
FINAL
Addendum to the
Archaeological Inventory Survey Plan
For the City Center (Construction Phase 4) of the
Honolulu High-Capacity Transit Corridor Project,
Kalihi, Kapālama, and Honolulu Ahupua‘a,
Honolulu District, Island of O‘ahu
TMK: [1] 2-1, 2-3 (Various Plats and Parcels)

Addressing Changes from the Vicinity of Ward Avenue and
Halekauwila Street to the Vicinity of Queen and Kamake‘e Streets

Prepared for
The City and County of Honolulu
and
The Federal Transit Administration

On Behalf of
Parsons Brinkerhoff

Prepared by
Hallett H. Hammatt, Ph.D.,
Constance O‘Hare, B.A., Jon Tulchin, B.A., David W. Shideler, M.A.,
Kelly Burke, M.Sc., Ena Sroat, B.A., and Matt McDermott, M.A.

Cultural Surveys Hawai‘i, Inc.
Kailua, Hawai‘i
(Job Code: KALIHI 17 Addendum)

September 2011
(Addendum Revised March 2013)

O‘ahu Office
P.O. Box 1114
Kailua, Hawai‘i 96734
Ph.: (808) 262-9972
Fax: (808) 262-4950

www.culturalsurveys.com

Maui Office
1993 Main St.
Wailuku, Hawai‘i 96793
Ph: (808) 242-9882
Fax: (808) 244-1994

Management Summary

Reference	Addendum to the Archaeological Inventory Survey Plan For the City Center (Construction Phase 4) of the Honolulu High-Capacity Transit Corridor Project, Kalihi, Kapālama, and Honolulu Ahupua‘a, Honolulu District, Island of O‘ahu, TMK: [1] 2-1, 2-3 (Various Plats and Parcels), Addressing Changes from the Vicinity of Ward Avenue and Halekauwila Street to the Vicinity of Queen and Kamake‘e Streets (Hammatt et al. 2011)
Date	September 2011 (Addendum Revised March 2013)
Project Nos.	Cultural Surveys Hawai‘i, Inc. (CSH) Job Code: KALIHI 17 Addendum
Project Location and Planned AIS Study Area	The proposed Honolulu High-Capacity Transit Corridor Project (HHCTCP) extends approximately 23 miles (37.0 km) from Kapolei in the west to Ala Moana Center in the east. The focus of this AISP Addendum is in the immediate vicinity of the Kaka‘ako Station beginning approximately 30 m (100 feet) NW (‘Ewa) of Ward Avenue (on the NE or <i>mauka</i> side of Halekauwila Street) and rejoining the previously proposed alignment in the middle of Queen Street approximately 100 m (330 feet) SE (Diamond Head) of Kamake‘e Street, TMK: [1] 2-1, 2-3 (Various Plats and Parcels).
Land Jurisdiction	The study area addressed in this “Addendum” includes excavations in Howard Hughes lands on both sides of Ward Avenue, and State of Hawaii (Hawaii Community Development Authority) lands along Queen Street.
Agencies	City and County of Honolulu (City); SHPD; Federal Transit Administration (FTA)
Funding	FTA, City
Project Description and Related Ground Disturbance	The project purpose is to provide high-capacity rapid transit in the highly congested east-west transportation corridor between Kapolei and Ala Moana Center via a fixed guideway rail transit system.
Historic Preservation Regulatory Context	<p>Cultural Surveys Hawai‘i, Inc. (CSH) completed an archaeological inventory survey plan (AISP) for the Honolulu High-Capacity Transit Corridor Project’s (HHCTCP) Construction Phase 4 (City Center) (Hammatt et al. 2011) for the City and County of Honolulu (City) and the Federal Transit Administration (FTA), and on behalf of Parsons Brinkerhoff (PB). The AISP City Center study area extends from Kalihi Stream to Ala Moana Center, located within Kalihi, Kapālama, and Honolulu Ahupua‘a, Honolulu District, Island of O‘ahu, Tax Map Key (TMK): [1] 1-2, 1-5, 1-7, 2-1, 2-3 (Various Plats and Parcels). The plan was reviewed and accepted by the State Historic Preservation Division in a NHPA Section 106 review of October 25, 2011 (Log No. 2011.2379; Doc No. 1110NN08; see present Appendix A).</p> <p>In subsequent consultation with the land owner, a portion of the project corridor near the proposed Kaka‘ako Station—TMK: [1] 2-1, 2-3 (Various Plats and Parcels)—has been moved slightly (20 m to the north). The present Addendum addresses this proposed slight relocation to the north of the Kaka‘ako Station and adjacent HHCTCP infrastructure.</p>

Table of Contents

Section 1 Project, AISP, and Addendum Background	1
Section 2 Overview of Changed Testing Locations on the Historic Landscape	8
Section 3 References Cited	16
Appendix A SHPD Acceptance Letter for the AISP.....	17

List of Figures

Figure 1. U.S. Geological Survey 7.5-Minute Series Topographic Map, Honolulu (1998) Quadrangle, showing the location of the City Center (Phase 4) study area including the AISP stations (within the red transit facilities) and the realigned corridor (in green)	2
Figure 2. Aerial photograph (source: U.S. Geological Survey Orthoimagery 2005), showing the location of the City Center (Phase 4) study area including the AISP stations (within the red transit facilities) and the realigned corridor (in green)	3
Figure 3. Tax Map Key 2-3, showing the eastern portion of the City Center (Phase 4) study area including the AISP stations (within the red transit facilities) and the realigned corridor (in green)	4
Figure 4. Ward Relocations: Aerial 1 of the west portion of the City Center (Phase 4) realignment area showing the AISP station and corridor (in white) and the AISP Addendum station (in black) and corridor (in green).....	5
Figure 5. Ward Relocations - Aerial 2 of the east portion of the City Center (Phase 4) re-alignment area showing the AISP corridor (in gray) and the AISP Addendum corridor (in green)	6
Figure 6. Kaka‘ako Station testing plan showing AISP excavation trenches (in black) and AISP Addendum trenches (in red).....	7
Figure 7. Overlay of the east portion of the City Center (Phase 4) re-alignment area showing the AISP corridor (in gray) and the AISP Addendum corridor (in green) on an 1884 Bishop map (Registered Map 1090)	9
Figure 8. Overlay of AISP station and corridor (in white and gray) and the AISP Addendum station (in black) and corridor (in green) on a 1927 Kaka‘ako Coast aerial photograph.....	10
Figure 9. Overlay of AISP station and corridor (in gray) and the AISP Addendum station (in black) and corridor (in green) on a 1933 War Department Honolulu quadrangle map	11
Figure 10. Overlay of AISP station and corridor (in white and gray) and the AISP Addendum station (in black) and corridor (in green) on a 1941 Kaka‘ako Coast aerial photograph.....	12
Figure 11. Overlay of AISP station and corridor (in gray) and the AISP Addendum station (in black) and corridor (in green) on a 1943 War Department Honolulu quadrangle map	13
Figure 12. Overlay of AISP station and corridor (in white and gray) and the AISP Addendum station (in black) and corridor (in green) on a 1952 Kaka‘ako Coast aerial photograph.....	14
Figure 13. Overlay of AISP station and corridor (in white and gray) and the AISP Addendum station (in black) and corridor (in green) on a 1970 Kaka‘ako Coast aerial photograph.....	15

Section 1 Project, AISP, and Addendum Background

Cultural Surveys Hawai‘i, Inc. (CSH) completed an archaeological inventory survey plan (AISP) for the Honolulu High-Capacity Transit Corridor Project’s (HHCTCP) Construction Phase 4 (City Center) (Hammatt et al. 2011) for the City and County of Honolulu (City) and the Federal Transit Administration (FTA), and on behalf of Parsons Brinkerhoff (PB). The AISP City Center study area extends from Kalihi Stream to Ala Moana Center, located within Kalihi, Kapālama, and Honolulu Ahupua‘a, Honolulu District, Island of O‘ahu, Tax Map Key (TMK): [1] 1-2, 1-5, 1-7, 2-1, 2-3 (Various Plats and Parcels). The plan was reviewed and accepted by the State Historic Preservation Division in a NHPA Section 106 review of October 25, 2011 (Log No. 2011.2379; Doc No. 1110NN08; see present Appendix A). In subsequent consultation with the land owner, a portion of the project corridor (the route of the rail) near the proposed Kaka‘ako Station has been changed—moved slightly (on average, approximately 20 m) to the north. The present Addendum addresses this proposed slight relocation to the north of the Kaka‘ako Station and adjacent HHCTCP infrastructure (as shown in Figure 4 and Figure 5). In keeping with the SHPD-accepted AISP’s survey strategy, a “one-for-one” approach is suggested in this AISP Addendum for this slight movement north of the infrastructure test excavations resulting in the same number and same total area of proposed test excavations (also shown in Figure 4 and Figure 5).

The area addressed in this AISP Addendum is in the immediate vicinity of the Kaka‘ako Station (see Figure 1 to Figure 3); the alignment has been changed, beginning approximately 30 m (100 feet) NW (‘Ewa) of Ward Avenue (on the NE or *mauka* side of Halekauwila Street) and rejoining the previously proposed alignment in the middle of Queen Street approximately 100 m (330 feet) SE (Diamond Head) of Kamake‘e Street) (Figure 4 to Figure 6).

The prior AISP proposed the test excavation of every individual column foundation and one of each of the two “straddle bent” column foundations at the SE (Diamond Head) end of the route. This AISP Addendum also proposes the test excavation of every individual column foundation and one of each of the two “straddle bent” column foundations at the SE (Diamond Head) end of the proposed change in route alignment (see Figure 4 and Figure 5). The ground-level footprint of the Kaka‘ako Station (consisting of a Station Entrance Building and an Ancillary Building; see Figure 6) is now smaller than previously proposed. The AISP Addendum calls for five column support test locations within the Kaka‘ako Station, two additional test excavations within the Station Entrance Building footprint (in the areas of greatest ground disturbance: the escalator area and elevator shaft), and an additional test trench within the Ancillary Building footprint (see Figure 6).

The natural environment, cultural and historical background, previous archaeological investigations, and the AIS methods and fieldwork results are presented in detail in the AISP (Hammatt and Shideler 2011). All investigation conducted as part of the AISP Addendum will be accomplished in accordance with the stipulations, methods, and procedure presented in the AISP, which SHPD approved on October 25, 2011 (Log No. 2011.2379, Doc. No. 1110NN08).

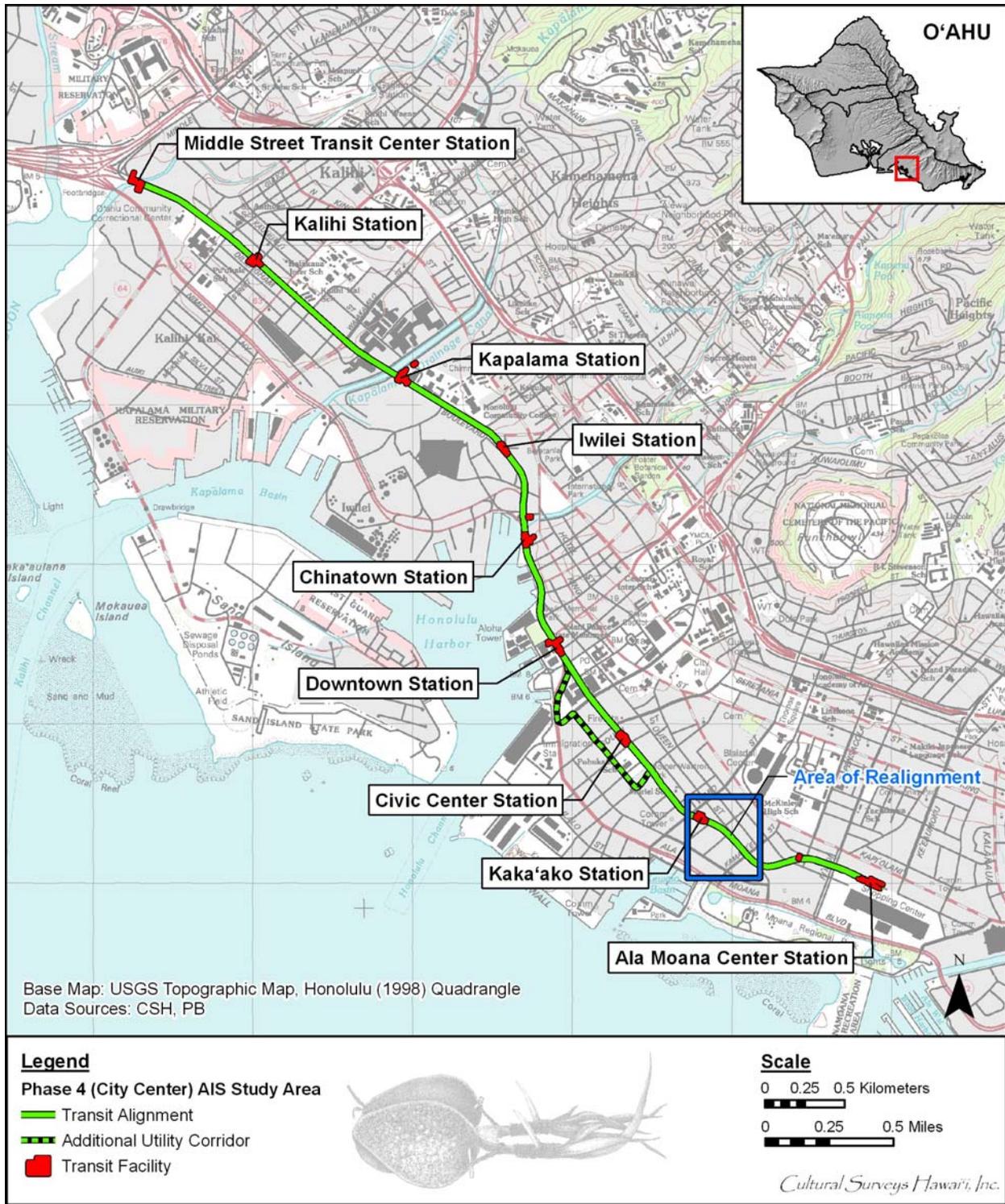


Figure 1. U.S. Geological Survey 7.5-Minute Series Topographic Map, Honolulu (1998) Quadrangle, showing the location of the City Center (Phase 4) study area including the AISP stations (within the red transit facilities) and the realigned corridor (in green)

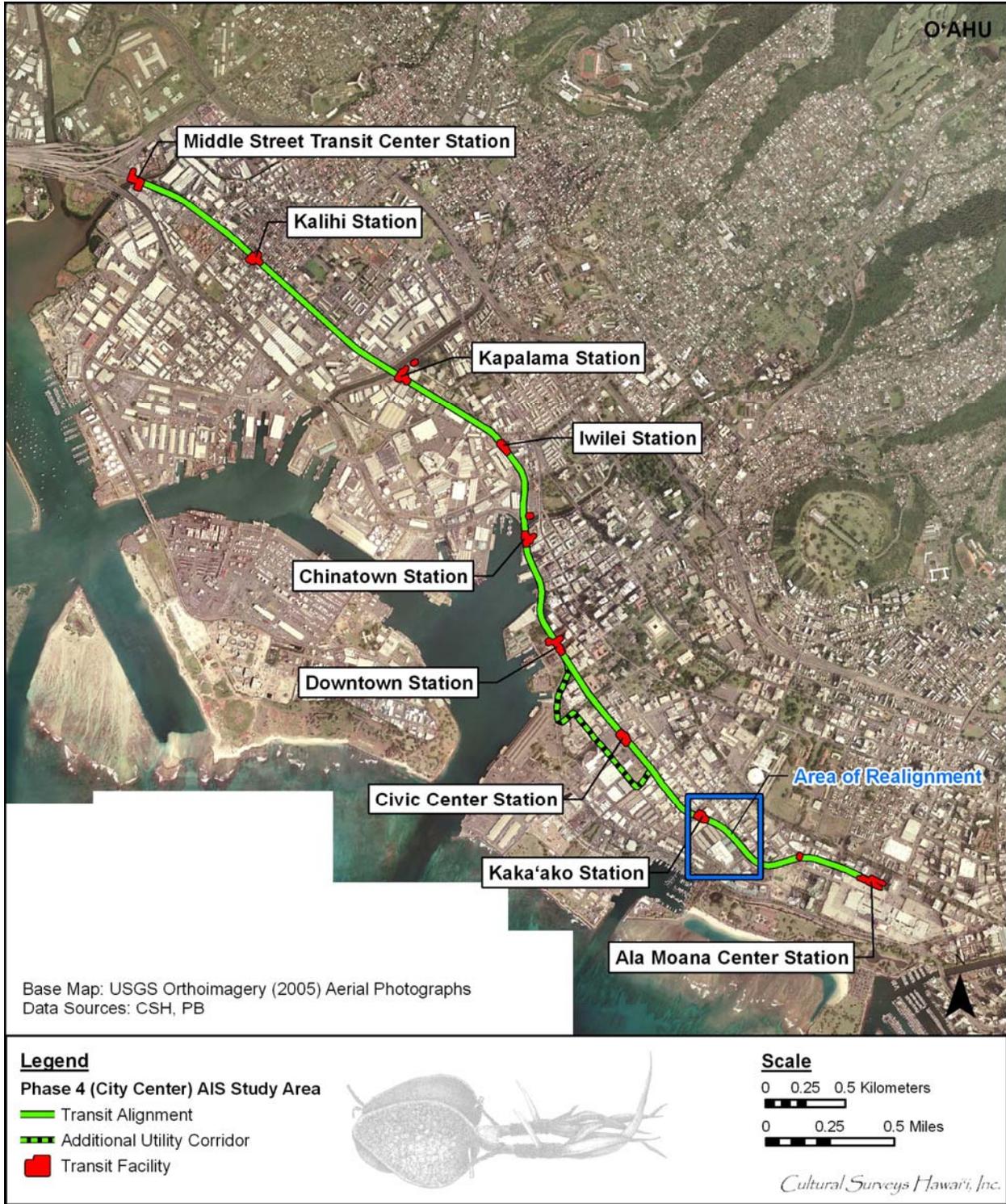


Figure 2. Aerial photograph (source: U.S. Geological Survey Orthoimagery 2005), showing the location of the City Center (Phase 4) study area including the AISP stations (within the red transit facilities) and the realigned corridor (in green)

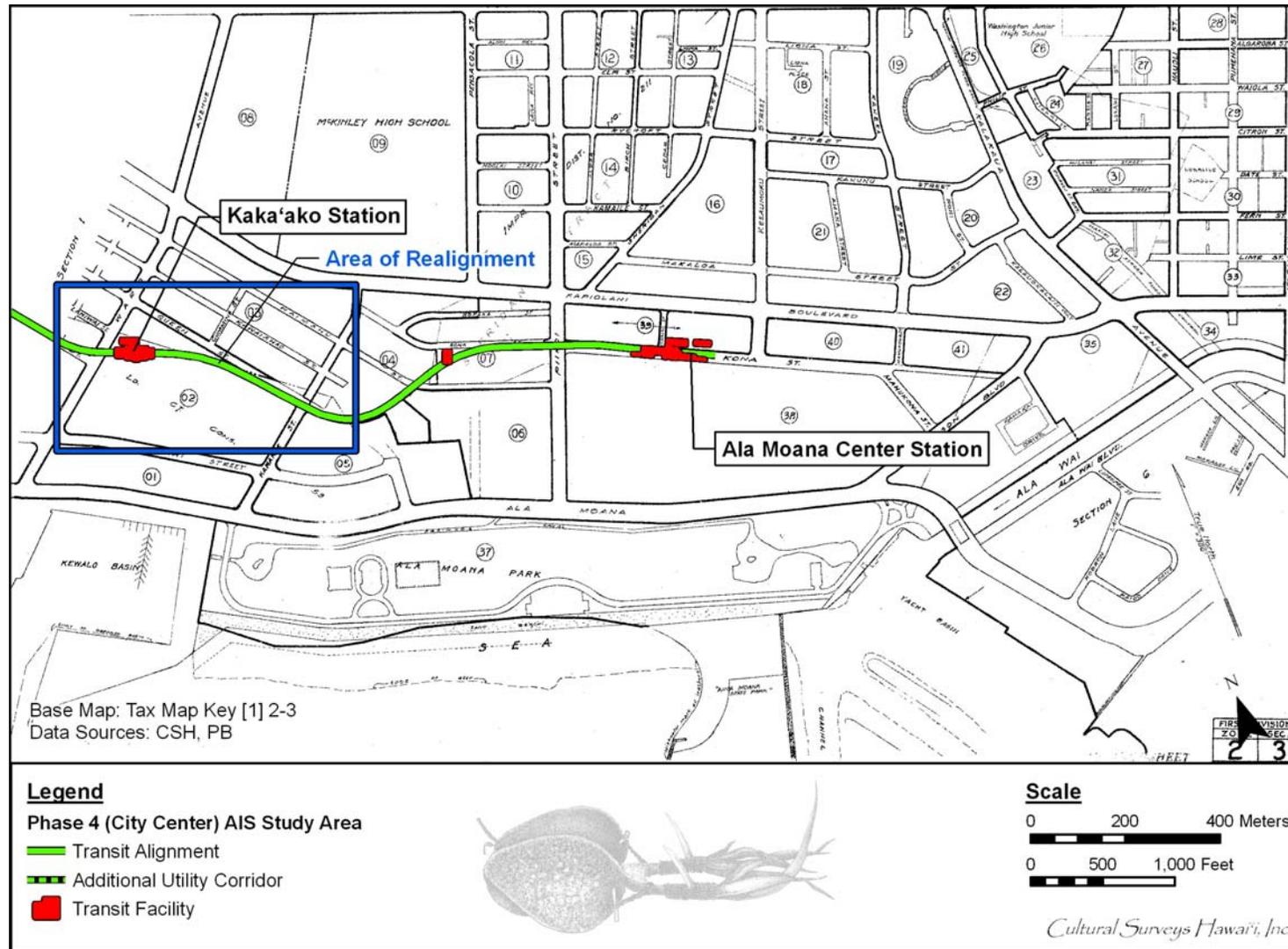


Figure 3. Tax Map Key 2-3, showing the eastern portion of the City Center (Phase 4) study area including the AISP stations (within the red transit facilities) and the realigned corridor (in green)

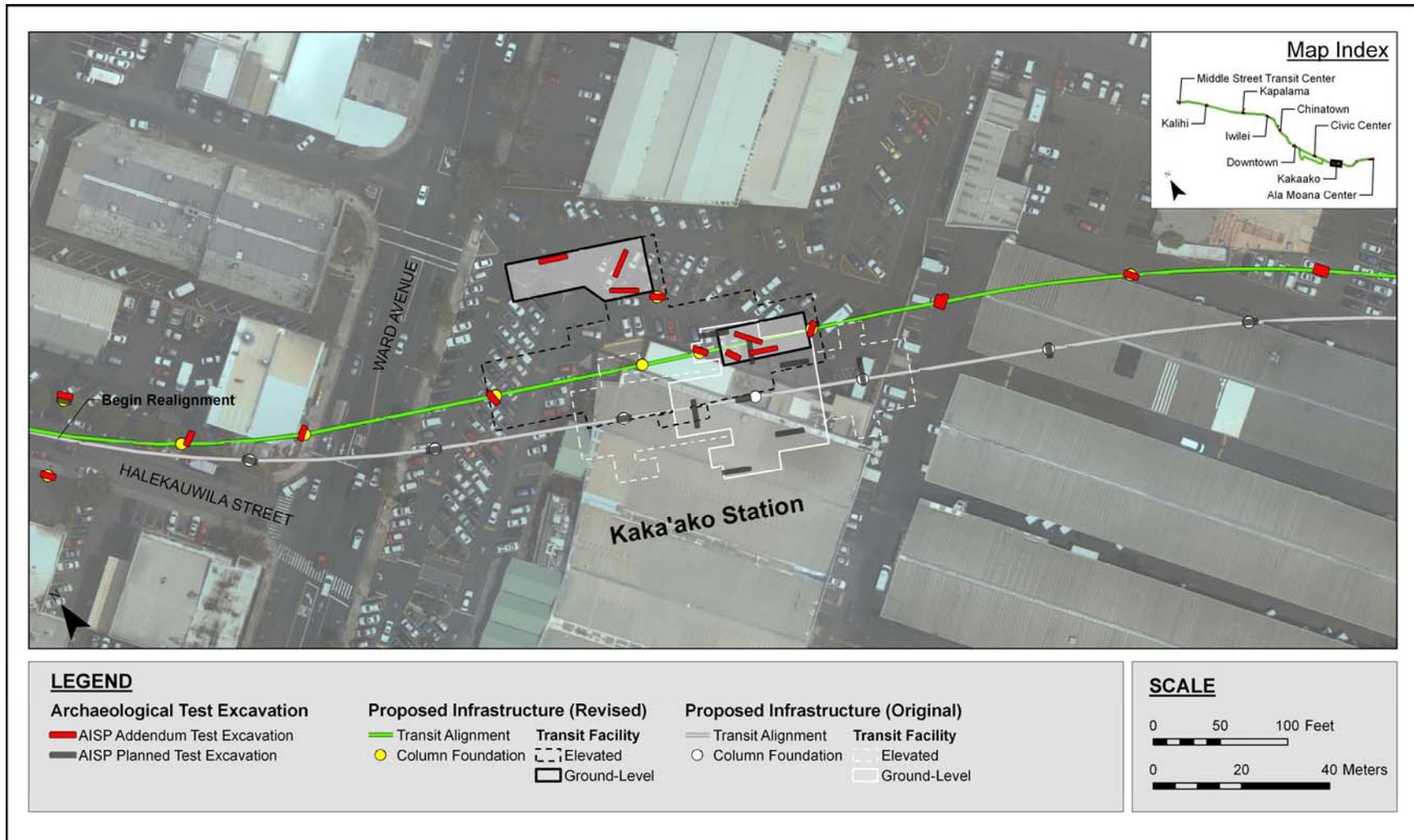


Figure 4. Ward Relocations: Aerial 1 of the west portion of the City Center (Phase 4) realignment area showing the AISP station and corridor (in white) and the AISP Addendum station (in black) and corridor (in green)

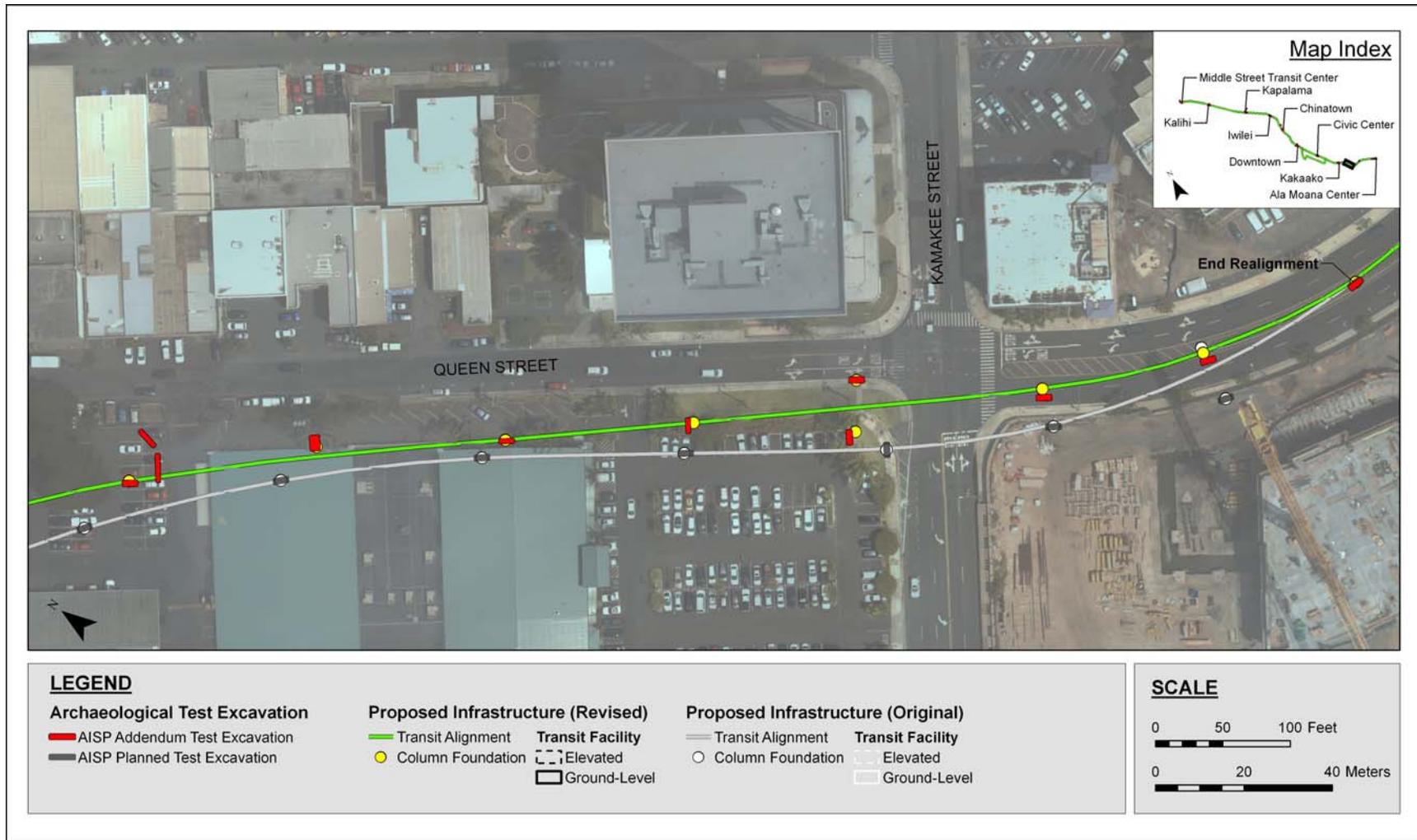


Figure 5. Ward Relocations - Aerial 2 of the east portion of the City Center (Phase 4) re-alignment area showing the AISP corridor (in gray) and the AISP Addendum corridor (in green)

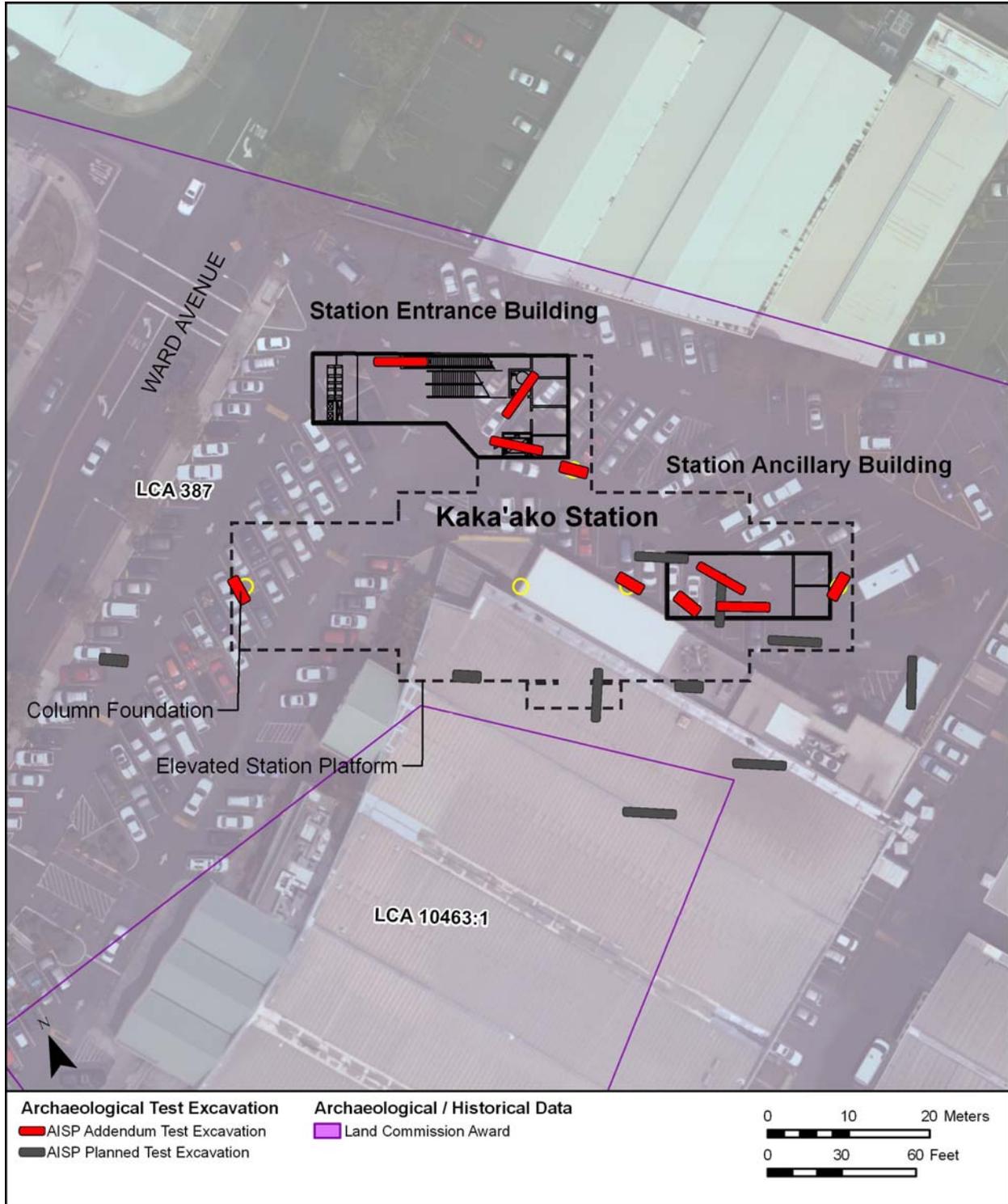


Figure 6. Kaka'ako Station testing plan showing AISP excavation trenches (in black) and AISP Addendum trenches (in red)

Section 2 Overview of Changed Testing Locations on the Historic Landscape

The following figures (Figure 7 to Figure 13) provide overlays of the location of the Kaka‘ako Station location and corridor alignment identified in the AISP and their re-alignment in the AISP Addendum on various historic maps and aerial photographs. This proposed re-alignment of about 20 m to the north is so slight that there appears to be little reason to expect any significant change in anticipated finds. The likelihood of subsurface cultural layers, Traditional Hawaiian or post-Contact artifacts, and burials or isolated human skeletal remains is regarded as much the same. Possibly the movement of the re-alignment corridor away from the nearest known *maka‘āinana* Land Commission Award (LCA 10463; see Figure 7) slightly decreases the likelihood of habitation or burial deposits.

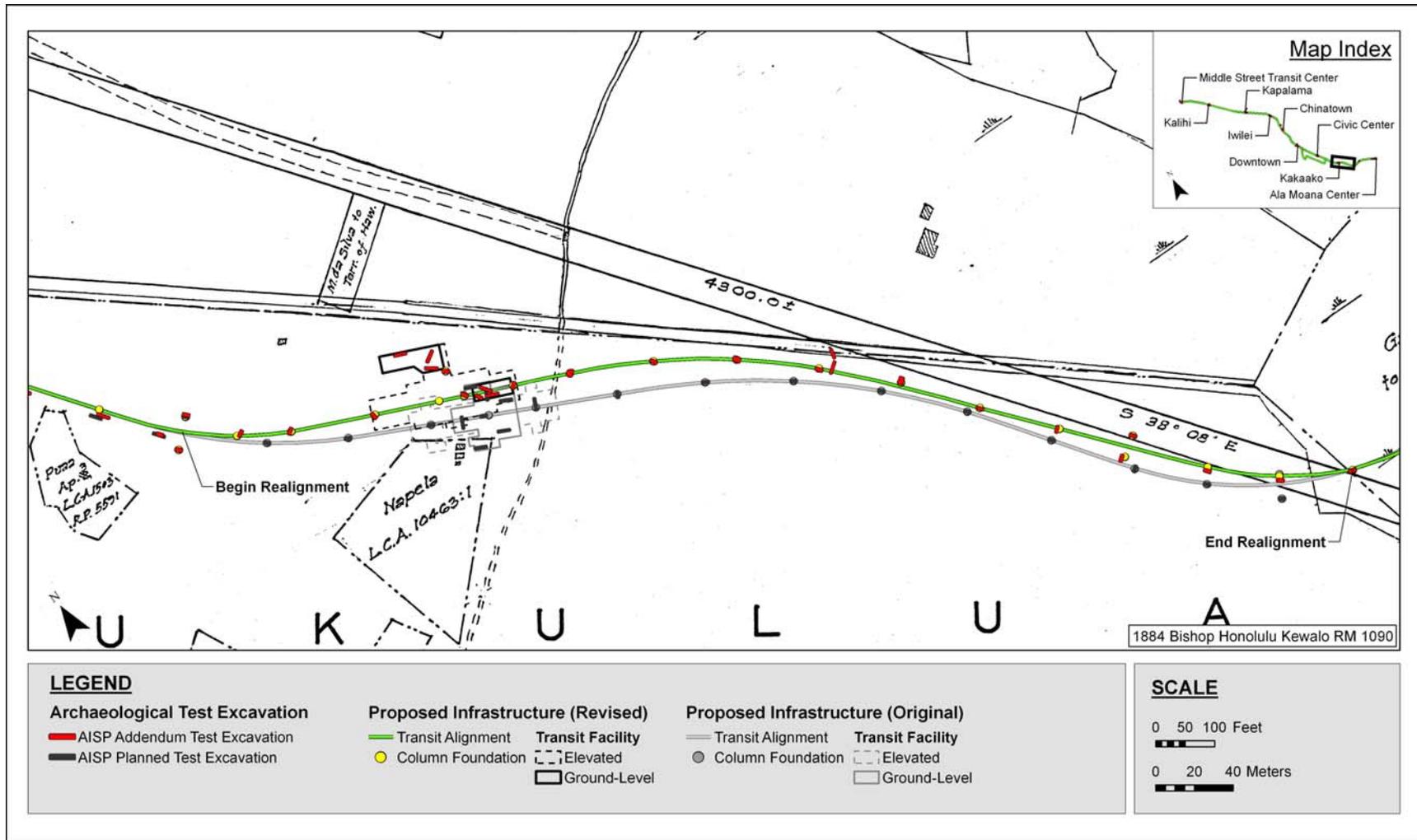


Figure 7. Overlay of the east portion of the City Center (Phase 4) re-alignment area showing the AISP corridor (in gray) and the AISP Addendum corridor (in green) on an 1884 Bishop map (Registered Map 1090)

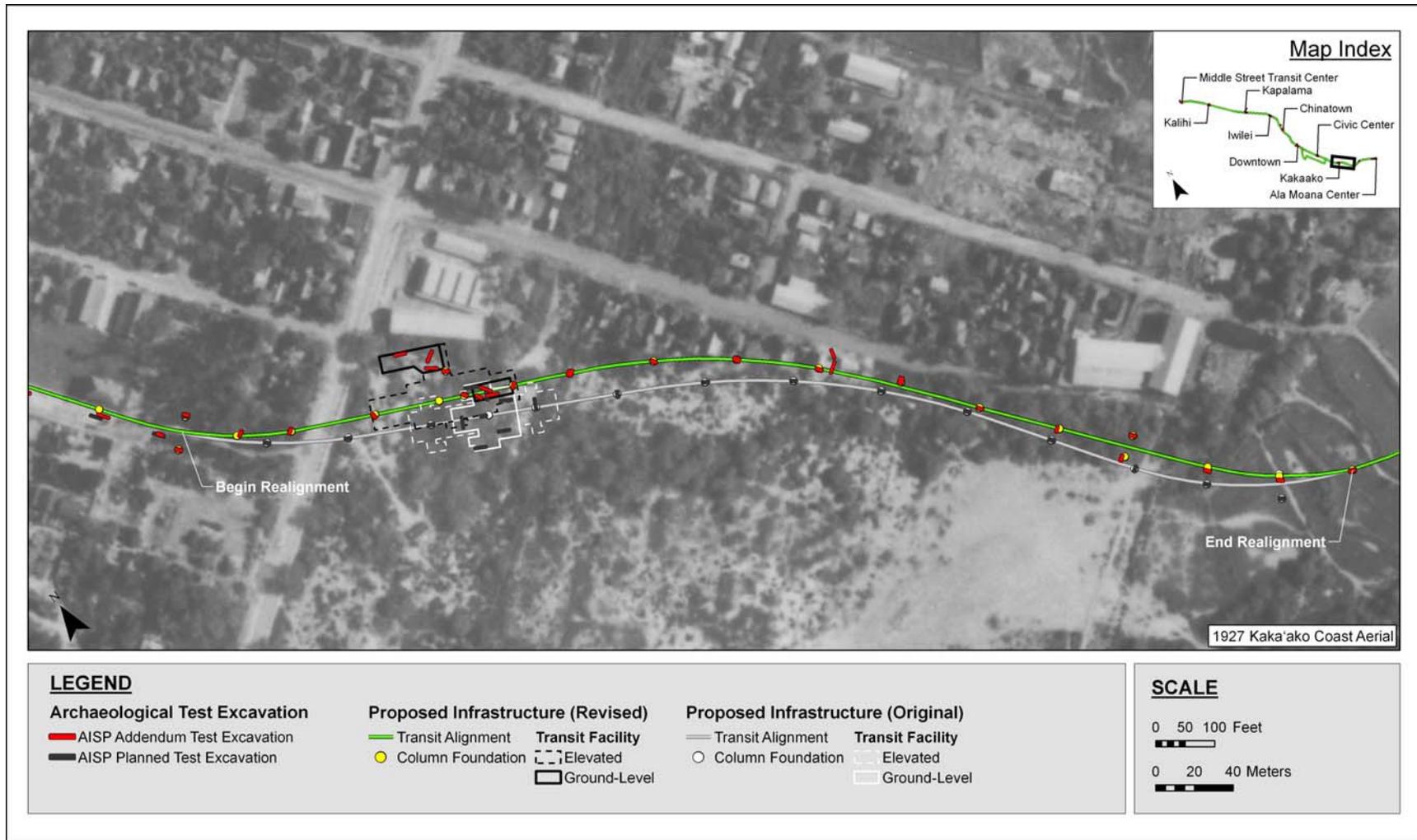


Figure 8. Overlay of AISP station and corridor (in white and gray) and the AISP Addendum station (in black) and corridor (in green) on a 1927 Kaka'ako Coast aerial photograph

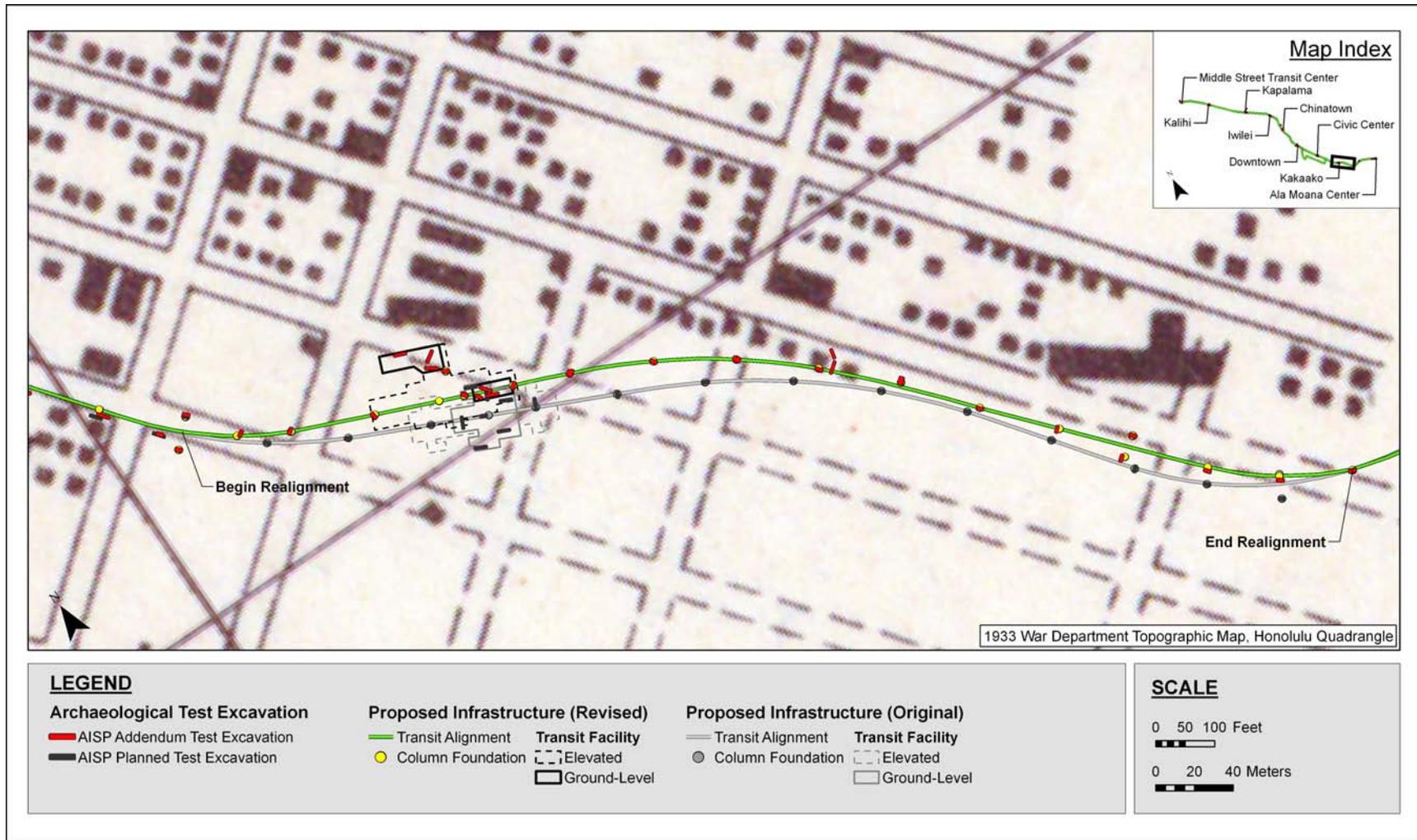


Figure 9. Overlay of AISP station and corridor (in gray) and the AISP Addendum station (in black) and corridor (in green) on a 1933 War Department Honolulu quadrangle map

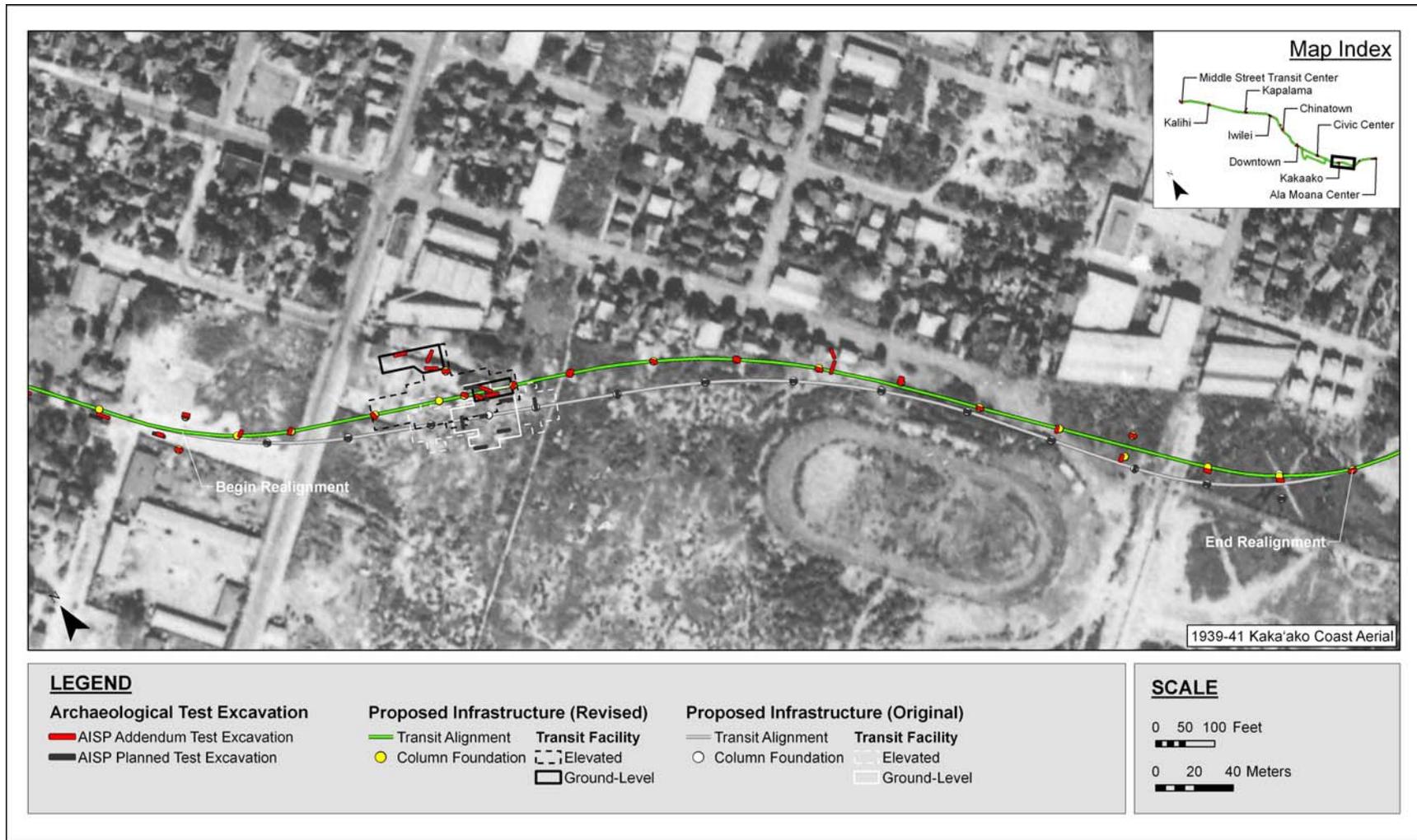


Figure 10. Overlay of AISP station and corridor (in white and gray) and the AISP Addendum station (in black) and corridor (in green) on a 1941 Kaka'ako Coast aerial photograph

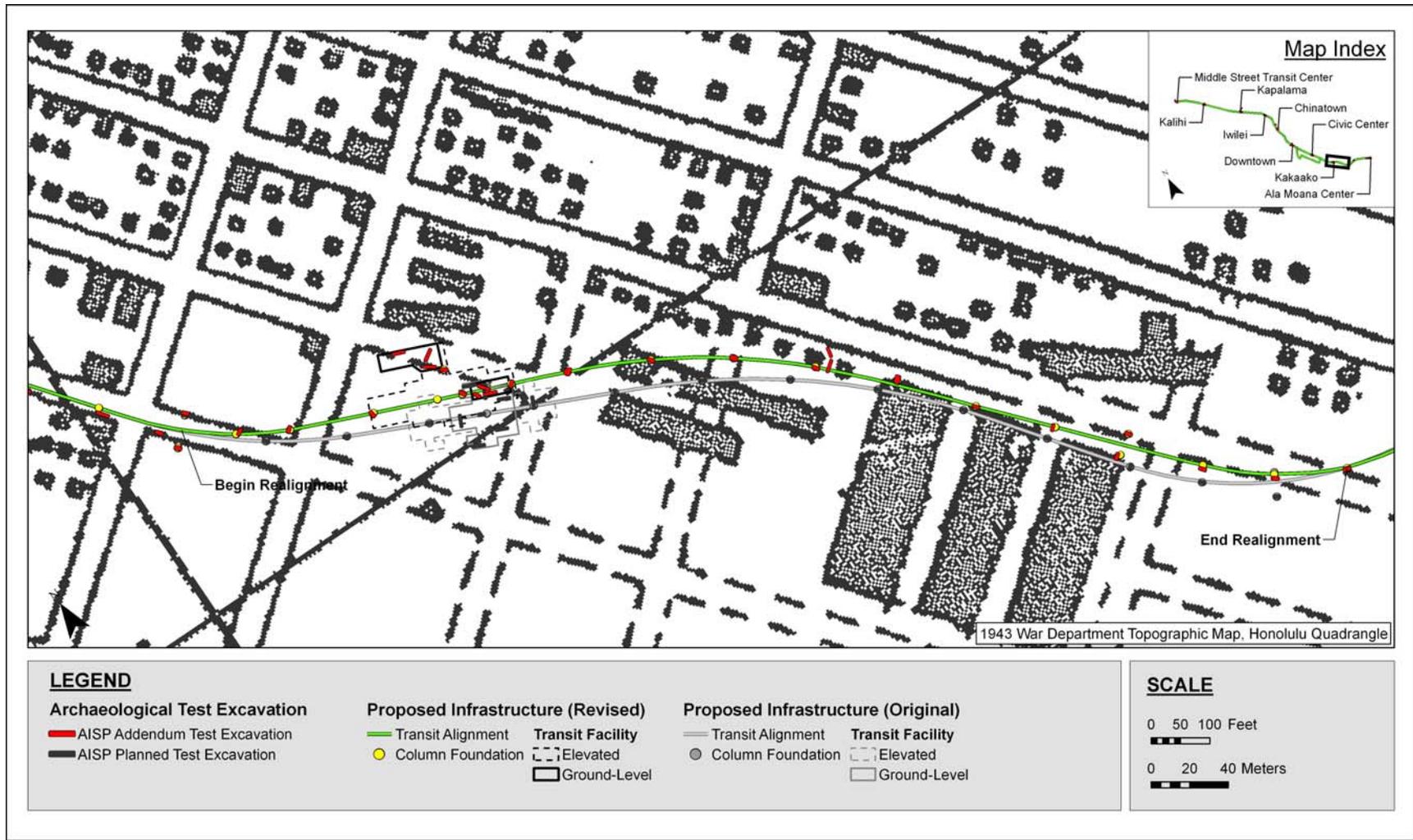


Figure 11. Overlay of AISP station and corridor (in gray) and the AISP Addendum station (in black) and corridor (in green) on a 1943 War Department Honolulu quadrangle map

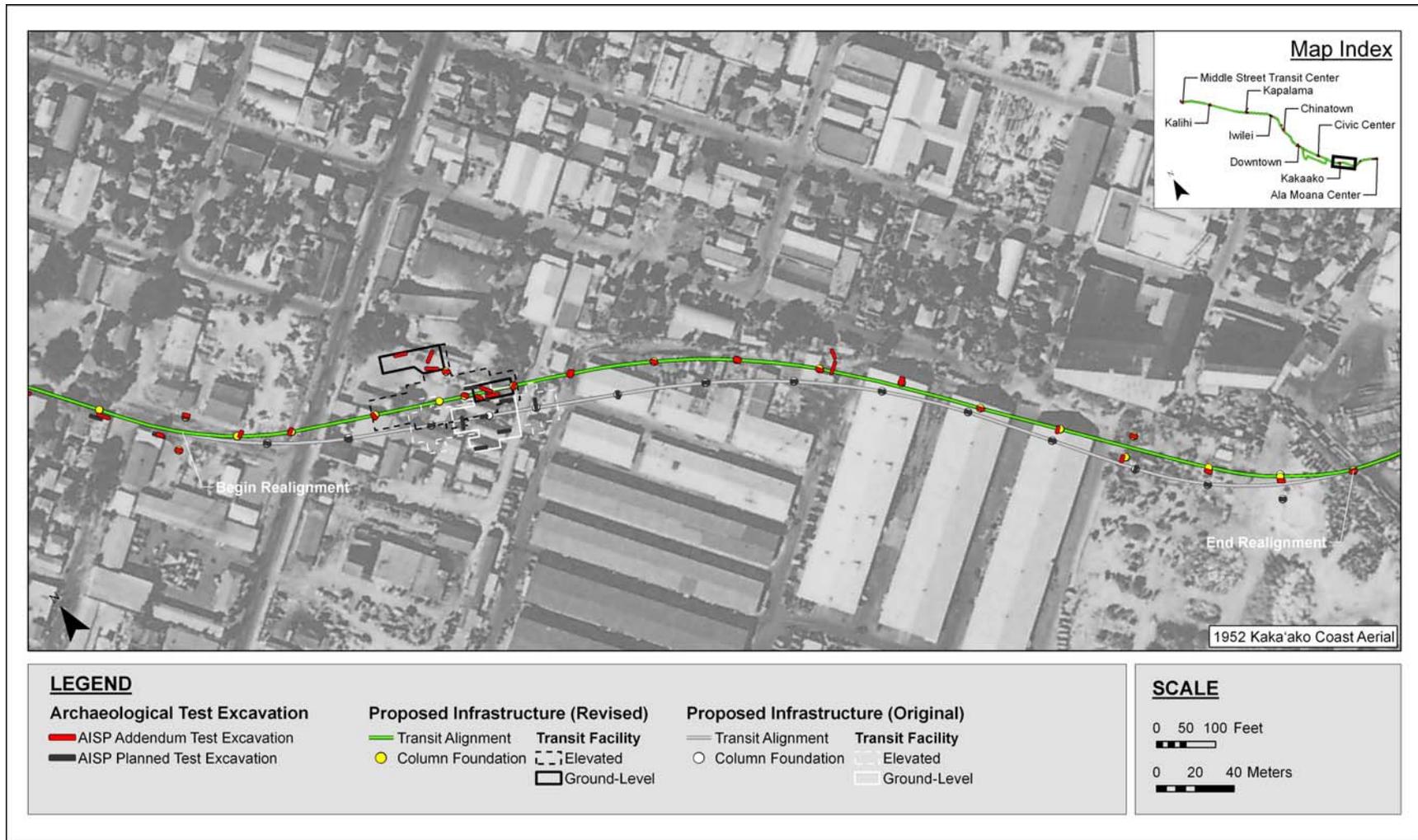


Figure 12. Overlay of AISP station and corridor (in white and gray) and the AISP Addendum station (in black) and corridor (in green) on a 1952 Kaka'ako Coast aerial photograph

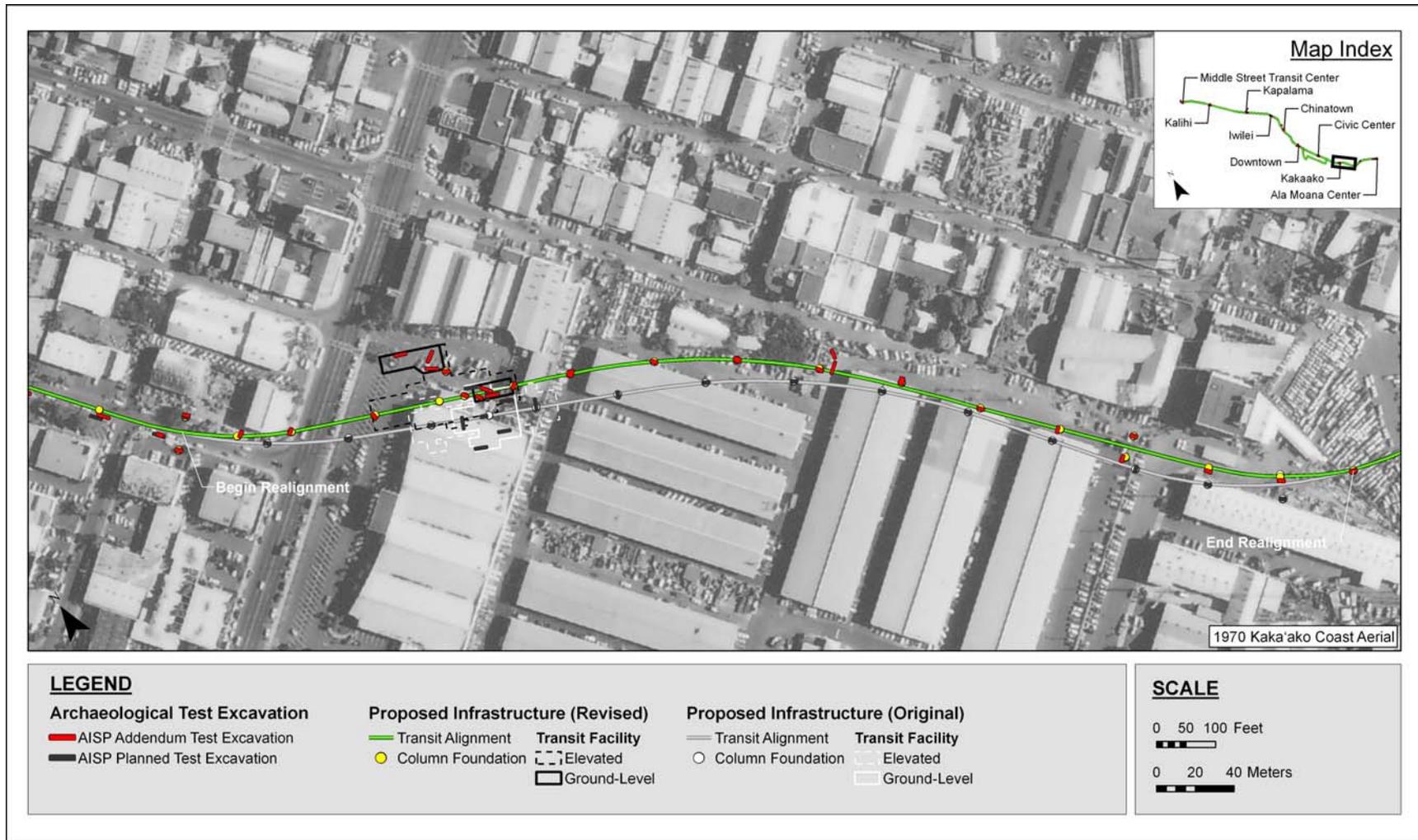


Figure 13. Overlay of AISP station and corridor (in white and gray) and the AISP Addendum station (in black) and corridor (in green) on a 1970 Kaka'ako Coast aerial photograph

Section 3 References Cited

Hammatt, Hallett H., Constance O'Hare, Jon Tulchin, David W. Shideler, Kelly Burke, Ena Sroat, and Matt McDermott

- 2011 *Archaeological Inventory Survey Plan for the City Center (Construction Phase 4) of the Honolulu High-Capacity Transit Corridor Project, Kalihi, Kapālama, and Honolulu Ahupua'a, Honolulu District, Island of O'ahu, TMK: [1] 1-2, 1-5, 1-7, 2-1, 2-3 (Various Plats and Parcels)* Cultural Surveys Hawaii Inc. Kailua, HI

Appendix A SHPD Acceptance Letter for the AISP

NEIL ABERCROMBIE
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

WILLIAM J. AHL, JR.
INTERIM CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

GUY H. KAULUKUKUI
ACTING FIRST DEPUTY

WILLIAM M. TAM
ACTING DEPUTY DIRECTOR - WATER

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

October 25, 2011

Hallett H. Hammatt, Ph.D
P.O. Box 1114
Kailua, Hawaii 96734

LOG NO: 2011.2379
DOC NO: 1110NN08

Dear Dr. Hammatt:

SUBJECT: National Historic Preservation Act (NHPA) Section 106 Review – (REVISED) Archaeological Inventory Survey Plan for City Center PHASE 4 of the Honolulu High-Capacity Transit Corridor Project Kalihi, Kapālama, and Honolulu Ahupua‘a, Honolulu District, Island of O‘ahu TMK: (3) 7-4-021: 002

Thank you for requesting our review of the (Revised) Archeological Inventory Survey Plan (AISP) titled *Archaeological Inventory Survey Plan for the City Center (Construction Phase 4) of the Honolulu High-Capacity Transit Corridor Project, Kalihi, Kapālama, and Honolulu Ahupua‘a, Honolulu District, Island of O‘ahu TMK: [I] 1-2, 1-5, 1-7, 2-1, 2-3 (Various Plats and Parcels) Volume I: Plan and Appendices F and G and Volume II: Appendices A-E, Land Documents* by Hammatt, et.al (CSH report code KALIHI 17), received by our office on August 12, 2011. This AISP was prepared in compliance with National Historic Preservation Act Section 106 Review.

The AISP explains the intent to identify and record any remaining historic sites and cultural deposits located within the 13.87 acre project corridor that extends east along the southern coast of O‘ahu from Kalihi Stream on Dillingham Boulevard to Ala Moana Center on Kona Street. Project construction will require relocation of existing utility lines within the project corridor that conflict with the proposed Honolulu High-Capacity Transit Corridor Project. Amongst other land disturbing activities including grading of facility locations, and excavations for the guide way column foundations, relocating utilities will cause the most disturbances.

This plan meets the standards for Archaeological Inventory Survey Plans that are set forth in HAR 13-284-5 (c). Please send one hardcopy of the document, clearly marked **FINAL**, along with a copy of this review letter and a text-searchable PDF version on CD to the Kapolei SHPD office, attention SHPD Library. Please contact Deona Naboat at Deona.Naboat@Hawaii.gov if you have any questions or concerns regarding this letter.

Sincerely,

Pua Aiu, PhD
Administrator
Historic Preservation Division