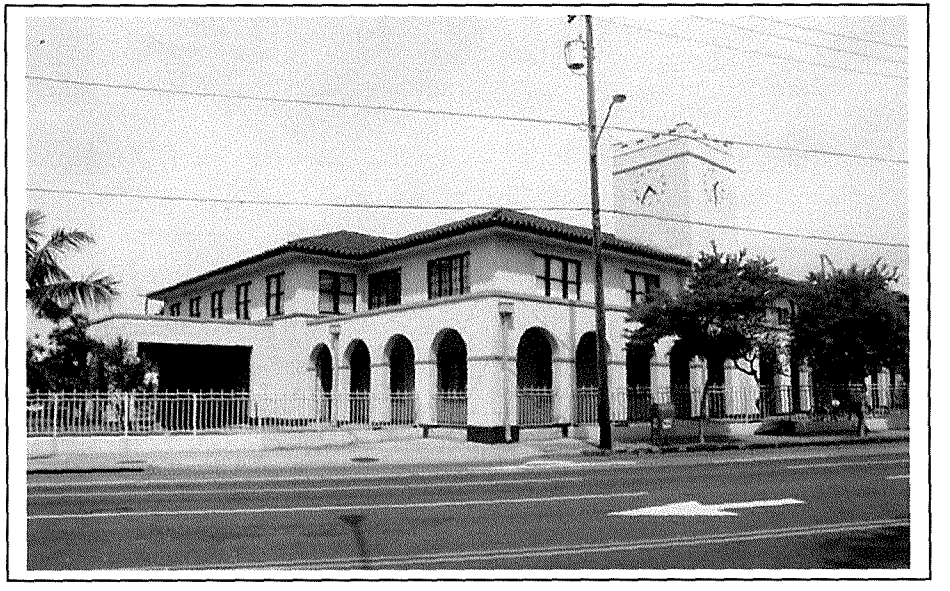
Present Use/Historic Use: **Offices / Train Station**

Architectural Description:

This two-story Spanish Mission Revival Style building is constructed of stuccoed concrete with a gable-on-hip roof covered in red tile. An outset arcade with arched openings extends around most of the building. The arcade has a thin projecting band at its cornice and at the spring line of the arches. There is a porte cochere on the southeast side, and a large clock tower with a crenelated battlement is located on the northeast side. The clock tower extends about a full story above the roof and at its base is the main entry to the building. Windows are 1/1 double-hung and eight-light casement types.

Integrity:

The buildings on this lot all have a high degree of integrity, with the facades of the buildings essentially unchanged. The primary alterations are to the windows -- some have been changed to jalousies and some sealed with solid panels. The grade-level rail yard on the property has been replaced by paved grounds, but the open feeling around the buildings is similar to that of its past. NOTE: See additional form for these two TMKs for information on historic paving which is also located on this property.



Significance:

Criterion "A" - associated with the Oahu Railway & Land Co., an important force in the development of Oahu. Criterion "C" - an example of Spanish Mission Revival Style with high artistic value. The terminal building which opened in May 1925, was designed by Honolulu architect Guy N. Rothwell. It embodies the distinctive characteristics of public buildings during the 1920s period in Honolulu. The terminal building is associated with the Oahu Railway & Land Co., a very important transportation network for the sugar and pineapple plantations, the military, and the residents of Oahu, until it stopped service in December 1947.

Prepared by Mason Architects July 2008

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **None**

Historic Status: **Evaluated Eligible (also within NR/Chinatown Historic District)**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Nu'uanu Stream Bridge**

Sector: **23 Chinatown Station Sector**

Location: **N NIMITZ HWY**

Station Block: **Chinatown Station Block**

Owner:

Date-Original: **1932**

Source: **date on bridge**

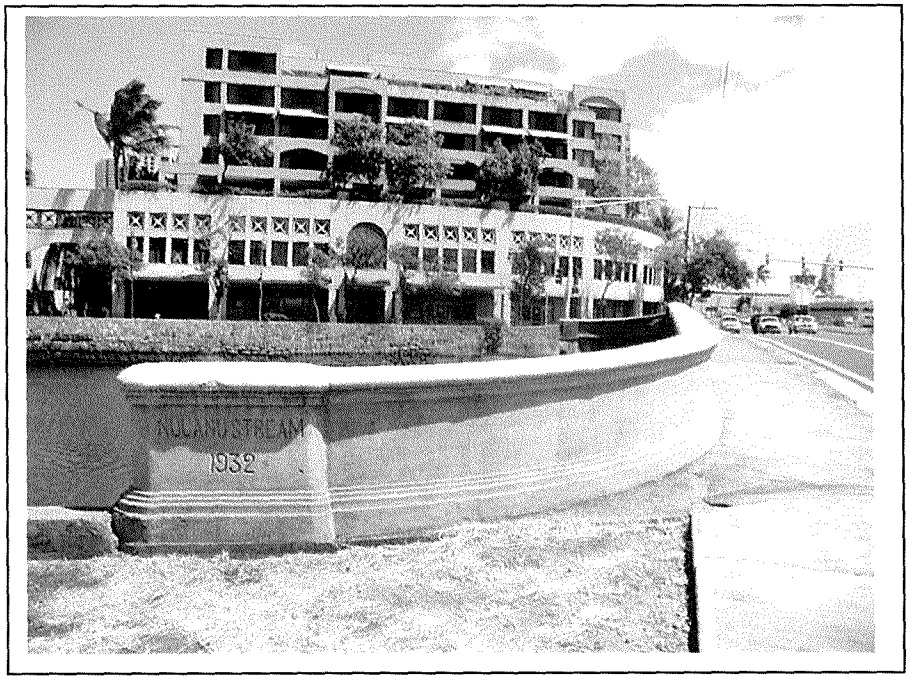
Present Use/Historic Use: **Bridge**

Architectural Description:

This concrete bridge has a solid parapet with molding at its base and under its rounded top rail. The concrete abutments supporting the bridge show the impressions of their board-forming. Four rounded concrete piers with molded bases rise out of Nu'uanu Stream to support the span. The parapet on the mauka side curves about 90 degrees at its ends to run parallel with the stream. Each end is inscribed "Nuuanu Stream 1932."

Integrity:

Parapets and piers appear unaltered.



Significance:

Criterion "A" - associated with the transportation history of the Honolulu waterfront and Queen Street before it was renamed Nimitz Highway. Criterion "C" - as a late example of a concrete bridge with solid parapet design, incorporating unusual molded detailing and a rounded top rail. The solid parapet is somewhat unusual for its 1932 construction date, since most bridges constructed in that period by the Territory had balustrades pierced with vertically-oriented openings. This bridge carries the 'Ewa-bound traffic of Ala Moana Boulevard/ Nimitz Highway out of downtown and is an important transportation link between Iwilei and downtown. Also, this building is within the Chinatown Historic District and is considered a contributing resource.

Prepared by Mason Architects July 2008

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **17002, 17003, & 17004 plats**

Historic Status: **Listed on National Register, Site No. 80-14-9986**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Chinatown Historic District**

Sector: **23 Chinatown Station Sector**

Location: **Roughly bounded by Nuuanu Stream, Beretania St., Nu'uanu Ave., & Honolulu Harbor**

Owner: **Multiple public/ private**

Station Block: **Chinatown Station Block**

Date-Original: **ca. 1900 – ca. 1968**

Source: **Tax Records**

Present Use/Historic Use: **Various commercial, residential & public uses**

History/ Description of District:

The district has an abundance of architecturally notable buildings of varied ages which combine with plainer, vernacular ones to yield a distinct streetscape. This is unified by the use of sidewalk canopies and storefront entries with either wide opening doors for maximum shop exposure or with recessed doorways with splayed shopfront windows. The makai areas of the district still enjoy some unobstructed views of Honolulu Harbor, from Maunakea Street (Fox 1971, NR Property Photography Form, SHPD files) and other mauka/ makai streets.

This historic district, covering about 36 acres, was listed on the National Register on January 17, 1973. The district boundaries, as mapped and described in the National Register nomination form, run in a line 50' Ewa (north) of Nuuanu Stream, along the mauka (east) side of Beretania Street, 50' Diamond Head (south) of Nuuanu Avenue, and extend into the waters of Honolulu Harbor, 50' makai (west) of the longest pier.

Significance:

The makai boundary of the district expresses the importance of Chinatown's connection with the harbor and its historic ties to the waterfront, a factor of great importance in its origin and evolution. "The major reason for its [Chinatown's] early development and continuous history as a commercial area was due to the close proximity to Honolulu Harbor" (Riconda 1973, National Register Nomination form for Chinatown Historic District, SHPD files).

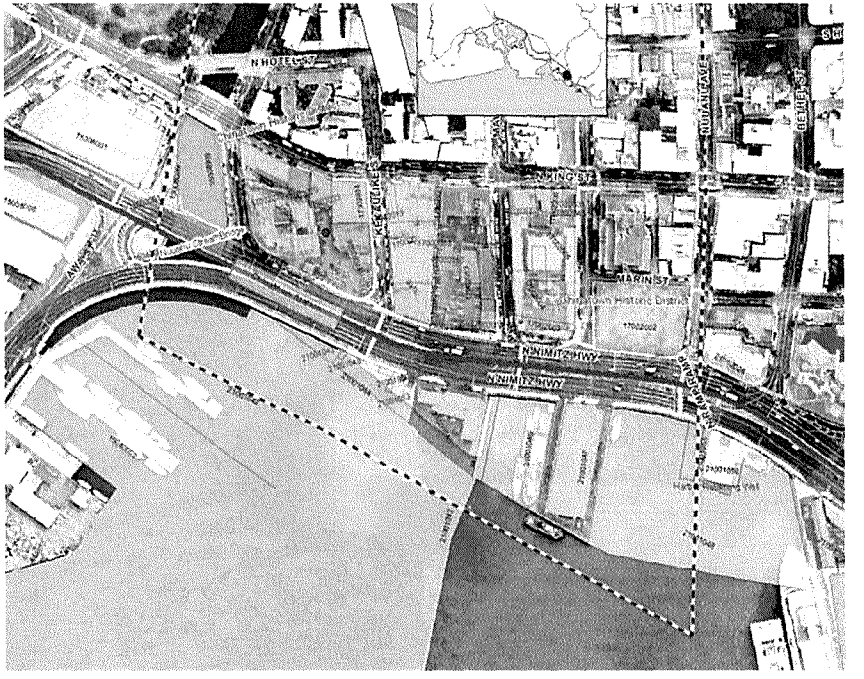
The district is also considered significant as traditional cultural property, according to the National Register Bulletin on that topic. It is recognized as a place of cultural importance to the city's Asian community, which retains its distinctive cultural surroundings and architectural character.

In the Chinatown Historic District buildings from the early 20th century are combined with later, mid-century construction (often in International Style) to yield a significant concentration of buildings that are united historically and aesthetically by physical development.

Integrity:

The district retains levels of integrity which qualify it for inclusion in the National Register. Alterations have included changes to streets, new high-rise construction and other non-contributing buildings, and alteration of waterfront elements, including walls and piers.

NOTE: Dashed line shows the district boundaries as indicated on NR nomination form, within the makai portion of the Chinatown Historic District which is traversed by the proposed rail line.



Prepared by Mason Architects July 2008

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **21001005**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **DOT Harbors Division**

Sector: **24 Downtown Station Sector**

Location: **South Nimitz Highway & Fort Street**

Owner: **STATE OF HAWAII**

Station Block:

Date-Original: **1952**

Source: **Tax Office**

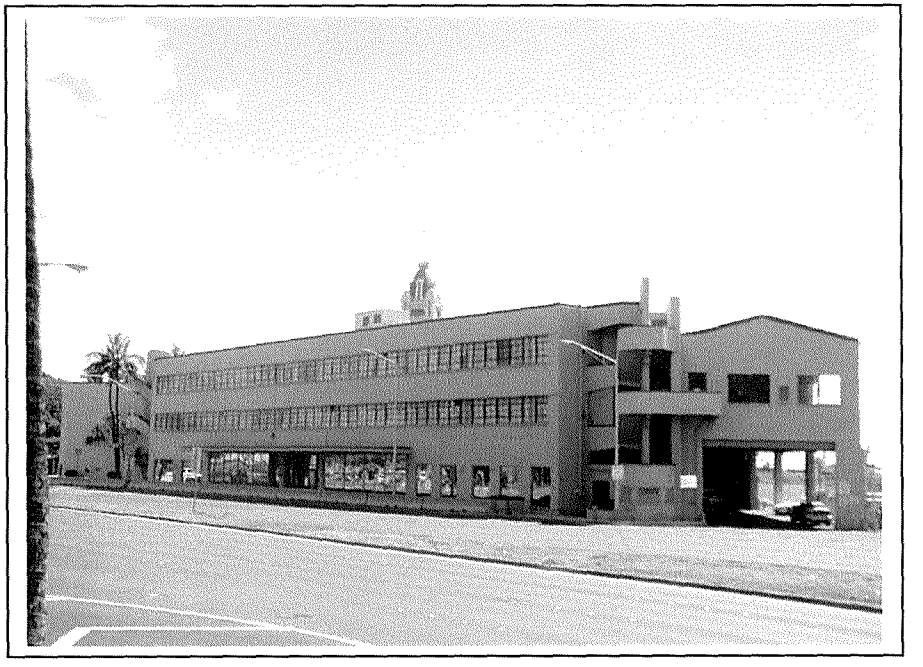
Present Use/Historic Use: **Offices**

Architectural Description:

This three-story building is built with an International-style façade that is typified by its bands of metal-frame multi-light windows at the upper two floors, unadorned cornice, and lack of decorative detailing. The first floor has a recessed entry and flanking fixed-light windows which are the full height of the first story and are protected by a cantilevered canopy. To the sides of the canopy are fixed-light windows of slightly lesser height. At both ends of the building are open stairways accessed from the building's interior that have a perforated-pattern wall at the first floor and solid panel railings at the upper floors.

Integrity:

Appears unaltered.



Significance:

Criterion "A" - for its association with the Harbor Commission of the Territory of Hawaii in the period after WWII and before the 1959 advent of jet airliners. This building replaced an earlier section of the 1926 Pier 11 building (containing offices and storage) that was destroyed when Nimitz Highway was re-aligned/ widened.

Prepared by Mason Architects July 2008

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **21001001**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Pier 10/11**

Sector: **24 Downtown Station Sector**

Location: **600 Fort Street**

Owner: **STATE OF HAWAII**

Station Block:

Date-Original: **1926**

Source: **Tax Office**

Present Use/Historic Use: **Maritime passenger terminal**

Architectural Description:

This single-story passenger terminal building is about 550' long and extends most of the length of Piers 10 & 11. Viewed from the harbor side, it has a gable roof covered with clay tiles at the Pier 11 facade, and an unadored stepped cornice at Pier 10. There are numerous large-scale metal roll-up doors along its harbor-side length at the first story. The second story has an inset covered walkway with numerous openings to allow passengers access to the upper decks of large vessels. These second story openings are rectangular at Pier 10, and at Pier 11 they have arched tops. The railing at Pier 11 is also more decorative with metal ralings and solid sections alternating, the latter with diamond-pattern decorations. Near the mid point of the second story of the building is a larger rectangular opening with shed roof that holds the movable gangway for access to vessels. Near the mid-point of Pier 11 is a hip-roofed clerestory. The Fort Street side of the building has pilasters with simple capitals and bases that define the bays and support a simple cornice with a projecting band. At the second story each bay has a segmental-arched opening that is filled with multi-light windows with pivot sash sections. The first floor bays typically have large fixed-light windows and double entry doors with large single lights. Some bays have large-scale roll-up doors for vehicle access. Continous canopy.

Integrity:

Entries replaced. Canopy changed.

Significance:

Criterion "A" - for its association with the maritime pasenger industry. Criterion "C" - as an example of neo-classical architecture of the 1920s in Honolulu. This building is associated with the maritime passenger industry in Hawaii; its construction date of 1926 corresponds with Matson Navigation's construction (with Castle & Cooke) of the opulent Royal Hawaiian Hotel and their new luxury flagship, the *Malolo*. During the 1920s and 1930s passenger steamships brought wealthy tourists to Honolulu. "The commodity of the day was the tourist who could afford about what he wanted [sic]. For him, there must be great ships and great hotels" (Worden, *Cargoes: Matson's first Century in the Pacific*, 1981).

Prepared by Mason Architects July 2008

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **21001013**

Historic Status: **NR & HR Site No. 80-14-9929**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Aloha Tower**

Sector: **24 Downtown Station Sector**

Location: **Fort Street**

Station Block:

Owner: **State of Hawaii**

Date-Original: **1926**

Source: **Tax Office**

Present Use/Historic Use: **Observation deck and offices**

Architectural Description:

This 184' tower has an elongated eight-sided convex-curved spire for its main roof. This main spire is topped by a small, eight-sided deck with a thin railing and a "T"-shaped mast. Each of the cardinal faces of the main spire have an engaged elongated feature with a small gabled cap and narrow arched opening that appears to contain windows or vents. At the base of the main spire, at each of the building's four corners, is a convex-curved hip roof atop each of the vertical members that form the structure of the tower. Each spire has a gable-shaped decoration below its peak, and below that a narrow arched opening filled with awning windows. On each side of the tower, between the four spires, are the inset observation decks, with the word "Aloha" cut through the solid panel railings. Just above each observation deck opening is a narrow molded projection that is supported by two brackets. Below the observation-deck level are large clock faces, one on each side of the tower. On the nine floors of the tower below the clocks, between the four vertical corner members, are three vertical bands of alternating awning windows and solid panels. The base of the tower has a tall arched opening with molded imposts on each of its four sides. The top portion of these openings is filled with metal grilles and a sign with the word "Aloha."

Integrity:

Original 40' mast (with ornamental lightning rod ball) changed to a "T"-shaped mast. Not originally free-standing, the abutting building demolished in 1994 when Aloha Tower Marketplace was developed.

Significance:

Criterion "A" - for its association with the development of Hawaii as a tourist destination for travelers from the mainland, and for its role as a harbor-control tower during WWII. Criterion "C" - as an example of 1920s Art Deco architecture in Honolulu. Aloha Tower is probably the most famous architectural landmark in Honolulu. It was designed by Arthur Reynolds in Art Deco syle.

Prepared by Mason Architects July 2008

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **21013007**

Historic Status: **HR Site No. 80-14-9829**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Irwin Park**

Sector: **24 Downtown Station Sector**

Location: **Nimitz Highway, between Bishop and Fort Streets**

Station Block: **Downtown Station Block**

Owner:

Date-Original: **1930**

Source: **Tax Office**

Present Use/Historic Use: **Parking lot**

Architectural Description:

This two-acre park is unique in Hawaii, because it is largely a parking lot with grass medians and numerous mature monkeypod trees and coconut palms. At its northern end is the commemorative part of the park. This includes a wide sunken sidewalk leading from the corner of the park to a circular fountain (currently dry) with seating and tables.

Integrity:

Re-alignment of Nimitz Highway has altered the mauka boundary, but the historic configuration of parking spaces among the mature trees remains.

Significance:

Criterion "A" - associated with the history of beautification efforts in of the Honolulu waterfront passenger terminal area., as well as the site of welcome for visiting dignitaries and other ship passengers in the 1930s and 1940s. Criterion "B" - the NR nomination form notes the association with William G. Irwin. Criterion "C" - represents the work of the leading Honolulu landscape architect, Robert O. Thompson.

Prepared by Mason Architects July 2008

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **None**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Walker Park**

Sector: **24 Downtown Station Sector**

Location:

Owner:

Station Block:

Date-Original: **ca. 1951**

Source: **Tax Office**

Present Use/Historic Use: **Park**

Architectural Description:

This triangular parcel, bounded by Fort Street Mall, Queen Street, and Nimitz Highway, has no listed TMK number. It is landscaped with an undulating lawn planted with numerous mature coconut palms and four mature monkeypod trees. Along the east side, facing Fort Street Mall, are a fountain and sculpture in memory of Henry A. Walker Sr. and his wife Una. Also on the parcel are items with commemorative plaques: stones from the original H. Hackfeld Co. building, coral blocks from the courhouse that originally stood on the H. Hackfeld property, a monkeypod tree originally sprouted on the grounds, the original gates to H. Hackfeld, and a plaque to Henry A. Walker, Jr. Also on the grounds is a muzzle-loading cannon on a wooden carriage.

Integrity:

Setting has been changed by the conversion of Fort Street to a pedestrial mall and by the addition of a paved area and fountain.

Significance:

Criterion "A" - for its association with the development of the downtown Honolulu waterfront and central business district. Criterion "C" - as an early example of a created greenspace in the central business district. Under Criteria Consideration "F" - the associated memorial items and plaques are understood to be commemorative in nature, and do not constitute NR-eligible objects. The park was created in 1951 from the re-alignment and widening of Queen Street and Nimitz Highway. Since that time it has become an important visual signpost at the edge of Honolulu's central business district, and a complement and gateway from downtown to historic Irwin Park and Aloha Tower. The memorial items and plaques in the park are commemorative in nature, without their own historic significance. They are not themselves eligible for the National Register, but they do not add to or detract from the park's eligibility for its own significance. The park is an early example of a created greenspace in Honolulu's central business core, an idea begun in Honolulu with 1930s Irwin Park and continued through Wilcox Square on Fort Street Mall, and Tamarind Square.

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **21014006**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **HECO Downtown Plant & Leslie A. Hicks Building**

Sector: **24 Downtown Station Sector**

Location: **222 ALA MOANA**

Station Block: **Downtown Station Block**

Owner: **HAWAIIAN ELECTRIC CO INC**

Date-Original: **1929 & 1955**

Source: **Tax Office, *Honolulu Star-Bulletin*, March 4, 1955, p. 24**

Present Use/Historic Use: **Electric power generation**

Architectural Description:

The 1929 building has stepped-back massing at the upper levels, and has a stucco coating with most of the original windows sealed. The building features two arched tops of original openings (now sealed) and horizontal banding. Small additions of corrugated metal and an exterior stair are found on the Diamond Head side of the building. The1955 building has a three-step massing; the lower walls are 2"x 12" brick in a running bond pattern, while the taller sections have concrete walls with a pattern of vertical scored lines. One the side walls vertical bands of metal louvers provide ventilation.

Photo at right: 1929 building on the right, 1955 building on the left.

Integrity:

The 1929 building has been much altered, including addition of roll-up doors and metal mesh gates and many façade changes. In 1941, installation was begun on new generators and boilers. The building retains sufficient integrity of location, materials, workmanship, feeling and association to convey its role in the history of electric power in Honolulu.
The 1955 building appears unaltered.

Significance:

Criterion "A" - associated with the history of electric power in Honolulu. Power plants built in 1929 (designed by Dwight P. Robinson Co. of New York) and 1955 (designed by Merrill, Simms & Roehrig of Honolulu) are important for their associations with the history of electric power and the development of Honolulu.

The 1955 building was named for Leslie A. Hicks, HECO president at the time the building was opened (Pratt, Dudley. *HEI – The Start of a New Tradition.* Newcomen Society: New York, 1988: 16).

Prepared by Mason Architects April 2008

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **21014003**

Historic Status: **NR Site No. 80-14-9900**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Dillingham Transportation Building**

Sector: **24 Downtown Station Sector**

Location: **735 Bishop Street**

Owner: **PACIFIC GUARDIAN CENTER**

Station Block: **Downtown Station Block**

Date-Original: **1930**

Source: **Tax Office**

Present Use/Historic Use: **Offices/ Commercial**

Architectural Description:

This four-story, Italian Renaissance Revival-style building has many typical high-style elaborations: rusticated stonework (joints emphasized) at the first story, quoins (at the upper floor corners), arcaded entry, and upper-story setback sections with simulated second-story porches. In addition, the building displays many other features which typify the style: low-pitch hip roof covered in tile, widely overhanging eaves with decorative brackets, and arched windows and doors at the first story. The entry lobby has elaborate Art Deco embellishments on walls, floors, fixtures, and ceiling, featuring geometric, nautical, and tropical motifs, along with a memorial plaque to Benjamin F. Dillingham.

Integrity:

Retains high integrity. Only major changes involve first-floor storefronts and the creation of two arcades by removal of some store spaces, to provide Bishop Street access (and addresses) for the ca. 1980 Grosvenor Center (now Pacific Guardian Center) towers.

Significance:

Criterion "A" - associated with the commercial development of Honolulu and the Dillingham family empire of businesses. An important association with the early development of Bishop Street in downtown Honolulu as the center of commerce for the territory of Hawaii. Criterion "C" - a good example of the Italian Renaissance Revival Style with an ornate Art Deco lobby. Designed by San Diego architect Lincoln Rodgers, working with Burton Newcomb who specialized in designing offices (Ames, Kenneth, *On Bishop Street*, First Hawaiian Bank, 1996: 107).

Prepared by Mason Architects April 2008

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **21051005 & 21051006**

Historic Status: **HR/ Site No. 80-14-1388 (Art Deco Parks)**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Mother Waldron Playground**

Sector: **25 Civic Center Station Sector**

Location: **Halekauwila, Coral & Pohukaina Sts.**

Owner: **STATE OF HAWAII**

Station Block:

Date-Original: **1937**

Source: **Tax Office**

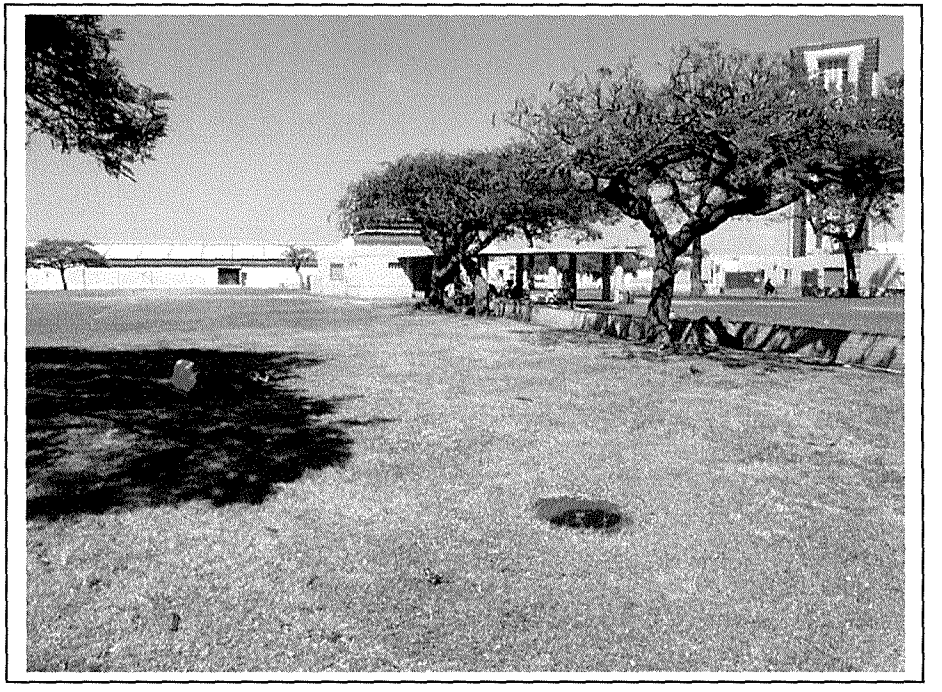
Present Use/Historic Use: **Park**

Architectural Description:

This almost two-acre park has a zig-zag painted brick perimeter wall, with circular piers articulating the corners and entries. The inner angles of the wall also have rounded ends. Poinciana trees are planted in the spaces outside the walls to shade the red-tile-topped benches inside the walls. The comfort station pavilion design incorporates a stage and has covered, curving pergolas extending from it. These are also built of brick with rounded forms. Sandstone paving is used in this area of the park.

Integrity:

Retains high integrity.



Significance:

Listed on the Hawaii Register of Historic Places on June 9, 1988 as an element of the thematic group "City & County of Honolulu Art Deco Parks." This park, along with Ala Moana Park, Ala Wai Park Clubhouse, Haleiwa Beach Park, and Kawananakoa Playground are listed on the Hawaii Register of Historic Places (site # 80-14-1388) as the thematic group "City & County of Honolulu, Art Deco Parks." Criterion "A" - significant for its associations with the playgound movement, both nationally and locally. Criterion "C"- for its architectural and landscape design by Harry Sims Bent. This park is considered one of Bent's best playground design and a good example of Art Deco/Art Moderne styles in hardscape.

Prepared by Mason Architects July 2008

Form 10-300
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY – NOMINATION FORM

(Type all entries – complete applicable sections)

STATE: Hawaii	
COUNTY: Honolulu	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

1. NAME

COMMON: Merchant Street Historical District (80-14-9905)

AND OR HISTORIC:

2. LOCATION

STREET AND NUMBER: individual addresses for buildings are shown on the attached map of the area.

CITY OR TOWN: Honolulu

STATE	CODE	COUNTY:	CODE
Hawaii	15	Honolulu	03

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
XX District ☐ Building ☐ Site ☐ Structure ☐ Object	☐ Public ☐ Private XX Both	Public Acquisition: ☐ In Process ☐ Being Considered	XX Occupied ☐ Unoccupied ☐ Preservation work in progress	Yes: XX Restricted ☐ Unrestricted ☐ No

PRESENT USE (Check One or More as Appropriate)

☐ Agricultural	XX Government	☐ Park	☐ Transportation	☐ Comments
XX Commercial	☐ Industrial	☐ Private Residence	☐ Other (Specify)	
☐ Educational	☐ Military	☐ Religious		
XX Entertainment	☐ Museum	☐ Scientific		

4. OWNER OF PROPERTY

OWNER'S NAME: Multiple Ownership

STREET AND NUMBER:

CITY OR TOWN: | STATE: | CODE

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: Bureau of Conveyances

STREET AND NUMBER: Tax Office Annex
P.O.Box 2867

CITY OR TOWN:	STATE	CODE
Honolulu	Hawaii	15

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: Most of the buildings appear in the survey done by the Historic Buildings Task Force and are mentioned in their publication, Old Honolulu.

DATE OF SURVEY: 1976 ☐ Federal ☐ State ☒ County ☐ Local

DEPOSITORY FOR SURVEY RECORDS: Archives of Hawaii

STREET AND NUMBER: Iolani Palace Grounds

CITY OR TOWN:	STATE	CODE
Honolulu	Hawaii	15

STATE: Hawaii
COUNTY: Honolulu
FOR NPS USE ONLY
ENTRY NUMBER
DATE

7. DESCRIPTION

CONDITION	(Check One) XX Excellent XX Good XX Fair XX Deteriorated ☐ Ruins ☐ Unexposed	
	(Check One) XX Altered ☐ Unaltered	(Check One) ☐ Moved XX Original Site

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

The Merchant Street Historical District, occupying four square blocks in downtown Honolulu, contains a variety of interesting old buildings. The area is what remains of "old" Honolulu. Merchant Street, once the main street of the financial and governmental part of the city, bisects the district and is lined with low-rise, well maintained buildings of character and distinction (see attached map).

Beginning at Fort Street and heading down Merchant toward Nuuanu, on the left is the old Bishop Estate building, constructed in 1896. This small two story building, with its fortress-like appearance creates an illusion of being larger than it is. It is constructed of dark grey lava stone taken from the quarries found on Bishop Estate land. Next to this building is the old Bishop Bank building, built in 1878 to house the Bank of Bishop. Of brick construction, it has been stuccoed over and some of the first floor windows have been covered over to add wall space on the interior. Sensitive treatment would easily restore it to its original character. Across Merchant Street from these two buildings is a large empty space which up until June 1972 was occupied by the Hawaiian Gazette building. This empty space is also the site of the original Honolulu Hale (Honolulu City Hall). Next to this empty space, still heading toward Nuuanu Avenue, is the Kamehameha V Post Office. This building was previously nominated to and placed on the National Register. Across Merchant Street from Kamehameha V Post Office is the Melchers Building, now the home of the Honolulu Prosecuting Attorney's offices. This is the oldest commercial building still standing in Honolulu, having been constructed in 1854. It is constructed of coral blocks, but the texture has been lost under layers of stucco and paint. It is a very simple two story structure, reflecting the simplicity and pragmatism of construction in mid-nineteenth century Hawaii.

Across Bethel Street from the Melchers Building is the Old Honolulu Police Station. While not as old as the other buildings in the District, its low-rise Mediterranean style is harmonious with the rest of the buildings. Across Merchant Street from the Old Police Station is the Yokohama Specie Bank building. This building, built in 1909, is a major contributor to the character of Merchant Street. It is a two-story, eclectic style building with an elaborate corner entry way. The building is further embellished by an ornate freize with portals decorated by classic wreath and floral carvings above the second floor. Heading up Bethel Street from Merchant Street are two other valuable buildings, the Friend building and the McCandless building. Both of these buildings contribute to the over all scale and character of the District.

SEE INSTRUCTIONS

7.

Returning to Merchant Street and again continuing toward Nuuanu Avenue, the Waterhouse building and the Old Royal Saloon occupy the right side of the street. The Waterhouse building is a simple two story building with a peeling stucco over brick facade. The Old Royal Saloon, the last reminder of Honolulu's once thriving waterfront community, has been successfully turned into a restaurant and has been rennovated in a harmonious eclectic style. It occupies the corner of Merchant Street and Nuuanu Avenue.

Across Nuuanu Avenue from the Old Royal Saloon is the T.R. Foster building. This building, now known as Alfie's Pub to much of the downtown community, was the first building in the Merchant Street area to be recognized for its potential economic value because of age, style and character. The stucco exterior was removed to reveal one of the finest examples of brick artistry and craftsmanship existing in Honolulu. The T. R. Foster building and the small brick warehouse behind it (now also a small restaurant) were built in 1891. While actually geographically situated within the area designated as the Chinatown Historical District, in character and in style, both of these buildings belong with the Merchant Street buildings.

8. SIGNIFICANCE

PERIOD *(Check One or More as Appropriate)*

- [ ] Pre-Columbian
- [ ] 15th Century
- [ ] 16th Century
- [ ] 17th Century
- [ ] 18th Century
- [x] 19th Century
- [ ] 20th Century

SPECIFIC DATE(S) *(If Applicable and Known)*

AREAS OF SIGNIFICANCE *(Check One or More as Appropriate)*

- [ ] Aboriginal
  - [ ] Prehistoric
  - [ ] Historic
- [ ] Agriculture
- [x] Architecture
- [ ] Art
- [ ] Commerce
- [ ] Communications
- [ ] Conservation
- [ ] Education
- [ ] Engineering
- [ ] Industry
- [ ] Invention
- [ ] Landscape Architecture
- [ ] Literature
- [ ] Military
- [ ] Music
- [ ] Political
- [ ] Religion/Philosophy
- [ ] Science
- [ ] Sculpture
- [ ] Social/Humanitarian
- [ ] Theater
- [ ] Transportation
- [ ] Urban Planning
- [ ] Other *(Specify)*

STATEMENT OF SIGNIFICANCE

The buildings along Merchant Street between Nuuanu and Bishop Streets provide a unique opportunity to preserve a significant aspect of Honolulu's architectural heritage. Dating from 1854, these buildings portray tangible evidence of the growth and development of Honolulu's professional and business community. A great deal of the economic and political history of Hawaii was created and written by the previous occupants of these buildings. Ranging from banks to bars and post office to newspapers, they have paid silent witness to the creation of present day Hawaii.

Individually, the buildings along Merchant Street are of great architectural and historical value. The oldest existing commercial building in Honolulu, (Melchers Building, 1854) first use of precast concrete block construction, (Kamehameha V Post Office, 1871), the "romantic" old Honolulu Police Station.

As a group, they represent an incalculable asset as an historic record of Honolulu's past. The variety of architectural styles depict the changing attitudes and living patterns during the emergence of Honolulu as a major city. The loss of even the simplest of these buildings would lead to the destruction of the harmony and continuity created by their combined existence.

The variety of styles, forms and materials create an unplanned character of great value, unified by the common element of human scale. Being adjacent to the vertical growth area of Bishop Street, the need to preserve this small scale human environment becomes all the more apparent.

The recent interest and restoration of many of these buildings gives evidence to the growing concern and reappraisal being directed towards Honolulu's architectural heritage. The need to establish a sense of identity and permanency in the downtown area is becoming increasingly evident as in recent years many of the finest historic buildings have been needlessly lost.

It is fortunate to have such a valuable group of buildings in sound condition that require no great effort than recognition.

SEE INSTRUCTIONS

8a.

Merchant Street allows Honolulu the opportunity to create an Historic District that would provide a permanent area for future generations to participate in a living element of Hawaii's heritage. The outer limits of this historical district are: Nuuanu Avenue, King Street, Fort Street, and Queen Street (extended in a straight line to intersect with Nuuanu Avenue).

9. MAJOR BIBLIOGRAPHICAL REFERENCES

"Merchant Street Notes" by Richard Greer in Hawaii Historical Review, Honolulu, 1969, pp.183-199.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY									OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES					
CORNER	LATITUDE			LONGITUDE						LATITUDE			LONGITUDE		
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds				Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	21 °	18 '	49 "	157°	52 '	00 "				°	'	"	°	'	"
NE	21 °	18 '	50 "	157°	51 '	56 "									
SE	21 °	18 '	45 "	157°	51 '	53 "									
SW	21 °	18 '	43 "	157°	51 '	58 "									

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE: Robert M. Fox, Architect

ORGANIZATION: State of Hawaii
Hawaii Register of Historic Places

DATE: Sept.22,1972

STREET AND NUMBER: P.O.Box 621

CITY OR TOWN: Honolulu

STATE: Hawaii

CODE: 15

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☐ State ☒ Local ☐

Name _____

Title _____

Date _____

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

_____
Chief, Office of Archeology and Historic Preservation

Date _____

ATTEST:

_____
Keeper of The National Register

Date _____

SEE INSTRUCTIONS

Kapalama
Kaliki
Kamehameha Heights
Alewa Heights
Puunui
Kapalama Drainage Canal
Iwilei
Honolulu
Punchbowl
Kapalama Basin
Kewalo Basin
Honolulu Channel
Kapena Pool
Ainapena Pool
Kunawai Spr
Athletic Field
Kalihi Reservoir
Kapalama Sch
Farrington High Sch
Pumping Sta
Honolulu Tech Sch
Kaiulani Sch
Sacred Hearts Convent
Hospital
Cathedral Sch
Island Paradise Sch
Immigration Sta
Fort Armstrong
Kapalama Technical Sch
Lat. 21° 18' 49"
Long. 157° 52' 00"
Lat. 21° 18' 50"
Long. 157° 51' 56"
Lat. 21° 18' 45"
Long. 157° 51' 53"
Lat. 21° 18' 43"
Long. 157° 51' 68"
9905
Lat. 21° 17' 30"
Long. 157° 51' 30"

CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII
CERTIFICATE

RESOLUTION 09-306, CD1

Introduced: 10/20/09 By: TODD APO (BR) Committee: TRANSPORTATION

Title: RESOLUTION AUTHORIZING THE DIRECTOR OF THE DEPARTMENT OF TRANSPORTATION SERVICES TO EXECUTE THE SECTION 106 PROGRAMMATIC AGREEMENT WITH THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL TRANSIT ADMINISTRATION, THE HAWAI'I STATE HISTORIC PRESERVATION OFFICER , AND THE ADVISORY COUNCIL ON HISTORIC PRESERVATION FOR THE HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT.

Links: RES09-306
RES09-306, CD1
CR-353

TRANSPORTATION	10/26/09	CR-353 – RESOLUTION REPORTED OUT OF COMMITTEE FOR ADOPTION AS AMENDED IN CD1 FORM.
COUNCIL	10/27/09	CR-353 AND RESOLUTION 09-306, CD1 ADOPTED.

ANDERSON	Y	APO	Y	CACHOLA	N	DELA CRUZ	N	DJOU	N
GARCIA	Y	KOBAYASHI	N	OKINO	Y	TAM	Y		

I hereby certify that the above is a true record of action by the Council of the City and County of Honolulu on this RESOLUTION.

BERNICE K. N. MAU, CITY CLERK

TODD K. APO, CHAIR AND PRESIDING OFFICER