CITY COUNCIL

CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

No. **10-305, CD1**

RESOLUTION

RE-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 HAWAII STATE HISTORIC PRESERVATION OFFICER, THE ADVISORY COUNCIL ON HISTORIC PRESERVATION, AND THE UNITED STATES NAVY 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 and County of Honolulu (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) place an obligation, as that term is defined under ROH § 1-8.1, on the City; and

WHEREAS, the City is proposing the Honolulu High-Capacity Transit Corridor Project (Project) on Oahu 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. part 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. part 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 the effects, and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties; and

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

Daughters and Sons of the Hawaiian Warriors, Association of Hawaiian Civic Clubs, Alii Pauahi Hawaiian Civic Club, Ka Lei Maile Alii Hawaiian Civic Club, King Kamehameha Hawaiian Civic Club, Nanaikapono Hawaiian Civic Club, Hawaiian Civic Club of Wahiawa, Ahahui Siwila Hawaii 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, the Consulting Parties); and

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

WHEREAS, this PA is being presented to the Council again, because (1) pursuant to Resolution 09-306, CD1, the Council requested that the City Department of Transportation Services (DTS) return to the Council if substantial changes were made to the PA, and (2) subsequent negotiations resulted in substantial changes to the proposed PA which include, but are not limited to, the addition of a project manager position, the addition of the U.S. Navy as a signatory, the extension of time for addressing inadvertent discoveries of iwi kupuna during construction that exceed State legal requirements; and the addition of a process to address unanticipated indirect and cumulative impacts on the Chinatown and Merchant Street Historic Districts at the request of the SHPO; 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. part 800, the FTA, the Advisory Council on Historic Preservation, the Hawaii State Historic Preservation Officer, and the U.S. Navy are signatories to the PA; and

WHEREAS, the FTA invited the City DTS and the National Park Service to be invited signatory parties 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 by the Council of the City and County of Honolulu that the Director of DTS be hereby authorized to:

CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

No. **10-305, CD1**

RESOLUTION

1. Sign the PA in substantially the same form as the proposed agreement attached hereto as Exhibit "A," 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

BE IT FINALLY RESOLVED that copies of this resolution be transmitted to the Director of the Department of Transportation Services, the Federal Transit Administration, the Hawaii State Historic Preservation Officer, the Advisory Council on Historic Preservation, and the U.S. Navy.

INTRODUCED BY:

Todd Apo (BR)

DATE OF INTRODUCTION:

November 1, 2010
Honolulu, Hawaii

Councilmembers

EXHIBIT A

PROGRAMMATIC AGREEMENT

Among the
U.S. Department of Transportation Federal Transit Administration
The Hawai'i State Historic Preservation Officer
The United States Navy
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 or Undertaking) 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 U.S.C. § 470f) and its implementing regulation at 36 C.F.R. pt. 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 via the Honolulu International Airport 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 C.F.R. pt. 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
- Ka Lei Maile Ali'i Hawaiian Civic Club
- King Kamehameha Hawaiian Civic Club
- Nānāikapono Hawaiian Civic Club
- Hawaiian Civic Club of Wahiawa
- Ahahui Siwila Hawai'i O Kapolei Hawaiian Civic Club
- 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 C.F.R. § 800.10, FTA has notified the Secretary of the Interior of the consultation for FTA's adverse effect determination that the undertaking will have an adverse effect on the United States Naval Base, Pearl Harbor National Historic Landmark (NHL), and the CINCPAC Headquarters Building 250 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 SHPD, has defined the undertaking's Area of Potential Effects (APE) as depicted in Attachment 1 for the Airport Alternative; and

WHEREAS, the FTA, in consultation with the SHPD, has determined that the 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 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; and

WHEREAS, an adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for the inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, craftsmanship, feeling, or association. Adverse effects may include reasonably foreseeable effects caused by the Project that may occur later in time, be farther removed in distance, or be cumulative; 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 C.F.R. § 800.4(b)(2); and

WHEREAS, the timing of activities listed in this PA are estimated based on FTA granting approval to enter final design in 2011, and FTA signing a full-funding grant agreement during 2012. 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. The City may request and FTA may approve construction on Phase I to begin prior to FTA granting approval for the project to enter final design; and

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 adverse effects on historic properties; and

WHEREAS, all built components will follow the Project's *Design Language Pattern Book*; 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, through the application of architectural and other design guidelines and standards for developments surrounding them; and such overlay districts are already established for Chinatown, Merchant Street, and the Hawai'i Capital (civic center) areas; and

WHEREAS, City Ordinance 09-04 (2009), *Relating to Transit-Oriented Development* (TOD Ordinance), requires the establishment of transit-oriented development zones (TOD Zone) and implementing regulations around every transit station which, among other things, shall include (1) The general objectives for the particular TOD Zone in terms of overall economic revitalization, neighborhood character, and unique community historic and other design themes; (2) Desired neighborhood mix of land uses, general land use intensities, circulation strategies, general urban design forms, and cultural and historic resources that form the context for TOD; and (3) Identification of important neighborhood historic, scenic, and cultural landmarks, and controls to protect and enhance these resources; and

WHEREAS, the TOD Ordinance cannot preempt applicable state and federal historic preservation laws such as Hawai'i Revised Statutes (HRS) Chapter 6E, *Historic Preservation*, and Section 106 of the NHPA; and

WHEREAS, the City will comply with development controls in Special District Regulations in Chapter 21 of the Revised Ordinances of the City and County of Honolulu 1990 (ROH) which include policies that safeguard special features and characteristics of particular districts, such as the Chinatown and Merchant Street Historic Districts, to allow for their preservation and enhancement; 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, which may elect to adopt this PA at any time; and

WHEREAS, this PA was developed with public involvement pursuant to 36 C.F.R. § 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 C.F.R. § 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, the U.S. Navy and the Hawaii State Historic Preservation Officer (SHPO) are signatories to this PA; and

WHEREAS, FTA invited the City and the NPS to be invited signatories to this PA; and

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

WHEREAS, signatories, invited signatories, concurring parties and consulting parties are all consulting parties; and

WHEREAS, FTA commits to continued engagement and ongoing communication with the consulting parties for the duration of this PA; and

WHEREAS, any future extensions of the Project with federal involvement 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 C.F.R. § 800.16; and

NOW, THEREFORE, FTA, ACHP, the Hawai'i SHPO and the U.S. Navy 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 under 49 U.S.C. § 5309 and any other subsequently identified FTA funding of the Undertaking, FTA will ensure that the City carries out the stipulated provisions of this PA in accordance with any applicable ACHP policy statements and guidelines.

B. SHPD Responsibilities—The SHPD shall specifically review and provide comments for work products completed as part of this PA.

C. ACHP Responsibilities—The ACHP will provide oversight and advise on disputes.

D. City Responsibilities—The City shall represent the interests of FTA and coordinate all activities described in the PA to carry out 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 treatment measures 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 *Procedures for State, Tribal, and Local Government Historic Preservation Programs*, 36 C.F.R. pt. 61, Appendix A.

F. The City shall provide for an architectural historian who meets the qualifications described in Stipulation I.E on the Project staff through the completion of Project construction.

G. PA Project Manager

The City shall fund a PA Project Manager (*Kako'o*) within six (6) months of the PA being signed to assist with the coordination of all reviews and deliverables required under the terms of the PA.

The *Kako'o* shall meet the Secretary of the Interior's standards set forth at 36 C.F.R. pt. 61 regarding qualifications for preservation professionals in the areas of history, archaeology, architectural history, architecture or historic architecture.

Procurement

To the extent permissible by applicable state and federal procurement laws, the FTA and SHPD shall review and approve (1) the procurement request for the *Kako'o* prior to the release of such request, (2) the qualifications of the final candidates under consideration by the City prior to the final selection of the *Kako'o* by the City, and (3) the scope of work of the *Kako'o* to be included in the City's contract with the *Kako'o*, in order to ensure that the *Kako'o* duties and responsibilities are consistent with the provisions of this Stipulation

Upon making its selection of the *Kako'o*, the City shall provide written notification thereof to the FTA, SHPD and other signatory and consulting parties.

Duration

The *Kako'o* shall serve during the design and construction process for the Project. The *Kako'o* shall continue to perform the *Kako'o's* responsibilities for the duration of this PA pursuant Stipulation XIV.D.

Roles and Responsibilities

The *Kako'o's* principal task shall be to monitor and assess and report to the consulting parties on compliance by the City with this PA, specifically, the implementation of the measures to resolve adverse effects stipulated herein.

It is understood that the City shall continue to engage, as part of its Project design team, consultant(s) which have professional qualifications meeting Secretary of the Interior's professional standards in the areas of history, archaeology, architectural history, architecture, or historic architecture, as appropriate, and that the City shall continue to be responsible for the performance of further studies, evaluations and other tasks required to meet the Stipulations set forth in this PA.

In this context and consistent with the independent monitoring, reporting and advisory role assigned to the *Kako'o* under this PA, the *Kako'o* shall perform the following responsibilities:

1. Establish and coordinate consultation and Project status update meetings as stipulated in Stipulations III.B and IX.B. On an as needed basis, additional meetings may be held to address unforeseen effects to historic properties determined to be eligible within the APE as provided for in Appendix A.

2. Establish and maintain lines of project-related communication and consultation with the consulting parties and the design and construction engineers, including oversight and monitoring of internet sites created for the Project.

3. Monitor, assess and report, in writing, to the consulting parties on mitigation related to Phases I through IV and any associated deliverables of this PA that are to be reviewed by the consulting parties (Stipulations III through XII).

4. Monitor and report on the City's compliance during the design and construction process for the Project with the special historic preservation design guidelines referred to in Stipulation IV.A, Design Standards.

5. Monitor and report on work performed on historic properties with respect to measures to resolve adverse effects caused by the Project in accordance with Stipulations IX.C (demolition monitoring) and X.C (construction monitoring) of this PA.

6. Coordinate regularly with the FTA and SHPD in connection with the *Kako'o*'s observations and recommendations regarding the progress of the Project in implementing measures to resolve adverse effects called for under this PA.

7. Report to the City, the FTA and SHPD concerning the existence, if any, of previously unidentified adverse effects of the Project on historic properties within the APE (that is, adverse effects which are not otherwise materially identified in the PA).

8. Submit written reports concerning the progress of the Project in the implementation of the Stipulations set forth herein in accordance with the reporting requirements in Stipulation XIV.E., with copies available to any other interested party who so requests.

9. Address requests by consulting parties to review deliverables and documentation that are provided to concurring parties.

10. Collect any comments from the consulting parties that identify impacts different from those stated in this PA to historic properties located within the APE for City and FTA processing. The *Kako'o* shall research the issues presented as described in Appendix A and prepare a recommendation for the disposition of the request and action by FTA. The notification process for consulting parties to submit requests for consideration is outlined in Appendix A of this PA.

11. Provide administrative support and technical assistance required by the consulting parties to meet the terms of this PA such as the timely submission of deliverables and the issuance of regular public updates regarding historic preservation issues.

12. Develop a best practice manual related to historic properties and a Section 106 "lessons learned" case study on the Project that may be helpful to future Section 106 processes on this and other projects. The best practice manual and "lessons learned" case study will be made available to the consulting parties and other interested parties within one (1) year of the completion of Phase 1 construction.

II. Traditional Cultural Properties

A. Within thirty (30) days of execution of this PA, the City shall undertake a study to determine the presence of Traditional Cultural Properties (TCPs) within the APE, which includes cultural landscapes if present. Prior to construction commencement, the City shall meet with the SHPD, consulting parties, and other parties with expertise, including Native Hawaiian organizations (NHOs) 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 Act 50, Session Laws of Hawaii 2000, requirements, the City shall undertake studies to evaluate these TCPs for NRHP eligibility in accordance with guidance in National Register Bulletin 38. The TCP study shall be completed by qualified staff with experience in ethnographic studies and TCP assessments for NRHP eligibility.

If FTA determines that eligible TCPs are present, the City will complete effects assessments and seek SHPD concurrence on both eligibility and effects determinations. SHPD will have thirty (30) days to review eligibility and effect determinations. If FTA or the SHPD determine that there are adverse effects to eligible TCPs, the City shall meet with consulting parties to identify measures to avoid, minimize, or mitigate adverse effects. The City will complete all fieldwork, eligibility and effects determination, and consultation to develop treatment measures prior to the commencement of construction. The City shall complete any treatment measures prior to undertaking each construction phase that would adversely affect a TCP. 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, including NHOs, will review draft NRHP nominations and provide comments within thirty (30) days of receipt. The City will consider all comments when completing final NRHP nominations. The City will submit final NRHP nominations to SHPD.

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 comments to the City to be taken into account in revising the AIS plan or accept the AIS Plan within thirty (30) days. The AIS Plan shall follow the requirements of Hawai'i Administrative Rules (HAR) Chapter 13-276, *Rules Governing Standards for Archaeological Inventory Surveys and Reports.*

3. The O'ahu Island Burial Council (OIBC) will have jurisdiction to determine the treatment of previously identified Native Hawaiian burial sites pursuant to HAR Chapter 13-300, *Rules of Practice and Procedure Relating to Burial Sites and Human Remains.* Any *iwi kupuna* (Native Hawaiian burials) discovered during the AIS shall be treated as previously identified burial sites.

B. OIBC, Lineal and Cultural Descendents, and NHO Consultation

1. Within sixty (60) days of execution of this PA, the City shall consult with the OIBC, lineal and cultural descendents, NHOs 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 as identified in the *Honolulu High-Capacity Corridor Project Archaeological Resources Technical Report* (RTD 2008n), 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, including subsurface testing, 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 shall be submitted to the SHPD within four (4) months of execution of this PA. SHPD will provide comments on the AIS Plan to the City within sixty (60) days. The City will incorporate any timely comments in revising the AIS Plan. Archaeological

investigation will begin following approval of the AIS Plan by 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.

3. The City shall inform OIBC of the status of the AIS. 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, NHOs, and other interested parties that are identified in discussion with OIBC shall complete a draft protocol for consultation regarding treatment of any *iwi kupuna* identified during the AIS. It shall be provided to the OIBC for review within six (6) months of the execution of this PA. The protocol shall address, at minimum, a process for communication about any identified *iwi kupuna*, definitions that will be applied to the Project, identification and inclusion of lineal and cultural descendents and NHOs, and workflow of actions prior to and upon identification of *iwi kupuna* during AIS. The workflow shall provide for options to avoid moving *iwi kupuna* (preservation in place) versus relocation 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. The City will take into account any comments provided within sixty (60) days from the OIBC, lineal and cultural descendents, NHOs and other interested parties to finalize the draft protocol. The City will proceed in accordance with the protocol once it is approved by FTA. Nothing in this protocol will supersede HRS § 6E 43.5, or HAR Chapter 13-300.

5. Dispute Resolution Specific to Stipulation XIV.C: 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 XIV.C would take effect.

C. Fieldwork—The City shall conduct archaeological fieldwork as presented in the AIS Plan. For construction Phases 1, 2 and 3, the archaeological fieldwork shall be completed in advance of the completion of final design for each phase so that the presence of any sensitive archaeological sites/burials discovered during fieldwork may be considered during final design and measures incorporated to avoid and/or

minimize adverse effects to historic properties. The City shall inform OIBC of status of the archaeological 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 AIS Plan,

4. A description of archaeological methods specific and applicable to the findings will be used in analysis, and

5. Draft and final reports summarizing the results of the fieldwork and analysis that shall be submitted to the SHPD for review and 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 to avoid, minimize, or mitigate adverse effects to historic properties including archeological sites and burials pursuant to applicable state laws, including HRS Chapter 6E, *Historic Preservation*, and HAR Chapter 13-300, *Rules of Practice and Procedure Relating to Burial Sites and Human Remains*, 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.

1. Any human remains found on lands owned or controlled by the federal government will be addressed in accordance with the Native American Graves Protection and Repatriation Act (NAGPRA), 25 U.S.C. § 3001 *et seq.*, in coordination with the affected land management agency.

2. 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.

E. Mitigation Plans—Subsequent to the archaeological fieldwork and development 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 may 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*, 48 Fed. Reg. 44738-9 (Sept. 29, 1983).

b. The City shall develop a follow-up monitoring report per HAR § 13-279-5 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 location 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. Data Recovery Programs

a. Data Recovery Programs (including Data Recovery Plans and Data Recovery Reports) will be prepared by the City 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 Chapter 13-278, *Rules Governing Standards for Archaeological Data Recovery Studies and Reports*. 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 PA at one or more stations may incorporate archaeological materials recovered during development of the Project. 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.

IV. Design Standards

A. The City shall develop standards for, and maintain and update the Project's *Design Language Pattern Book* for all Project elements. The pattern book shall be available electronically. For stations within the boundary of or directly adjacent to an eligible or listed historic property, the City shall be guided by *The Secretary of the Interior's Standards for the Treatment of Historic Properties*, 36 C.F.R. pt. 68, and will make every reasonable effort to avoid adverse effects to historic properties. If the standards cannot be applied, the City shall consult with the signatories, invited signatories and those listed as concurring parties to develop a treatment plan to minimize and mitigate adverse effects to the historic property.

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

C. Prior to Project entry into final design, 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 consulting parties for review and comment. For stations within boundaries of or directly adjacent to listed or eligible historic properties, the City shall also provide plans during the final design phase. The consulting parties shall provide the City with comments on the plans within 30 days of receipt. The City shall consider all comments provided by the consulting parties when completing preliminary engineering or final design plans.

V. Recordation and Documentation

A. Within ninety (90) days of execution of this PA, the City shall complete draft 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 properties 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 the consulting parties.

2. Any comments received by the City from consulting parties within thirty (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 draft context studies to the SHPD for review, and all comments provided by the SHPD will be reconciled in consultation with the City within thirty (30) days while preparing the final studies.

5. Copies of the final studies shall be distributed to repositories listed in Stipulation XIV.E.5.

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

1. Within ninety (90) days 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 NPS 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 NPS, *Guidelines for the Treatment of Cultural Landscapes*. The City shall circulate a copy of the draft scope of work to the consulting parties.

2. Any comments received by the City from consulting parties within thirty (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 draft CLRs to the SHPD and consulting parties for review based upon a distribution list defined in advance in cooperation with the consulting parties. The SHPD will provide comments within thirty (30) days of receipt of draft materials.

SHPD will have forty-five (45) days for review if multiple reports come in within ten days of each other. The City will consider all comments from the consulting parties and stakeholder groups while preparing final versions.

5. Copies of the final CLRs shall be distributed to repositories listed in Stipulation XIV.E.5.

C. Historic American Building Survey (HABS), Historic American Engineering Record (HAER), and Historic American Landscape Survey (HALS) Recordation

1. The City shall consult with the NPS HABS/HAER/HALS (HHH) coordinator in the Pacific West Regional Office to determine which of the historic properties that received adverse effect determinations will be documented by completing HHH recordation. After this determination, the NPS will stipulate the appropriate type and level of HHH documentation for each property.

2. The City shall ensure that all HHH documentation for properties identified in Stipulation V.C.1 is completed in accordance with NPS recommendations, including requisite draft and final submission requirements.

3. The City shall ensure that final HHH documentation is completed for a property and accepted by NPS prior to commencement of activities that could impact the historic property and/or affect its integrity.

4. The NPS shall provide comments on draft report submittals within 30 days of receipt and will provide comments on final report submittals within 30 days of receipt. If the City includes multiple reports in a submittal or submits multiple reports within a 10-day period, NPS will be allowed 45 days for review.

5. The City may request NPS to review the photographic documentation portion of a HHH report prior to completion of the full report, to accommodate construction schedules. The City shall only make such requests when the pace of the construction schedule makes it unlikely that a draft and final HHH report can be completed and reviewed in time for construction to commence on or near the specific property. In such instances, the City shall submit the archival black and white prints and negatives to NPS for review. NPS will provide comments within 30 days of receipt. The City will ensure that the full draft HHH report is submitted within six (6) months of NPS approval of photographic documentation.

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 XIV.E.5. Per the schedule established by Stipulation XIV.E.3, 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.

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 view sheds 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 Documentation (MPD) for Modern/Recent Past historic properties dating from 1939-1979. Additionally, the City shall complete a single Multiple Property Submission (MPS), including all appropriate accompanying documentation.

1. The City and SHPD will consult with property owners to obtain access and determine their consent to the proposed listing. Listing procedures shall be consistent with HAR Chapter 13-197, *Practice and Procedure before the Hawaii Historic Places Review Board* and HAR Chapter 13-198, *The Hawaii and National Registers of Historic Places Programs*. 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 or alternative properties may be selected by the City, in consultation with SHPD, for documentation. The SHPD will

determine appropriate listing procedures according to Hawai'i Administrative Rules for the properties whose owners do not consent.

2. As part of the MPD, the City will propose a list of Modern/Recent Past historic properties determined eligible for the NRHP to be advanced for nomination and will circulate it to the consulting parties.

3. The City will consider any comments received from the consulting parties within thirty (30) days in developing a final list in consultation with the SHPD.

4. 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 thirty (30) days of receipt. The City shall consider all timely 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 NHL nomination and the CINCPAQ Headquarters NHL nomination. For the Pearl Harbor NHL amendment, emphasis shall focus on those resources closest to the APE and to those not previously documented in the existing nomination. All work shall be coordinated with the Navy and follow the guidelines set forth in *National Park Serv., U.S. Dep't of the Interior, How to Prepare National Historic Landmark Nominations* (1999). The work shall be carried out and approved by persons meeting the professional qualifications for historical architect or architectural historian in *The Secretary of the Interior's Historic Preservation Professional Qualification Standards*, 62 Fed. Reg. 33,713-14, 33719-20 (June 20, 1997). The City shall submit a draft document to the NPS, Navy, and SHPD. The City shall consider all comments received from NPS, Navy, and SHPD within 30 days in preparing the final NHL nomination. The City will provide the Navy with the updated NHL nominations and accompanying documentation, including requisite maps and photographs for submittal to the NPS.

C. National Register Nominations

1. The City shall complete NRHP nominations and/or amendments for all 31 of the 33 properties (Attachment 2) that received adverse effect determinations 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 NRHP should be updated and/or amended. The City and SHPD will consult with property owners to obtain access and determine their 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, who will determine appropriate listing procedures according to Hawai'i Administrative Rules for owners who do not consent. All work shall conform to guidance presented in relevant National Register Bulletins. The City will complete all appropriate accompanying documentation, including photographs and mapping.

2. The City will submit draft nomination forms to the SHPD for review. The SHPD will provide comments within thirty (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 under 36 C.F.R. § 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 of Historic Places if they are not already included.

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

E. All NRHP and Hawai'i Register of Historic Places nominations will follow the procedures set forth in HRS Chapter 6E, *Historic Preservation*, and HAR Chapter 13-198, *The Hawaii and National Registers of Historic Places Programs*, as appropriate. Completion of the stipulated NRHP nominations does not guarantee listing; the Keeper of the NRHP may determine that the properties are not eligible for listing. Listing of any property in the NRHP is subject to NPS review and approval.

F. The City shall develop a searchable database of historic properties within the APE in a format suitable for public use. 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 the database for the duration of this PA. The Navy reserves the right to approve the inclusion of any Navy historic properties in any public database.

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

The City shall implement the following stipulations before revenue service begins.

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.

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.

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. The City shall solicit student input to propose and develop the content for the materials. 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.

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 Humanities Program will also consider conducting select architectural surveys as a component of the potential program that may inform other program aspects. The City will develop this program's goals in consultation with consulting parties, and the City will provide one hundred thousand dollars ($100,000) to fund this program. The City will establish subcommittees to achieve the goals of the Humanities Program and meet at agreed-upon intervals. In the absence of additional funding from the City, the Humanities Program will continue until all designated funds are exhausted or until revenue service begins, whichever occurs later.

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. The City will invite all owners of eligible or listed properties located within the APE and also within a 2,000-foot radius of station locations 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. At the conclusion of the effort, the City will submit a summary report to the consulting 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.

G. Consulting parties will be invited to participate in a kick-off meeting to develop a work plan, content for deliverables, and schedule for all products required within Stipulation VII. The City will circulate a draft of the work plan, preliminary content outline, and schedule to consulting parties following the kick-off meeting. The City will consider all comments received within thirty (30) days while preparing the final work plan and schedule in consultation with the SHPD.

H. The City will submit drafts of all work products required in Stipulation VII to the consulting parties for review and comment. The consulting parties will provide comments on the content, design, and other relevant product components within thirty (30) days of receipt of draft materials. The City will consider all comments while preparing final versions.

VIII. Mitigation for Specific Historic Properties

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 prior to the beginning of revenue service operation. 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 must be replaced or retrofitted to meet current safety standards. The City will maintain or replace the rails to match the appearance of the historic rails and to maintain existing views to and from the bridge. The City shall consider *The Secretary of the Interior's Standards for the Treatment of Historic*

Properties, 36 C.F.R. pt. 68, in developing draft plans to provide 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 removed. The City will replace the trees prior to revenue service operation. In consultation with the SHPD landscape plans will be developed by the City during final design so that new plantings will provide similar advantages to the community. If new plantings do not provide "equitable mitigation" (e.g., older mature trees that are removed), additional younger trees will be planted that will, in time, develop similar benefits.

D. Improvements to Adversely Affected Parks

1. The City will invite consulting parties, property owners, and other stakeholders to participate in a kick-off meeting to discuss improvements to adversely affected historic parks. Based upon design standards contained in Stipulation IV, and 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 thirty (30) days while preparing the final plan in consultation with the SHPD.

2. The City shall consider *The Secretary of the Interior's Standards for the Treatment of Historic Properties*, 36 C.F.R. pt. 68, and make every effort to avoid adverse effects to historic properties.

3. The City will ensure completion of the park improvement plan before construction is complete.

4. Project funds in the sum of seven hundred fifty thousand dollars ($750,000) shall be budgeted for implementation of the parks improvement plan. Should the City, following consultation with consulting parties, property owners, and stakeholders, 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).

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, *Kako'o* and other consulting parties, and coordinate with

the Department of Planning and Permitting (DPP) regarding land use planning activities, including the integration of transit-oriented development with historic preservation in the vicinity of Project stations.

B. The City, in consultation with the consulting 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 SHPD 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 comprised the following seven (7) 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: SHPD, 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*, 36 C.F.R. pt. 68, accomplished through grants provided under this section. The HPC shall also consult with the City and SHPO on the existence of potential unforeseen adverse effects as a result of Project actions on the Chinatown and Merchant Street Historic Districts.

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 ROH Chapter 6, Article 29, as amended, *Standards for the Appropriation of Funds to Private Organizations.* The City will dissolve the HPC when the funds are exhausted, not before six (6) months after completion of the Project but no later than three (3) years after completion of the Project, whichever occurs first.

C. To examine Project impacts related to development along the Project corridor, the City shall monitor the proposed demolition of resources built before 1969 within the APE and within a 2,000-foot radius of each station. This shall occur by monitoring demolition permits. The City shall establish a baseline for demolitions by calculating an annual average and standard deviation of demolitions that occurred within these areas between 2005 and 2008. The City shall include this baseline data

and an explanation of its relevance to project planning and implementation in the first six-month report submitted pursuant to Stipulation XIV.E.3. The SHPD shall provide location information on eligible or listed historic properties within the 2,000-foot radius of each station location. If and when in any year during project construction the number of demolitions of listed or eligible resources within the APE or resources within the station areas built before 1969 is greater than one standard deviation above the baseline, then the City shall notify the consulting parties during each scheduled quarterly or annual review of the PA.

D. If any signatory to this PA finds during the duration specified in Stipulation XIV.D that there is likely to be an imminent and significant adverse indirect or cumulative effect on a resource determined eligible for the National Register as part of the Section 106 process for this project and that the adverse effect was not evaluated in this PA, that signatory shall notify FTA.

If consulting parties identify during the duration of this PA an imminent and significant adverse indirect affect on a resource determined eligible for the National Register as part of the Section 106 process for this project and that adverse effect was not evaluated in this PA, the consulting party shall follow procedures identified in Stipulation I.G.10.

Upon such notification, FTA will call a meeting of the consulting parties to discuss what next steps would be appropriate under the new circumstances to mitigate the effects on such resources.

E. In the Chinatown and Merchant Street Historic Districts, these specific additional requirements shall apply regarding unanticipated cumulative adverse effects referenced in Stipulation IX. D, above:

1. During design, implementation, testing, and the first six months of full operation of the Project, the City shall follow the process described below to address unanticipated and reasonably foreseeable present and future non-Project actions that could, in combination with the Project, have cumulative adverse effects on the historic resources in the Chinatown and Merchant Street Historic Districts (hereinafter, the "Two Historic Districts") that may cause irreversible or long-term adverse effects on qualifying characteristics of the Two Historic Districts that were to be preserved or protected based upon the terms of this Agreement or other executed Section 106 Agreement document(s) associated with the Two Historic Districts.

2. City shall request all City agencies that are constructing projects related to the Project within the Two Historic Districts to submit preliminary documents to the City to allow coordination of

the Project activities with such other work and to allow the City's assessment of the Project to include the potential for unanticipated cumulative adverse effects on the Two Historic Districts.

3. City, its historic preservation consultants, and the *Kako'o*, in cooperation with the FTA, will consult with SHPO and the Project Historic Preservation Committee in assessing whether there is an unanticipated cumulative adverse effect related to the Project in the Two Historic Districts.

4. If FTA, the City and SHPO agree that Project plans or completed activities in conjunction with unanticipated and reasonably foreseeable present and future non-Project actions are likely to result in unanticipated cumulative adverse effects on the Two Historic Districts per Stipulation IX.D., above, then the City, in consultation with FTA, shall consider measures with respect to the Project to mitigate or minimize such effects, including technical or financial measures for the protection, rehabilitation, or repair and Project design modifications. Disagreements between the City and SHPO, including those related to effects findings, will be resolved pursuant to Stipulation XIV.C.

5. City shall make all appropriate City-generated and prepared documentation related to the Project for Section 106 purposes and utilized in consideration of unanticipated cumulative adverse effects in Section IX.D. available to the consulting parties via the Project website. Consulting parties will be notified of the documentation posting to the Project website via electronic notification. SHPO, ACHP, the Navy and FTA will respond within 30 days of receipt of all required documentation. All other consulting parties shall have 21 days to comment on the documentation. The City will provide paper copies of such documentation to consulting parties upon request. Should consulting parties fail to respond within 30 days after receipt of all documentation, it shall be assumed that they have no comments on the proposed action or mitigation, if any, to minimize or mitigate unanticipated cumulative adverse effects.

6. The review of the documentation by all parties per Section IX.D. shall focus on the historic elements of the Two Historic Districts, as defined in the state or National Register of Historic Places, which may be caused by the Project relative to unanticipated cumulative adverse effects.

7. City, in coordination with FTA, and SHPO will consider and respond to comments about the Project related to the Two Historic Districts from consulting parties as provided for in Stipulation I.G.10. The review, in particular, will address the potential for unanticipated cumulative adverse effects on the Two Historic Districts. The review will also attempt to resolve specific disagreements about how City intends to address unanticipated cumulative adverse effects per Section IX.D. of this Agreement. If City, in consultation with SHPO is unable to reach a resolution with the consulting parties who have commented pursuant to Section I.G.10 regarding an unanticipated cumulative adverse effect on the Two Historic Districts, the City will notify the FTA, and as appropriate, consult with the ACHP, in accordance with Stipulation X.I.V.

F. In addition to the mitigation presented in this stipulation, mitigation for indirect and cumulative effects is provided in Stipulations IV.A-B and VII.A-F.

X. Construction Protection Plan

A. During final design, DTS, in cooperation with its contractors and FTA, will develop a Construction Mitigation Plan (CMP). The CMP will include a Noise and Vibration Mitigation Plan. Per requirements to be included in the FTA Record of Decision (ROD) and FTA guidance entitled, *Transit Noise and Vibration Impact Assessment*, FTA-VA-90-1003-06 (2006) (FTA Guidance Manual), DTS shall perform quantitative assessments of both noise and vibration which will inform the CMP. Noise and vibration control plans will be updated every six (6) months. The updated plans should predict the construction noise and vibration impacts at sensitive receptor locations based upon the proposed construction equipment and methods. Appropriate construction plan noise and vibration mitigation measures shall be employed as identified in FTA's Guidance Manual.

Numeric limits and monitoring measures will be developed to minimize noise and vibration impacts. Vibration criteria included in Table 12-3, *Construction Vibration Damage Criteria*, of the FTA Guidance Manual will be applied. Note that most historic properties in the corridor are non-engineered timber or masonry; a criterion 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 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 CMP are implemented and shall provide a record of monitoring activities in progress reports prepared pursuant to Stipulation XIV.E.

D. With the cooperation of the Navy, the City shall complete post-construction noise monitoring as stipulated in the Project's final environmental impact statement within U.S. Naval Base, Pearl Harbor NHL.

E. The City, in consultation with FTA shall ensure that any inadvertent damage resulting from the Project to historic properties shall be repaired, to the extent possible, in accordance with *The Secretary of the Interior's Standards for the Treatment of Historic Properties*, 36 C.F.R. pt. 68. The City, in consultation with the FTA, shall submit a scope of work or treatment plan to address inadvertent damage to the SHPD for comment before initiating repairs.

XI. City Contractors and Contract Adherence to PA

FTA and the City shall ensure that contracts developed in the implementation of all construction phases of the Project shall expressly refer to and require compliance with the stipulations of this PA. Contractors responsible for work set forth in this PA shall have qualified staff that meets the *Secretary of Interior's Professional Qualification Standards*, 48 Fed. Reg. 44,738-39 (Sept. 29, 1983) for history, archaeology, architectural history, architecture, or historic architecture with experience in historic preservation planning to ensure the satisfactory compliance with the terms of the PA during the design and construction of each project construction phase.

The *Kako'o* will provide guidance regarding the implementation of the terms of this PA to all contractors, particularly those involved in construction-related activities.

The City shall require, on an annual basis, or more frequently as circumstances require, historic preservation and cultural awareness training for the construction contractors and employees. The training shall include information related to the following topics:

a) Illegal collection and disturbance of historic and prehistoric cultural materials, including human remains.

b) Scope of applicable laws and regulations.

c) Initial identification and reporting of archeological materials, human remains, and historic buildings or structures that may potentially be discovered during the course of their work.

Training materials, schedules and lists of persons trained will be made available to the consulting parties of this PA and other interested parties on an annual basis.

XII. Post-Review Discoveries

A. Post-review discoveries are not anticipated for built historic properties. Notwithstanding, the City agrees to cease all work in the vicinity of the discovery should an unanticipated adverse effect on a built historic property be found during construction. The City will notify the signatories and provide information about the unanticipated adverse effect and the City's proposed treatment plan within a period of three (3) business days. Signatories will provide comments on the City's proposed treatment plan within three (3) business days. The City, in consultation with FTA and SHPD, will consider any timely comments in developing a final treatment plan. FTA will not allow work to resume in the vicinity of the unanticipated adverse effect until a treatment plan has been finalized. The City will proceed in accordance with the treatment plan.

B. Because of the linear nature of the Project and because 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 and the new location of any utilities that will be relocated by the Project, will be the subject of a comprehensive AIS, post-review archaeological discoveries after completion of AISs are not anticipated.

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, the City shall ensure that all work in the vicinity stops and that a City archaeologist will secure the area to avoid any additional disturbance, pursuant to HRS § 6E-43.6. If the remains are identified to be human, the City will notify SHPD as required by law. (Non-human remains that are determined by the Project archaeologist not to be a protected resource will be documented in Project files and no further action taken.) With confirmed human skeletal remains, the archaeologist must also notify the OIBC, 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 landowner, the district representative of

the OIBC, and any recognized cultural or lineal descendents or NHOs for the Project. Pursuant to §§ 6E-43.6(c) and (d), SHPD has one (1) day to make its treatment determination for single burials and two (2) days for multiple burials found on O'ahu. Recognizing the extent of the Project and the sensitivity of any discoveries, the Project will allow an extended time for SHPD determination of treatment by an additional three (3) days for a total of four (4) days for single burials and five (5) days for multiple burials; provided that this extension of time shall not affect other obligations, duties, or responsibilities required under HRS Chapter 6E and applicable regulations. Information generated in the AISs in Stipulations III.B, III.C and III.D will assist SHPD and OIBC in identifying and notifying lineal and cultural descendants and defining a treatment plan since background research is an integral component of the AIS. Construction must remain halted in the vicinity of the burial find until SHPD's treatment decision has been carried out or any other requirements of law have been met.

C. The City, in consultation with the OIBC and the SHPD, will be responsible for carrying out the burial treatment for post-review discoveries.

1. For preservation in place, the City will modify the planned construction to allow for the remains to stay in place in accordance with the burial treatment plan.

2. Pursuant to HRS § 6E-43.6(f), in cases where remains are archaeologically removed, SHPD shall determine the place of relocation, after consultation with the City, OIBC, affected property owners, representatives of the relevant ethnic group, and any identified lineal descendants, as appropriate.

Parties identified in this Stipulation XII.C will consider the inclusion of either of the following two provisions in a post-review discovery treatment plan: (1) If a reinterment site was not identified in a Treatment Plan in Stipulation III.D, the City will disinter the remains, curate the remains at the Project site until the associated Project phase is completed and then immediately arrange for reinterment within the Project area; or (2) If reinterment sites are identified as part of the Treatment Plans in Stipulation III.D, immediate reinterment to those identified sites will be the preferred practice

3. The City will document burial treatment 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, access and any subsequent measures that have been agreed to by the landowner to safeguard either the relocation site or the preserve site. The City will record

preserved or relocated burial sites with the Bureau of Conveyances so that the burial sites are not further disturbed in the future.

D. 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.

XIII. 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 XIV.E will be posted on the Project website.

B. With the exception of sensitive information or locations, the City shall add all documentation completed as part of this PA to the historic properties database that will be created as part of Stipulation VI.F. However, if the consulting parties agree, the sensitive information or locations may be included in a password-protected mode.

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 signatories 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.

XIV. Administrative Provisions

A. Implementation Schedule—Within sixty (60) days of the execution of this PA, the City shall develop a schedule for the implementation of the provisions of this PA. 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.

B. Project Modifications—Should the Project alignment be changed in any way that FTA determines results in a change to the APE, the City shall update the APE maps, and FTA and the City, in consultation with other consulting parties, shall ensure that the requirements of this PA are met, after further consultation and assessment of effects, with regard to the new portions of the APE.

C. **Dispute Resolution**—Should any Signatory or Invited Signatory 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 thirty (30) days after receipt of all pertinent documentation, the ACHP shall 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 proceed according to its final decision.

2. If the ACHP does not provide its advice regarding the dispute within thirty (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.

D. **Duration**

1. This PA shall take effect on the date it is signed by the last signatory and shall be in effect for ten (10) years from the date of execution, or terminated pursuant to Stipulation XIV.I. At least six (6) months prior to the end of the 10-year period, FTA will provide an update on the status of the work associated with all stipulations. At that time, and before the 10-year period elapses, the signatories may amend the content of the PA, which may include extension of the duration of the PA, in accordance with Stipulation XIV.H if they determine that it is necessary to complete all stipulations.

E. **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. For the first twenty-four (24) months following the implementation of this PA, the City shall hold quarterly (every three (3) months) meetings with the consulting parties to discuss implementation of this PA including near-term planned activities.

3. Every six (6) 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.

4. After the 24-month period mentioned in Stipulation XIV.E.2. above, FTA shall conduct annual meetings of consulting parties to discuss implementation of this PA over the preceding year and planned activities for the coming year. FTA shall evaluate the effectiveness of this PA and whether any amendments or changes are needed based on the City's summary reports or Project modifications and provide its evaluation to the signatories prior to the meeting

5. 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 Library (3 copies).

F. Emergency Situation—Immediate rescue and salvage operations conducted to preserve life or property are exempt from the provisions of Section 106 of the NHPA and this PA. In the event that an emergency situation should occur during the Project, FTA shall follow the provisions of 36 C.F.R. § 800.12.

G. 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 of the NHPA by agreeing in writing to the terms of this PA and notifying the signatories. Any necessary amendments will be considered in accordance with Stipulation XIV.H.

H. Amendments—Any signatory to this PA may propose that this PA be amended, whereupon the signatories 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.

I. 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 signatory parties to attempt to develop an amendment per Stipulation XIV.H. If within thirty (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 C.F.R. § 800.6; or (2) request, take into account, and respond to comments of the ACHP under 36 C.F.R. § 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.

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.

J. Native Hawaiian Organization (NHO)— If, at any time during implementation of the provisions of this PA, an NHO informs the City or FTA that it attaches religious and cultural significance to properties within the APE, FTA shall invite that NHO to participate in reviews and consultation carried out under the terms of this PA.

SIGNATORY PARTIES

Federal Transit Administration

_____ Date: _____

Leslie Rogers, Regional Administrator

Hawai'i State Historic Preservation Officer

_____ Date: _____

Laura Thielen, Chairperson of the Board of Land and Natural Resources

United States Navy

_____ Date: _____

Admiral Patrick M. Walsh, Commander, U.S. Pacific Fleet

Advisory Council on Historic Preservation

_____ Date: _____

John M. Fowler, Executive Director

INVITED SIGNATORY PARTIES

City and County of Honolulu

_____ Date: _____

Wayne Y. Yoshioka, Department of Transportation Services

National Park Service

_____ Date: _____

Christine S. Lehnertz, Regional Director, Pacific West Region

CONCURRING PARTIES

Historic Hawai'i Foundation

_____ Date: _____

National Trust for Historic Preservation

_____ Date: _____

University of Hawai'i Historic Preservation Certificate Program

_____ Date: _____

American Institute of Architects

_____ Date: _____

Hawai'i Community Development Authority

_____ Date: _____

Office of Hawaiian Affairs

_____ Date: _____

O'ahu Island Burial Council

_____ Date: _____

Royal Order of Kamehameha

_____ Date: _____

The Ahahui Ka'ahumanu

_____ Date:_____

Hui Malama I Na Kupuna O Hawai'i

_____ Date:_____

The Hale O Na Ali'i O Hawai'i

_____ Date: _____

The Daughters and Sons of the Hawaiian Warriors

_____ Date: _____

The Association of Hawaiian Civic Clubs

_____ Date: _____

Ali'i Pauahi Hawaiian Civic Club

_____ Date: _____

Ka Lei Maile Ali'i Hawaiian Civic Club

_____ Date: _____

King Kamehameha Hawaiian Civic Club

_____ Date: _____

Nanaikapono Hawaiian Civic Club

_____ Date: _____

Hawaiian Civic Club of Wahiawa

_____ Date: _____

Ahahui Siwila Hawai'i O Kapolei Hawaiian Civic Club

_____ Date: _____

Waikīkī Hawaiian Civic Club

_____ Date: _____

Princess Ka'iulani Hawaiian Civic Club

_____ Date: _____

Waianae Hawaiian Civic Club

_____ Date: _____

Merchant Street Hawaiian Civic Club

_____ Date: _____

Prince Kūhiō Hawaiian Civic Club

_____ Date: _____

Pearl Harbor Hawaiian Civic Club

_____ Date: _____

Hawaiian Civic Club of 'Ewa-Pu'uloa

_____ Date: _____

Kalihi-Palama Hawaiian Civic Club

_____ Date: _____

Hawaiian Civic Club of Honolulu

_____ Date: _____

Attachments

Attachment 1: APE for Historic Resources; APE for Archaeological Resources

Attachment 2: Information on Resources with Adverse Effect Determinations

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

Attachment 1: APE for Historic Resources; APE for Archaeological Resources

TP 243362

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

201 Mission Street
Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

DEC 26 2007

Ms. Laura H. Thielen
State Historic Preservation Officer and Chairperson
Department of Land and Natural Resources
State Historic Preservation Division
Kakuhihewa Building, Room 555
601 Kamokila Boulevard
Kapolei, Hawai'i 96707

DTS
TRANS PLANNING
JAN 7 11 51AM '07

RE: Honolulu High-Capacity Transit Corridor Project Coordination on Determination of Area of Potential Effect

Dear Ms. Thielen:

The City and County of Honolulu Department of Transportation Services (DTS) and the U.S. Department of Transportation Federal Transit Administration (FTA) are in the process of defining the Area of Potential Effect (APE) for the Honolulu High-Capacity Transit Corridor Project in accordance with 36 CFR 800.16(d).

The project will include the construction of an elevated transit system between Kapolei and the University of Hawai'i at Mānoa, with an extension to Waikīkī. In addition to the guideway and stations, the project will include construction of a transit vehicle maintenance facility, several park-and-ride lots, traction power sub-stations, and improvements to the bus system to interface with the fixed guideway system. The attached map illustrates the extent of the planned system, including two optional sites for the maintenance facility. Planning and environmental review is being completed for the project extents; however, anticipated funding is only available for completion of the First Project, which would extend from the vicinity of the planned University of Hawai'i at West O'ahu to Ala Moana Center. This portion of the overall project is anticipated to be completed and operational by 2018, while the schedule for any future extensions is indeterminate.

Pending your comment, the APE for the project is proposed to include the following:

- For **Archaeological Resources**, the APE is proposed to be all areas of direct ground disturbance. This would include any areas excavated for the placement of piers to support the elevated structure and foundations for structures, or graded to provide parking. Confining the Archaeological Resources APE to the limits of ground disturbance is warranted because the surrounding built environment is largely developed, becoming progressively more urban as the project progresses Koko Head. As a result of the existing level of development, construction of the elevated guideway would not generate secondary effects, such as visual, atmospheric, or audible elements, that could diminish the integrity

of archaeological resources. Accordingly, direct construction impacts to known and as-yet-unidentified archaeological resources are the concern.

- For **Historic Resources**, the APE is proposed to extend one parcel deep from the project alignment and traction power sub-stations. In the vicinity of stations, park-and-ride facilities, and maintenance and storage facility alternatives, the coverage of the APE is proposed to include the entire blocks on which the stations or facilities are located, to a maximum of 500 feet from the project element where there is no defined block. Similarly, for portions of the alignment within or adjacent to historic districts, the APE is proposed to extend one block, rather than one parcel deep.

Direct construction impacts to known and as-yet-unsurveyed historic resources are the main concern. Alterations to the setting of historic resources (where the setting is a qualifying characteristic of its eligibility for the National Register) are also addressed in the above definition of the APE. Since stations, park-and-ride facilities, and the maintenance facility could have a greater effect, the APE is larger around them. It is also larger where the alignment is in or near an eligible historic district because of the potential greater importance of setting to historic districts.

Once the project's APE has been defined, consultation will continue with your office regarding identifying historic properties within the APE.

If you have any questions, please call Ted Matley, FTA Transportation Representative, at (415) 744-2590. Thank you.

Sincerely,

Leslie T. Rogers
Regional Administrator

Enclosures:
Map of Honolulu High-Capacity Transit Corridor Project
Compact disc containing detailed maps of the proposed APE for historic resources

cc:Administrator, State Historic Preservation Division
Mr. Toru Hamayasu, DTS (w/o enclosures)

LINDA LINGLE
GOVERNOR OF HAWAII

LAURA H. THIELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

RUSSELL Y. TSUJI
FIRST DEPUTY

KEN C. KAWAHARA
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

STATE HISTORIC PRESERVATION DIVISION
601 KAMOKILA BOULEVARD, ROOM 555
KAPOLEI, HAWAII 96707

February 4, 2008

Ms. Leslie T. Rogers, Regional Administrator
U.S. Department of Transportation
Federal Transit Administration
Region IX
201 Mission Street
Suite 1650
San Francisco, California 94105-1839

LOG NO: 2008.0098
DOC NO: 0802AL01
Architecture
Archaeology

Dear Ms. Rogers:

SUBJECT: Section 106 Coordination
Honolulu High-Capacity Transit Corridor Project Determination of Area of Potential Effect
TMK: (1)-various

This letter acknowledges your transmittal of December 26, 2007, received in our Kapolei office on January 8. Through consultation with the City and County of Honolulu Department of Transportation Services and the U.S. Department of Transportation Federal Transit Administration and in accordance with 36 CFR 800.16(d), the proposed project area of potential effect (APE) is outlined for consideration. SHPD staff has participated in site visits of the proposed route on November 14, 2007 and January 10, 2008 with Mason Architects, Inc. and other interested parties.

The proposed project is for construction of an elevated transit system between Kapolei and the University of Hawai'i at Mānoa, with an extension to Waikīkī. The scope of work includes the guideway, transit stations, a transit vehicle maintenance facility (two optional sites), park-and-ride lots, traction power sub-stations, and improvements to the existing bus system. The first phase of the project, from the planned University of Hawai'i at West O'ahu to Ala Moana Center, is anticipated for completion by 2018, with future extensions as yet indeterminate.

Upon review of the proposed APE, for archaeological resources, in addition to all areas of direct ground disturbance, the area of potential effect should include a greater area, to be determined through consultation with native Hawaiian organizations, as well as other knowledgeable individuals of the community, to account for any visual effects the proposed undertaking may have on traditional cultural properties (TCP's). We suggest consulting native Hawaiian organizations and other knowledgeable community members to identify any traditional cultural properties that may be adversely affected by the proposed undertaking.

LOG NO: 2008.0098
DOC NO: 0802AL01
Architecture
Archaeology

For historic architectural resources of the built environment, the APE is proposed to extend one parcel deep from the project alignment and traction power sub-stations. In the vicinity of transit stations, park-and-ride lots, and maintenance and storage facilities, the APE is proposed to extend the entire block on which stations or facilities are located or to a maximum of 500 feet in less developed areas. For portions of the proposed alignment within or adjacent to historic districts, the APE will also extend one block, rather than one parcel, deep.

Whereas it regards the potential impact of direct construction and alteration to local historic built contexts, these will be determined following an ongoing survey of resources. The SHPD acknowledges that consultation will now proceed to identify and consult on individual historic properties within the identified APE.

The SHPD concurs with the Federal Transit Administration's identified area of potential effect and its due consideration of historic architectural and archaeological resources. Thank you sincerely for the opportunity to comment. Should you have any additional questions or concerns, please do not hesitate to contact Dr. Astrid Liverman, regarding architectural matters, or Teresa E. Davan, regarding archaeological matters, in our O'ahu office at (808) 692-8015.

Sincerely,

Bryan P. Flower

for Laura H. Thielen
State Historic Preservation Officer and Chairperson

AMBL:
U.S. Department of the Interior, National Park Service
Dr. Elaine Jackson-Retondo, Architectural Historian, Architectural Resources Team, Specific Great Basin Support Office, 1111 Jackson Street, Suite 700, Oakland, California 94607-4807
Frank Hays, Director, Pacific West Region-Honolulu, West Regional Office, 300 Ala Moana, Blvd., Room 6-226, Honolulu, Hawaii 96850
National Trust for Historic Preservation
Elizabeth S. Merritt, Deputy General Counsel, Law Department, 1785 Massachusetts Avenue N.W., Washington, D.C. 20036
Anthea Hartig, Director, The Hearst Building, 5 Third Street, Suite 707, San Francisco, California 94103
Anthony Veerkamp, Senior Program Officer, The Hearst Building, 5 Third Street, Suite 707, San Francisco, California 94103
Historic Hawaii Foundation
Kiersten Faulkner, Executive Director, P.O. Box 1658, Honolulu, Hawaii 96806

LINDA LINGLE
GOVERNOR OF HAWAII

LAURA H. THIELEN
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CONSERVATION AND RESOURCES ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

May 27, 2010

Leslie T. Rogers, Regional Administrator
U.S. Department of Transportation
Federal Transit Administration
201 Mission Street, Suite 1650
San Francisco, California 94105

LOG NO: 2010.1865
DOC NO: 1005MA10

Architecture

Dear Leslie Rogers:

SUBJECT: NHPA Section 106 Review
Refinement of Proposed Alignment for the Honolulu High Capacity Transit Corridor Project
Multiple parcels in TMK plat 1-10-40 and 1-1-16

Thank you for the opportunity to comment on the architectural inventory sheets and maps for the aforementioned proposed project, which we received on April 28, 2010. The FTA has decided to move the transit corridor project from Aolele Street to Ualena Street between Ohohia Street and Keehi Lagoon Beach Park, and has asked SHPD for concurrence on its determination of "no effect to historic properties" along the Ualena Street corridor between Ohohia Street and Keehi Lagoon Beach Park.

We have reviewed the April 28, 2010 materials you submitted to our office (Prepared by PB, as well as such previously submitted materials, as a "Historic Effects Report Honolulu High-Capacity Transit Corridor Project" report dated April 14, 2009, and a set of inventory forms entitled, "Historic Resources Eligibility Forms Honolulu High-Capacity Transit Corridor Project," dated August 15, 2008. It appears the area covered by the materials included in your office's April 28, 2010 e-mail was not covered in the initial rapid transit historic sites inventory.

The inventory of August 15, 2008, by Mason architects had evaluated buildings along Ualena and Koapaka Streets. Only one building in the former APE was determinted eligible for the National Register. This was the Hawaii Employer's Council Building, eligible under Criteria A and C. Although built in 1961, it will attain 50 years before project construction. It has already been determined that the project will have an adverse effect on this property, and therefore, mitigation measures are already addressed in the Programmatic Agreement. SHPD agreed with this determination and with the other "not eligible" determinations for other properties along Ualena and Kaoapaka Streets (LOG 2008.3917, DOC 0810L02). We note that SHPD disagreed with determinations made for other sectors of the project.

The additional significance sheets provided to our office by e-mail on April 28, 2010, and dated November 2009, by PB, evaluated 15 additional historic buildings potentially affected by the revised route. None of the buildings were evaluated as eligible for the National Registers. Therefore FTA determined that the revised project route would have no additional effect to historic properties from

Aolele Street to Ualena Street between Ohohia Street and Keehi Lagoon Beach Park. SHPD concurs with this determination.

Should you have any questions regarding architectural concerns, please contact Nancy A. McMahon at (808) 692-8015.

Aloha,

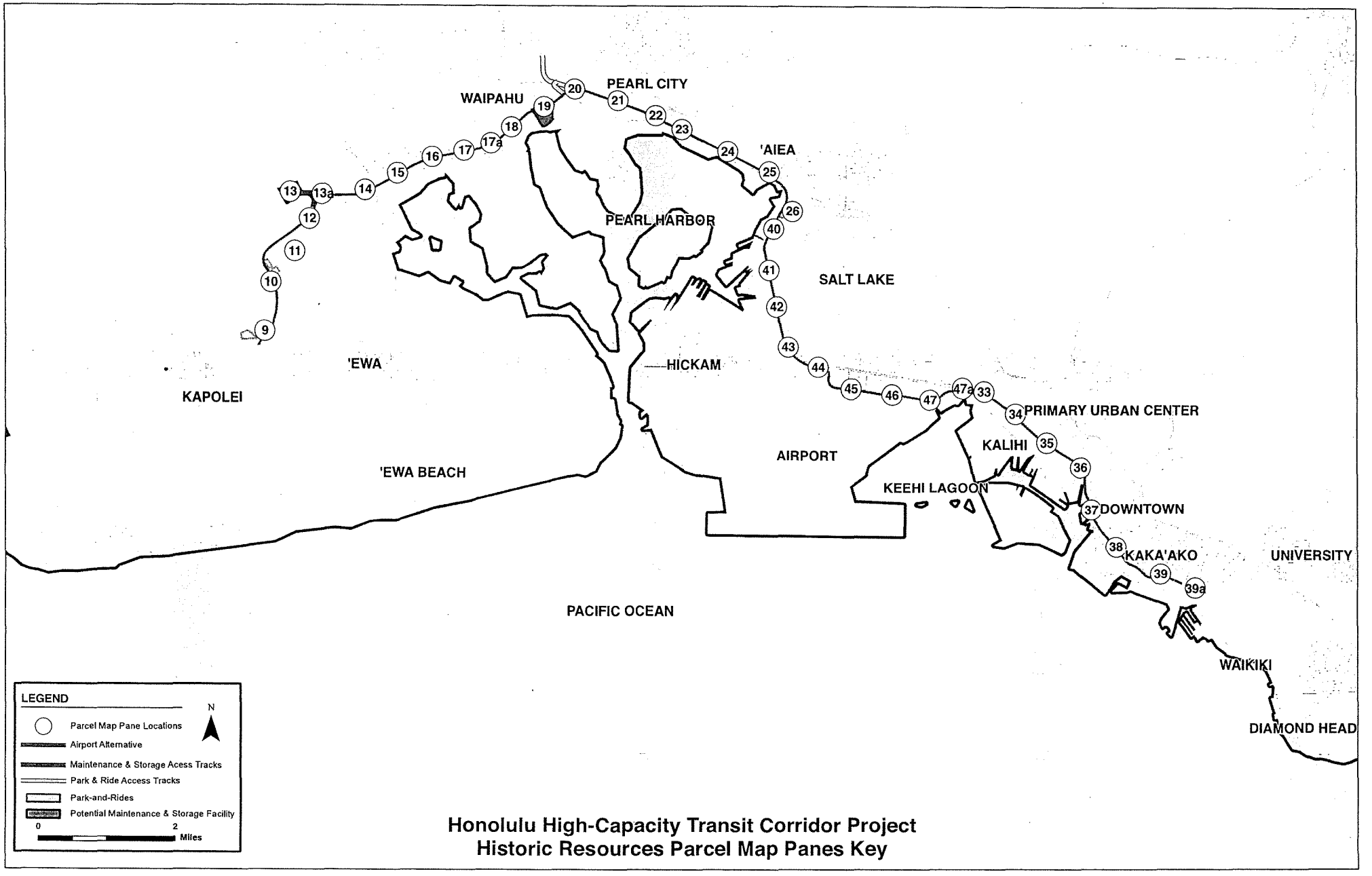
Nancy A. McMahon

Nancy A. McMahon (Deputy SHPO)
State Historic Preservation Officer

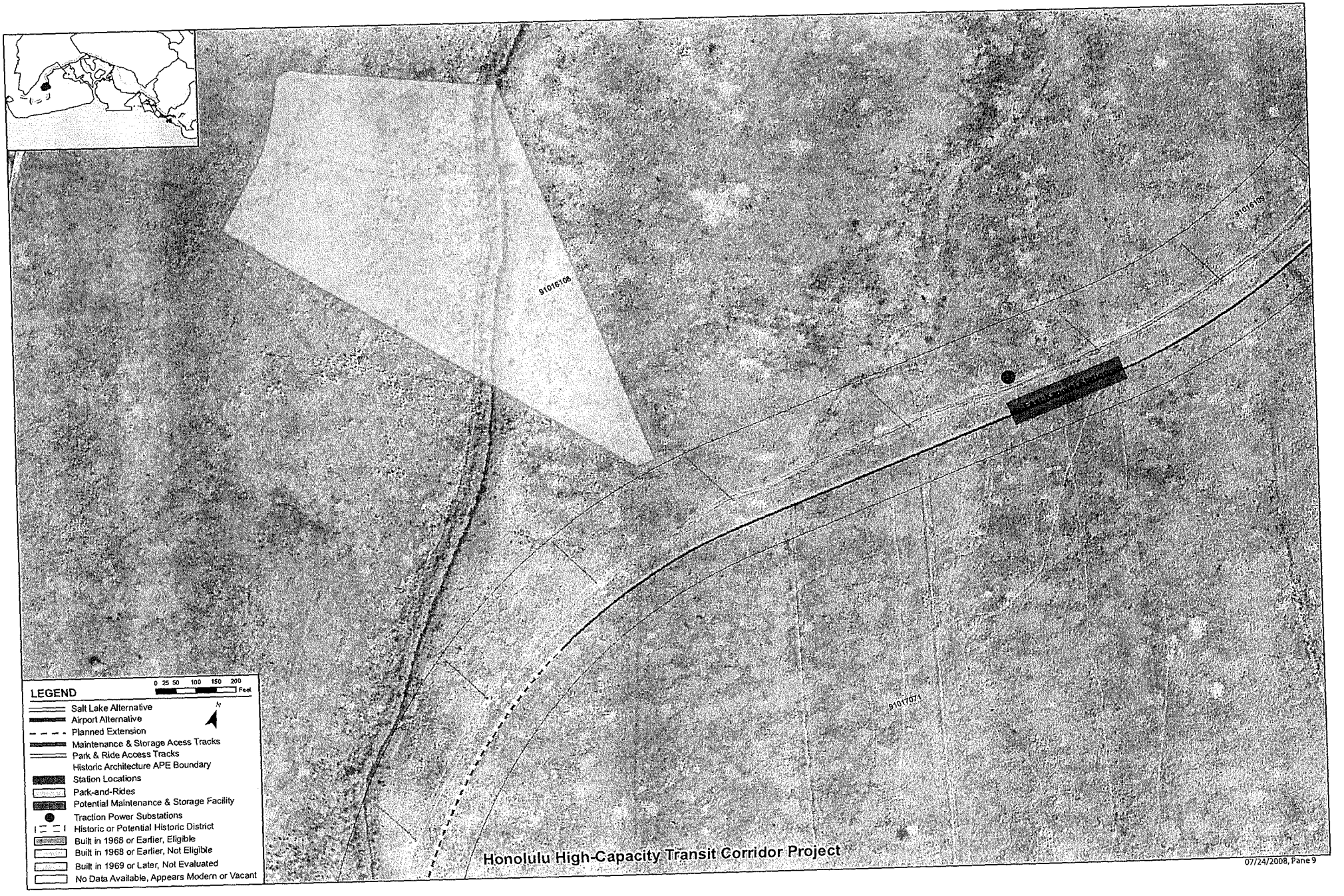
cc. Ms. Blythe Semmer, Advisory Council on Historic Preservation

Ms. Faith Miyamoto, City and County of Honolulu

Ms. Pua Aiu, Historic Preservation Division

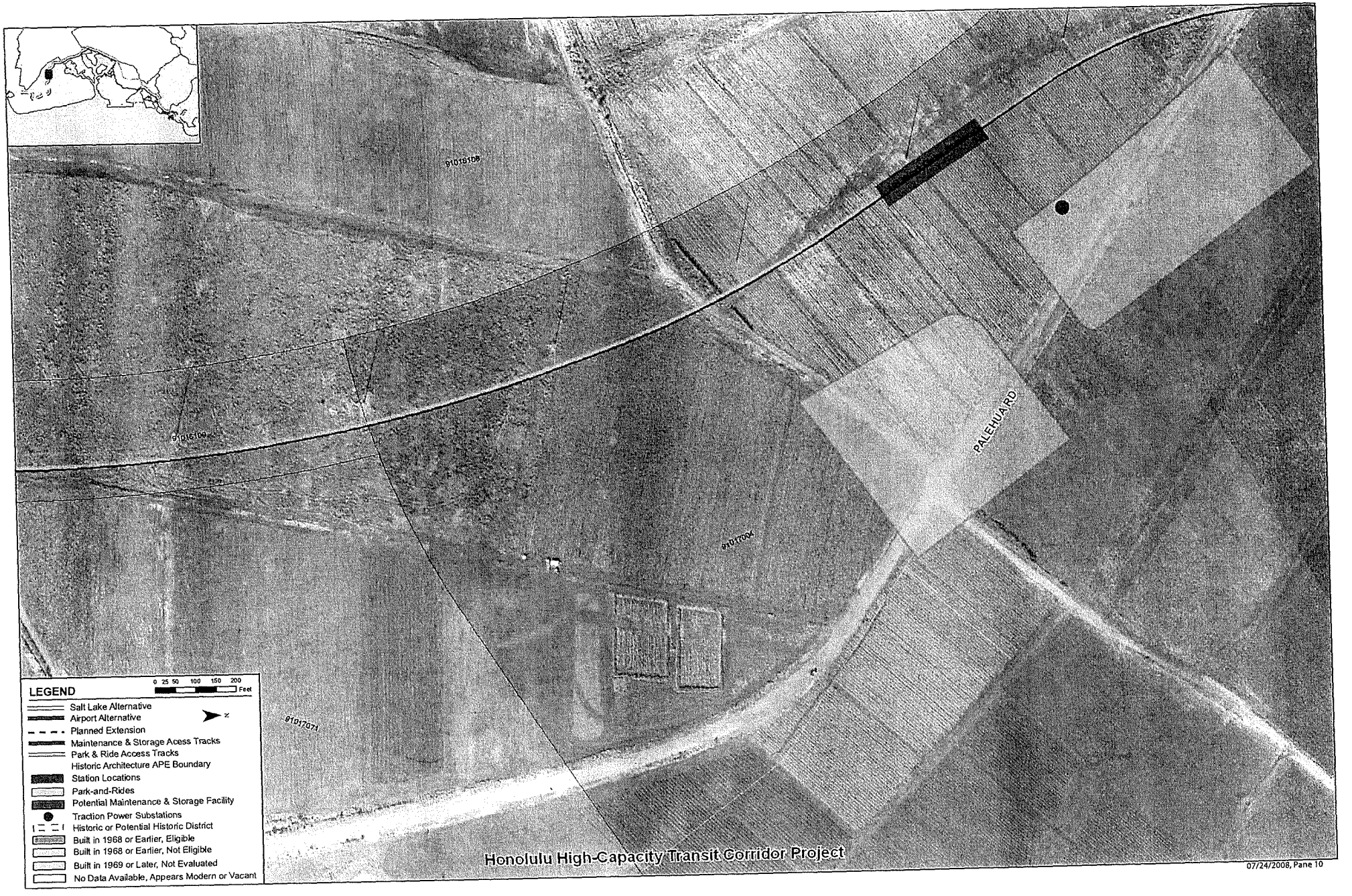


Honolulu High-Capacity Transit Corridor Project
Historic Resources Parcel Map Panes Key



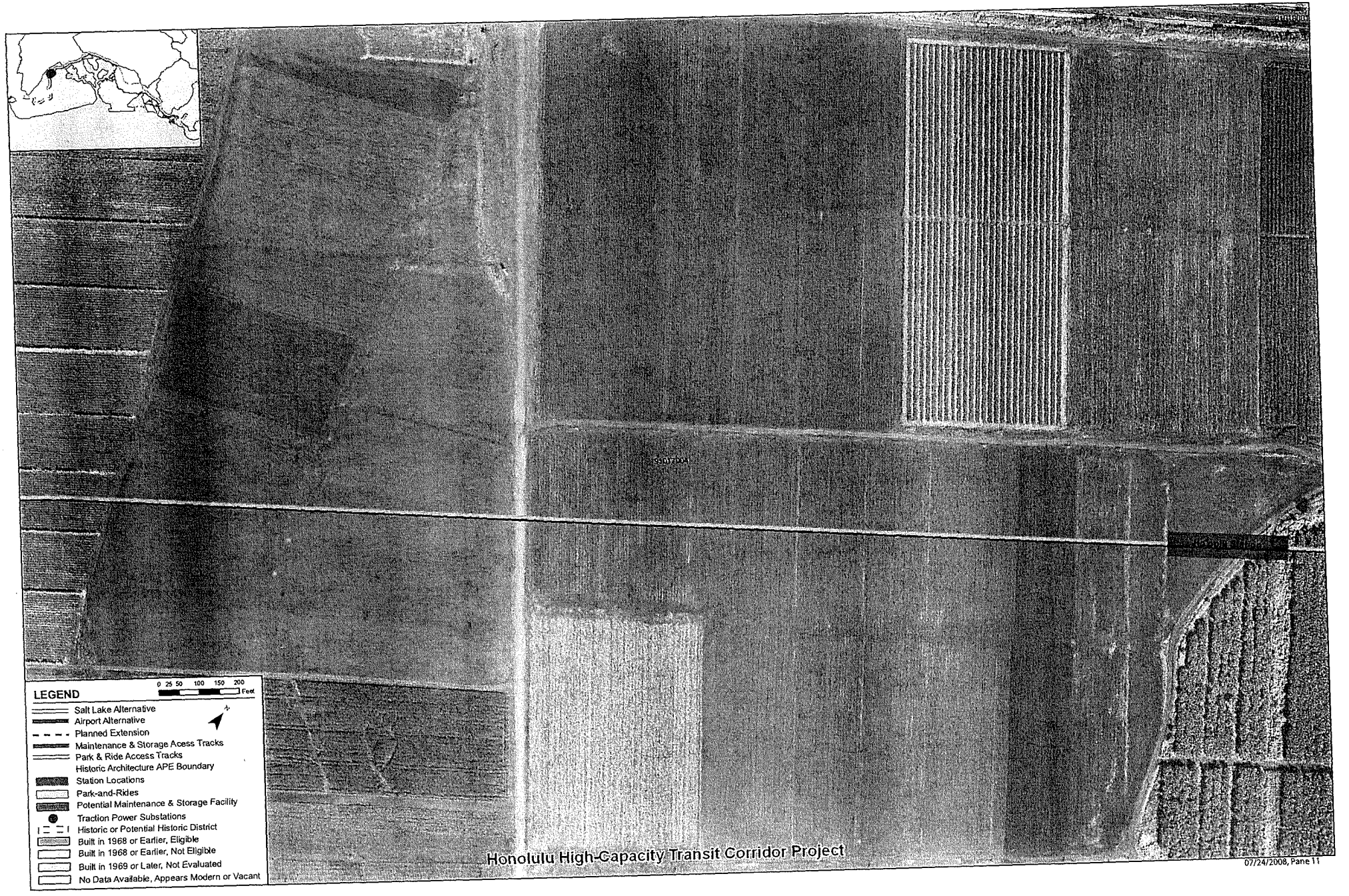
Honolulu High-Capacity Transit Corridor Project

07/24/2008, Pane 9



Honolulu High-Capacity Transit Corridor Project

07/24/2008, Pane 10



Honolulu High-Capacity Transit Corridor Project

07/24/2008, Pane 11

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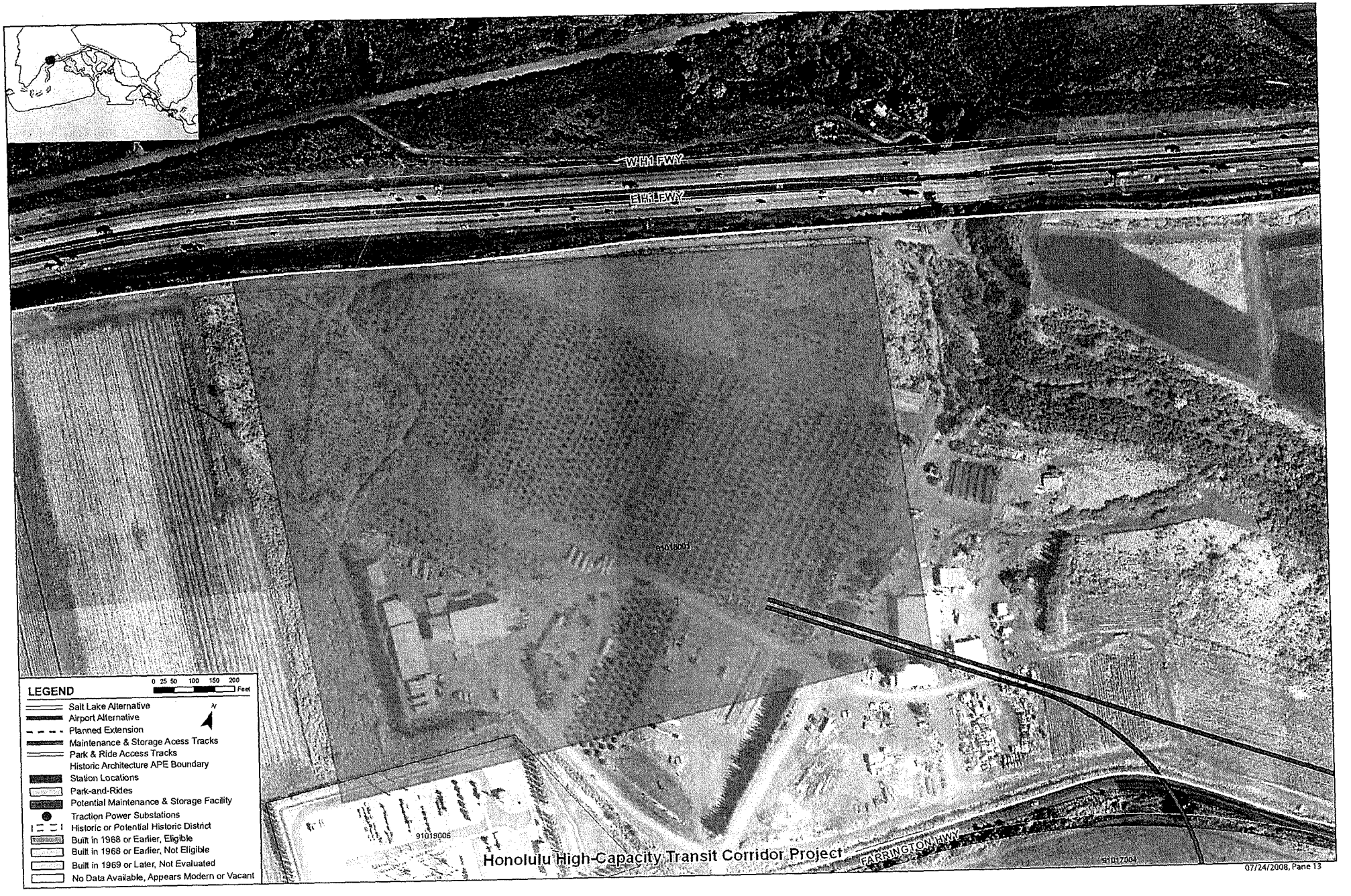
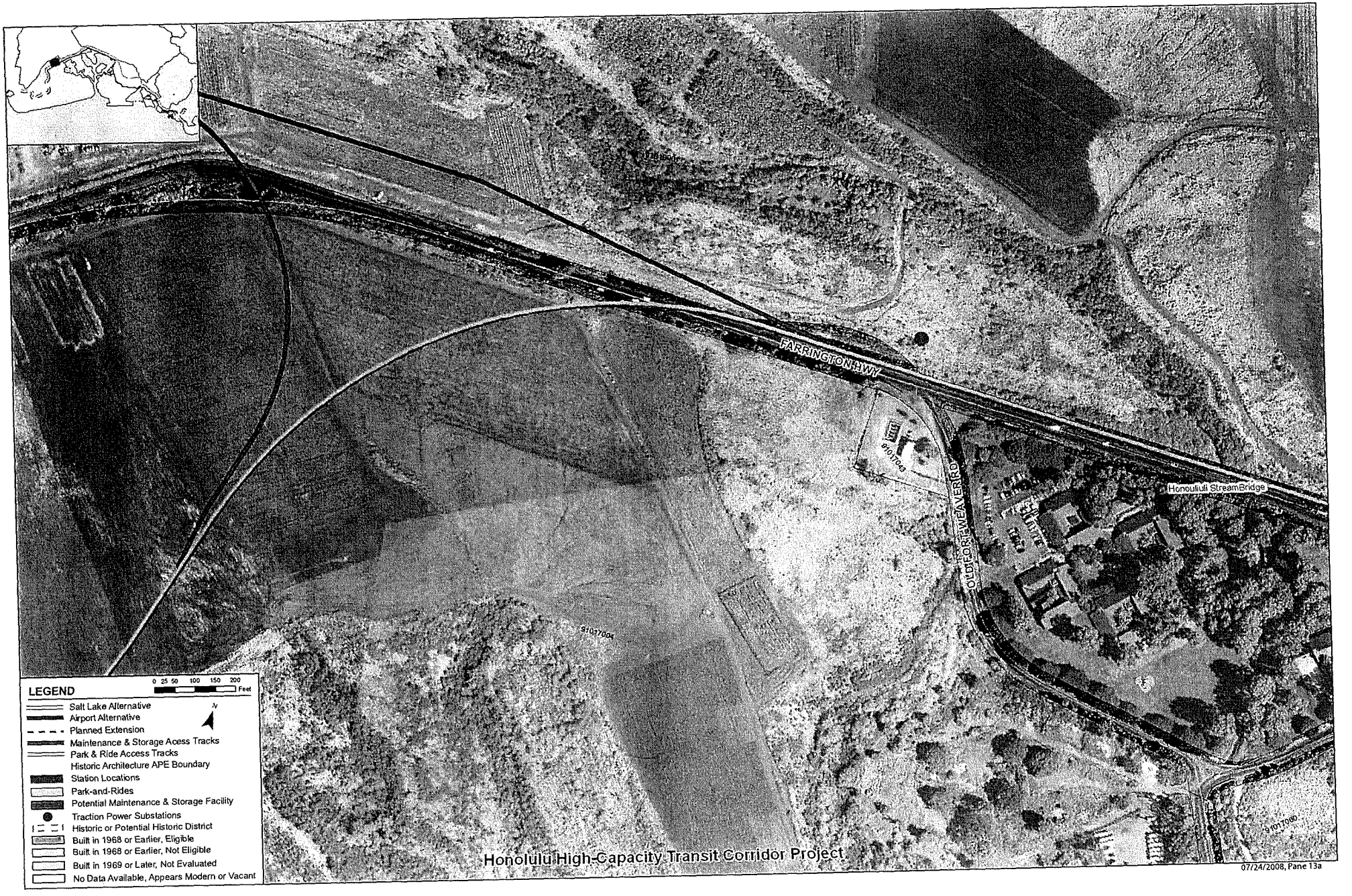
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Historic Architecture APE Boundary
Station Locations
Park-and-Rides
Potential Maintenance & Storage Facility
Traction Power Substations
Historic or Potential Historic District
Built 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

07/24/2008, Pane 13



Honolulu High-Capacity Transit Corridor Project

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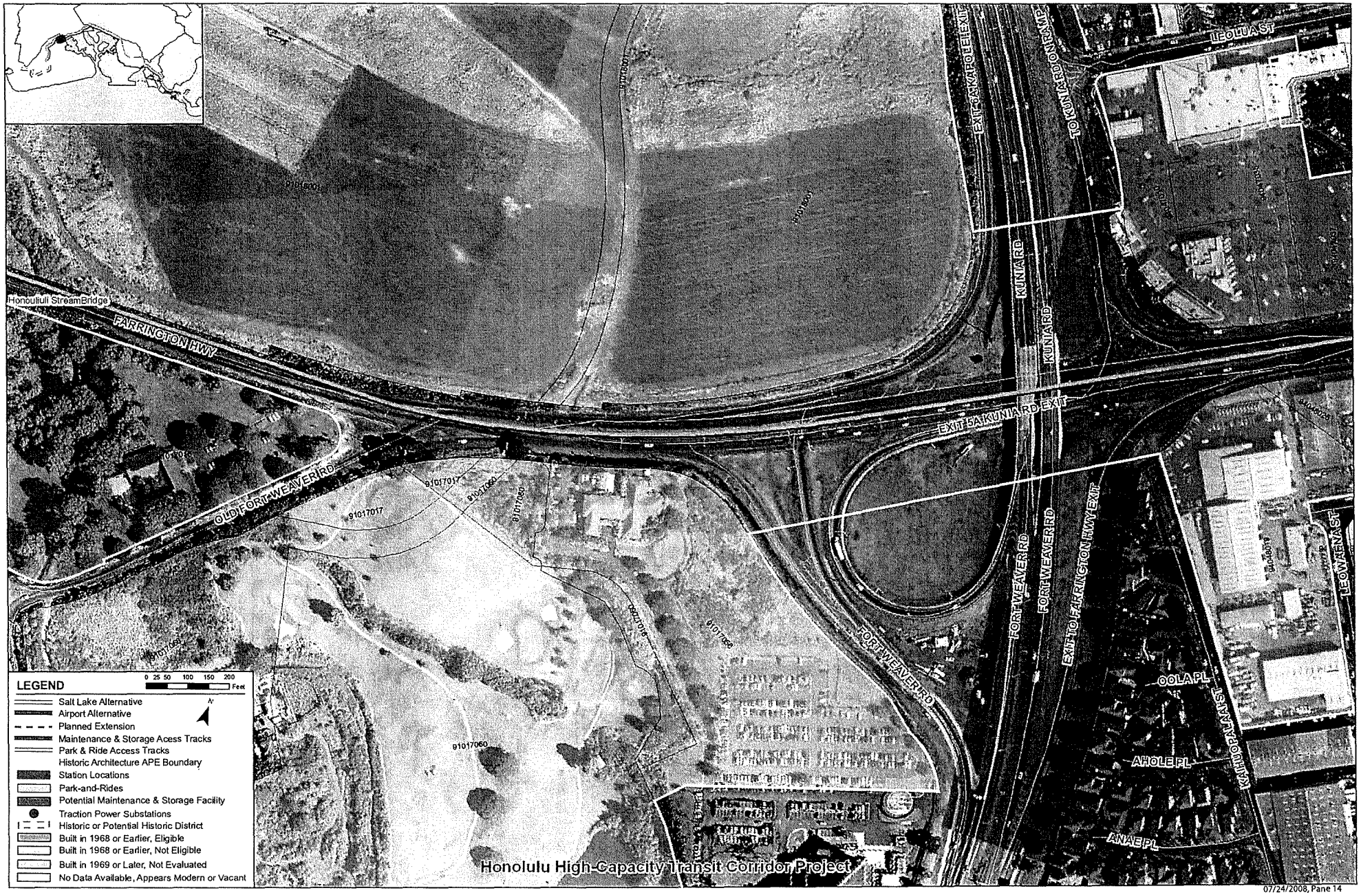
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FORT WEAVER RD
FORT WEAVER RD
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ANAE PL
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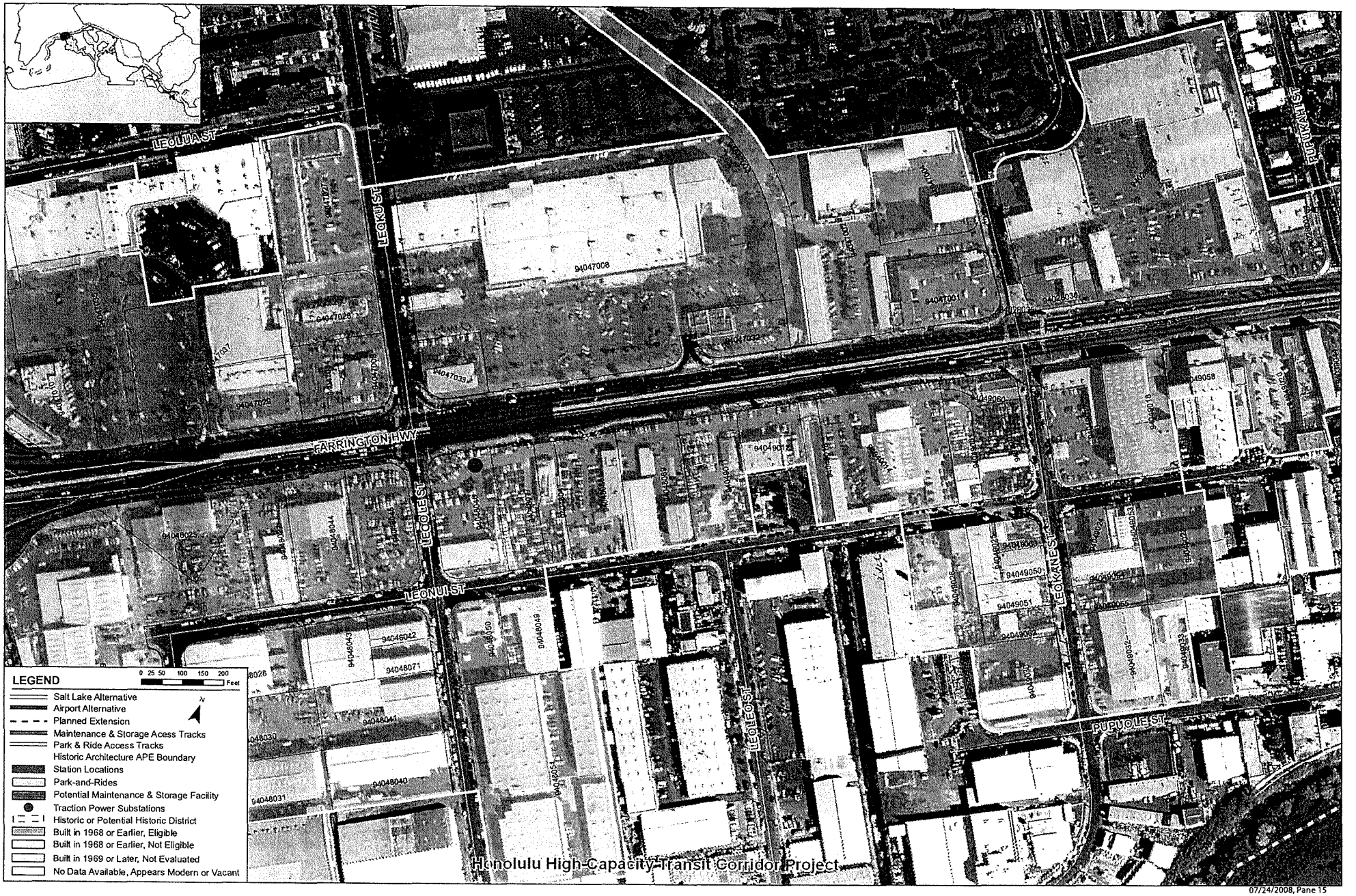
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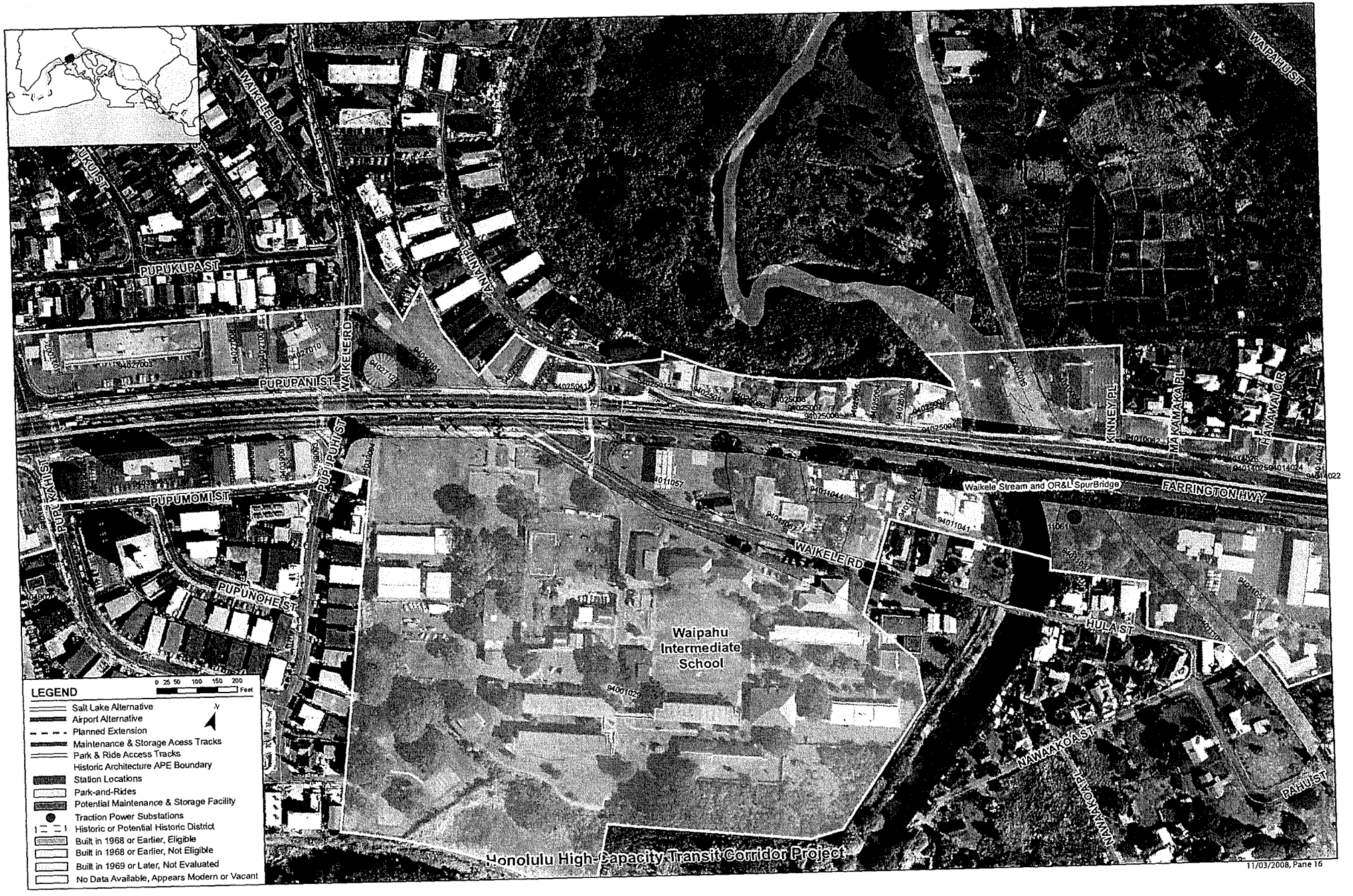
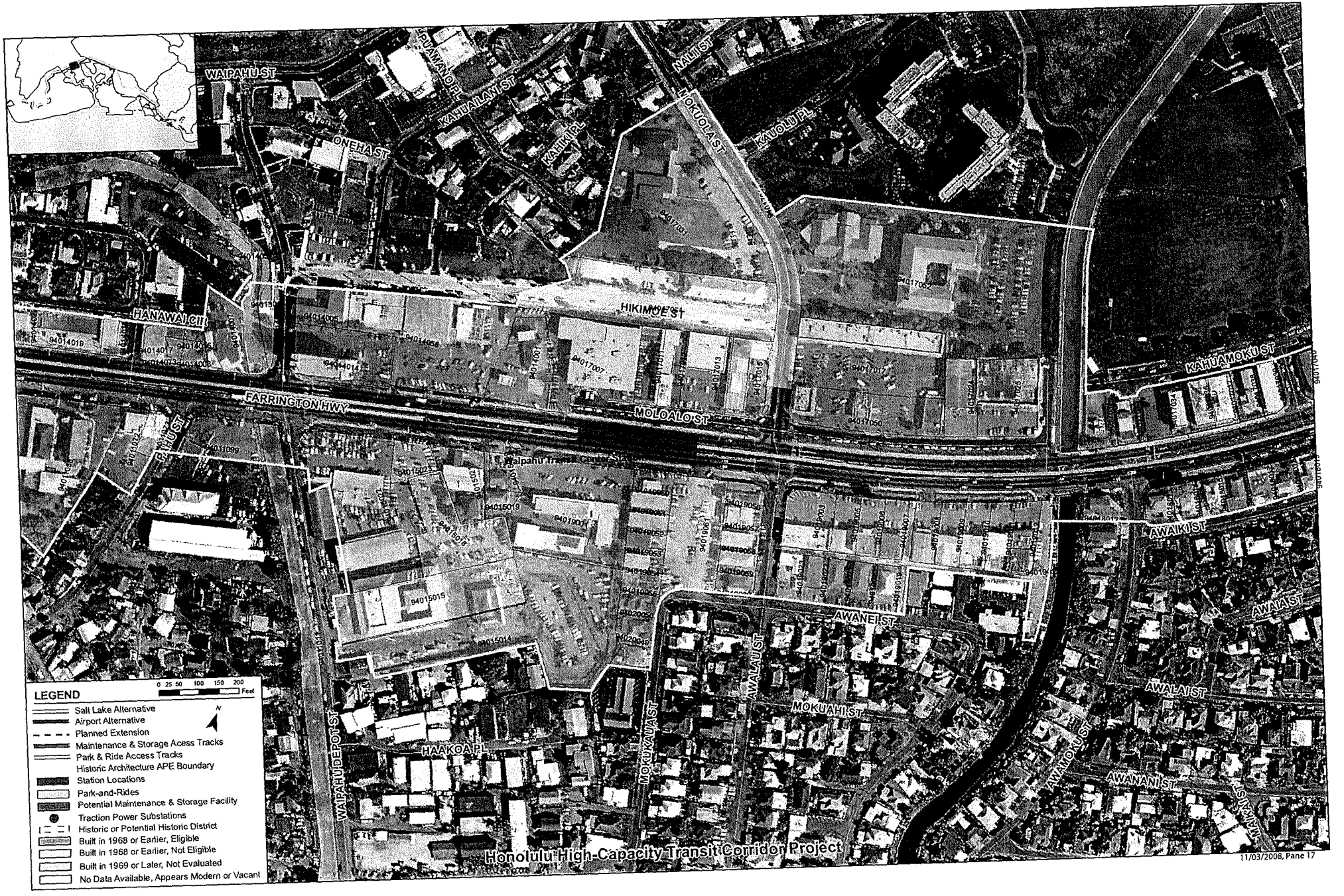
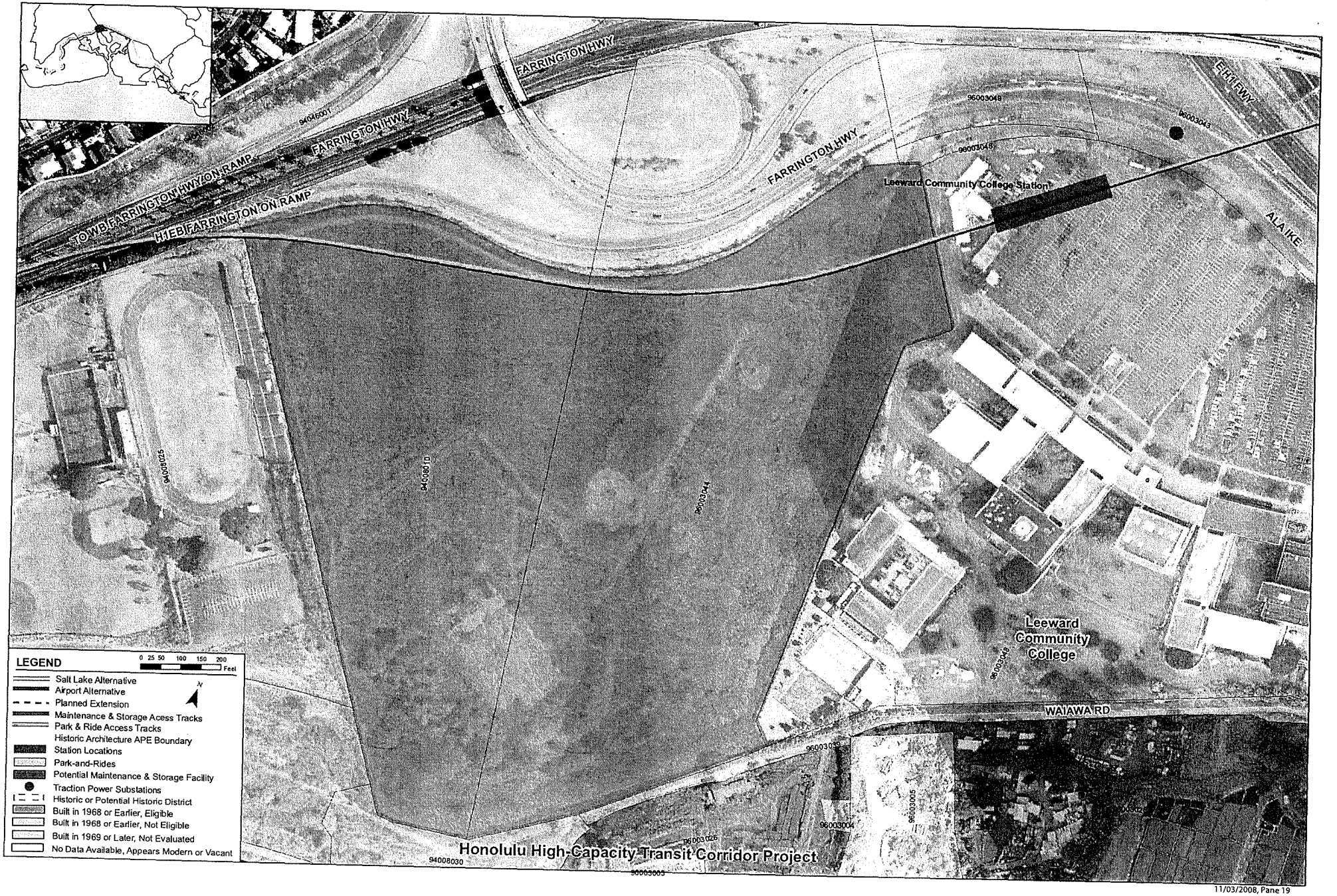
Park-and-Rides
Potential Maintenance & Storage Facility
Traction Power Substations
Historic or Potential Historic District
Built in 1968 or Earlier, Eligible
Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant
Honolulu High-Capacity Transit Corridor Project

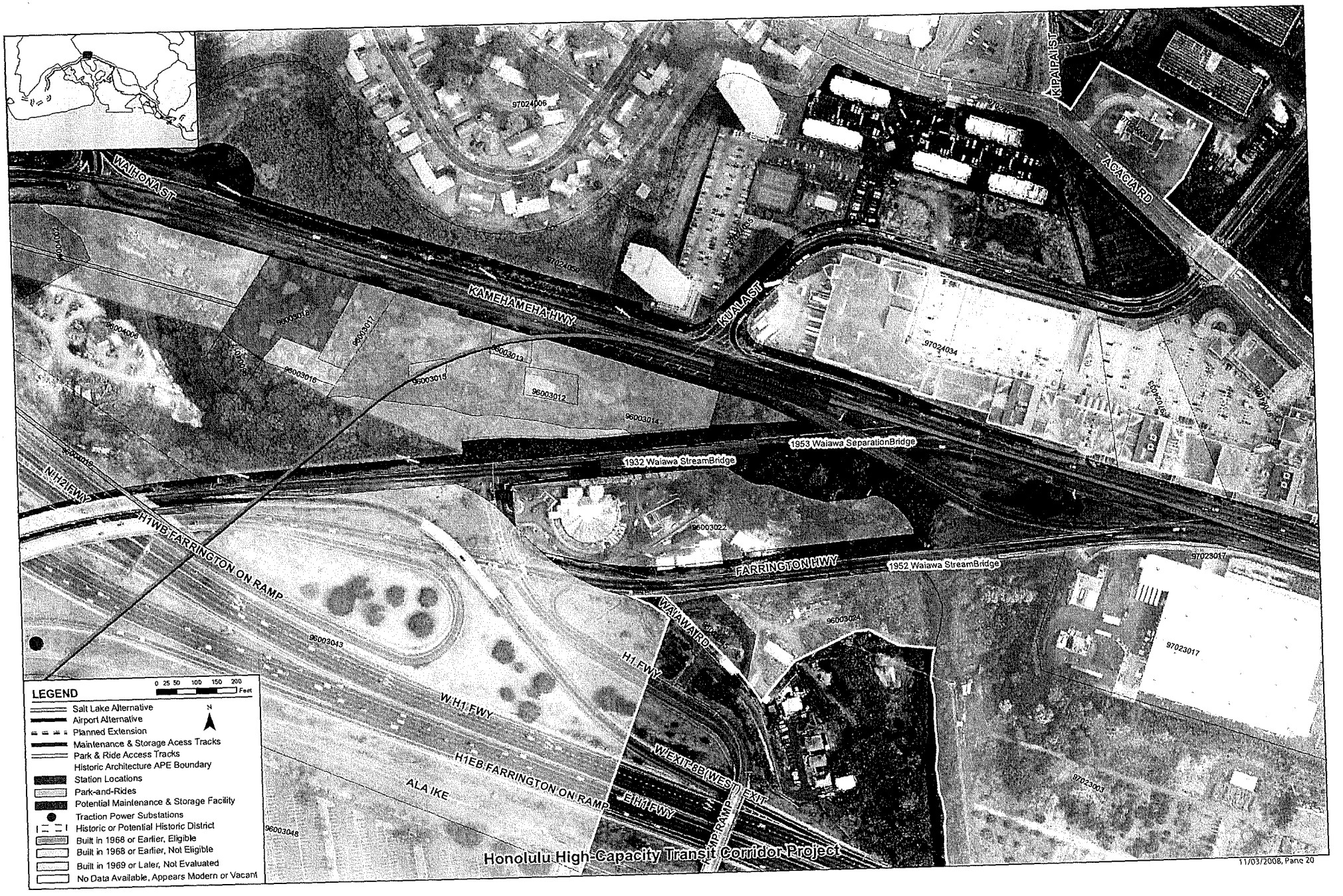

LEGEND
0 25 50 100 150 200 Feet
N
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Historic Architecture APE Boundary
Station Locations
Park-and-Rides
Potential Maintenance & Storage Facility
Traction Power Substations
Historic or 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
PUPUKUPA ST
PUPUPANI ST
WAIKELE RD
WAIKELE LP
AWAKINI
PUPUMOMI ST
PUPUNOHE ST
PUPUKAHIS
PUPUPUI ST
KINNEY PL
MAKAKAI PL
HANAWAI CR
WAIPAHU ST
Waikele Stream and OR&L SpurBridge
FARRINGTON HWY
HULA ST
NAWAAKOA ST
NAWAKIOKAHI
PAHU ST
Waipahu Intermediate School
Honolulu High-Capacity Transit Corridor Project

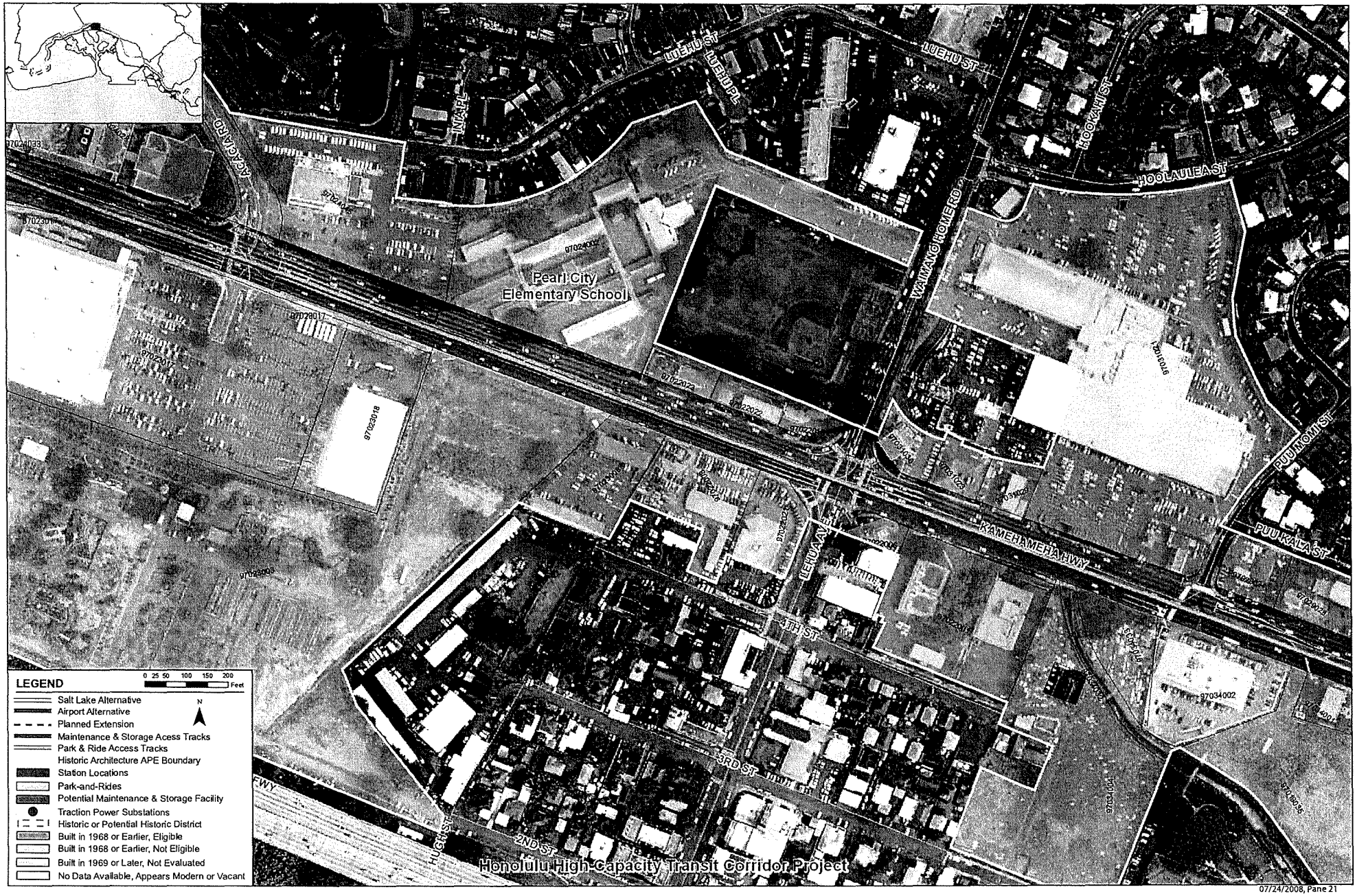

WAIPAHU ST
ONEHA ST
KAHUAILANI ST
KAIHIKI PL
NALII ST
KAUOLU PL
HANAWAI CIR
HIKIMOE ST
FARRINGTON HWY
MOLOALO ST
KAHUAMOKU ST
AWAIKI ST
AWANEI ST
AWALAI ST
MOKUAHI ST
HAAKOA PL
WAIPAHU DEPOT ST
MOKUKAUA ST
AWAMOKU ST
AWANANI ST
Waipahu Transit Center
LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Historic Architecture APE Boundary
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
11/03/2008, Pane 17

LEGEND
0 25 50 100 150 200 Feet
N
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Historic Architecture APE Boundary
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
MOLOALO ST
KAHUAMOKU ST
PAIWA ST
KAWAIWAINI ST
MOEWAI PL
FARRINGTON HWY
KAHUA ST
AWAIKI PL
AWALAI ST
AWALAI PL
AWANUI ST
AWAIA ST
AWAIKI ST
POAILANI PL
POALANI CIR
AOANAO ST
WAIPIO PONI ACC RD
CANE HAUL RD
MAIKAI ST
MAIKAI PL
Honolulu High-Capacity Transit Corridor Project

11/03/2008, Pane 18

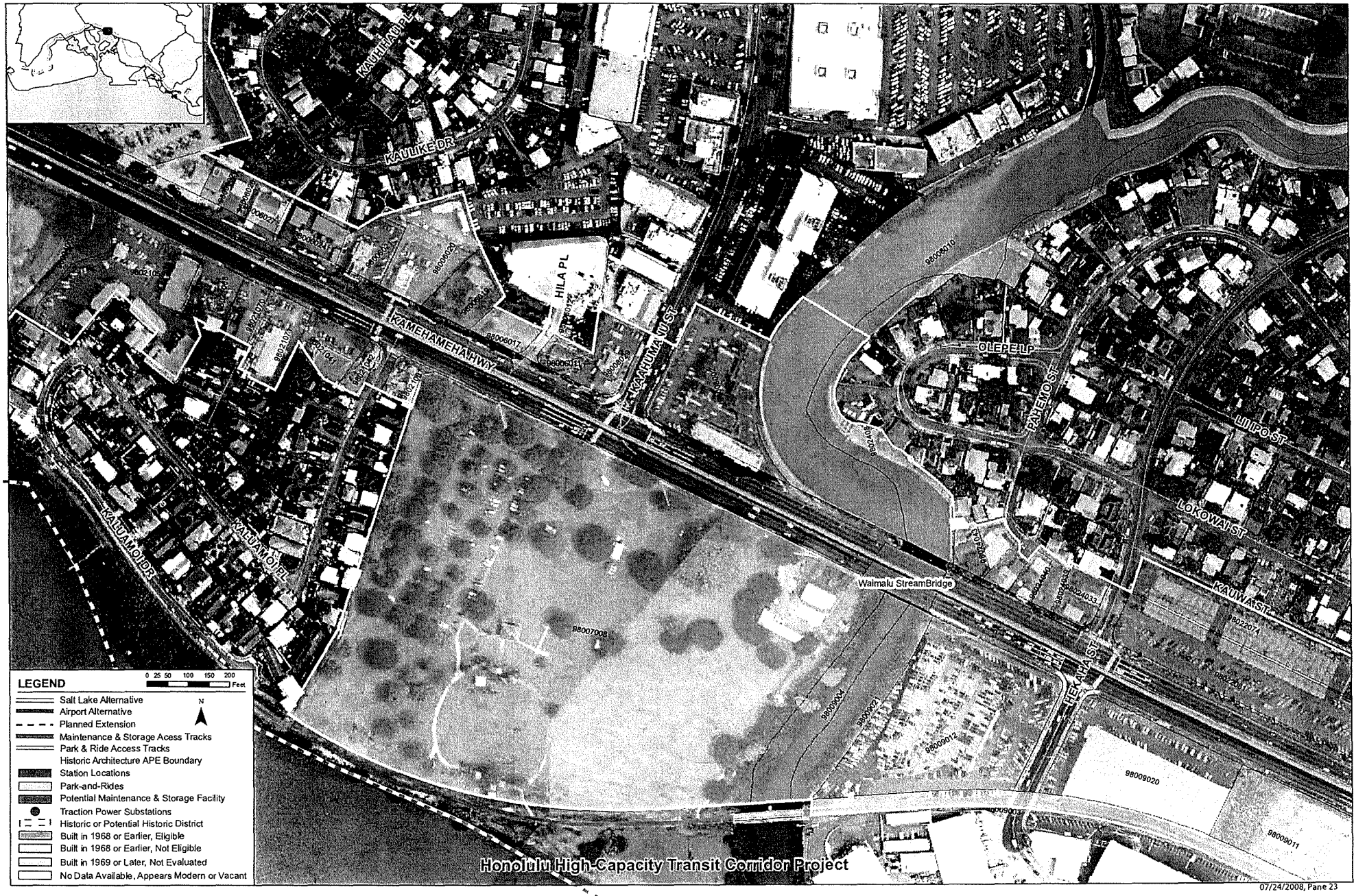

FARRINGTON HWY
FARRINGTON HWY
FARRINGTON HWY
TO WB FARRINGTON HWY ON RAMP
H1 EB FARRINGTON ON RAMP
Leeward Community College Station
ALA IKE
Leeward Community College
WAIAWA RD
Honolulu High-Capacity Transit Corridor Project
LEGEND
0 25 50 100 150 200 Feet
N
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Historic Architecture APE Boundary
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


WAILONA ST
KAMEHAMEHA HWY
KUALA ST
KIPAIPAI ST
ZACGIA RD
1953 Waiawa SeparationBridge
1932 Waiawa StreamBridge
1952 Waiawa StreamBridge
N H2 FWY
H1WB FARRINGTON ON RAMP
FARRINGTON HWY
WAIAWA RD
H1 FWY
W H1 FWY
H1EB FARRINGTON ON RAMP
ALA IKE
E H1 FWY
W EXIT-EB WEST EXIT
RAMP
97024006
97024034
97023017
96003012
96003013
96003014
96003016
96003017
96003018
96003022
96003024
96003043
96003048
97023003
LEGEND
0 25 50 100 150 200 Feet
N
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Historic Architecture APE Boundary
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

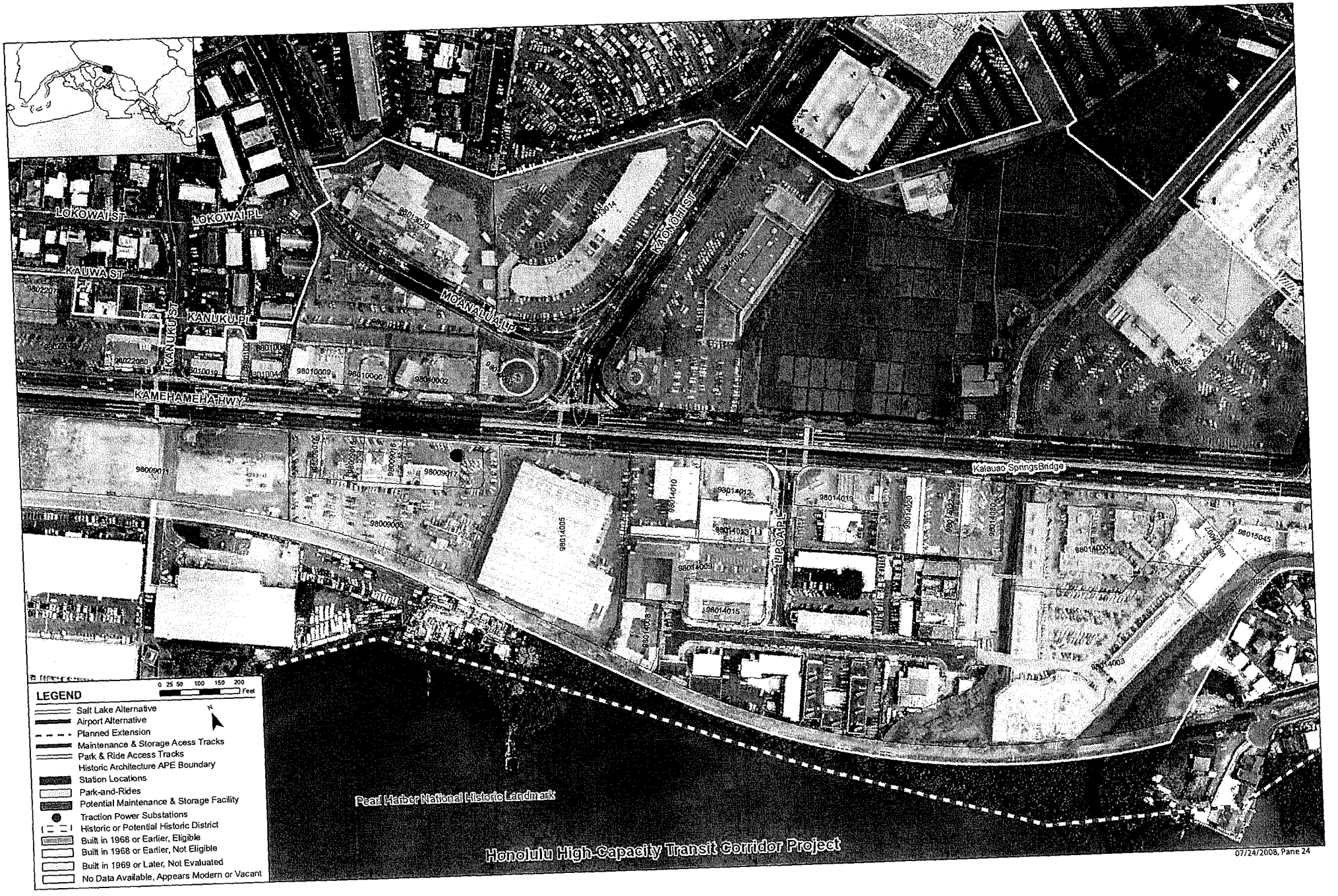


Honolulu High-Capacity Transit Corridor Project

PUU KULA DR
PUU KULA ST
PUU KULANI ST
PUU RONI ST
PUU ALANI WAY
MOANALUA RD
MOANALUA RD
WH1 FWY
WH1 FWY - WH1WB MOANALUA RD ON RAMP
MOANALUA RD
WH1 FWY
EH1 FWY
EH1EB EXIT 10 (EAST PEARL CITY) EXIT
KAMEHAMEHA HWY
KULEANA RD
KULEANA PL
98059009
98059011
98003032
97019047
97019011
97019010
97019035
97034028
98004003
98005002
98005003
98005001
LEGEND
0 25 50 100 150 200 Feet
N
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Historic Architecture APE Boundary
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
07/24/2008, Pane 22



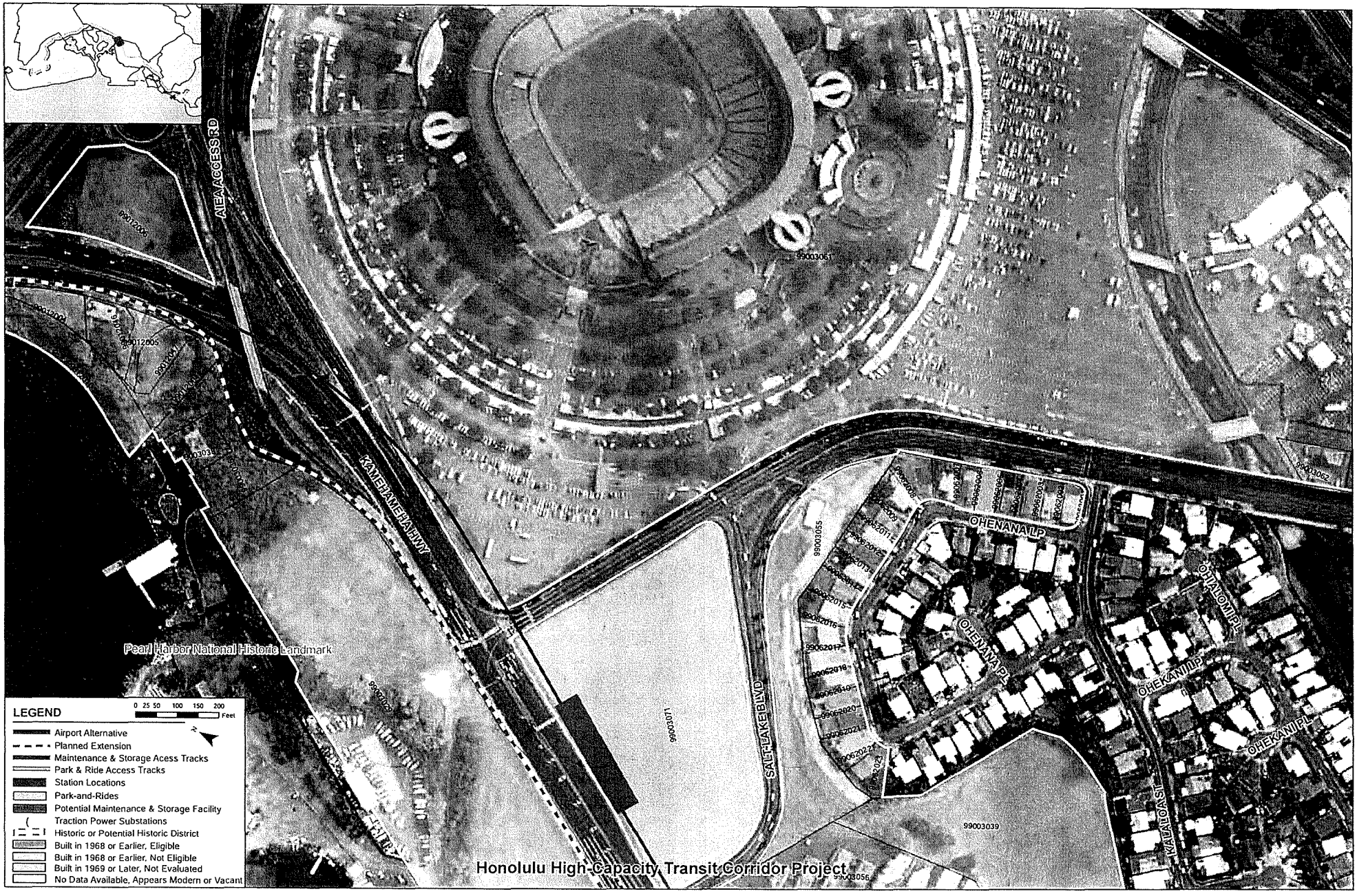
Honolulu High-Capacity Transit Corridor Project



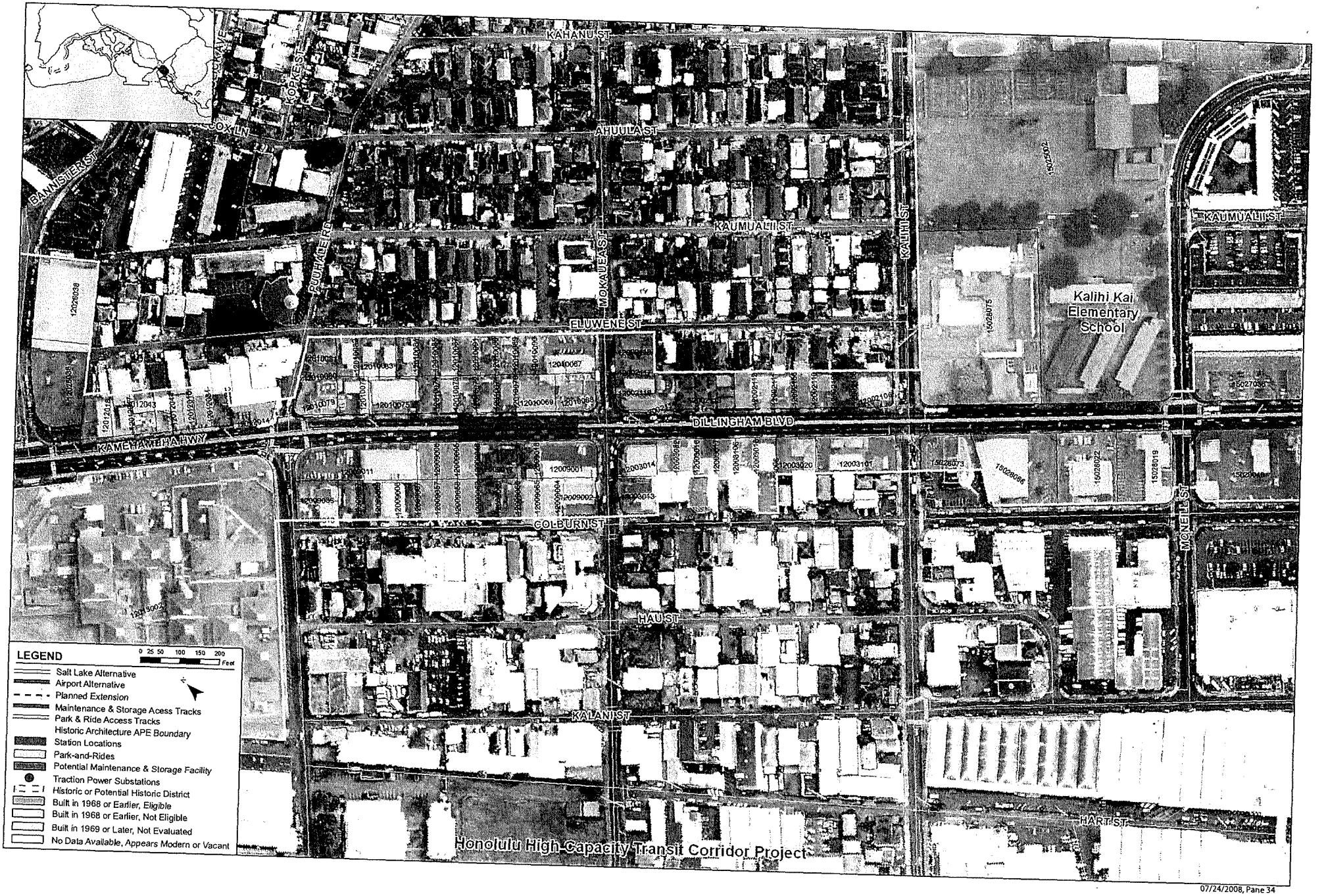
Honolulu High-Capacity Transit Corridor Project

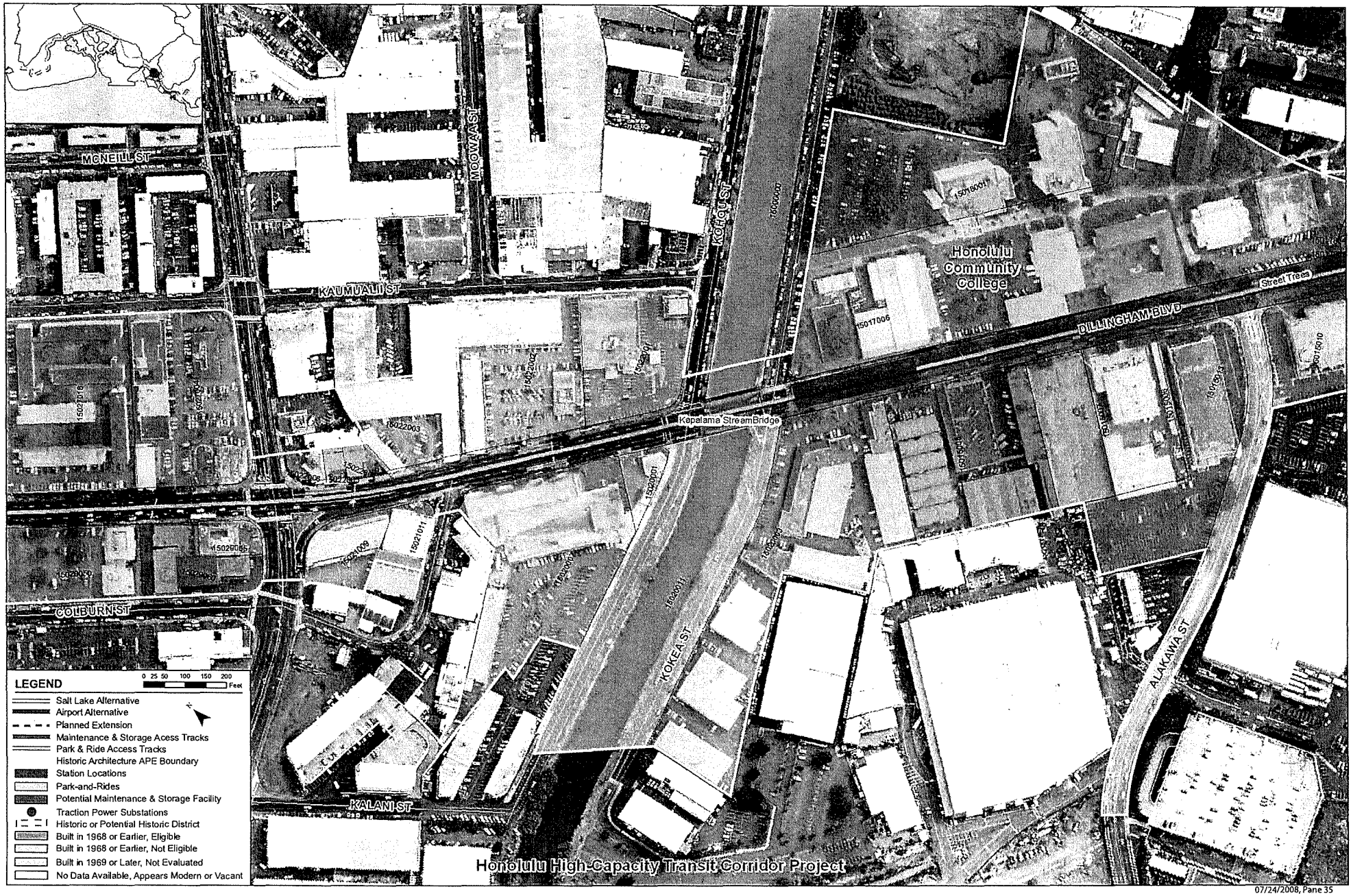
07/24/2008, Pane 24

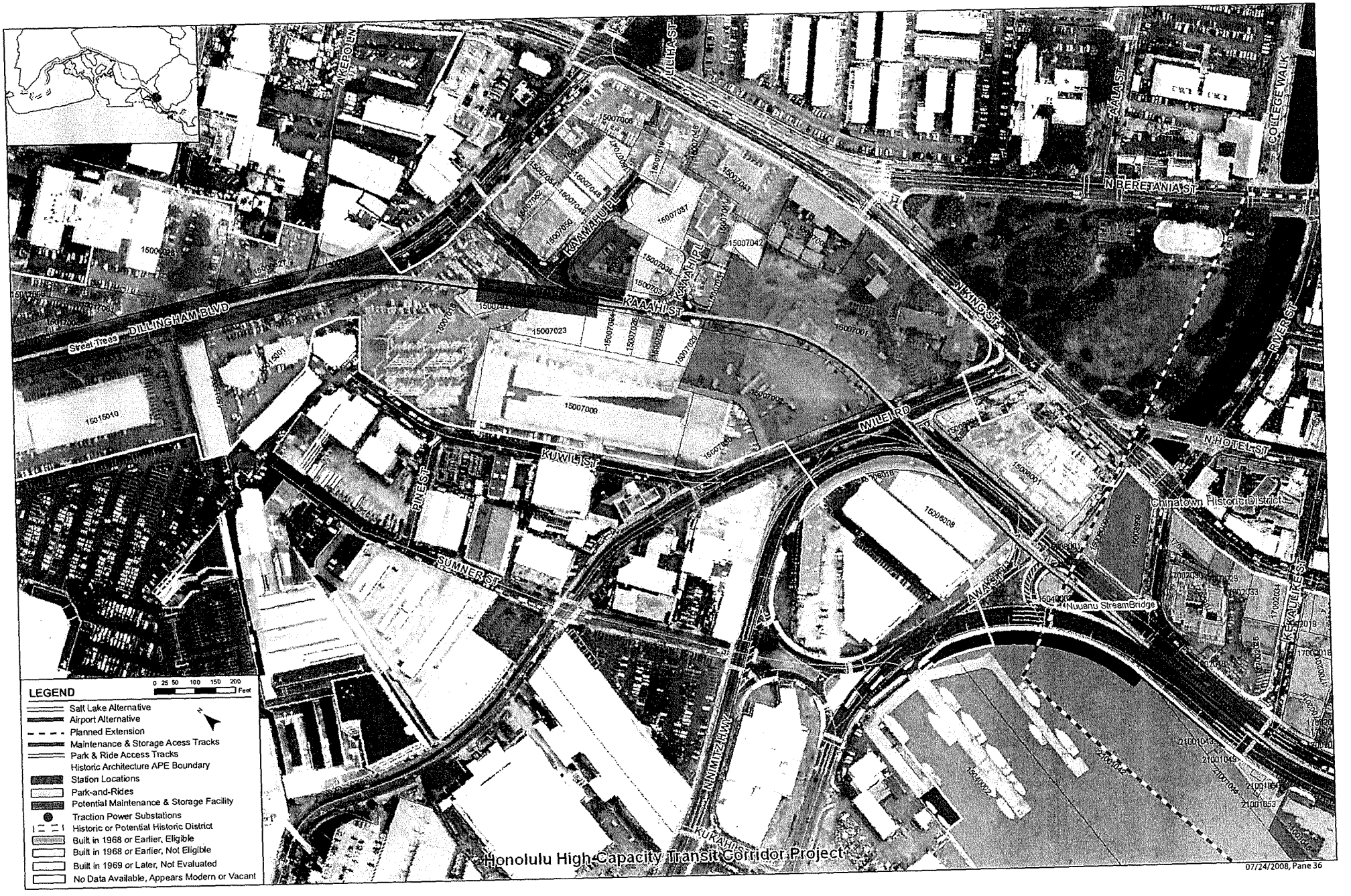
LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Historic Architecture APE Boundary
Station Locations
Park-and-Rides
Potential Maintenance & Storage Facility
Traction Power Substations
Historic or 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
KAMEHAMEHA HWY
KIHALE ST
KIHALE PL
KALIKE PL
HONOMANU ST
KAAMILO ST
KEAMA ST
NATOPA KA PL
KAUHALE ST
PALIMOM ST
AIEA KAI PL
Kalauao StreamBridge
Aiea StreamBridge
OR&L/Aiea StreamBridge
Pearl Harbor National Historic Landmark
Honolulu High-Capacity Transit Corridor Project

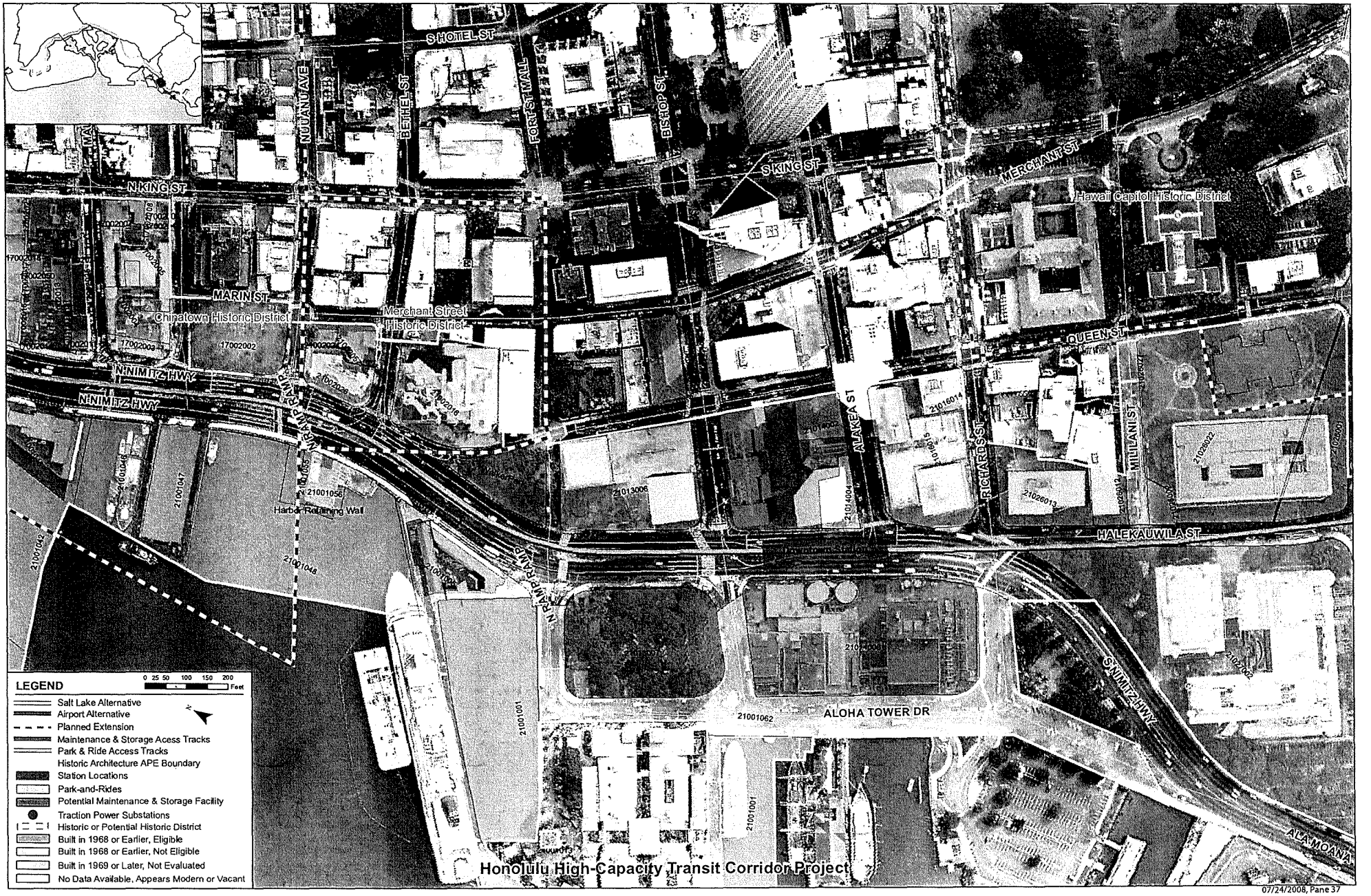

AIEA ACCESS RD
KAMEHAMEHA HWY
SALT LAKE BLVD
OHENANA LP
OHENANA PL
OHIALOMI PL
OHEKANI LP
OHEKANI PL
WAIALOA ST
Pearl Harbor National Historic Landmark
99003061
99003062
99003055
99003071
99003039
99003056
LEGEND
0 25 50 100 150 200 Feet
Airport Alternative
Planned Extension
Maintenance & Storage Acess 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

E H1 FWY
MIDDLE ST
N H1EB NIMITZ ON RAMP
H1WB MIDDLE ON RAMP
RAMP RAMP
S KAM HWY
N NIMITZ HWY
KAMEHAMEHA HWY
H1WB EXIT 18 NIMITZ EXIT
N RAMP RAMP
S RAMP RAMP
W H1EB EXIT 18A NIMITZ HWY EXIT
KALUAOPALENA ST
ALAHAO PL
12015046
12016007
12018001
12017002
12026007
12026004
12026003
12026002
12026005
12018009
12018002
12017005
12013006
12013007
12013021
12013020
12013017
12013002
11006001
11003003
LEGEND
0 25 50 100 150 200 Feet
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


KAHANU ST
AHUULA ST
KAUMUALII ST
KAUMUALII ST
BANNISTER ST
BOX LN
PUUHALE RD
MOKAUEA ST
KALIHI ST
ELUWENE ST
Kalihi Kai Elementary School
DILLINGHAM BLVD
KAMEHAMEHA HWY
COLBURN ST
HAU ST
KALANI ST
HART ST
MONETA ST
LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Historic Architecture APE Boundary
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

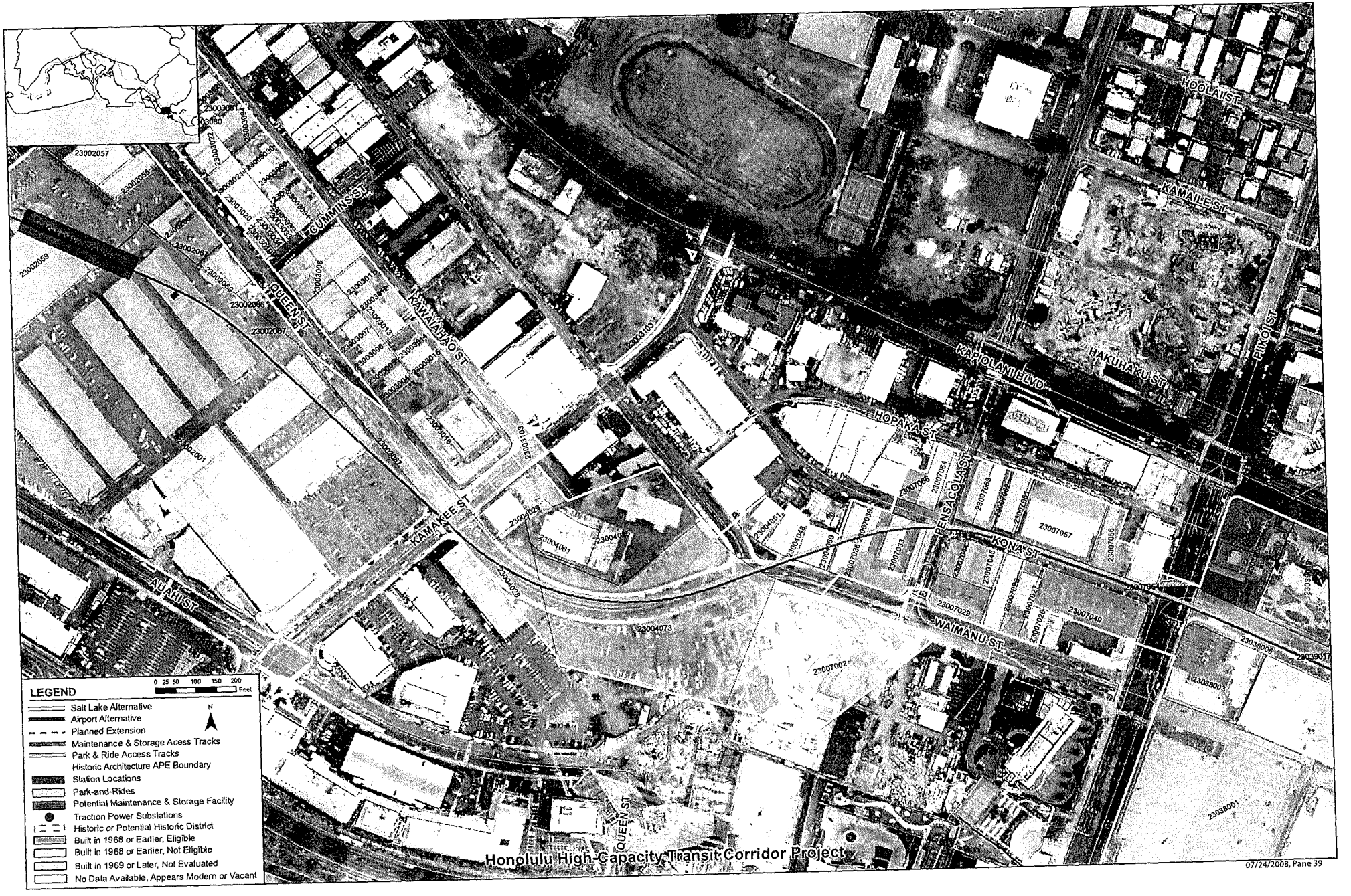

MCNEILL ST
MOOWAA ST
KOHOU ST
KAUMUALII ST
Honolulu Community College
Street Trees
DILLINGHAM BLVD
Kapalama Stream Bridge
COLBURN ST
KOKEA ST
ALAKAWA ST
KALANI ST
LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Historic Architecture APE Boundary
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


LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Historic Architecture APE Boundary
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
DILLINGHAM BLVD
Street Trees
KAAHI ST
KAAMANI PL
KAAMAHU PL
KUWILI ST
SUMNER ST
FIVE ST
NIMITZ HWY
KUKAHI ST
WILEI RD
AWA ST
Nuuanu StreamBridge
Chinatown Historic District
N HOTEL ST
N BERETANIA ST
KING ST
RIVER ST
KEKAULIKE ST
COLLEGE WALK
AKALA ST
MILIHA ST
AIKAHI LN
Honolulu High-Capacity Transit Corridor Project
07/24/2008, Pane 36



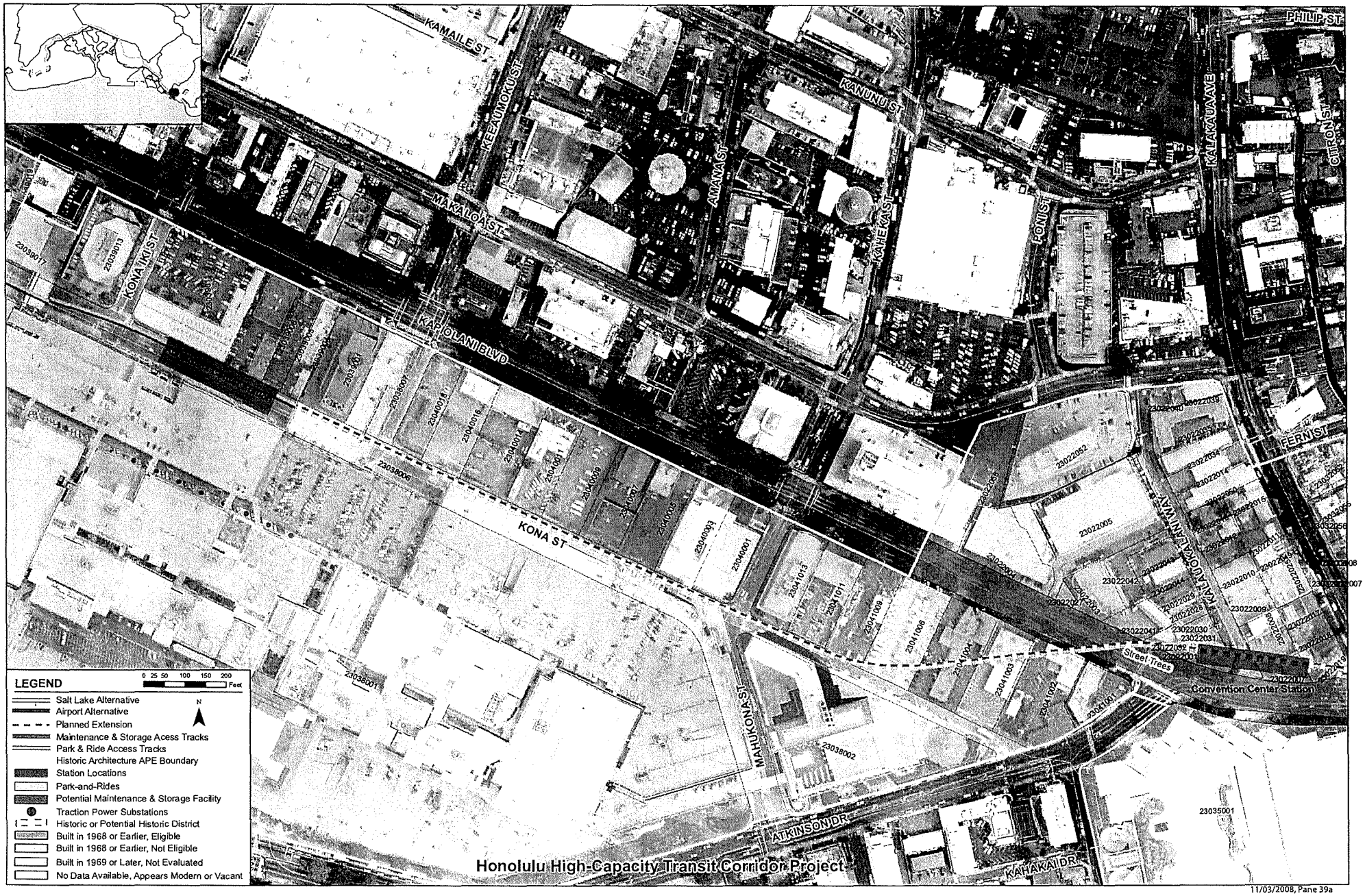
Honolulu High-Capacity Transit Corridor Project

LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Historic Architecture APE Boundary
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
MARMION ST
MISSION LN
EMILY ST
CURTIS ST
WAIMANU ST
KAWAIAHAO ST
COOKE ST
KAMANI ST
QUEEN ST
PUNCHBOWL ST
QUINN LN
KEAWE ST
HALEKAUWILA ST
LANIWAI ST
REED LN
KEAUHOU ST
LANA LN
OHE ST
KOULA ST
AHUI ST
POHUKAINA ST
SOUTH ST
CORAL ST
WARD AVE
AUAHI ST
Kaka'ako Station
Honolulu High-Capacity Transit Corridor Project
07/24/2008, Pane 38



Honplulu High-Capacity Transit Corridor Project

07/24/2008, Pane 39



LEGEND

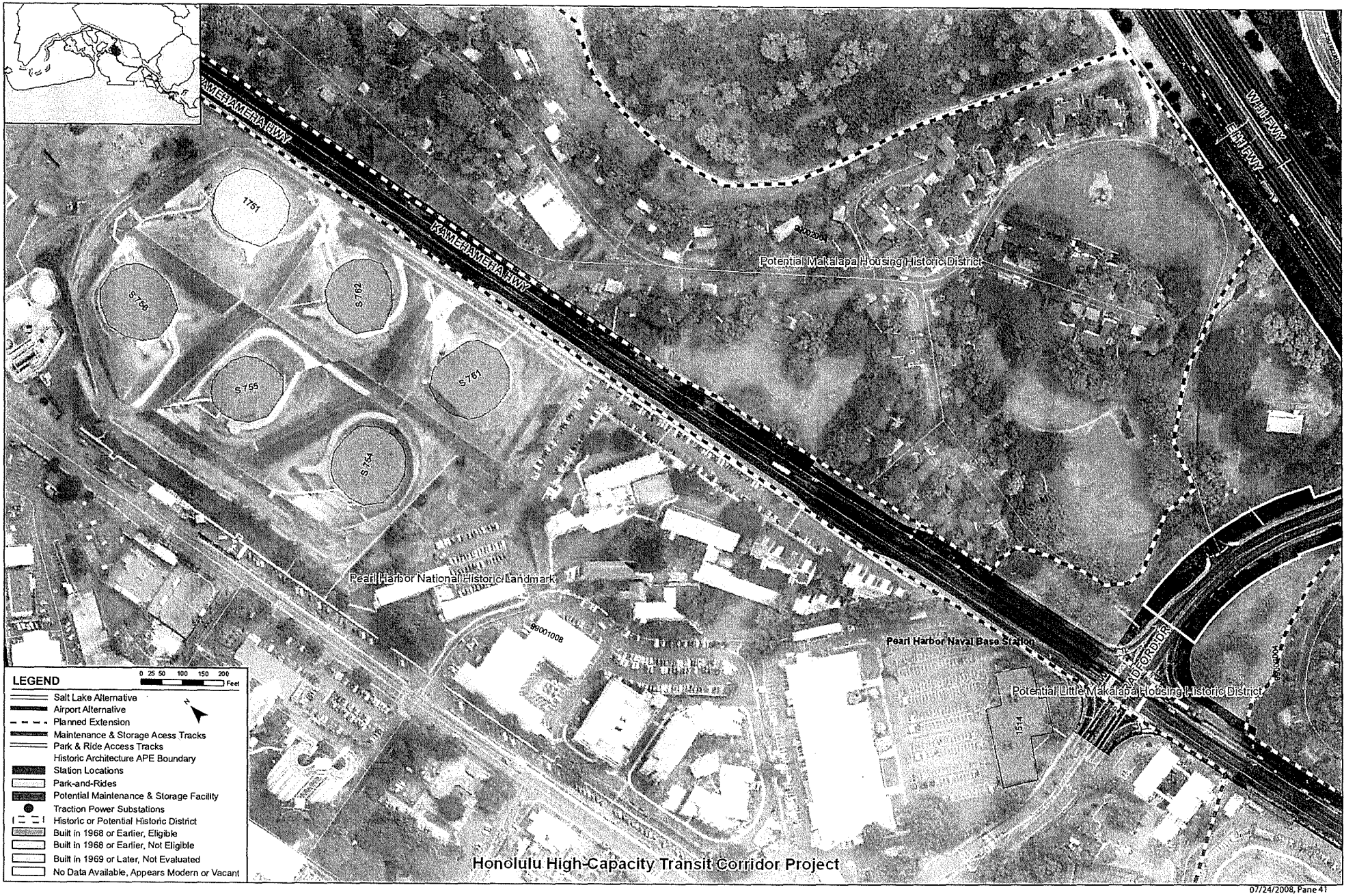
0 25 50 100 150 200 Feet

N

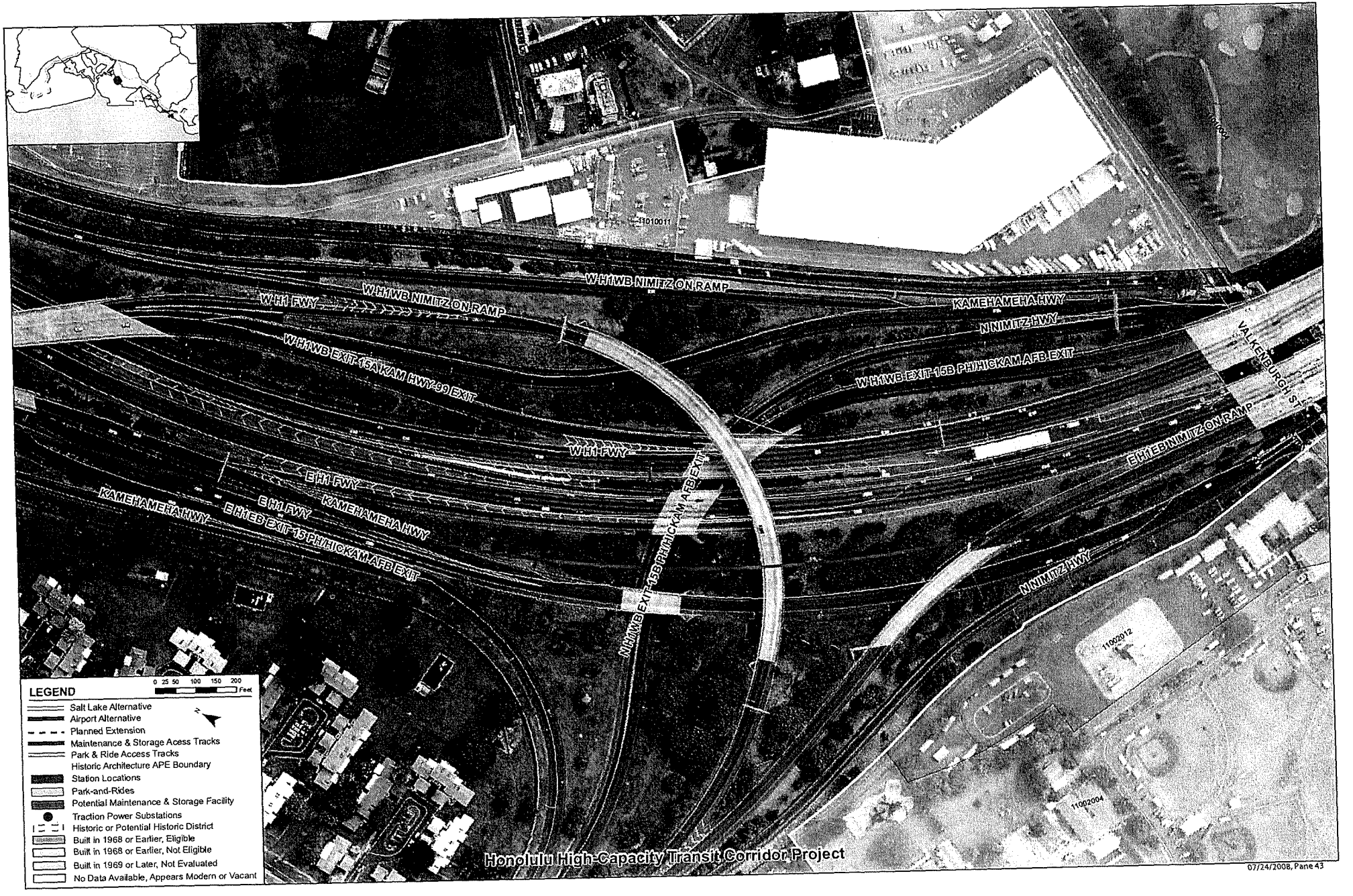
- Salt Lake Alternative
- Airport Alternative
- Planned Extension
- Maintenance & Storage Acess Tracks
- Park & Ride Access Tracks
- Historic Architecture APE Boundary
- Station Locations
- Park-and-Rides
- Potential Maintenance & Storage Facility
- Traction Power Substations
- Historic or Potential 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

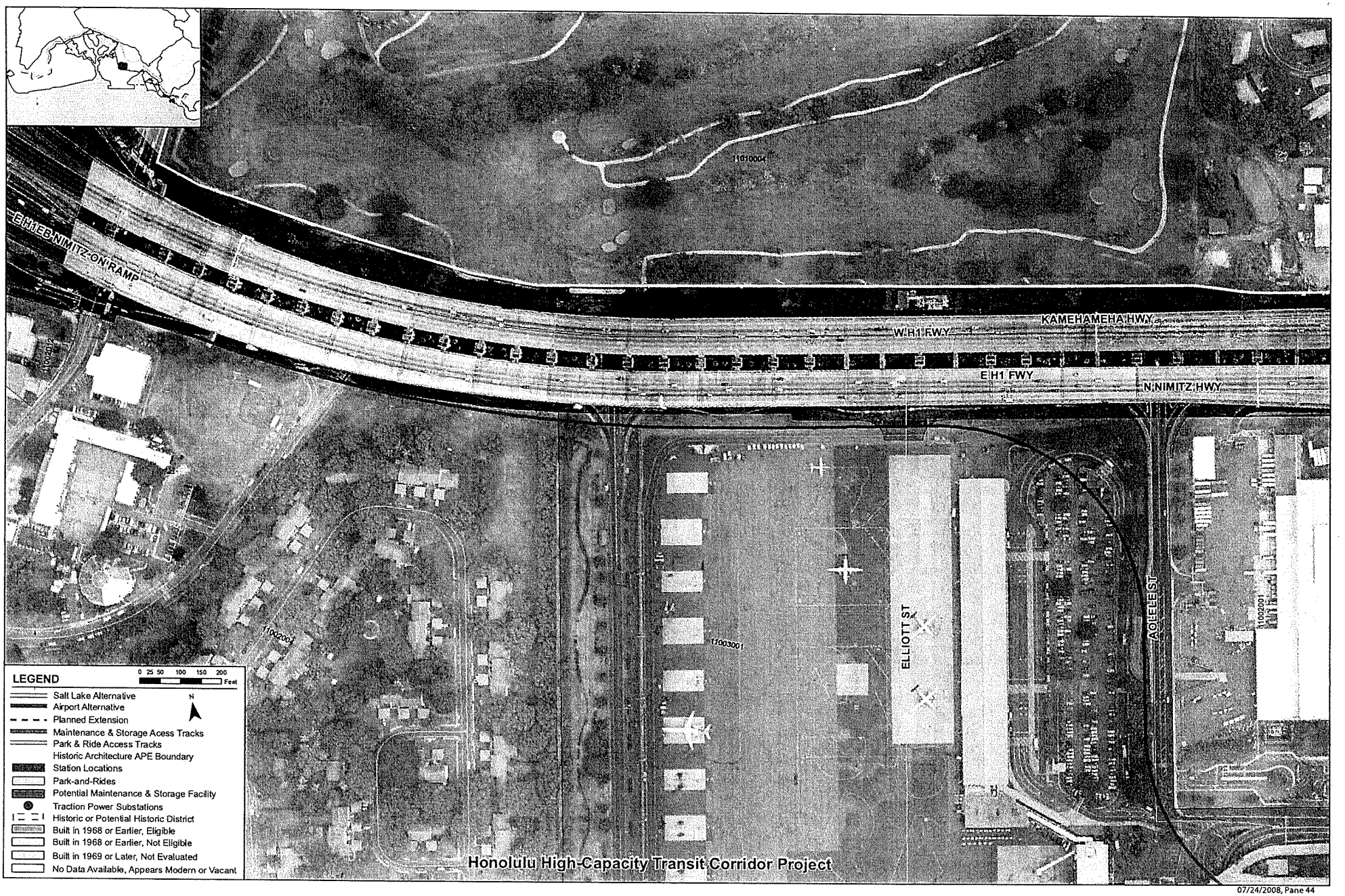
Aloha Stadium Station
SALT LAKE BLVD
KOHOMUA ST
KALALOA ST
OPUKEA ST
OHAILULA PL
OHEKANI LP
OHIAKU ST
OHIAKEA ST
KAMEHAMEHA HWY
ARIZONA ST
Arizona Memorial (Airport & Salt Lake)
Halawa StreamBridge
Pearl Harbor National Historic Landmark
Potential Makalapa Housing Historic District
CINCPACFLT Headquarters NHL 250
99003039
99003058
99003029
99003028
99001001
99001008
99002004
S 38
550
S 20
S 21
LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Historic Architecture APE Boundary
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


KAMEHAMEHA HWY
KAMEHAMEHA HWY
W-H HWY
E-H HWY
1751
S768
S762
S755
S761
S754
Potential Makalapa Housing Historic District
Pearl Harbor National Historic Landmark
Pearl Harbor Naval Base Station
Potential Little Makalapa Housing 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
Historic Architecture APE Boundary
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

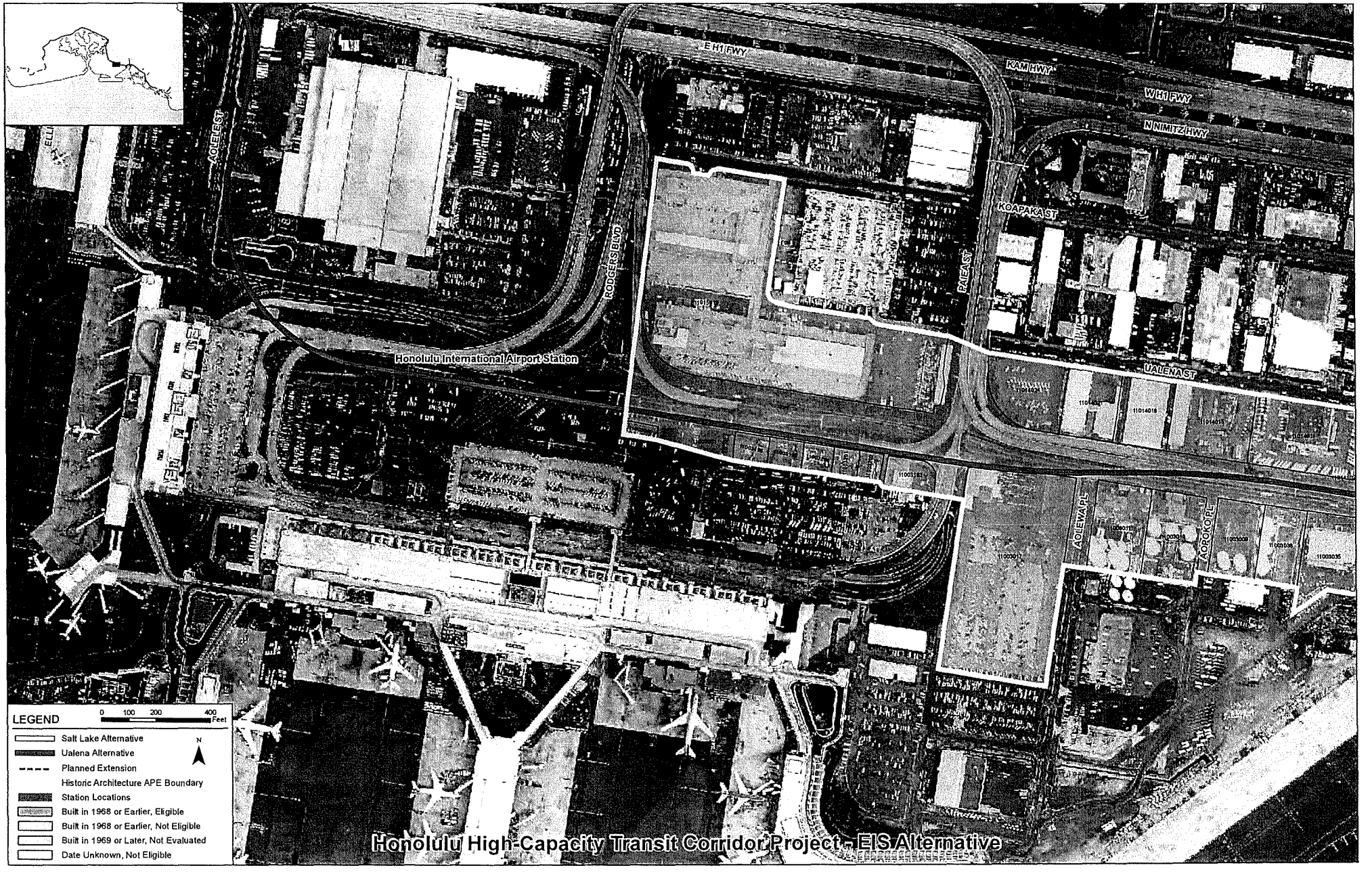
Potential Makalapa Housing Historic District
RADFORD DR
E H1 FWY
W H1 WB NIMITZ ON RAMP
W H1 FWY
E H1 EB EXIT TO HICKAM AFB EXIT
Potential Little Makalapa Housing Historic District
Pearl Harbor Naval Base
KAMEHAMEHA HWY
KAMEHAMEHA HWY
CENTER DR
W H1 WB NIMITZ ON RAMP
W H1 FWY
E H1 FWY
Pearl Harbor National Historic Landmark
LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Historic Architecture APE Boundary
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



07/24/2008, Pane 43

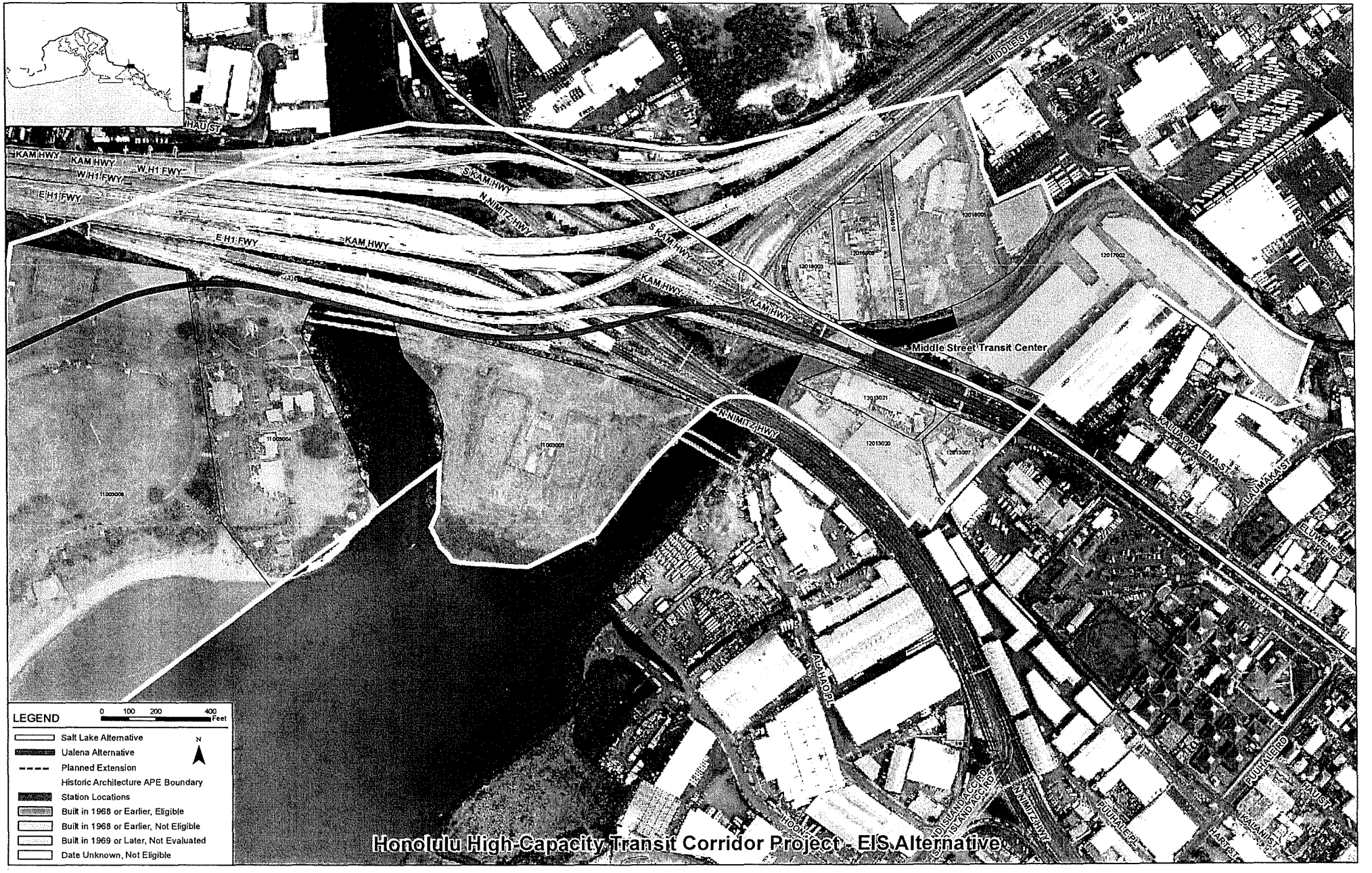


Honolulu High-Capacity Transit Corridor Project



Honolulu High-Capacity Transit Corridor Project - EIS Alternative

Honolulu High-Capacity Transit Corridor Project - EIS Alternative



Honolulu High-Capacity Transit Corridor Project - EIS Alternative

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

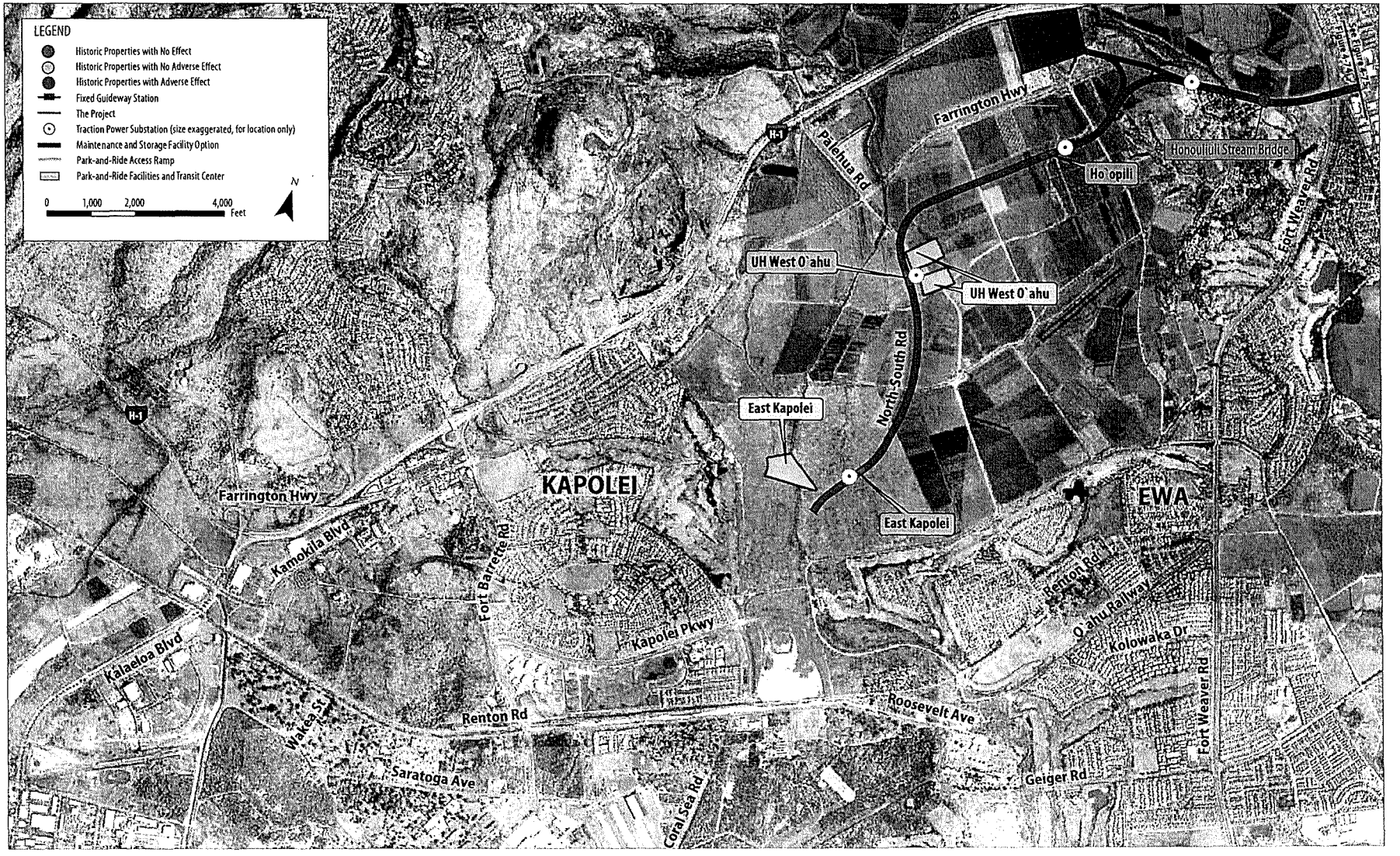
regarding the

Honolulu High-Capacity Transit Corridor Project

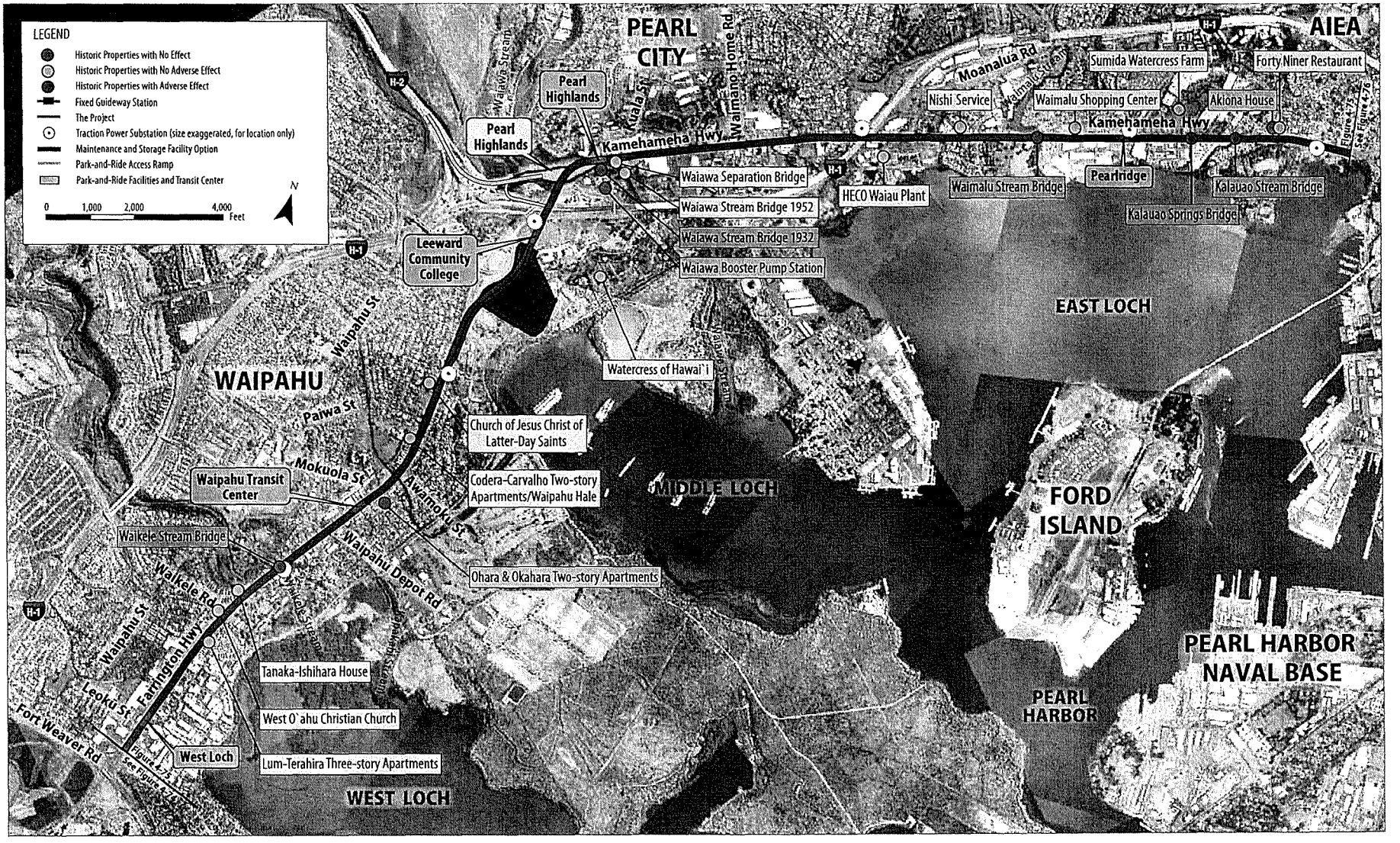
in the

City and County of Honolulu, Hawai'i

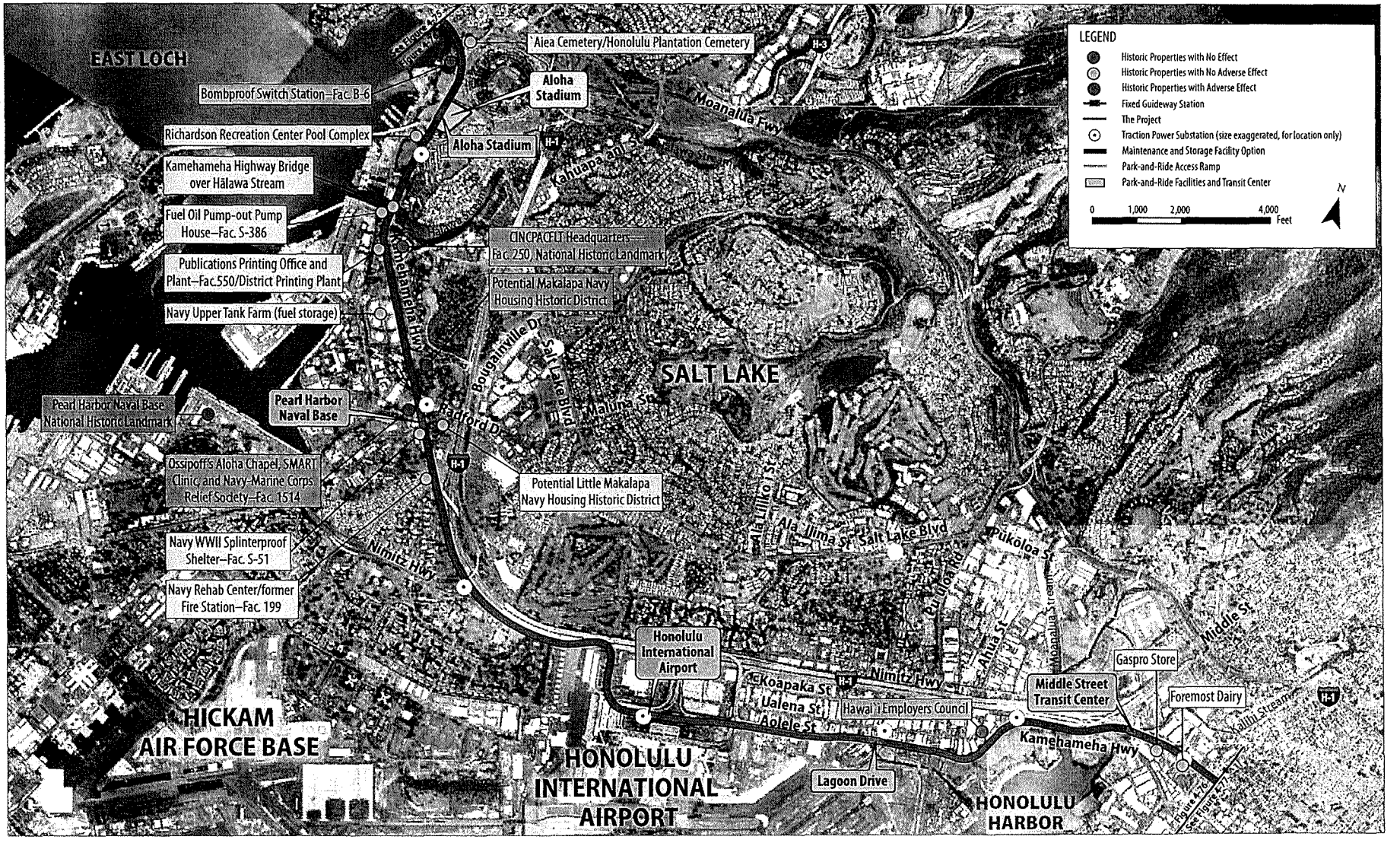
Attachment 2: Information on Resources with Adverse Effect Determinations



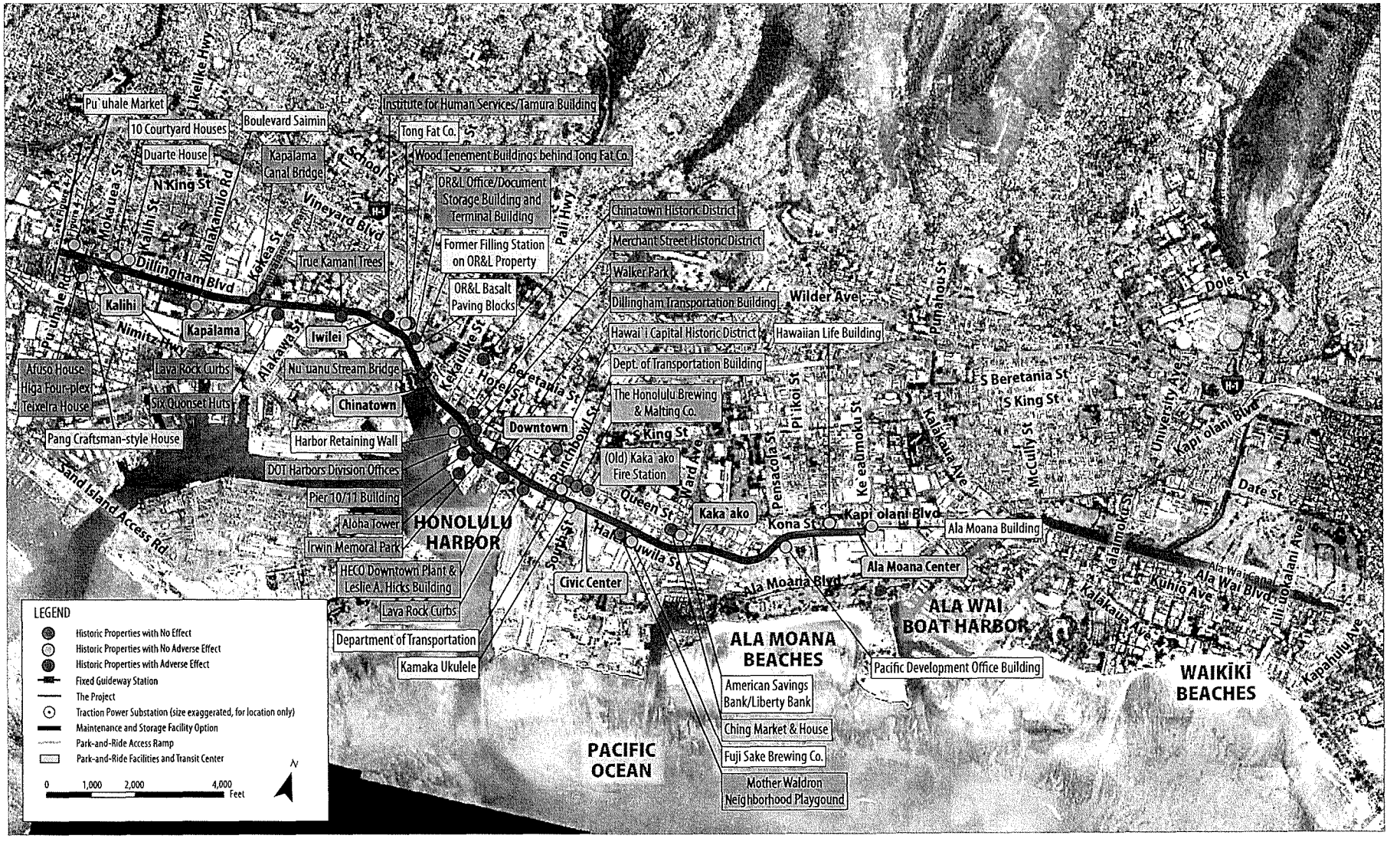
Historic Properties in Area of Potential Effects (East Kapolei to Fort Weaver Road)



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.***

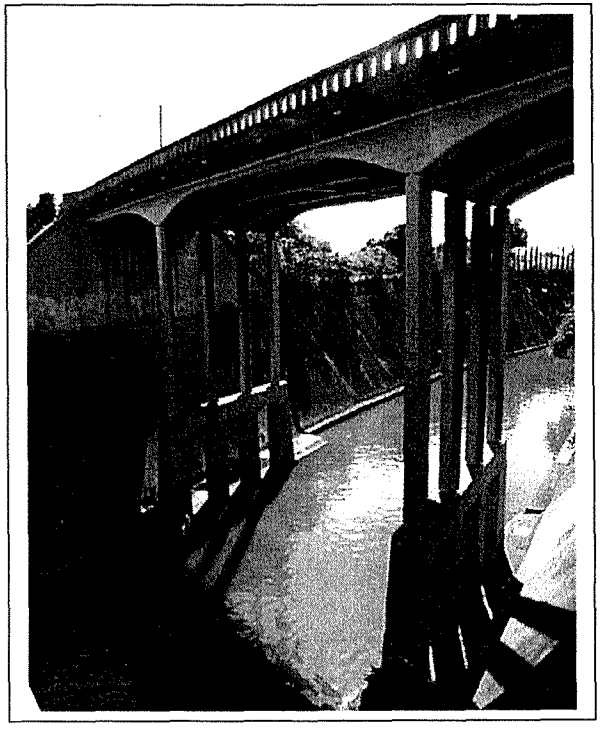
Present Use/Historic Use: **Bridge**

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:

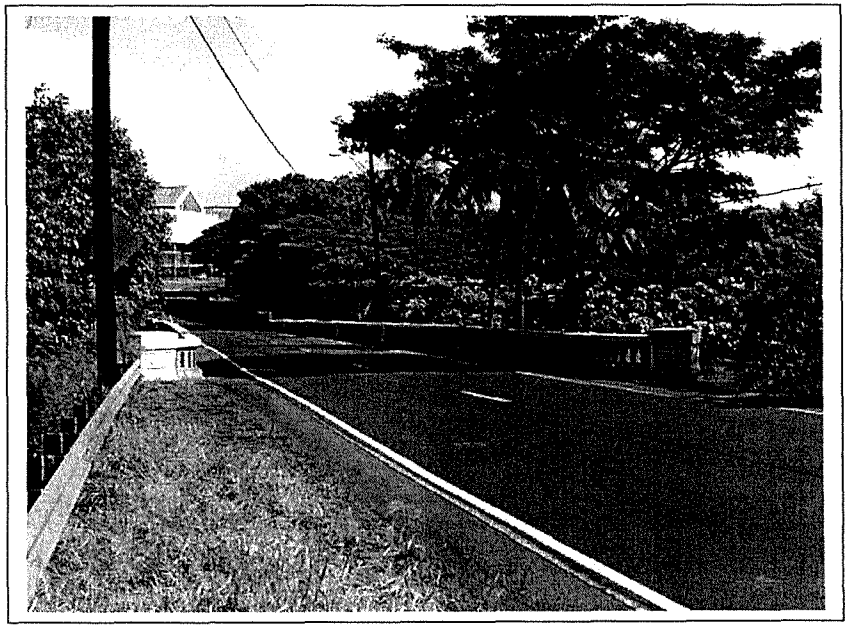
This six-span, reinforced-concrete bridge is a continuous deck girder type, measuring 332 feet in length, about 34 feet in width, and approximately 30 feet in height above the stream bed. The concrete parapets of the bridge are pierced to form balustrades with arched-topped openings. This arched-top 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:

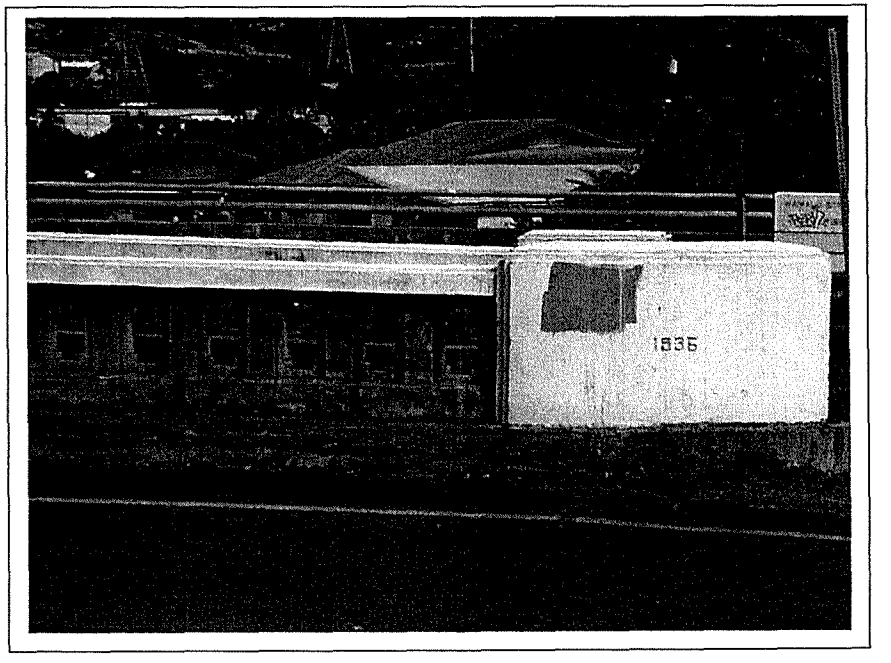
The two center parapets of the bridge are identical -- concrete balustrades pierced by vertically oriented openings in the form of a thick cross (commonly refered to as a "Greek-cross void"). This was a standardized pattern for Territorrial Highway Department bridges of that period. End stanchions (1936 & 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:

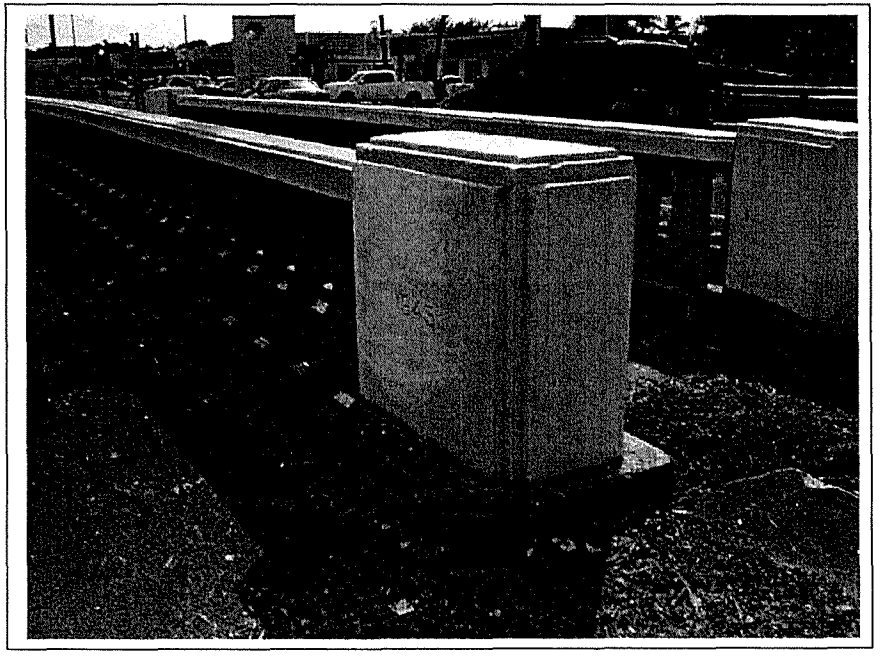
The two center parapets of the bridge are identical, concrete balustrades pierced by vertically oriented openings in the form of a thick cross (commonly refered to as a "Greek-cross void"). This was a standardized pattern for Territorrial Highway Department bridges of that period. End stanchions (1936 & 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**

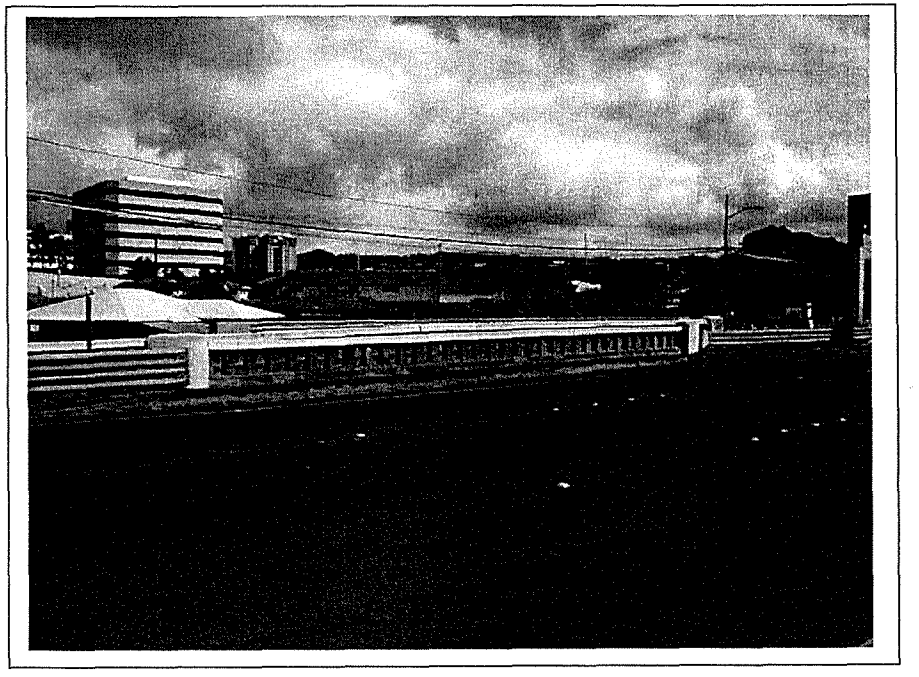
Present Use/Historic Use: **Bridge**

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)**

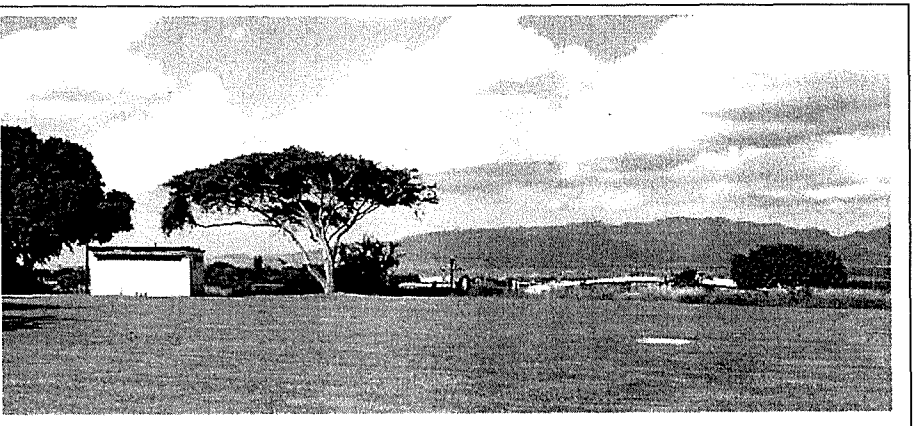
Present Use/Historic Use: **Military**

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:

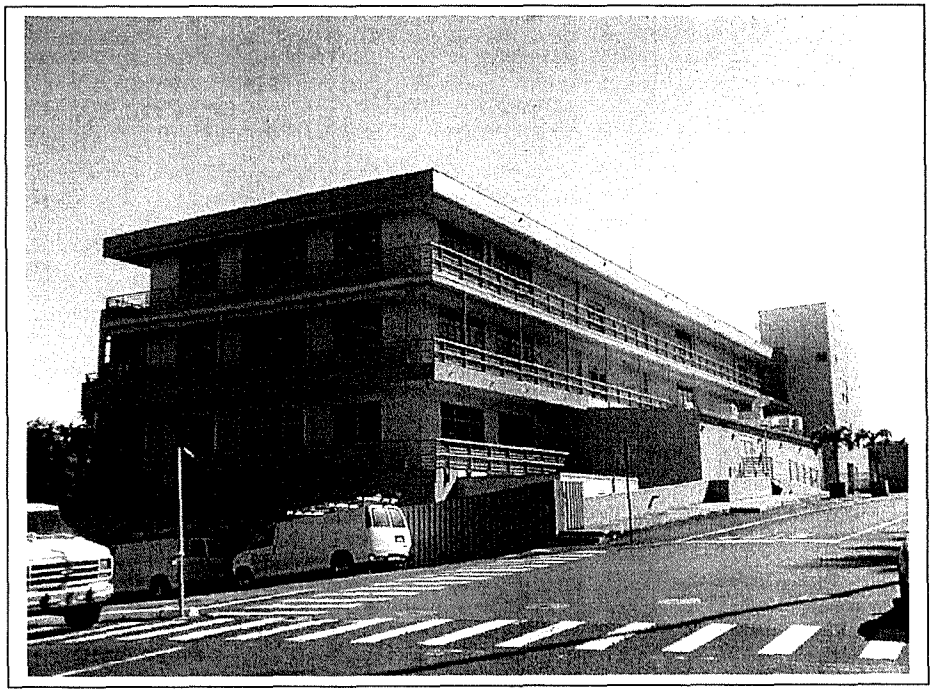
See NHL nomination form

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



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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

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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.

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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**

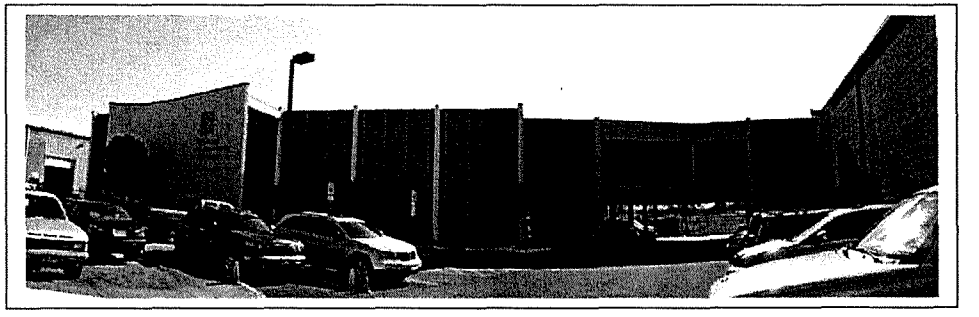
Present Use/Historic Use: **Commercial**

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.

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:

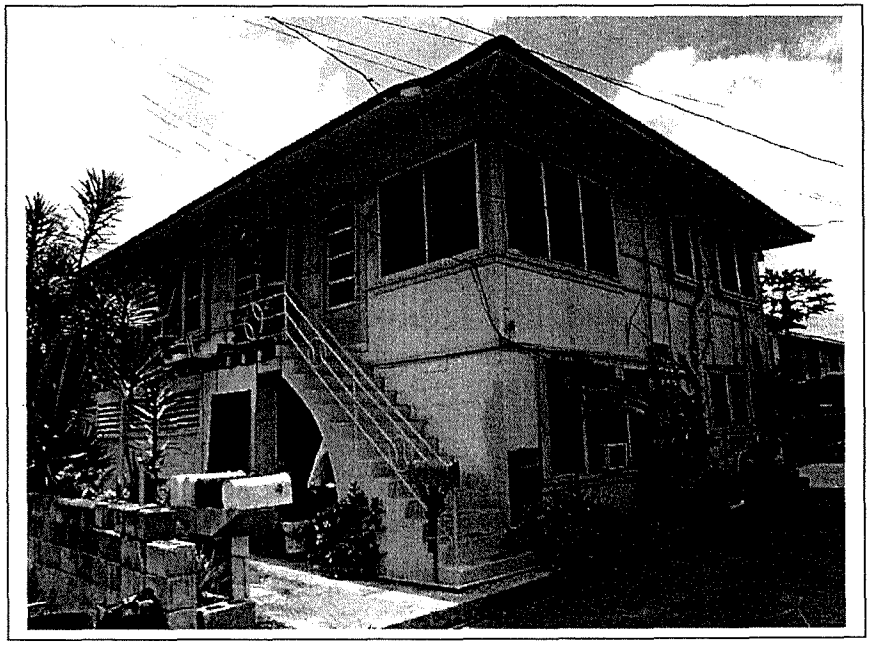
Two-story plantation-style four-plex residence with a hip roof. Constructed with CMU walls on the ground floor, and with vertical tongue-and-groove siding and double girts at the second floor. Windows are original three-light sliding sash and 1/1 double hung. The front entries have concrete stairs with 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**

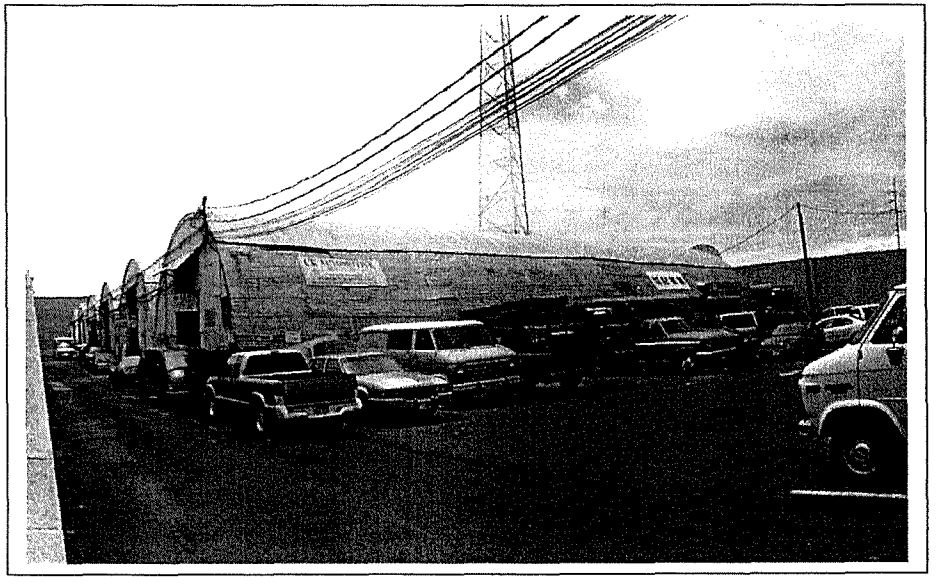
Architectural Description:

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.**

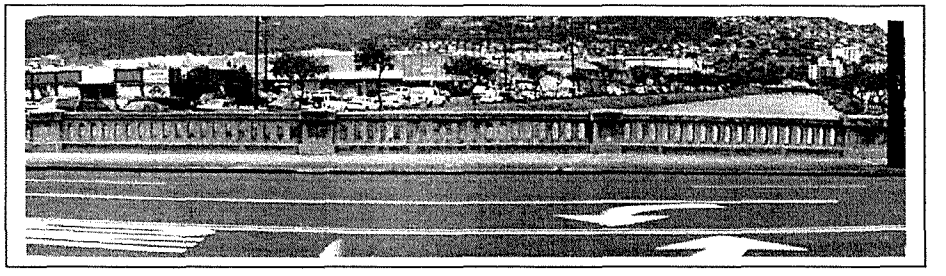
Present Use/Historic Use: **Bridge**

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:

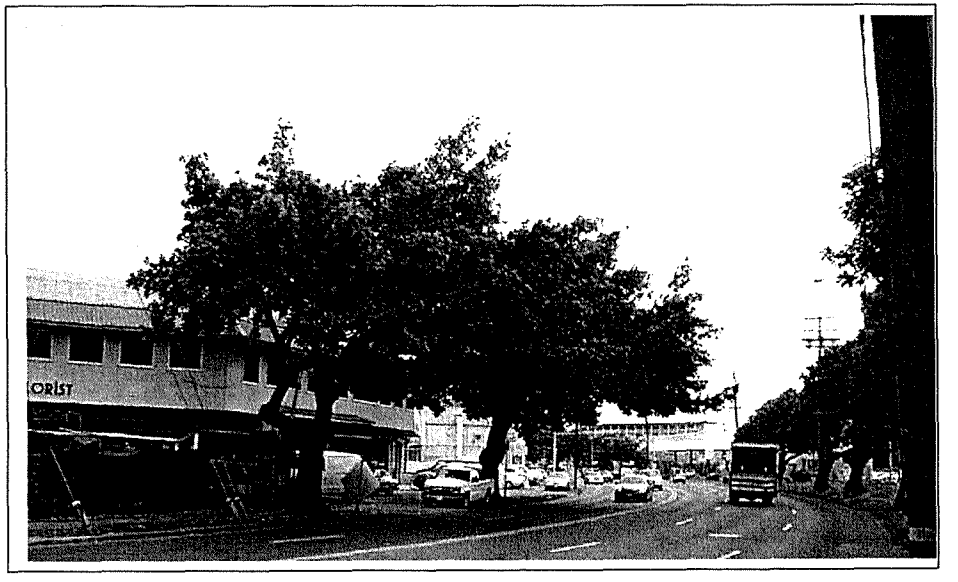
These mature kamani trees (*Calophyllum inophyllum*) were planted along both sides of Dillingham Boulevard ca. 1934, with a typical spacing of 55 to 75 feet. Many trees have asymmetrical canopies resulting from been pruned away from overhead utility lines.

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**

Station Block: **Iwilei Station Block**

Owner: **PROPERTY INVESTMENTS LLC**

Date-Original: **1968**

Sources: **Tax Office**

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

Architectural Description:

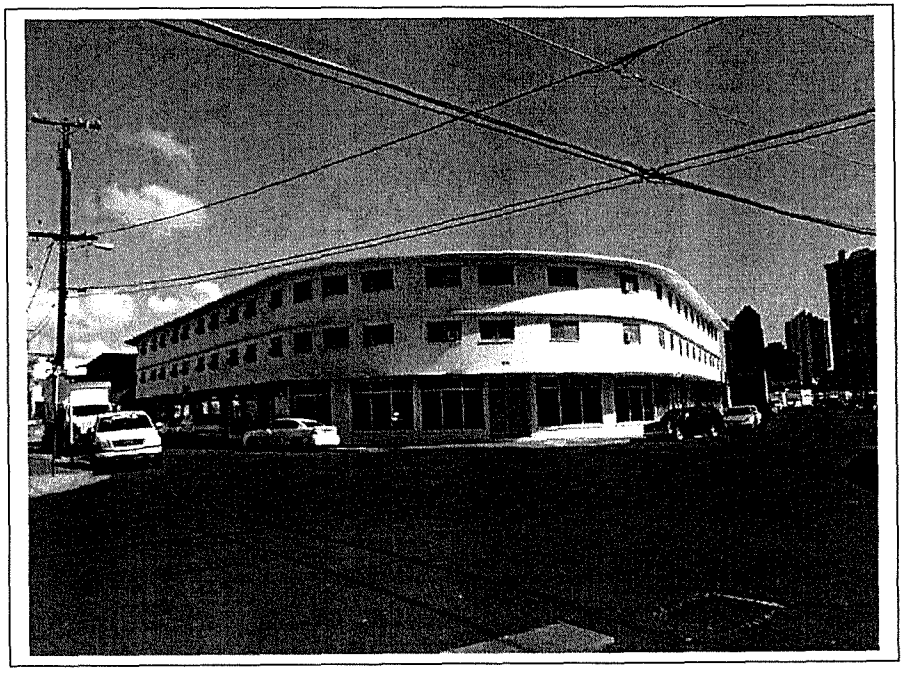
This three-story International-Style building has a prominent rounded corner where its two street-facing sides join at Ka'aahi Street and Ka'amahu Place. The building has exterior walls of CMU in a grid pattern, a flat roof, and cantilivered concrete canopies above the storefronts and the second and 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.**

Station Block: **Iwilei Station Block**

Owner: **Cupboard LLC**

Date-Original: **1914**

Source: **Tax Office**

Present Use/Historic Use: **Residential**

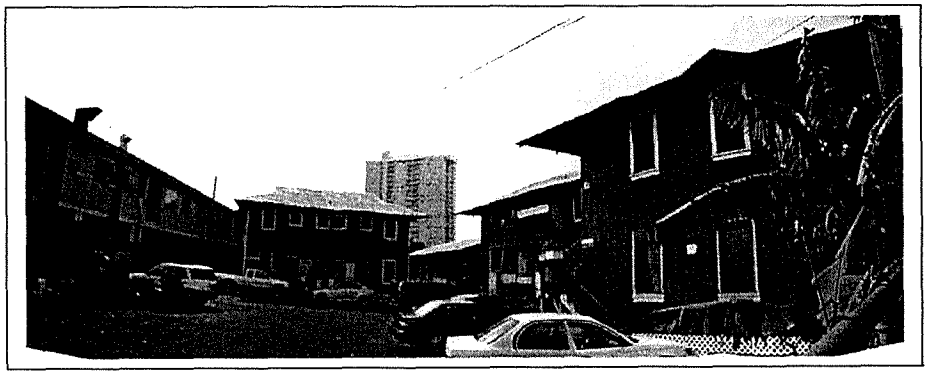
Architectural Description:

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**

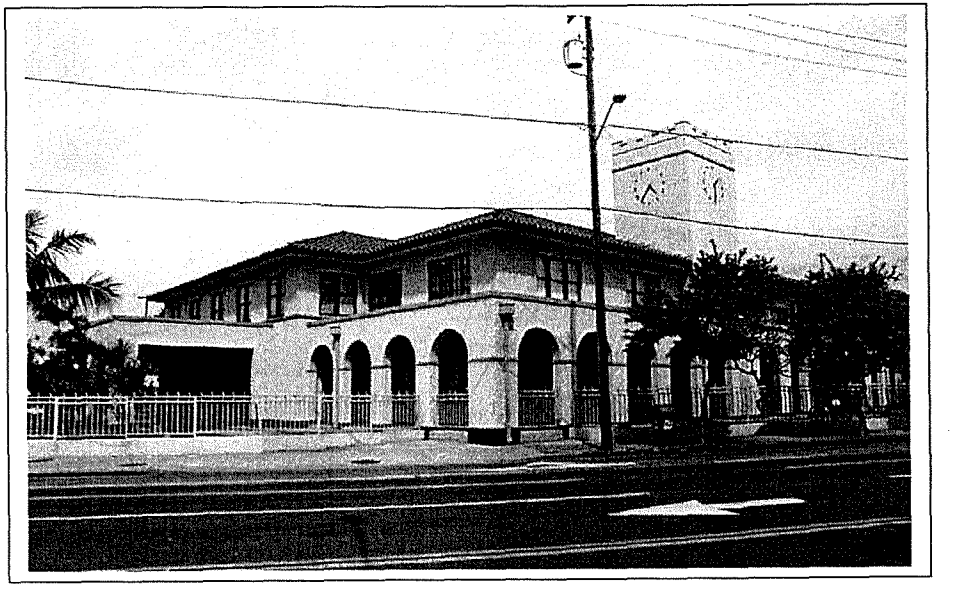
Present Use/Historic Use: **Offices / Train Station**

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**

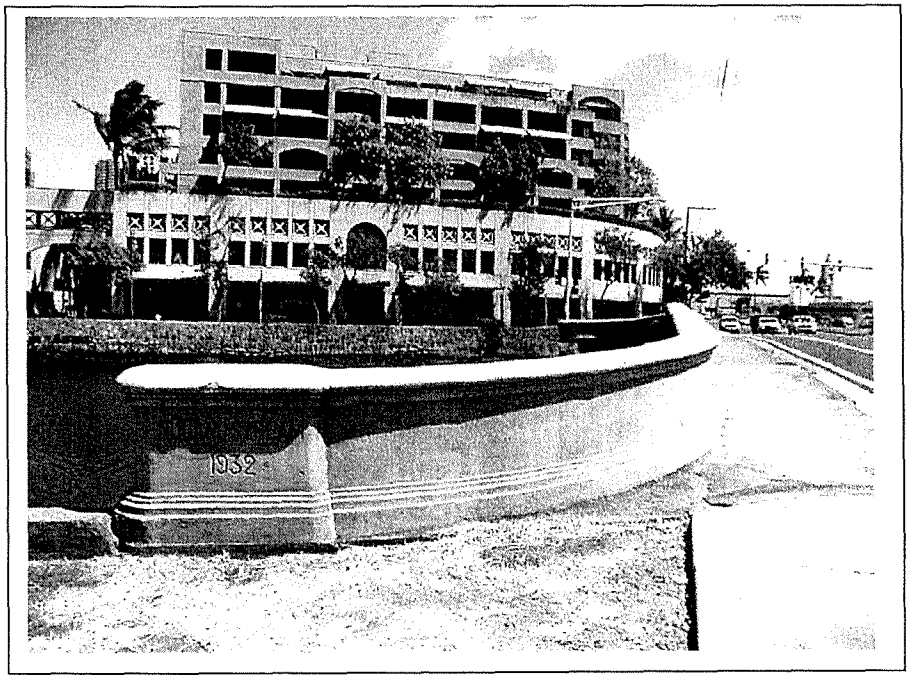
Present Use/Historic Use: **Bridge**

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).

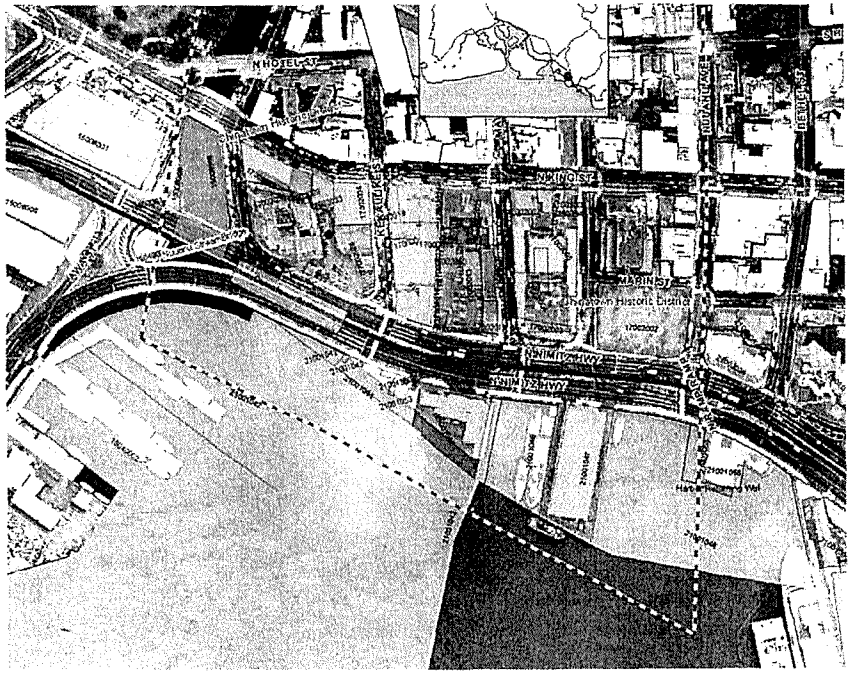
The district is also considered significant as traditional cultural property, according to the National Register Bulletin on that topic. It is recognized as a place of cultural importance to the city's Asian community, which retains its distinctive cultural surroundings and architectural character.

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**

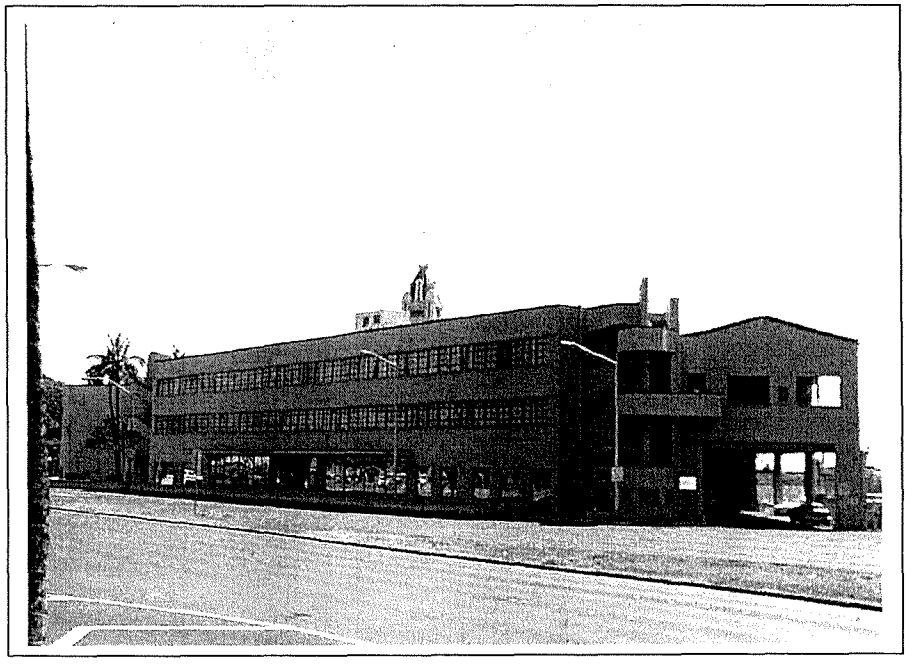
Present Use/Historic Use: **Offices**

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**

Owner: **State of Hawaii**

Station Block:

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**

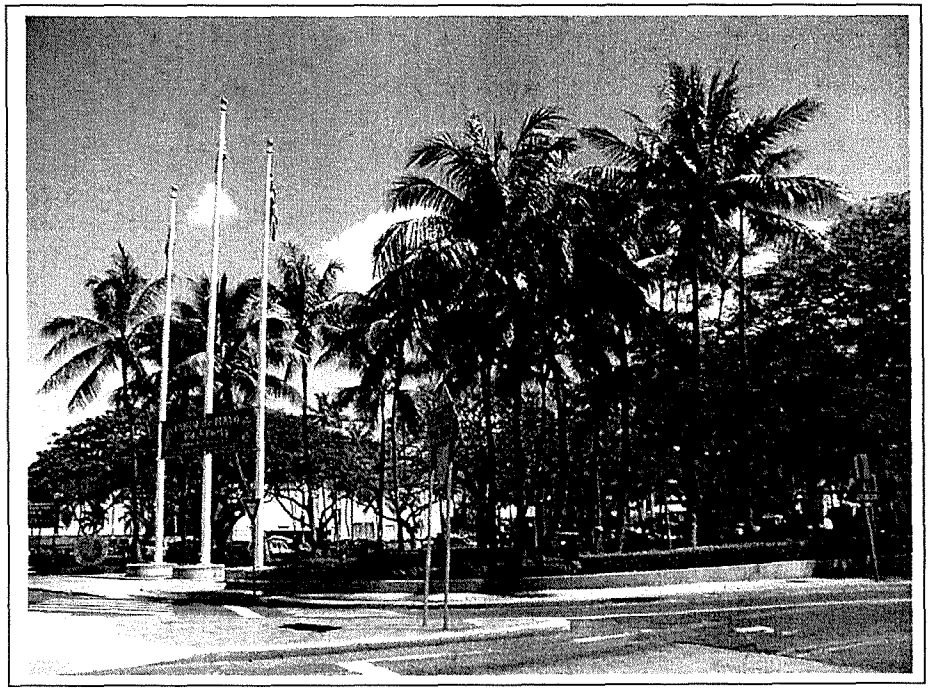
Present Use/Historic Use: **Parking lot**

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**

Owner: **HAWAIIAN ELECTRIC CO INC**

Station Block: **Downtown Station Block**

Date-Original: **1929 & 1955**

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

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

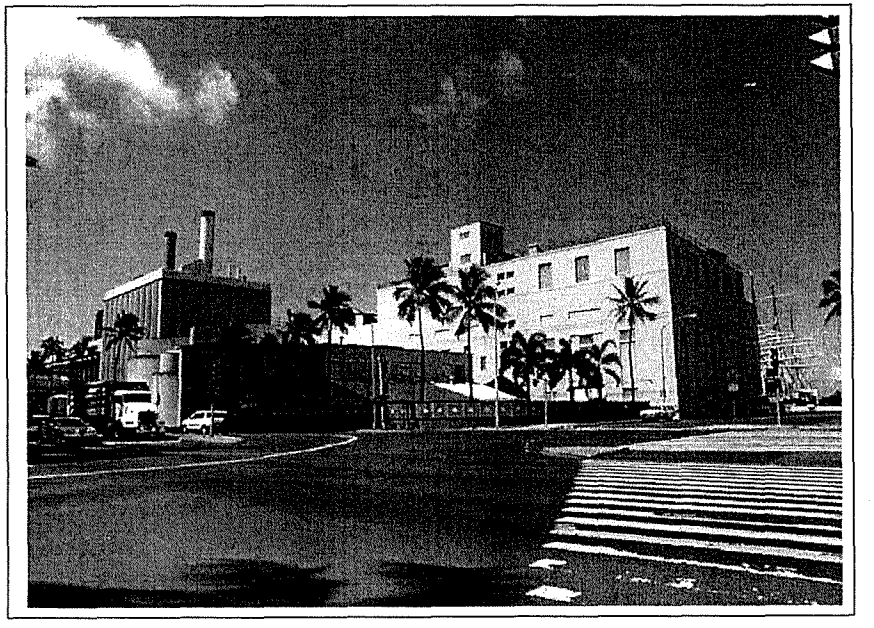
Architectural Description:

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**

Station Block: **Downtown Station Block**

Owner: **PACIFIC GUARDIAN CENTER**

Date-Original: **1930**

Source: **Tax Office**

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

Architectural Description:

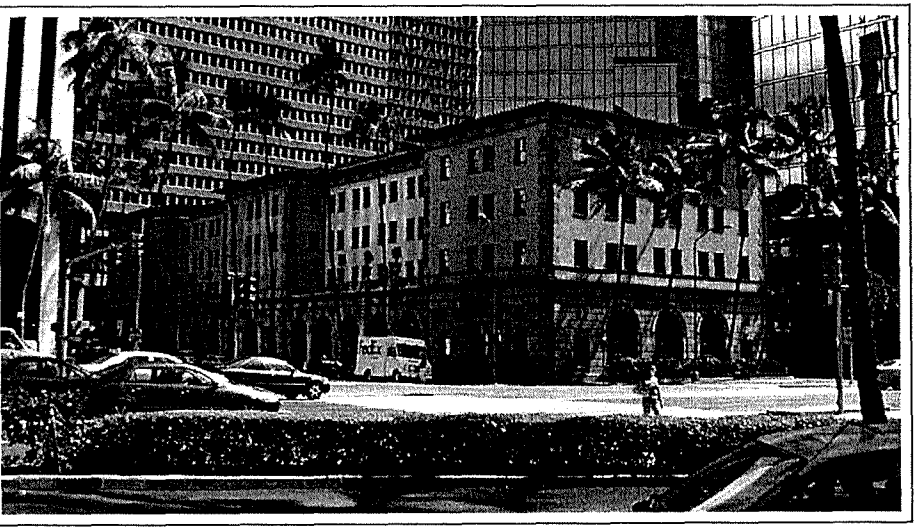
This four-story, Italian Renaissance Revival-style building has many typical high-style elaborations: rusticated stonework (joints emphasized) at the first story, quoins (at the upper floor corners), arcaded entry, and upper-story setback sections with simulated second-story porches. In addition, the 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**

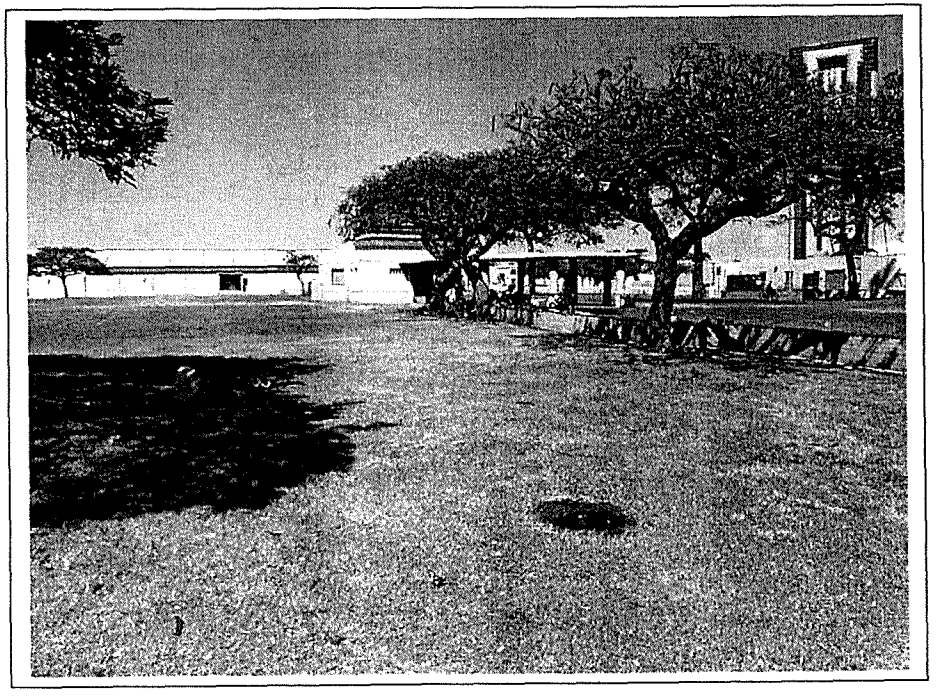
Present Use/Historic Use: **Park**

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: ☐ 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

Form 10-300a
(July 1969)

UNITE' ATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

.TE	
Hawaii	
COUNTY	
Honolulu	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

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

CORNER	LATITUDE Degrees	Minutes	Seconds	LONGITUDE 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 "

OR

LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES

LATITUDE Degrees	Minutes	Seconds	LONGITUDE Degrees	Minutes	Seconds
°	'	"	°	'	"

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
KAMEHAMEHA SCHOOL
Athletic Field
Kalihi Reservoir
Alewa Heights
Oahu Country Club
Kalihi
Kamehameha Heights
Puunui
Kalihi Waena Sch
Kapalama Sch
St Anthony Sch
Farrington High Sch
Pumping Sta
Kapena Pool
Kuwamo Spr
Drainage Canal
Kapalama
Honolulu Tech Sch
Sacred Hearts Convent
Hospital
Kapalama Basin
Iwilei
Punchbowl
LAT. 21° 18' 49"
LONG 157° 52' 00"
LAT. 21° 18' 50"
LONG 157° 51' 56"
9905
LAT. 21° 18' 45"
LONG 157° 51' 53"
LAT. 21° 18' 43"
LONG 157° 51' 68"
Honolulu
SAND ISLAND
MILITARY RESERVATION
COAST GUARD RESERVATION
COAST GUARD
NAVAL
Immigration Sta
FORT ARMSTRONG
Honolulu Channel
Kewalo Basin
McKinley High Sch
Lat. 21° 17' 30"
Long. 157° 51' 30"

APPENDIX A - Consulting Party Comment Review and Disposition Process

If there are unanticipated effects on historic properties identified within the APE found after the execution of the Programmatic Agreement (PA), the process developed in this PA and applicable appendix to resolve any adverse effects upon such properties shall satisfy Section 106 responsibilities pursuant to 36 C.F.R. § 800.13. If there is an inadvertent discovery of burial remains that are not "historic property" as defined under 36 C.F.R. § 800.16(l), Stipulation XII of this PA and HRS § 6E-43.6 shall apply. If there is an inadvertent discovery of a historic property, Stipulation XII of this PA shall apply.

The following procedure has been developed to implement Stipulation I.G of the PA. The PA Project Manager *(Kako'o)* will manage the review and disposition of comments from consulting parties related to this Appendix A as part of its assigned responsibilities.

NOTIFICATION PROCESS

1. Notification letter must come from a consulting party.

2. Notification letter should include the following information:

- Consulting party contact information including telephone number, email, and mailing address.
- Identify the impacted resource (i.e., a historic property, historic district, a property that was previously not considered historic, other).
- Provide a general description of unforeseen impact.
- Explain how the impact is different from what is stated in the Final Environmental Impact Statement (Final EIS).
- Identify the possible cause of the impact.
- List any additional information or related studies.

3. Send or deliver the notification letter to the Department of Transportation Services (DTS) at the City and County of Honolulu and FTA Region IX noting the project identification (HHCTCP) and subject (Section 106 Programmatic Agreement) to:

Wayne Y. Yoshioka
Director
Department of Transportation Services
650 S. King Street, Third Floor
Honolulu, HI 96813-3017

Ted Matley
FTA Region IX
P.O. Box 21648
201 Mission Avenue, Suite 1650
San Francisco, CA 94105

4. DTS and FTA will share the letter with the *Kako'o*. Within 30 calendar days of DTS and FTA receiving the notification letter, the *Kako'o* shall research or cause to be researched the issues listed in the notice, and write a recommendation for the disposition of the request for action by FTA.

5. The *Kako'o* and FTA shall consult with the Signatories, Invited Signatories, and appropriate Concurring Parties regarding the notification and appropriate action.

6. Within seven calendar days of receiving the recommendation from the *Kako'o*, FTA will take appropriate action and communicate the outcome of their review and decision to all of the Consulting Parties.

CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII
CERTIFICATE

RESOLUTION 10-305, CD1

Introduced: 11/01/10 By: TODD APO (BR) Committee: TRANSPORTATION

Title: RESOLUTION RE-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 HAWAII STATE HISTORIC PRESERVATION OFFICER, THE ADVISORY COUNCIL ON HISTORIC PRESERVATION, AND THE UNITED STATES NAVY FOR THE HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT.

Links: RES10-305 (29MB)
RES10-305, CD1 (53 MB)
CR-367

		NOTE: EFFECTIVE NOVEMBER 2, 2010, COUNCILMEMBER DONOVAN DELA CRUZ, REPRESENTING COUNCIL DISTRICT II, RESIGNED FROM OFFICE. (Refer to Communication CC-192) ON NOVEMBER 8, 2010, THE APPOINTMENT OF REED MATSUURA WAS APPROVED (Refer to RES10-313) AND HE WAS SWORN INTO OFFICE AS A MEMBER OF THE HONOLULU CITY COUNCIL REPRESENTING DISTRICT II TO FILL THE REMAINING TERM OF FORMER COUNCILMEMBER DONOVAN DELA CRUZ.
		NOTE: EFFECTIVE NOVEMBER 8, 2010, COUNCILMEMBER TODD APO, REPRESENTING COUNCIL DISTRICT I, RESIGNED FROM OFFICE. (Refer to Communication CC-193)
TRANSPORTATION	11/12/10	CR-367 – RESOLUTION REPORTED OUT OF COMMITTEE FOR ADOPTION AS AMENDED IN CD1 (53 MB) FORM.
COUNCIL	11/22/10	CR-367 AND RESOLUTION 10-305, CD1 WERE ADOPTED.

ANDERSON	Y	CACHOLA	Y	DONOHUE	Y	GARCIA	Y	KOBAYASHI	Y
MATSUURA	Y	OKINO	Y	TAM	A				

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
BERNICE K. N. MAU, CITY CLERK

NESTOR R. GARCIA, CHAIR AND PRESIDING OFFICER