FINAL PROGRAMMATIC AGREEMENT

Honolulu High-Capacity Transit Corridor Project in the City and County of Honolulu, Hawai'i

Attachment 2: Information on Resources with Adverse Effect Determinations

January 2011

HHCTCP Programmatic Agreement

Attachment 2

Information on Historic Properties with Adverse Effect Determinations Under Section 106

Historic Property Name	Eligibility Criteria	Description of Effect of the Project on the Historic Property
Hono`uli`uli Stream Bridge	The bridge built in 1939 is eligible for inclusion in the NRHP under Criterion A because of its association with construction of Farrington Highway and under Criterion C because of its elongated Greek-cross voids, typical of the time period.	There is no direct impact to the bridge. The elevated guideway will be mauka and about 40 feet above this bridge. While the Project would not eliminate views of the architectural features of this bridge or alter its relationship to the existing transportation corridor, there will be an effect to integrity of setting, feeling and association.
Waikele Stream Bridge eastbound span and Bridge over OR&L spur	This pair of vehicular bridges was built in the late 1930's. It is eligible for nomination in the NRHP under Criterion A because of its association with the development of the Waipahu community and the transportation history of the area and under Criterion C for its design.	There is no direct impact to the bridge. The guideway will be constructed between these two bridges along Farrington Highway, 10 feet mauka of the Koko Head-bound span. While the Project will not eliminate views of the architectural features of this bridge or alter its relationship to the existing transportation corridor, there will be an effect to integrity of setting, feeling and association.
Waiawa Stream Bridge 1932 (westbound lanes)	The bridge built in 1932 is eligible for nomination to the NRHP under Criterion A because of its association with the history of transportation in the area and also under Criteria C as it is an example of concrete bridge engineering and design.	There is no direct impact to the bridge. The elevated guideway and Pearl Highlands Station will be about 20 feet mauka and 65 feet above the Koko Head bridge approach. While the Project will not eliminate views of the architectural features of this bridge or alter its relationship to the existing transportation corridor, there will be an effect to integrity of setting, feeling and association.
Waimalu Stream Bridge	The bridge built in 1936 and modified in 1945 is eligible for nomination to the NRHP under Criterion A because of its association with the roadway infrastructure development of	There is no direct impact to the bridge. The elevated guideway will be constructed in the median of Kamehameha Highway over Waimalu Stream with supports placed on either side of the bridge approaches, not within the bridge

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	Kamehameha Highway in the Pearl City and 'Aiea areas.	structure. While the Project will not eliminate primary views of the bridge or alter its relationship to the existing transportation corridor, there will be an effect to integrity of setting, feeling and association.
Kalauao Springs Bridge	The bridge was built in the late 1930's is considered eligible for nomination to the NRHP under Criteria A for its association with the roadway infrastructure development of Kamehameha Highway and development in the Pearl City and 'Aiea area and its historic associations.	There is no direct impact to the bridge. The elevated guideway will be constructed in the median of Kamehameha Highway with supports beyond the stream and not within the bridge structure. The guideway will be approximately 30 feet above the bridge. While the Project will not impact primary views of this bridge, there will be an effect to integrity of setting, feeling and association.
Kalauao Stream Bridge	The bridge was built in the late 1930's is considered eligible for nomination to the NRHP under Criteria A for its association with the roadway infrastructure development of Kamehameha Highway and development in the Pearl City and 'Aiea area and its historic associations.	There is no direct impact to the property. The Project elevated guideway will be in the median of Kamehameha Highway with supports beyond the stream and not within the bridge structure. The guideway will be approximately 30 feet above the bridge and will not impact primary views of this bridge nor alter its relationship to the existing transportation corridor; there will be an effect to integrity of setting, feeling and association.
Commander-in-Chief Pacific Fleet (CINCPACFLT) Headquarters – Facility 250, National Historic Landmark	The Commander-in-Chief of the Pacific Fleet (CINCPACFLT) Headquarters was built in 1942 on Makalapa Hill. The building is individually listed in the NRHP, although the NRHP documentation does not address eligibility	There is no direct impact to the property. The Project guideway will be constructed approximately 650 feet makai from the building and approximately 40 to 45 feet above grade. Due to topography and vegetation, the Project will be minimally visible from select vantage points from within

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	criteria. It is also individually designated as an NHL. It is assumed to be important for its historic association with development of the Pearl Harbor Naval Base.	the property boundary. The historic setting of the property consists of its immediate surroundings, which include the drive from Kamehameha Highway (which is not part of the NHL) and the surrounding plantings. The rather dense vegetation will screen the Project from the CINCPACFLT Headquarters. The elevated guideway will be far enough away so that the Project will not eliminate primary views of this historically significant building; however, there will be a general effect to this property.
Potential Makalapa Navy Housing Historic District	This housing area is significant under several National Register criteria—under Criterion A for its association with the buildup of officers' housing just prior to World War II; under Criterion B for its association with Admiral Chester Nimitz, 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 Hawai'i, which followed the "Garden City"	There is no direct impact to the district. The elevated guideway will be constructed along the median of the multiple-lane Kamehameha Highway approximately 10 to 25 feet makai from the district. The elevated guideway will be approximately 30 to 45 feet above grade, and the Pearl Harbor Naval Base Station will be located at the intersection of the highway with Radford Drive. The station entrance will be approximately 25 feet Koko Head from the district boundary on the mauka side of the highway. The elevated guideway will not substantially affect primary views of this architectural features complex. The Project will

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	concept prevalent at the time. This district is eligible for nomination to the NRHP under Criteria A, B, and C.	not affect its design or historic association; however there will be an effect to setting and feeling.
United States Naval Base, Pearl Harbor National Historic Landmark	The U.S. Naval Base Pearl Harbor NHL was listed in the NRHP in 1974 (with boundaries accepted in 1978) and designated as an NHL in 1964. This property includes the USS Arizona Memorial and the USS Bowfin. Portions of Pearl Harbor were designated as part of the World War II Valor in the Pacific National Monument in 2008. These designations attest to Pearl Harbor's national significance, its critical support of the U.S. Navy fleet, and establishment of the United States as a major power in the Pacific. The NRHP Inventory–Nomination Form for the U.S. Naval Base Pearl Harbor NHL defines the boundary of the NHL. The boundaries of the landmark include those water and land areas historically, intimately, and directly associated with the property's use as a historic naval base, with mission to support the U.S. fleet, and the attack on December 7, 1941.	There is no direct impact to Pearl Harbor NHL. The Project will be constructed in the median of Kamehameha Highway which is adjacent to the U.S. Naval Base Pearl Harbor NHL. The NHL is primarily in and surrounding the South Channel area of Pearl Harbor. The guideway will be a minimum of 30 feet from the mauka edge of the property's boundary. The entrances of the elevated Aloha Stadium Station and the Pearl Harbor Naval Base station were designed to touch down on the mauka side of the highway to avoid taking any of the Pearl Harbor NHL property. The noise analysis found there would be no adverse noise impacts at the World War II Valor in the Pacific National Monument per FTA impact criteria. The visual simulations illustrated that the Project will be barely visible in mauka views from the harbor. As a result, the Project will not adversely affect Pearl Harbor's NHL's visual integrity. In addition, the elevated guideway will not eliminate primary views of this historic district nor alter its relationship to the water since the guideway and the stations will be on the mauka side of the busy highway. However, there will be a

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	The boundary excludes much of the land areas added during World War II. Portions of land areas added during World War II are now being diverted piecemeal to civilian or non-governmental uses, but all or parts of these land areas may lie within the setting of the NHL. All of the water areas of Pearl Harbor are included within the boundaries along with certain adjacent lands. Pearl Harbor's national significance, critical support of the U.S. Navy Fleet, and establishment of the United States as a major power in the Pacific.	general effect to this property.
Ossipoff's Aloha Chapel, SMART Clinic, and Navy-Marine Corps Relief Society – Facility 1514	Facility 1514 was built in 1975 and is constructed of split concrete and brick. It is an excellent example of architect Vladimir Ossipoff's modern architecture. The building is a landmark at Makalapa Gate. Although this building is less than 50 years old, it meets National Register Criteria Consideration G for properties of exceptional importance built within the last 50 years.	There is no direct impact to the property. The elevated guideway would be constructed in the median of Kamehameha Highway. It will be approximately 100 feet makai from the structure (approximately 45 feet above grade), and the station will be about 40 feet away (on the mauka side of the highway). Facility 1514 was built out-of-period for the Pearl Harbor NHL, is not associated with the historic events there, and is not considered a contributing element. It is located within the Pearl Harbor Naval Base, diagonally at the corner of Kamehameha Highway and

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		Radford Drive. The elevated guideway will not eliminate primary views of the architectural features of this historic building, however, there will be an effect to the setting.
Hawai`i Employers Council	This property is eligible for nomination to the NRHP and is significant under Criterion A for its association with the history of labor relations in Hawai'i and under Criterion C for its association with the architectural firm of Wimberly and Cook.	There is no direct impact to this property. The two-story building is oriented makai toward Ke'ehi Lagoon Beach Park, and other industrial and light industrial type properties surround the other building sides. The elevated guideway and support columns will be constructed though the mauka perimeter of Ke'ehi Lagoon Beach Park. These elements will be about 40 feet makai of the building, with the bottom of the guideway about 22 feet above ground level. Views of the architectural elements and historic associations will not be impacted by the Project; however, there will be an effect to setting, feeling and association.
Afuso House	This structure embodies the distinctive characteristics of a type and period of construction and retains a high degree of integrity of location, design, materials, workmanship, feeling, and association. The integrity of its original setting has changed substantially, as there are now adjacent vacant	To construct the guideway Dillingham Boulevard will be widened ten feet. The Project will require acquisition of the properties (including demolition of the Afuso House, Higa Four-plex and Teixeira House).

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	lots on one side and a convenience store across the street. Several other historic residential buildings are present in the immediate area, also on Dillingham Boulevard. The added carport and jalousie windows are apparent non-historic alterations; most of the other features are historic and part of the design history of the house.	
Higa Four-plex	This structure is also associated with Dillingham Boulevard's historic development and its effect on the Kalihi Kai neighborhood, which originally consisted of mostly single-family residences. The building has a high degree of integrity, and all alterations appear to be historic and are considered part of the building's design history.	To construct the guideway Dillingham Boulevard will be widened ten feet. The Project will require acquisition of the properties (including demolition of the Afuso House, Higa Four-plex and Teixeira House).
Teixeira House	This structure embodies the distinctive characteristics of a type, period, and method of construction and is a good example of a 1940s, single-wall, plantation style house. There have been some changes made to the structure, but it retains sufficient integrity to qualify for the NRHP. Integrity of setting is compromised from its historic dense residential character due to a	To construct the guideway Dillingham Boulevard will be widened ten feet. The Project will require acquisition of the properties (including demolition of the Afuso House, Higa Four-plex and Teixeira House).

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	new, large commercial building on the adjacent lot; historic setting remains apparent due to the presence of other historic residential buildings In the immediate area. There has been some non-historic design changes made to the structure, including installation of jalousies and removal of a rock wall fronting the lot.	
Lava Rock Curbs	The lava rock curbs are eligible as a single property under Criterion A for their association with roadway infrastructure development in Honolulu. They also are eligible under Criterion C as examples of the distinctive method of street construction in Honolulu during the late 1800s and early 1900s. The curbs are located at various places along Dillingham Boulevard and Halekauwila Street.	During construction of the Project lava rock curbs in two locations—on Dillingham Boulevard and Halekauwila Street will be impacted. Widening Dillingham Boulevard 10 feet to the makai side of the Kapālama Canal Bridge and widening Halekauwila Street will require the removal of the curbs during construction. After construction, the lava rock curbs will be replaced as practicable. There will be an effect to location, design, setting, materials, workmanship, feeling and association. To mitigate for this effect, all affected lava rock curbs will be marked prior to removal, stored securely, and replaced at their approximate original milepoint locations. Any stones that are damaged or destroyed during extraction or re-installation will be replaced with in-kind materials.
Kapālama Canal Bridge	The bridge is eligible for nomination to the NRHP under Criterion A for its association with	The elevated guideway will be constructed over the bridge. Consistent with the necessary widening of Dillingham

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	the transportation history of the area and the extension of Dillingham Boulevard. It is also eligible for nomination under Criterion C as an example of concrete bridge engineering and design in Hawai'i.	Boulevard, construction of the guideway will require widening of the bridge on its makai side to accommodate a new median within which the guideway will be built. Two support columns will be placed in the roadway median beyond the bridge. The bridge will need to be upgraded to current standards, although it has previously been seismically retrofitted. To mitigate adverse effects to setting, feeling and association, the City will maintain or replace the bridge rails to match the appearance of the historic rails and consider the Secretary of Interior Standards for the Treatment of Historic Properties in developing these design plans.
Six Quonset Huts	Eligible for the NRHP under Criteria A for its association with the re-use of former military buildings by small businesses as well as Criterion C because it embodies distinctive characteristics of this Quonset building type. This is a relocated grouping of military Quonset huts, which were originally erected by the military on another during WWII and re-erected on this site sometime between 1953 and 1963.	The Project will acquire approximately 10-foot-wide strip of land within the property boundary of the Quonset huts along the makai edge of Dillingham Boulevard. In addition, a small area will also be acquired at the 'Ewa corner of the property, extending makai approximately 25 feet. A portion of this property will be converted to roadway and sidewalk to accommodate installation of the median and guideway on Dillingham Boulevard. The huts will not be impacted by the Project. However, there will be a general effect to this property.

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True Kamani Trees	Mature true kamani trees, planted in the mid-1930s, still line both sides of Dillingham Boulevard. They stand approximately 30 feet tall and are spaced about 55 to 75 feet apart. Many have asymmetrical canopies as a result of pruning to avoid nearby utility lines. The trees are associated with the 1930s roadway infrastructure development of Dillingham Boulevard and the history of street tree plantings in Honolulu. They remain unaltered, except for necessary maintenance pruning.	The Project requires that Dillingham Boulevard be widened by 10 feet to accommodate a median within which the fixed guideway will be placed. As a result, approximately 28 true kamani trees will be removed from the makai side of the street. During Final Design and construction, the City landscape architect will develop a planting plan to mitigate effects to these and other street trees affected by the Project on Dillingham Boulevard. The City will replace the true kamani trees within the corridor as close as feasible to the current location of the trees to be removed on the makai side of Dillingham Boulevard.
Institute for Human Services/Tamura Building	This property is eligible for nomination to the NRHP as an example of an International-Style building (Criterion C).	There is no direct impact to the property. The elevated guideway will be constructed on a diagonal at this point between Dillingham Boulevard and Nimitz Highway, and near the Iwilei Station. The station will be the most prominent feature of the Project for this property, although it will not substantially affect views. The Iwilei Station will be constructed about 50 feet makai of the building and 35 to 40 feet above grade. Since the surrounding area is an urban environment with many other buildings that block longer range views, the Project will not substantially impair the visual and architectural

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		elements of this historic building. However, there will be an effect to setting, feeling and association.
Wood Tenement Buildings behind Tong Fat Co.	The Wood Tenement Buildings behind the Tong Fat Co. are a group of three two-story four-plex residential buildings and one single-story duplex constructed in 1914. The property was determined eligible for the NRHP under Criterion A for its association with the development of the 'A'ala neighborhood and under Criterion C as an example of the typical grouping and construction of early 20th-century tenement buildings in Honolulu. The buildings overlook the cleared, former OR&L rail yard on a parcel immediately mauka of the former filling station.	There is no direct impact to the property. The elevated guideway will be constructed behind this parcel on a planned access easement through the OR&L property, 190 feet 'Ewa of the buildings. The guideway will cross through this block diagonally and connect with Nimitz Highway at Iwilei Road. No significant viewsheds were identified from this property since non-historic industrial buildings are located 'Ewa of the cleared area and constitute the building's viewshed. Therefore, the guideway will have no impact to existing views of or from the historic tenement grouping. Primary views of the buildings are from behind the Tong Fat Co. building, and the elevated guideway will not interfere with these since it is 'Ewa of the tenement buildings. The Project will not impact the architectural elements and historic association of this property. However, there will be general effects to this property.
O'ahu Railway & Land Co. Office/Document Storage Building	The O'ahu Railway & Land Company (OR&L) Office and Document Storage Building is a two story, Colonial Revival-style building constructed in 1914. It is set back from North	There is no direct impact to the building. The elevated guideway will be constructed on a planned access easement that crosses the back section of this large parcel. The alignment is on the site of the former OR&L rail yard, an area

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	King Street, about 75 feet mauka of the Terminal Building. Both buildings are associated with OR&L, which was an important transportation network serving the sugar and pineapple plantations, the military, and residents of O'ahu until it discontinued service in December 1947. These properties are eligible under Criterion A for their association with the railway.	behind the buildings and their associated parking lots that has been cleared and paved. The City Department of Planning and Permitting (DPP) approved an easement for utility and access purposes through this property. The Project will impact approximately 0.75 acre within this easement. The alignment will be approximately 150 feet makai from the Office and Document Storage Building, 100 to 150 feet makai from the Terminal Building, and approximately 45 feet aboveground. Approximately five guideway support columns will be located in this segment of the alignment. The structure will be taller than both buildings, and the visibility and connection to the former rail yard area will be maintained; however, there will be an effect to integrity of location, design, setting, feeling and association.
O`ahu Railway & Land Co. Terminal Building	The terminal building is also eligible under Criterion C as an example of Spanish Mission Revival Style with high artistic value. Both are now office buildings with associated parking lots and open areas in back.	There is no direct impact to the building. The elevated guideway will be constructed on a planned access easement that crosses the back section of this large parcel. The alignment is on the site of the former OR&L rail yard, an area behind the buildings and their associated parking lots that has been cleared and paved. The City Department of Planning and Permitting (DPP) approved an easement for utility and access purposes through this property. The

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		Project will impact approximately 0.75 acre within this easement. The alignment will be approximately 150 feet makai from the Office and Document Storage Building, 100 to 150 feet makai from the Terminal Building, and approximately 45 feet aboveground. Approximately five guideway support columns will be located in this segment of the alignment. The structure will be taller than both buildings, and the visibility and connection to the former rail yard area will be maintained ; however, there will be an effect to integrity of location, design, setting, feeling and association.
Nu`uanu Stream Bridge	Nu'uanu Stream Bridge is eligible for nomination to the NRHP for its association with the history of transportation along the Honolulu waterfront and Queen Street before it was renamed Nimitz Highway (Criterion A). 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. It is also significant as a late example of a concrete bridge with solid parapet design, incorporating unusual molded detailing and a rounded top	There is no direct impact to the property. The elevated guideway will be constructed in the median of Nimitz Highway makai of the Chinatown Station, 250 feet Koko Head of the bridge. The bridge is in Downtown Honolulu and is surrounded by major urban highways. The guideway elevation at about 35 feet above bridge and will not change the appearance of its design elements nor alter its relationship to the existing transportation corridor. However, there will be an effect to integrity of setting, feeling and association.

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	rail (Criterion C).	
Chinatown Historic District	The thirty-six acre historic district was listed on the NRHP on January 17, 1973. 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. It is recognized as a place of cultural importance to the City's Asian community since the early 20th century, which retains its distinctive cultural surroundings and architectural character.	The Project guideway will be constructed 30 to 42 feet above ground within a median on Nimitz Highway at the 'Ewa edge of the district. The Chinatown Station entrance will touch down in a parking lot that is on a parcel containing properties that are contributing elements to the Chinatown Historic District associated with the non-historic Chinatown Marketplace. The Project will require acquisition of 0.3 acre of this property parking lot. There is no direct impact to the building. The district's NRHP eligibility includes the relationship between the district's elements, including architecture, and Honolulu Harbor within the district. The Project will not substantially impair the physical connection to the waterfront. The Project will be a dominant visual element that contrasts in scale with the pedestrian environment and substantially changes makai views of Honolulu Harbor from Chinatown. There will be an adverse effect to integrity of design, setting, feeling and association. Although currently unanticipated as described in the cumulative effects section of the FEIS, there is some concern that the Project will have potential for indirect and

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		cumulative adverse effects to the district from construction of the elevated guideway and potential development.
Merchant Street Historic District (including Walter Murray Gibson Building/Honolulu Police Station)	The Merchant Street Historic District covers a four block area in Downtown directly Koko Head of Chinatown. The only contributing property in this commercial district within the Project's APE is the Walter Murray Gibson Building/Honolulu Police Station (on Merchant Street near Nu'uanu Avenue). The four-story Gibson Building/Honolulu Police Station was built in 1930 and 1939. It was individually evaluated and found to be eligible for the NRHP under Criterion A for its association with the history of the City's police department and under Criterion C as an excellent example of Hawaiian Mediterranean-style architecture of the 1930s. The building is approximately 150 feet mauka from the Project, which runs down the center of Nimitz Highway.	There is no direct impact to the district. The Project will be constructed 40 feet above grade in the median of the six-lane Nimitz Highway approximately 150 feet makai of the Gibson/Honolulu Police Station Building. The guideway will not affect the primary views of the building, which are from Merchant Street, Nu'uanu Avenue, and North Bethel Street. The alignment will be visible from the building only in the distance from North Bethel Street and Nu'uanu Avenue. There will be general effects to this property. Although currently unanticipated, there is some concern that the Project will have potential for indirect and cumulative adverse effects to the district from construction of the elevated guideway and potential development.
Walker Park	Eligible under Criterion A for its association with the development of Downtown Honolulu waterfront and Central Business District and	There is no direct impact to the property. The Project guideway will be approximately 50 feet makai of the park within the median of Nimitz Highway. The project will

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	under Criterion C as an "early example of a created greenspace in the Central Business District."	nominally affect makai views from the park but not the views of the park from the Central Business District it serves; however, there will be general effects to this property.
DOT Harbors Division Offices	Eligible under Criterion A for its association with the Harbor Commission of the Territory of Hawai'i and for its primary relationship with the water.	There is no direct impact to the property. The Project guideway will be in the median of the six-lane Nimitz Highway approximately 70 feet mauka of the building. Views of the building from Nimitz Highway and farther mauka will be partially obstructed by the alignment. The building will still be visible from the makai side of the highway and through the columns farther mauka. The property's historically important 'Ewa/makai viewshed toward Honolulu Harbor will not be affected. The Project will not impact its association with the Harbor Commission of the Territory of Hawai'i and for its primary relationship with the water; however, there will be general effects to this property.
Pier 10/11 Building	Eligible for NRHP under Criterion A for its association with the maritime passenger industry and under Criterion C as an example of neo-classical architecture of the 1920s in Honolulu. The building derives significance from its relationship to the harbor.	There is no direct impact to the property. The Project guideway will be in the median of the six-lane Nimitz Highway approximately 140 feet mauka of the building. The only view that is partially affected as a result of the Project would be the view from Fort Street Mall. The Project will not affect views of the building's design elements and historic associations; however, there will be general effects

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		to this property.
Aloha Tower	Eligible under Criterion A for its association with the development of Hawai'i as a tourist destination and for its role as a harbor control tower during World War II. Eligible under Criterion C as an example of 1920s Art Deco architecture in Hawai'i.	There is no direct impact to the property. The Project guideway would be in the median of the Nimitz Highway approximately 420 feet mauka of the tower. Aloha Tower will still be able to be viewed from many vantage points without seeing the Project. The tower's visual setting is dominated by the surrounding marketplace and less by the highway, which is already a major transportation corridor. The Project will be visible in views from the observation deck, but it will not impact views of the tower's design elements nor alter its historic setting; however, there will be general effects to this property.
Irwin Memorial Park	Eligible under Criterion A for its association with the history of beautification efforts in the Honolulu waterfront passenger terminal area; Under Criterion B for its association with William G. Irwin, noted Hawaiian businessman; and under Criterion C for representing the work of leading Honolulu landscape architect Robert O. Thompson.	There is no direct impact to the property. The Project would be constructed mauka of the park in the median of an adjacent highway. The Project would not obstruct excellent makai views from the park or views of the park from the harbor and Aloha Tower. There will also be no noise and vibration impacts at the park from the Project. However, there will be general effects to this property.
Dillingham Transportation Building	The building was constructed in 1930. The NRHP listed building is significant for its association with commercial development of	There is a minor parcel acquisition, but no impact to building. The Project elevated guideway will be constructed in the median of Nimitz Highway, approximately 40 feet

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	the time, Dillingham family's business empire as well as for its architectural design. While there have been changes to the structure particularly to the ground floor, the building maintains much of its original integrity.	makai of the building. The Downtown Station entrance will be sited on a modern plaza next to the Dillingham Transportation Building on the same parcel. This station will serve the Central Business District and is projected to be the second highest volume station in the system. Approximately 3,000 square feet of the plaza will be used by the project for the station entrance. This landscaped plaza is not a contributing element to the NRHP listed building but is part of the parcel listed on the NRHP with extends into the Nimitz Highway roadbed. The plaza is privately owned and is currently used as open space for neighboring office buildings featuring chairs, tables and walkways. The station entrance will be located at the makai end of the plaza and will not alter the existing use of open space. The station entrance will be designed to be compatible with the use of the open space. There will be an effect to integrity of setting, feeling and association.
HECO Downtown Plant and Leslie A. Hicks Building	Eligible under Criterion A for its association with the historic of electric power in Honolulu.	There is no direct impact to the property. Associated features of the transit station, including an at-grade-level entry, escalator, and elevator shaft, as well as electrical, mechanical, and security components, will be located immediately mauka of an in the location of a small addition to the 1929 building at its 'Ewa/mauka corner and within the National Register of Historic Places boundary. These

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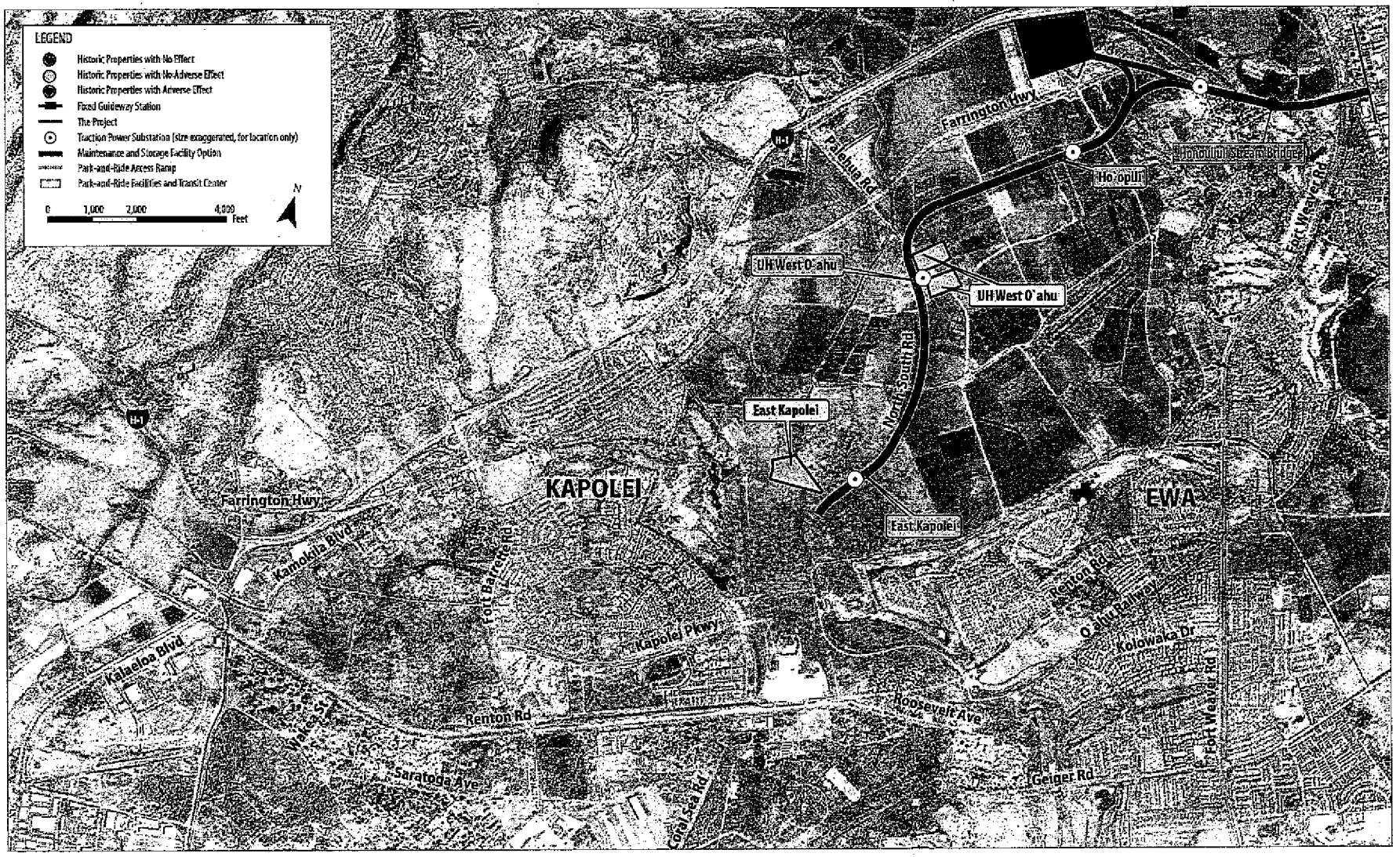
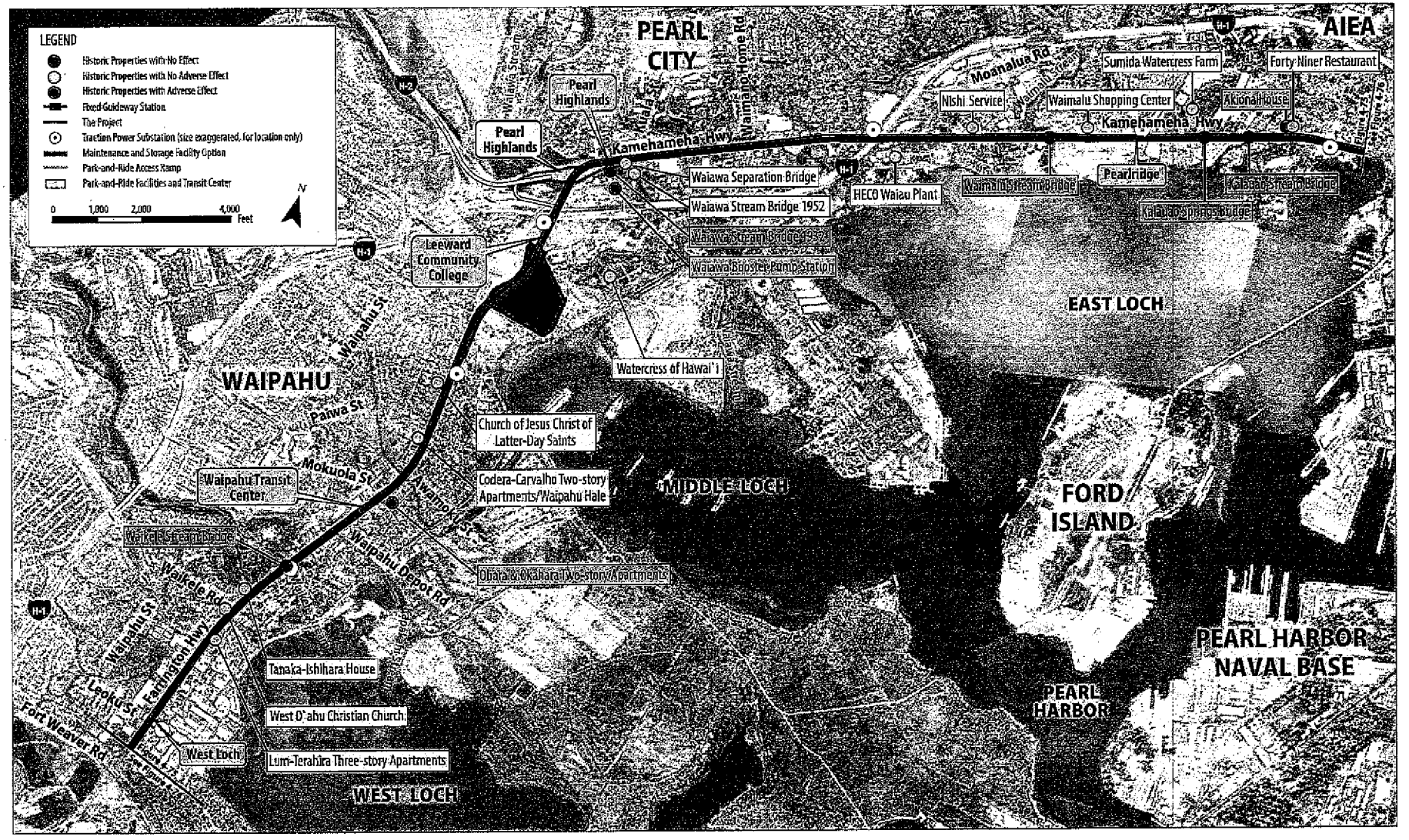
Historic Property Name	Eligibility Criteria	Description of Effect of the Project on the Historic Property
		features require that approximately 7,900 square feet of area within the NRHP boundary be acquired and the metal roof of the extension be demolished. The extension is not a contributing element that makes the property eligible for the NRHP; however, there will be a general effect to this property.
Mother Waldron Neighborhood Playground	Mother Waldron Neighborhood Playground is situated within Mother Waldron Neighborhood Park, a one-acre park located in the mixed-use area of Kaka'ako. This park is in a mixed commercial and industrial are and not in a residential neighborhood, as its name implies. The park is surrounded by vacant lots, warehouses, commercial buildings, and high-rise apartment buildings. It was listed on Hawaii Register of Historic Places on June 9, 1988 as an element of the thematic group, "City and County of Honolulu Art Deco Parks." It is significant for its associations with the playground movement and architectural and landscape design by Harry Sims Bent and this meets Criterion A and C of NRHP.	There is no direct impact to the property. The Project will be about 10 feet mauka of the park's edge, 150 feet makai of the Art Deco/ Art Moderne-style comfort station and elevated about 35 to 40 feet high in this location. The Project will not affect the park's design elements or aesthetic features that contribute to the park's use and enjoyment. However, there will be an effect to setting.

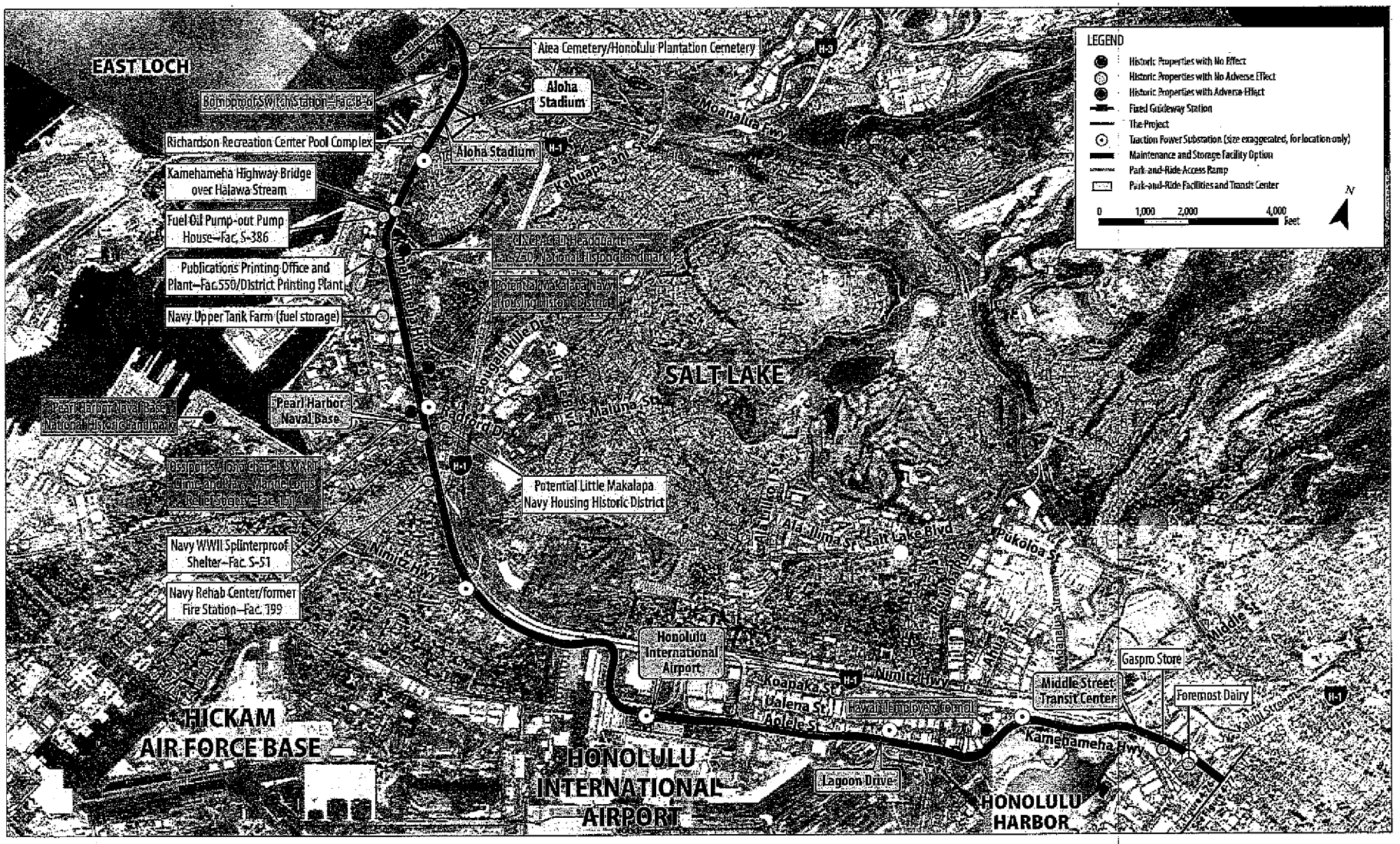
AR00086297



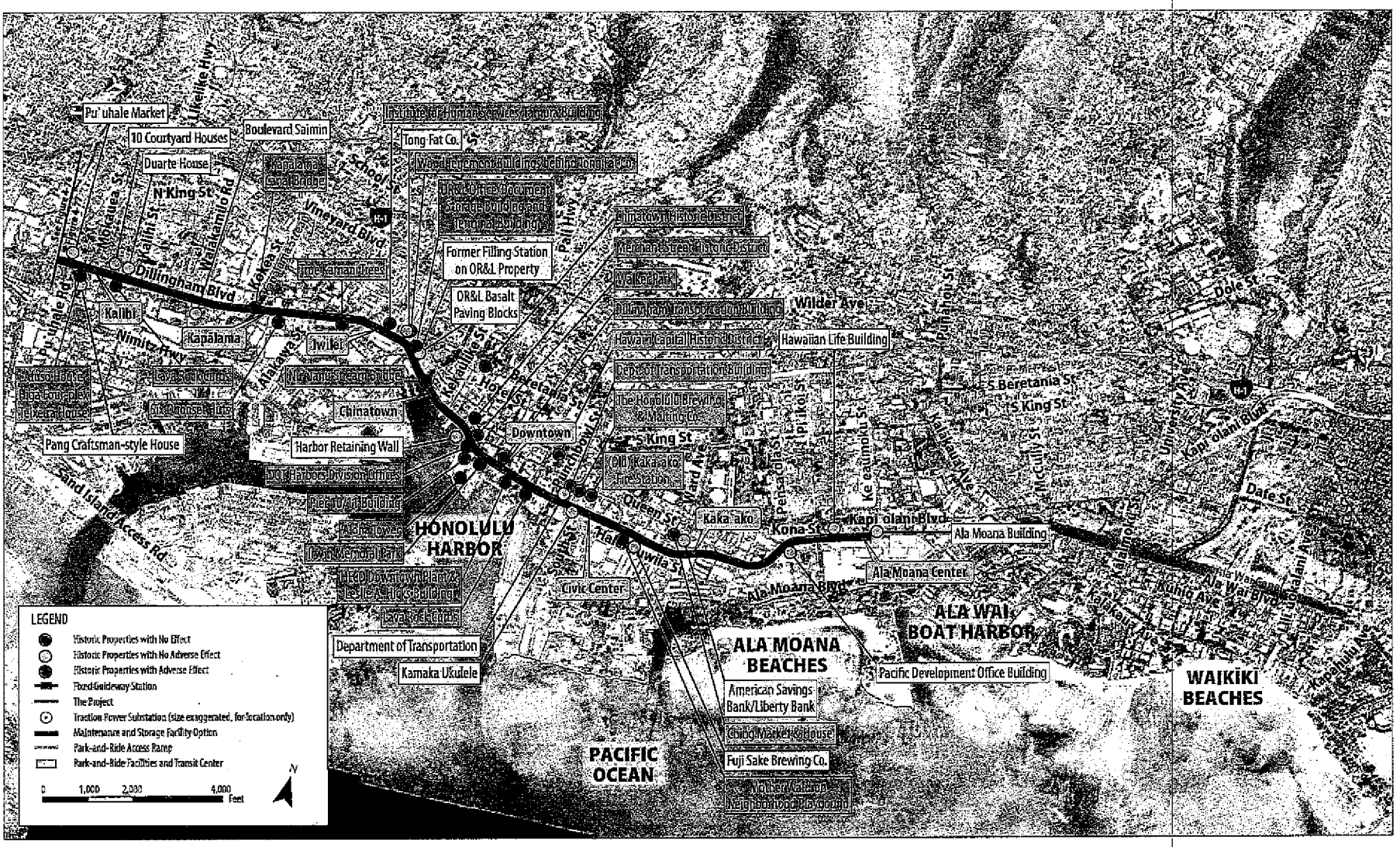
Historic Properties in Area of Potential Effects (East Kapolei to Fort Weaver Road)



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: **Hono'uli'uli Stream Bridge**

Sector: **08 Ho'opili Station Sector**

Location: **Farrington Highway at Hono'uli'uli Stream**

Station Block:

Owner: **State of Hawaii**

Date-Original: **1939**

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

Present Use/Historic Use: **Bridge**

Architectural Description:

This is a one-span, reinforced-concrete tee beam structure, measuring 54' in total length, 32' in height, and about 10' in height above the stream bed. 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 for bridge railings of that period.

Integrity:

Bridge has high integrity. Parapets and abutments are unaltered

Significance:

Criterion "A" for its association with the history of government road development in this southwestern corner of O'ahu. The construction of this bridge in 1939 represented a transportation improvement for the whole Leeward community, and is part of the new transportation corridor from here through Waipahu. The formerly winding alignment of the road to Waianae was straightened in this section by this larger bridge over Hono'uli'uli Stream. The older road segment and bridge, that snaked through the gully and crossed the stream with a smaller span, remain on the makai side of Kahi Mohala. It was designed by City and County of Honolulu engineer, Frederick Ohrt. Criterion "C" as an example of concrete bridge engineering and design in Hawaii. This bridge is a good examples of a concrete tee beam bridge of the late 1930s period.

Prepared by Mason Architects

October 2008

AR00086302

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**

Station Block:

Owner: **State of Hawaii**

Date-Original: **1939**

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

Present Use/Historic Use: **Bridge**

Architectural Description:

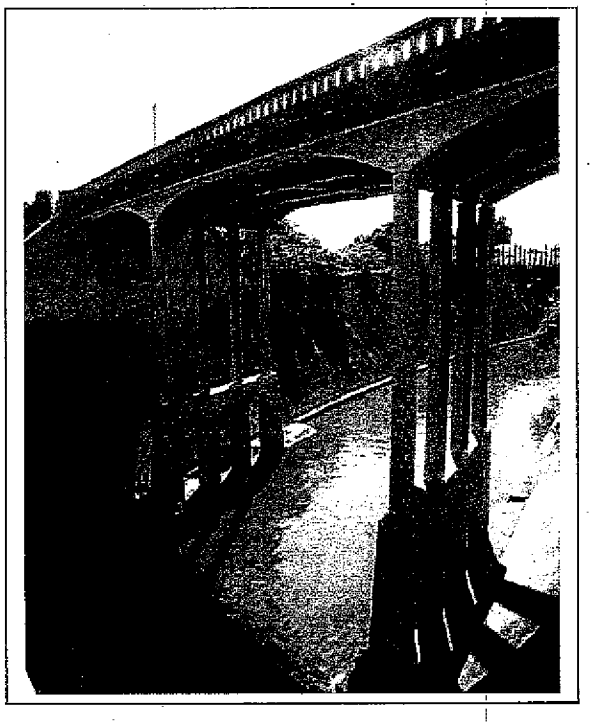
Both are concrete deck girder bridges. The one over the stream has three spans with a combined length of about 130'. At the ends of the bridge the spans are supported on board-formed concrete abutments. Two rows of four slender concrete columns carry the spans across Waikele Stream. The bridge girders 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

AR00086303

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**

Station Block: **Pearl Highlands Station Block**

Owner:

Date-Original: **1932**

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

Present Use/Historic Use: **Bridge**

Architectural Description:

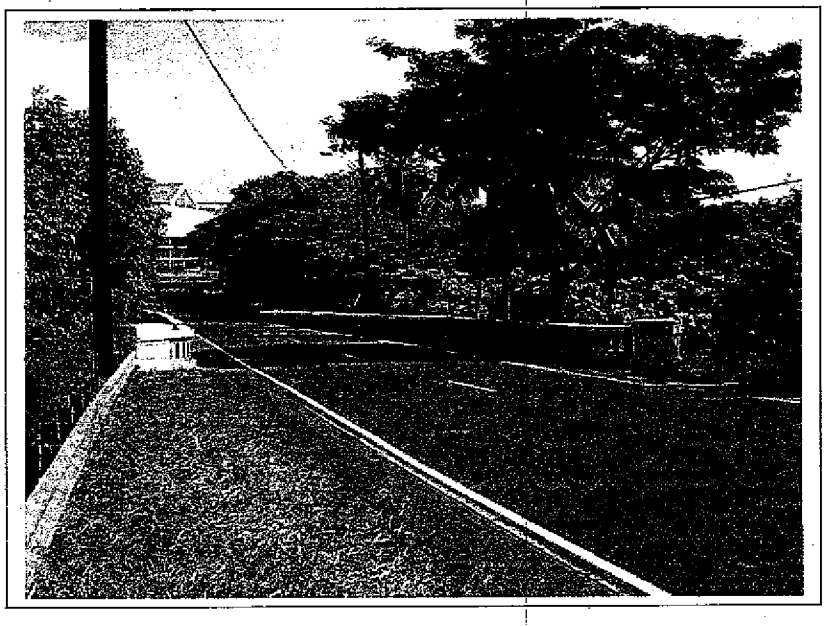
This six-span, reinforced-concrete bridge is a continuous deck girder type, measuring 332 feet in length, about 34 feet in width, and approximately 30 feet in height above the stream bed. The concrete parapets of the bridge are pierced to form balustrades with arched-topped openings. This arched-top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

AR00086304

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:

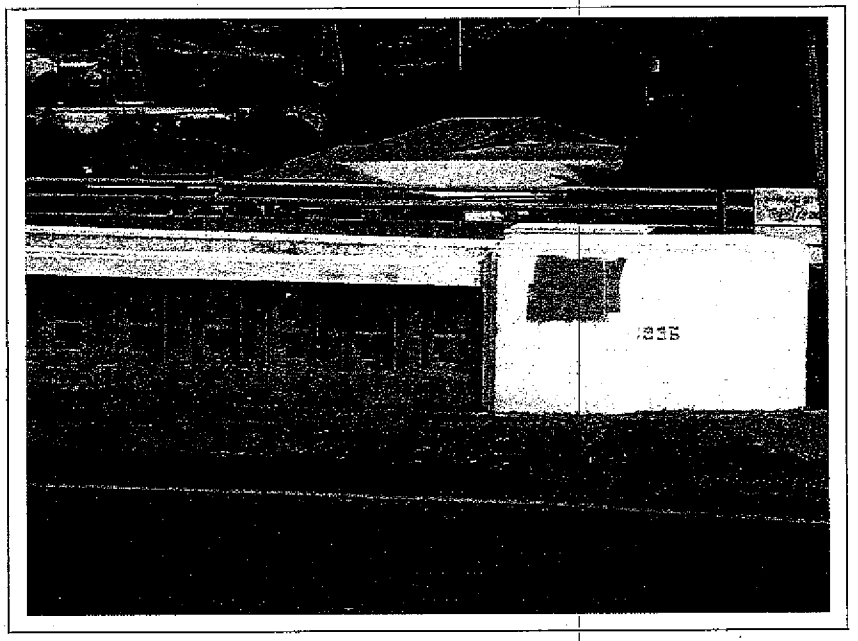
The two center parapets of the bridge are identical -- concrete balustrades pierced by vertically oriented openings in the form of a thick cross (commonly refered to as a "Greek-cross void"). This was a standardized pattern for Territorrial Highway Department bridges of that period. End stanchions (1936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

AR00086305

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**

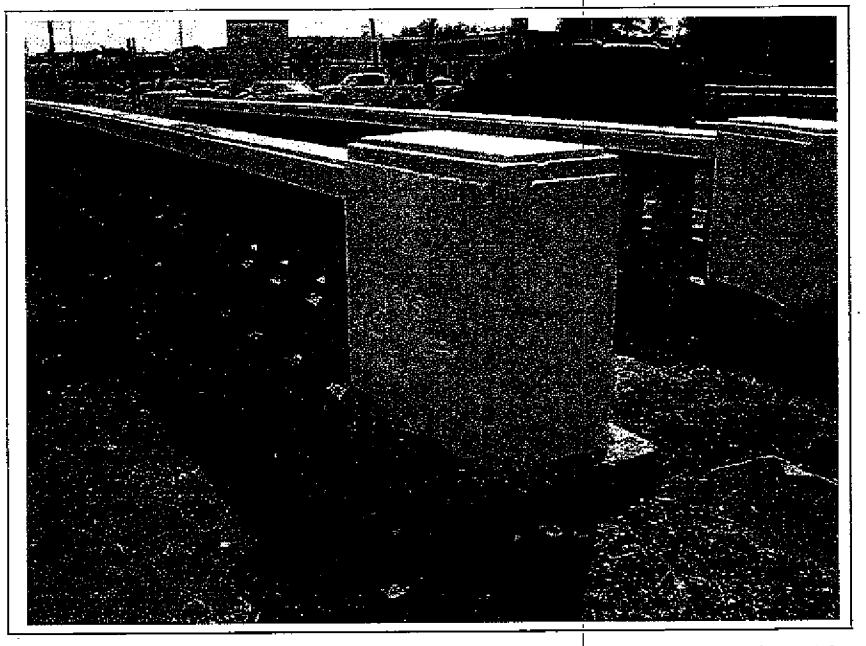
Present Use/Historic Use: **Bridge**

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

AR00086306

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)**

Station Block:

Owner:

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

Source: **Inscriptions**

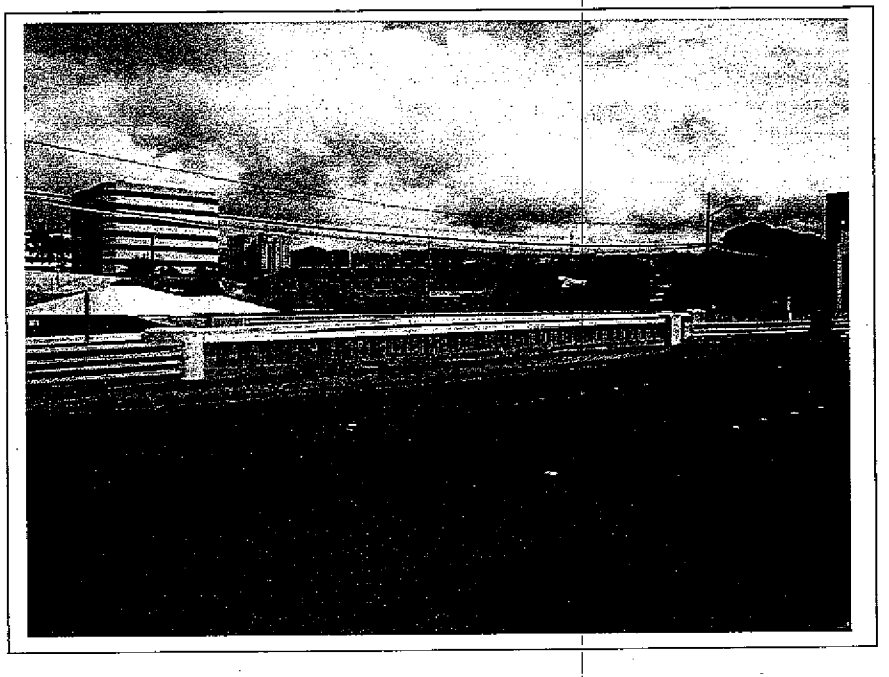
Present Use/Historic Use: **Bridge**

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

AR00086307

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)**

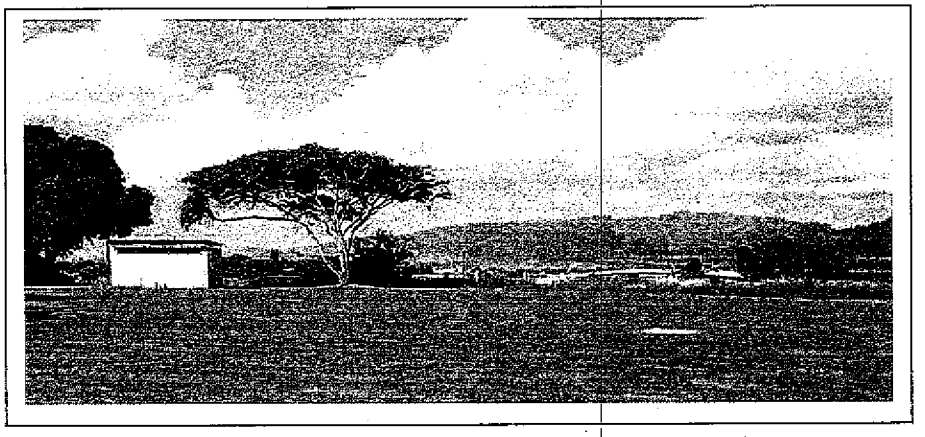
Present Use/Historic Use: **Military**

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

AR00086308

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

TMK: **99002004**

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

Portion of Alignment: **Airport portion**

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

Sector: **35 Richardson Recreation Center Sector**

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

Owner: **U.S. Navy**

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

Date-Original: **1941**

Source: **Navy records**

Present Use/Historic Use: **Military**

Architectural Description:

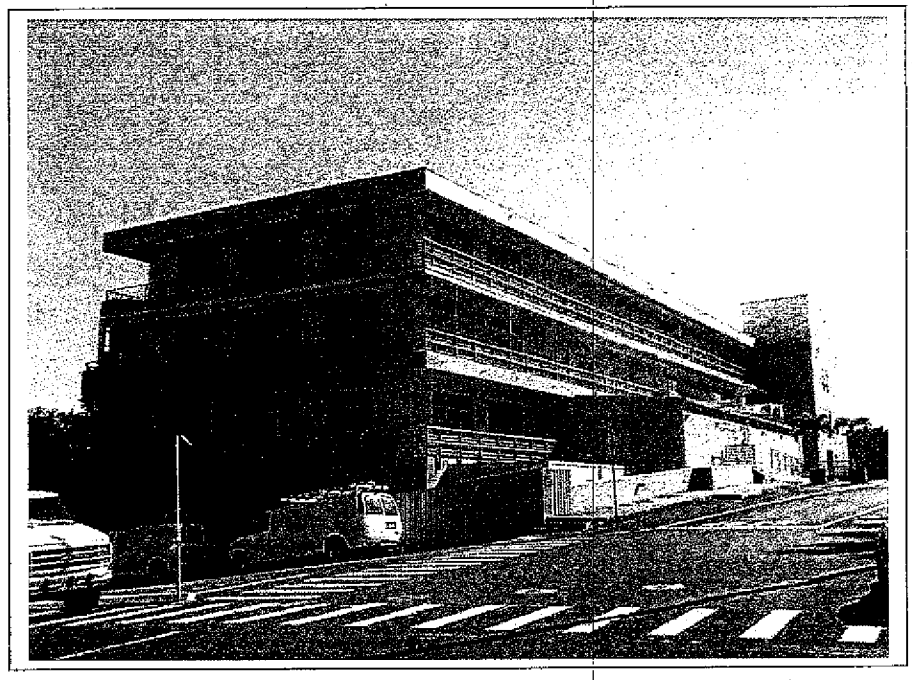
See NHL nomination form

Integrity:

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

Significance:

See NHL nomination form



Prepared by Mason Architects July 2008

AR00086309

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

TMK: **99002004**

Historic Status: **Agreed Eligible**

Portion of Alignment: **Airport Portion**

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

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

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

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

Owner: **U.S. Navy**

Date-Original: **ca. 1941**

Source: **Navy database**

Present Use/Historic Use: **Military**

Architectural Description:

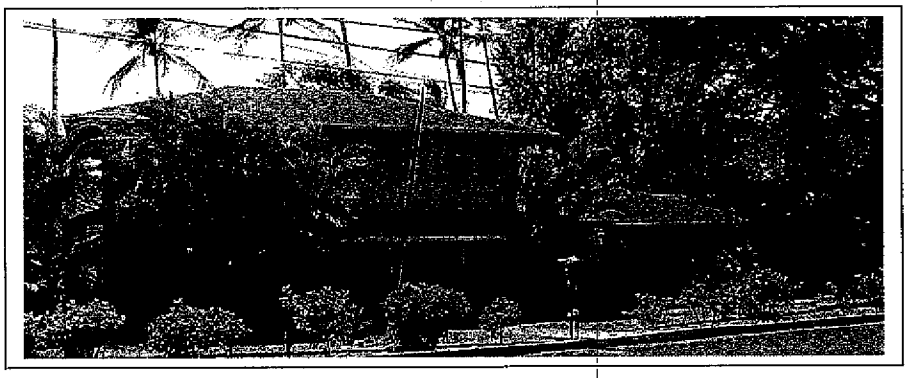
There are 14 types (and minor variations within several types) of single-family and duplex homes, ranging in size from 1748 to 3602 s.f., among the 89 residential buildings (97 units) at Makalapa. Remodeling has created further variety, but typical characteristics of houses include two-stories, asphalt-shingled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

Integrity:

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

Significance

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



Prepared by Mason Architects July 2008

AR00086310

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**

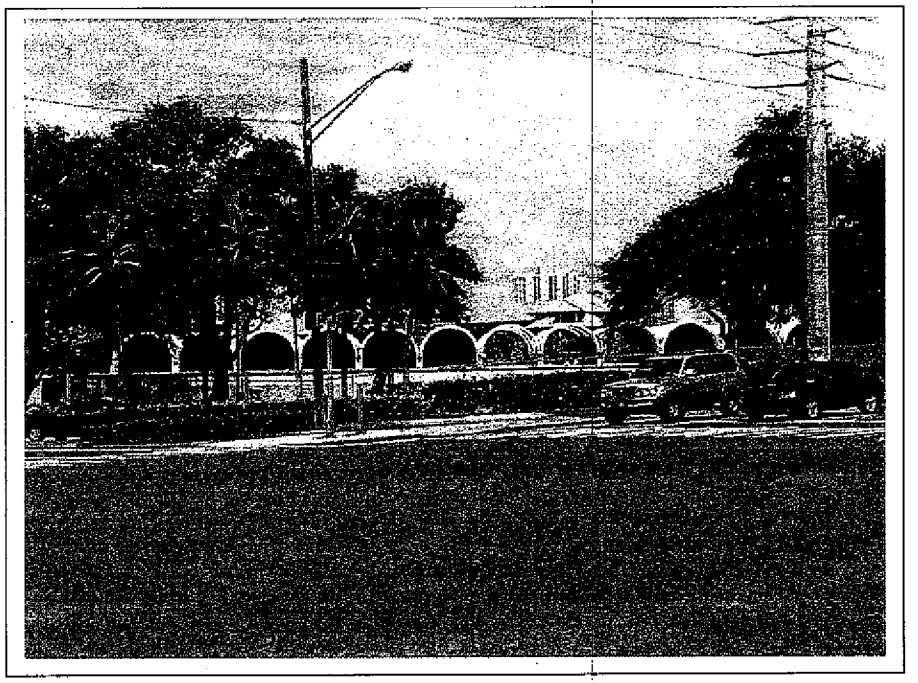
Present Use/Historic Use: **Military**

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.

Prepared by Mason Architects July 2008

AR00086311

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

TMK: **11016004**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Airport Portion**

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

Sector: **38 Lagoon Drive Station Sector**

Location: **2682 WAIWAI LOOP**

Owner: **HAWAII EMPLOYERS COUNCIL**

Station Block:

Date-Original: **1961**

Source: **Tax Office**

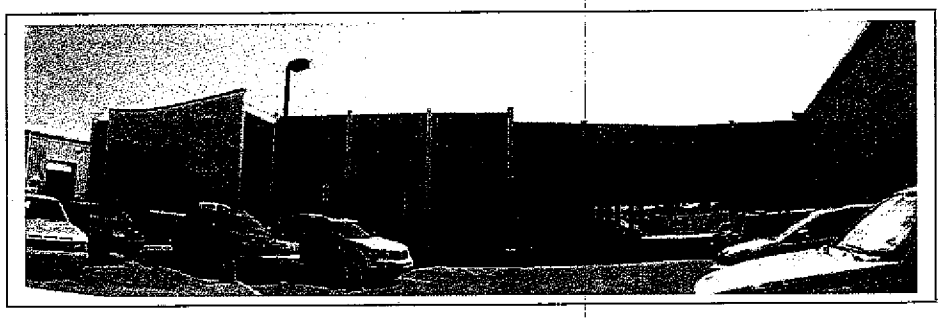
Present Use/Historic Use: **Commercial**

Architectural Description:

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

Integrity:

Appears unaltered.



Significance:

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

Prepared by Mason Architects July 2008

AR00086312

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

AR00086313

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**

Station Block: **Kalihi Station Block**

Owner: **AFUSO, TSUYOSHI**

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

AR00086314

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.

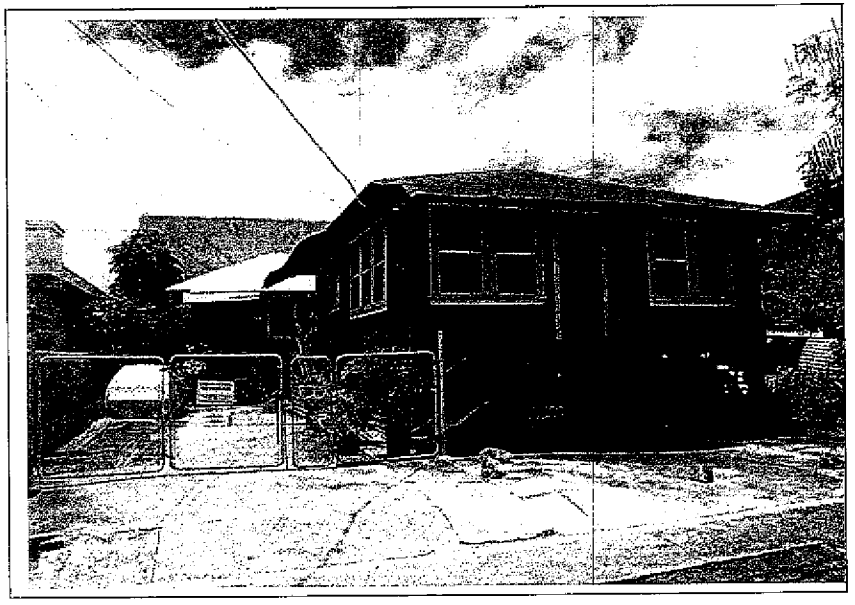
A second house (dated 1936 per Tax Office records) at the rear of the lot was not visible enough from the street to survey.

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

AR00086315

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.

Prepared by Mason Architects July 2008

AR00086316

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**

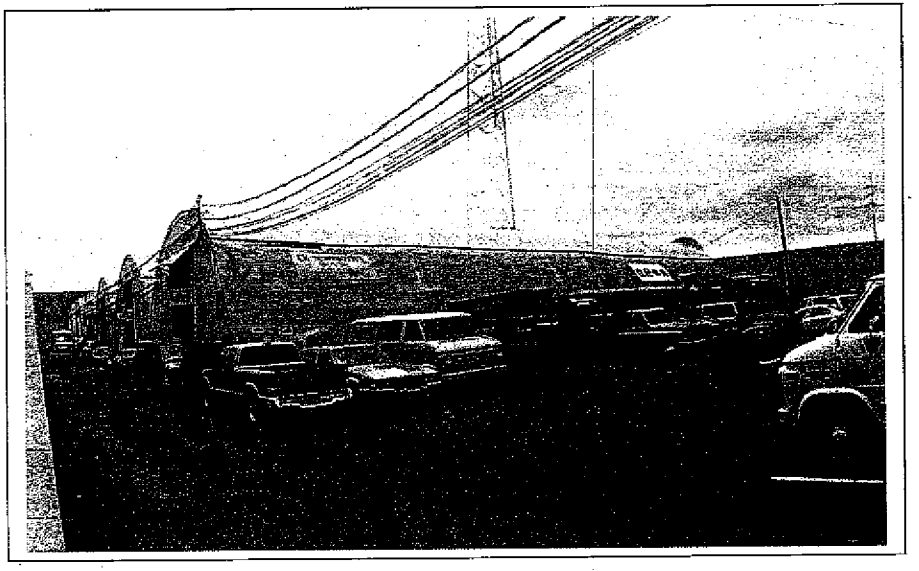
Architectural Description:

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

AR00086317

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.**

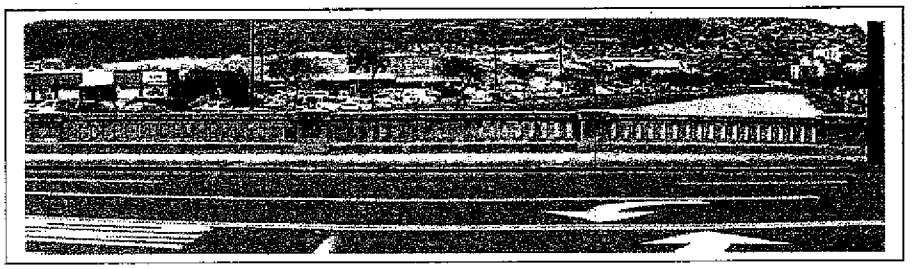
Present Use/Historic Use: **Bridge**

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

AR00086318

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:

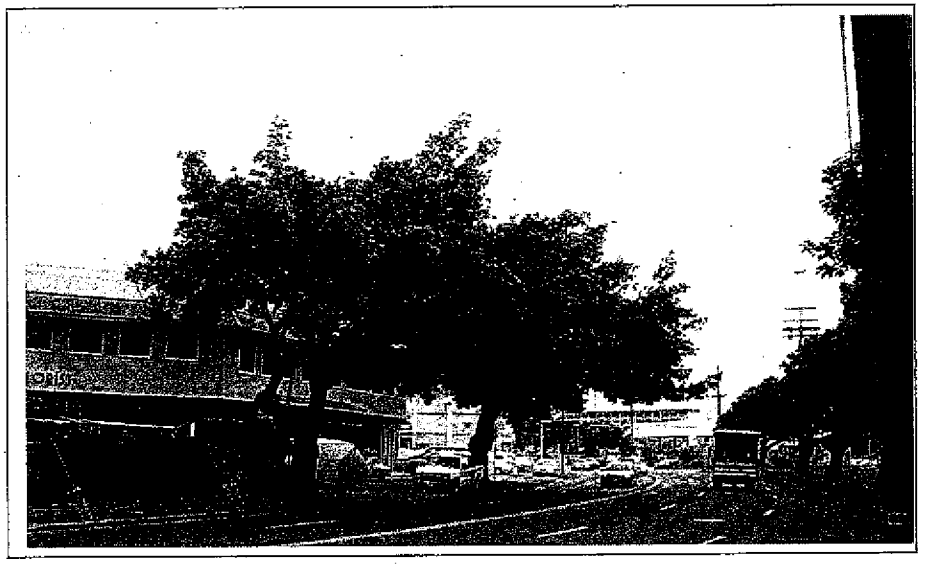
These mature kamani trees (*Calophyllum inophyllum*) were planted along both sides of Dillingham Boulevard ca. 1934, with a typical spacing of 55 to 75 feet. Many trees have asymmetrical canopies resulting from been pruned away from overhead utility lines.

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

AR00086319

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:

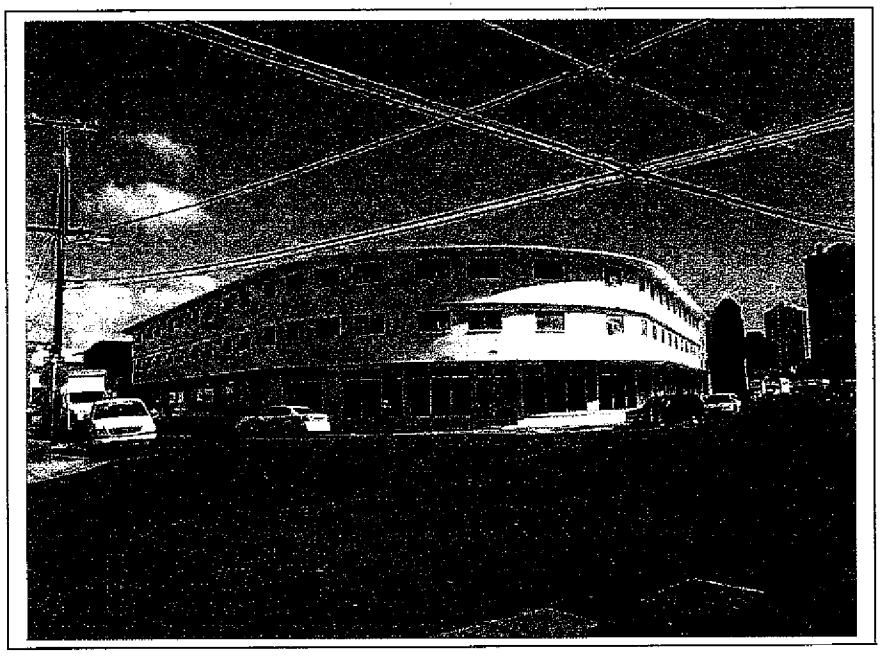
This three-story International-Style building has a prominent rounded corner where its two street-facing sides join at Ka'aahi Street and Ka'amahu Place. The building has exterior walls of CMU in a grid pattern, a flat roof, and cantilivered concrete canopies above the storefronts and the second and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

AR00086320

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**

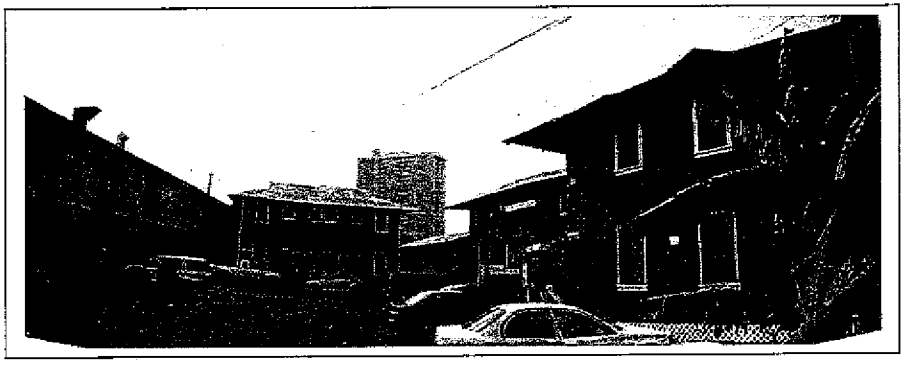
Architectural Description:

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.

Prepared by Mason Architects July 2008

AR00086321

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

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.

Prepared by Mason Architects July 2008

AR00086322

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**

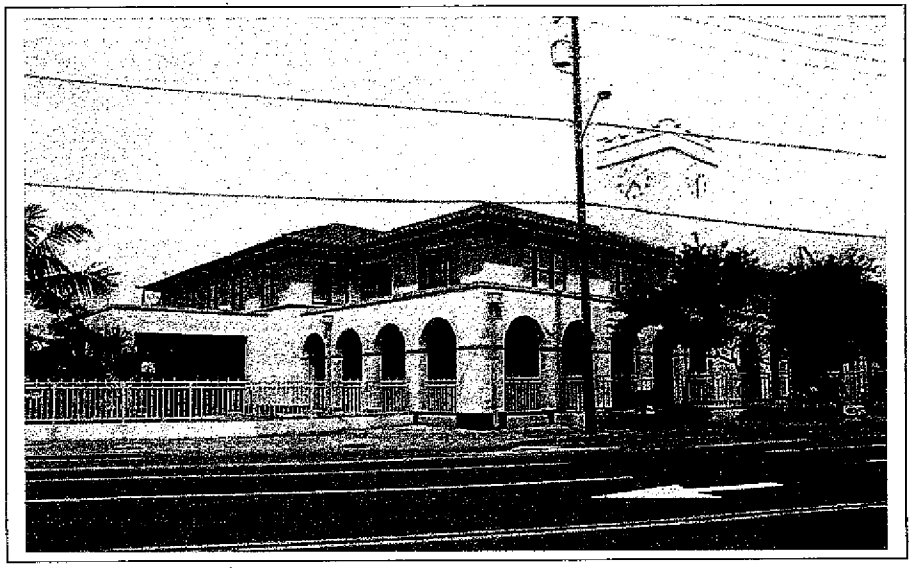
Present Use/Historic Use: **Offices / Train Station**

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

AR00086323

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**

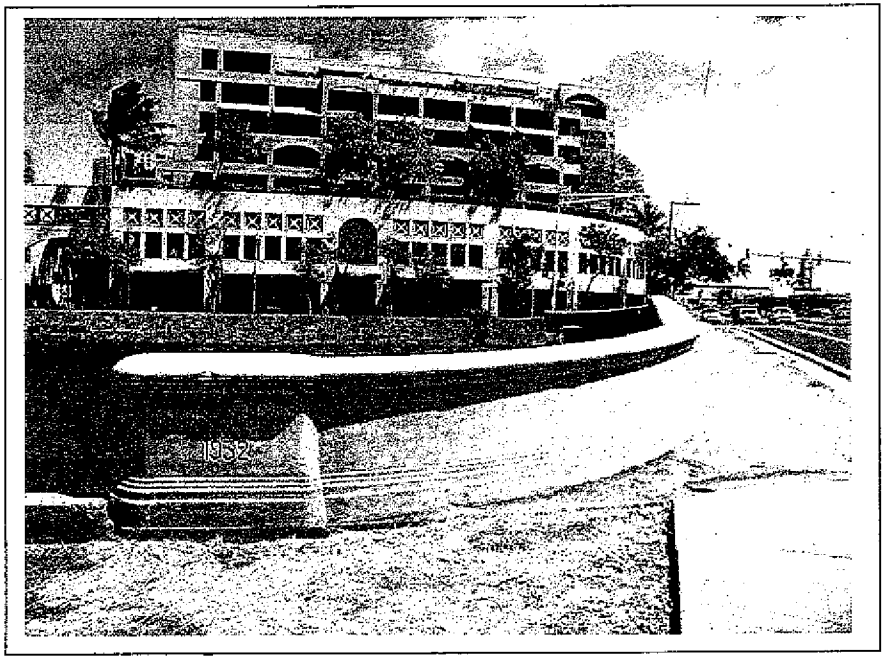
Present Use/Historic Use: **Bridge**

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

AR00086324

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).

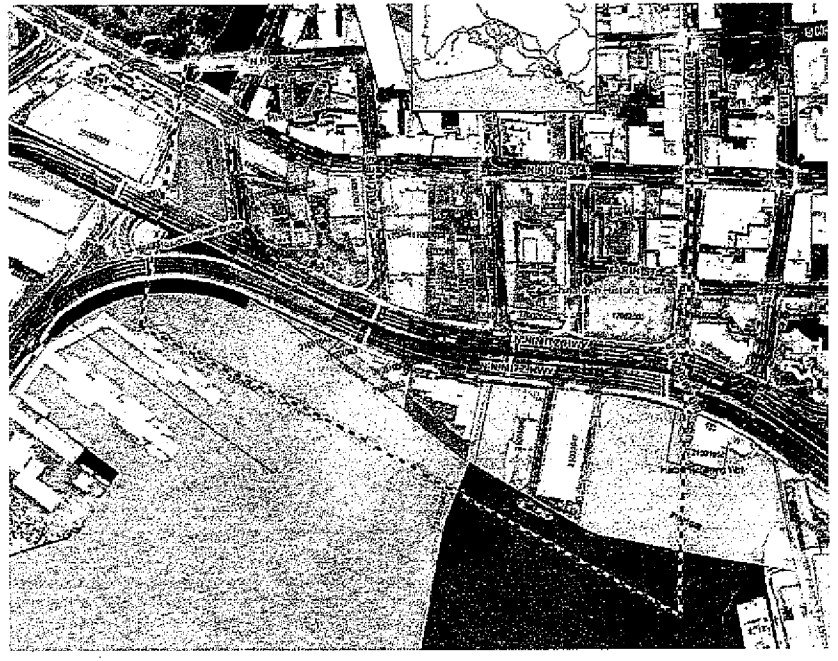
The district is also considered significant as traditional cultural property, according to the National Register Bulletin on that topic. It is recognized as a place of cultural importance to the city's Asian community, which retains its distinctive cultural surroundings and architectural character.

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

AR00086325

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 ☒ 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

STATE: Hawaii

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

COUNTY: Honolulu

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: 1970 ☐ 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

FOR NPS USE ONLY
ENTRY NUMBER
DATE

AR00086326

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)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
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).

GPO 921-724

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 Archaeology and Historic Preservation

Date _____

ATTEST:

_____
Keeper of The National Register

Date _____

SEE INSTRUCTIONS

GPO 901.067

Fort Shafter
Kapalama
Kalihi
Kamehameha Heights
Alewa Heights
Punnui
Iwilei
Honolulu
Punchbowl
Kapalama Basin
Kapalama Drainage Canal
Kewalo Basin
Honolulu Channel
Lat. 21° 18' 49"
Long. 157° 52' 00"
Lat. 21° 18' 50"
Long. 157° 51' 56"
Lat. 21° 18' 45"
Long. 157° 51' 53"
Lat. 21° 17' 30"
Long. 157° 51' 30"

AR00086332

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**

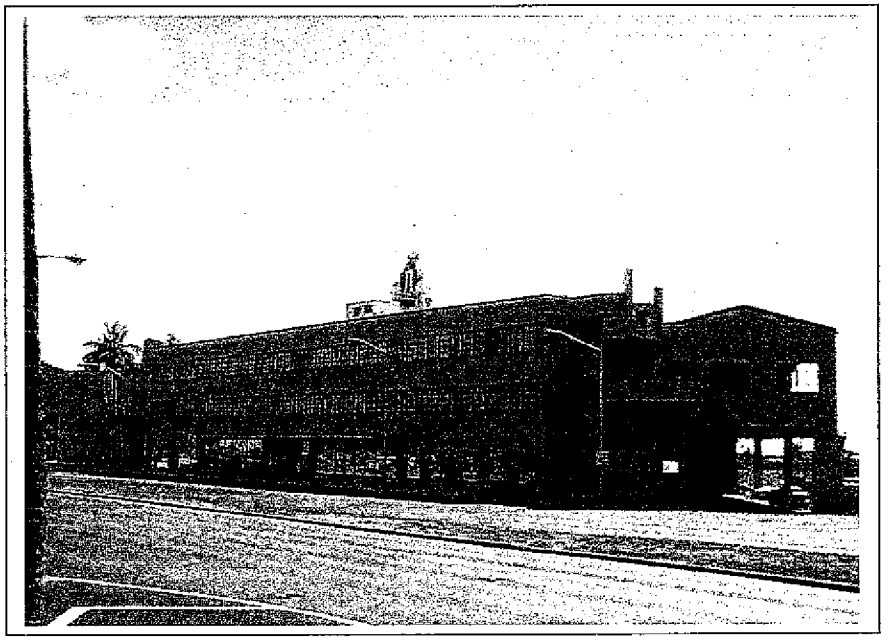
Present Use/Historic Use: **Offices**

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

AR00086333

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**

Station Block:

Owner: **STATE OF HAWAII**

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

AR00086334

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

TMK: **21001013**

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

Portion of Alignment: **Koko Head portion**

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

Sector: **24 Downtown Station Sector**

Location: **Fort Street**

Station Block:

Owner: **State of Hawaii**

Date-Original: **1926**

Source: **Tax Office**

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

Architectural Description:

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

Integrity:

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

Significance:

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

Prepared by Mason Architects July 2008

AR00086335

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**

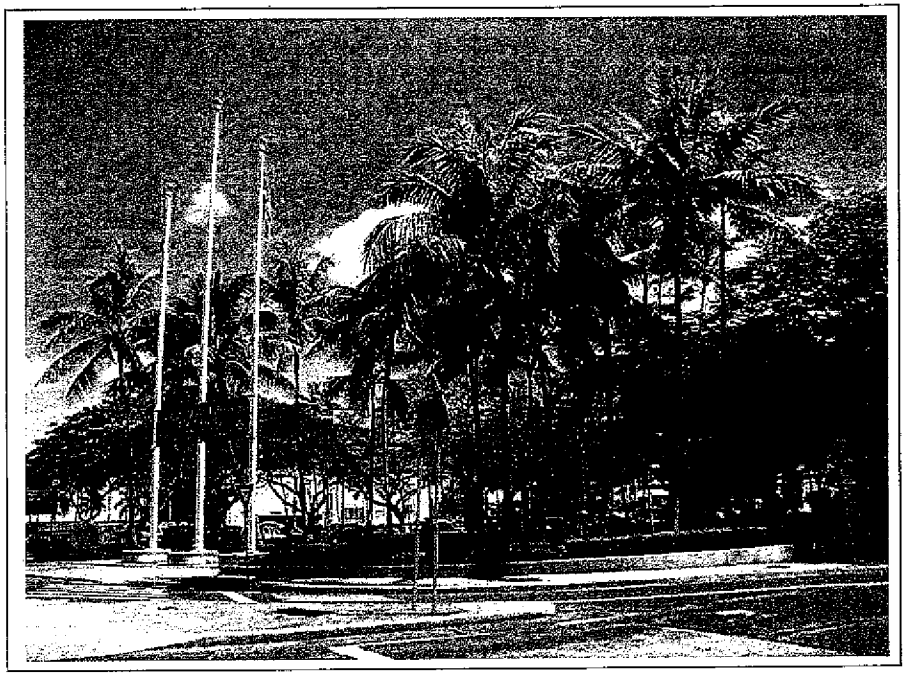
Present Use/Historic Use: **Parking lot**

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

AR00086336

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:

Station Block:

Owner:

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.

Prepared by Mason Architects July 2008

AR00086337

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

TMK: **21014006**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Koko Head portion**

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

Sector: **24 Downtown Station Sector**

Location: **222 ALA MOANA**

Station Block: **Downtown Station Block**

Owner: **HAWAIIAN ELECTRIC CO INC**

Date-Original: **1929 & 1955**

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

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

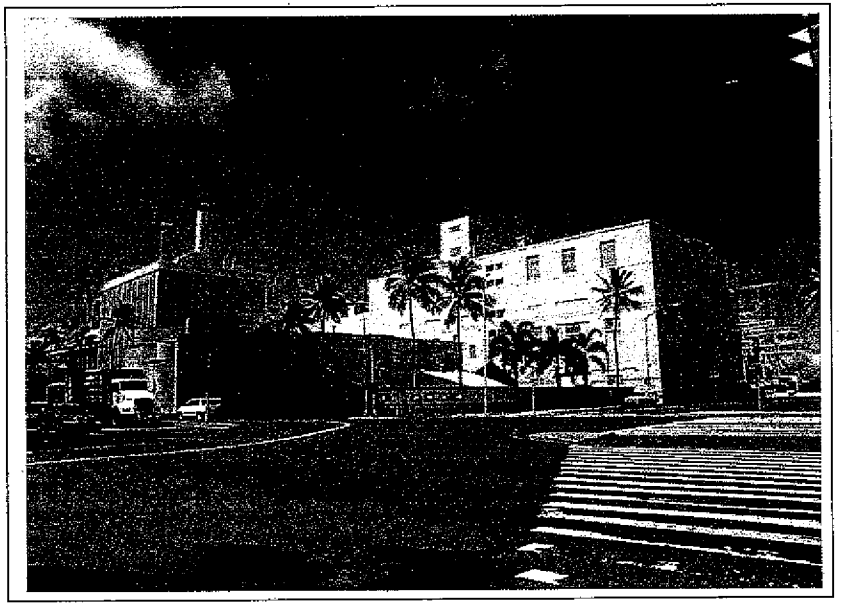
Architectural Description:

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

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

Integrity:

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



Significance:

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

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

Prepared by Mason Architects April 2008

AR00086338

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:

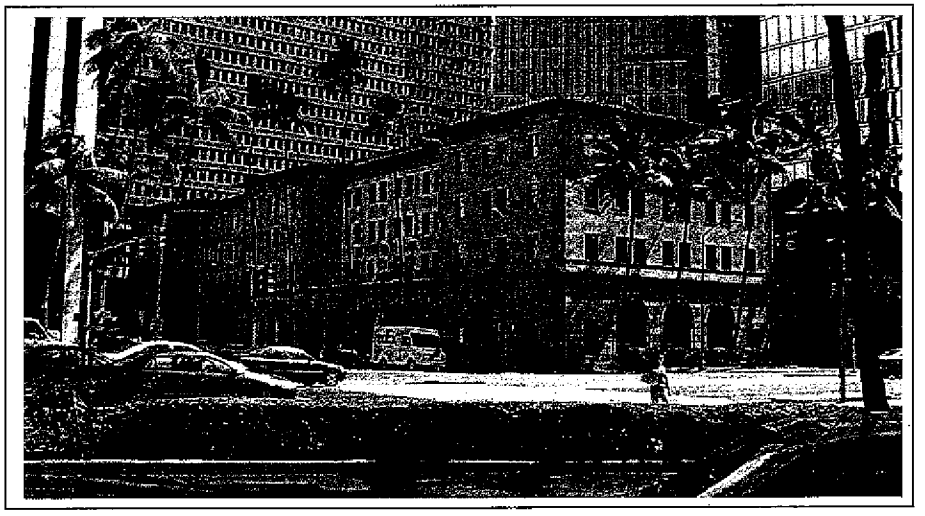
This four-story, Italian Renaissance Revival-style building has many typical high-style elaborations: rusticated stonework (joints emphasized) at the first story, quoins (at the upper floor corners), arcaded entry, and upper-story setback sections with simulated second-story porches. In addition, the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

AR00086339

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.**

Station Block:

Owner: **STATE OF HAWAII**

Date-Original: **1937**

Source: **Tax Office**

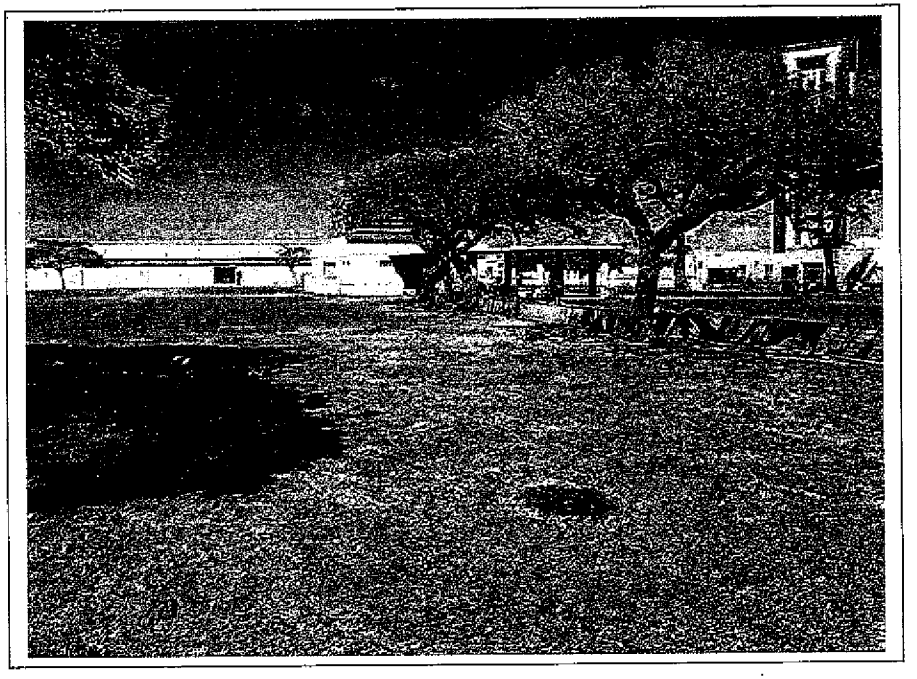
Present Use/Historic Use: **Park**

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

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