Historic Resources Technical Report
Honolulu High-Capacity Transit Corridor Project

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Prepared for:
City and County of Honolulu

Preface

This technical report supports the Draft Environmental Impact Statement (EIS) prepared for the Honolulu High-Capacity Transit Corridor Project. It provides additional detail and information as it relates to:

- Methodology used for the analysis
- Applicable regulations
- Results of the technical analysis
- Proposed mitigation
- Coordination and consultation (as appropriate)
- References
- Model output (as appropriate)
- Other information/data

As described in the Draft EIS, the Locally Preferred Alternative, called the "Full Project," is an approximate 30-mile corridor from Kapolei to the University of Hawai'i at Mānoa with a connection to Waikīkī. However, currently available funding sources are not sufficient to fund the Full Project. Therefore, the focus of the Draft EIS is on the "First Project," a fundable approximately 20-mile section between East Kapolei and Ala Moana Center. The First Project is identified as "the Project" for the purpose of the Draft EIS.

This technical report documents the detailed analysis completed for the Full Project, which includes the planned extensions, related transit stations, and construction phasing. The planned extensions and related construction planning have not been fully evaluated in the Draft EIS and are qualitatively discussed in the Cumulative Effects section of the Draft EIS as a foreseeable future project(s). Once funding is identified for these extensions, a full environmental evaluation will be completed in a separate environmental study (or studies), as appropriate.

Figure 1-3 through Figure 1-6 (in Chapter 1, Background) show the proposed Build Alternatives and transit stations, including the areas designated as planned extensions.

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Acronyms and Abbreviations

APE	area of potential effect
CFR	Code of Federal Regulations
CINCPACFLT	Commander-in-Chief Pacific Fleet
CMU	concrete masonry unit (concrete block)
DOT	U.S. Department of Transportation
DTS	City and County of Honolulu Department of Transportation Services
EIS	environmental impact statement
EPA	Environmental Protection Agency
EPC	ʻEwa Plantation Company
ʻEwa (direction)	toward the west (see also Waiʻanae)
FHA	Federal Housing Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
H-1	Interstate Route H-1 (the H-1 Freeway)
HABS	Historic American Buildings Survey
HAC	Hawaiian Aeronautics Commission
HCC	Honolulu Community College
HCDA	Hawaii Community Development Authority
HECO	Hawaiian Electric Company
HR	Hawaiʻi Register [of Historic Places]
HRS	Hawaiʻi Revised Statutes
Koko Head (direction)	toward the east
LUO	Land Use Ordinance
makai (direction)	toward the sea
mauka (direction)	toward the mountains
MCAS	Marine Corps Air Station
MOA	memorandum of agreement

NASBP	Naval Air Station Barbers Point
NEPA	National Environmental Policy Act
NHL	National Historic Landmark
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
Oʻahu MPO	Oʻahu Metropolitan Planning Organization
OR&L	Oʻahu Railway & Land Company
ORTP	Oʻahu Regional Transportation Plan 2030
PWC	Public Works Center
RTD	City and County of Honolulu Department of Transportation Services Rapid Transit Division
SHPD	State Historic Preservation Division
SHPO	State Historic Preservation Officer
TMK	tax map key (parcel number)
TPSS	traction power substation
UH	University of Hawaiʻi
USC	United States Code
USGS	United States Geological Survey
WPA	Works Progress Administration
WWII	World War II

Summary

The City and County of Honolulu Department of Transportation Services Rapid Transit Division (RTD), in coordination with the U.S. Department of Transportation Federal Transit Administration (FTA), is preparing a Draft Environmental Impact Statement (EIS) to evaluate the impacts of a high-capacity transit service on O'ahu, including effects on historic resources. The following table (Table S-1), organized by project portions and extensions, summarizes the number of historic resources surveyed, the number already determined or evaluated during this study to be eligible for the National Register of Historic Places (NRHP), and the number of adverse effect findings proposed by the FTA in the four project portions. As discussed in Chapter 5, the FTA expects consultation with the State Historic Preservation Division (SHPD) would result in commitments or conditions to reduce impacts on almost all historic resources, so that agreement can be reached on findings of no adverse effect. Since there would be future environmental and historic resources studies prior to the construction of any planned extensions, effect findings are not proposed at this time for the planned extensions.

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Table S-1: Summary of Identification, Evaluation, and Effects—Historic Resources

Project Portions (Station locations are shown on maps in Figures 1-3 to 1-6)	No. of pre-1979 properties surveyed	No. of resources on National Register, known to be eligible, or evaluated as eligible	No. of historic resources for which FTA proposes findings of adverse effect
I ʻEwa Portion			
Station sectors 6 through 13 (Alignment on Farrington Hwy and Kamehameha Hwy)	266	17	0
II Salt Lake Portion			
Station sectors 14 through 18 (Alignment on Salt Lake Blvd and through Māpunapuna)	117 (141)	6 (17)	0
III. Airport Portion			
Station sectors 35 through 38 (Alignment on Kamehameha Hwy and makai of the Airport viaduct)	43 (48)	9 (14)	0
IV. Koko Head Portion			
Station sectors 19 through 27 (Alignment on Dillingham Blvd and various streets through Downtown and Kakaʻako)	190 (211)	44 (65)	6
PROJECT TOTALS (with Salt Lake Portion)	*573 (618)*	*67 (105)*	*6*
PROJECT TOTALS (with Airport Portion)	*499 (525)*	*70 (96)*	*6*
PROJECT TOTALS (with both middle portions)	*616 (666)*	*76 (119)*	*6*
Planned Extensions			
V. Kapolei Extension			
Station sectors 1 through 5 (Alignment through Kapolei and Kalaeloa)	43 (93)	20 (48)	Not applicable
VI. University Extension			
Station sectors 28 through 32 (Alignment on Kapiʻolani Blvd and University Ave.)	173 (206)	18 (40)	Not applicable
VII. Waikīkī Extension			
Station sectors 33 and 34 (Alignment along Kalākaua Ave. and Kūhiō Ave.)	94 (107)	14 (22)	Not applicable
Planned Extension Totals	*310 (406)*	*52 (110)*	

Where there are two numbers in a box, the first is obtained by counting historic districts as one resource, while second number of a pair (in parentheses) is with surveyed resources in districts counted individually.

1 Background

1.1 Introduction

The City and County of Honolulu Department of Transportation Services Rapid Transit Division (RTD), in cooperation with the U.S. Department of Transportation Federal Transit Administration (FTA), is evaluating fixed-guideway alternatives that would provide high-capacity transit service on O'ahu. The project study area is the travel corridor between Kapolei and the University of Hawai'i at Mānoa (UH Mānoa) (Figure 1-1). This corridor includes the majority of housing and employment on O'ahu. The east-west length of the corridor is approximately 23 miles. The north-south width is, at most, 4 miles because the Ko'olau and Wai'anae Mountain Ranges bound much of the corridor to the north and the Pacific Ocean to the south.

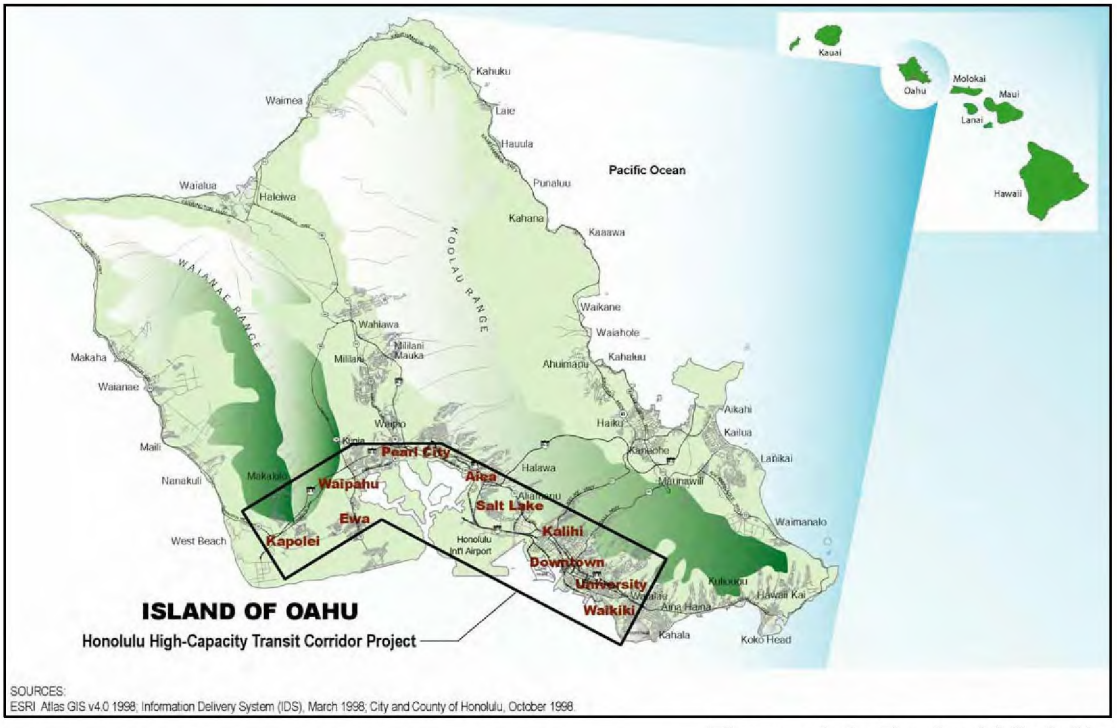

Figure 1-1: Project Vicinity

1.2 Description of the Study Corridor

The Honolulu High-Capacity Transit Corridor extends from Kapolei in the west (Wai'anae or 'Ewa direction) to UH Mānoa in the east (Koko Head direction) and is confined by the Wai'anae and Ko'olau Mountain Ranges in the mauka direction (towards the mountains, generally to the north within the study corridor) and the Pacific Ocean in the makai direction (towards the sea, generally to the south within the study corridor). Between Pearl City and 'Aiea, the corridor's width is less than 1 mile between Pearl Harbor and the base of the Ko'olau Mountains (Figure 1-2).

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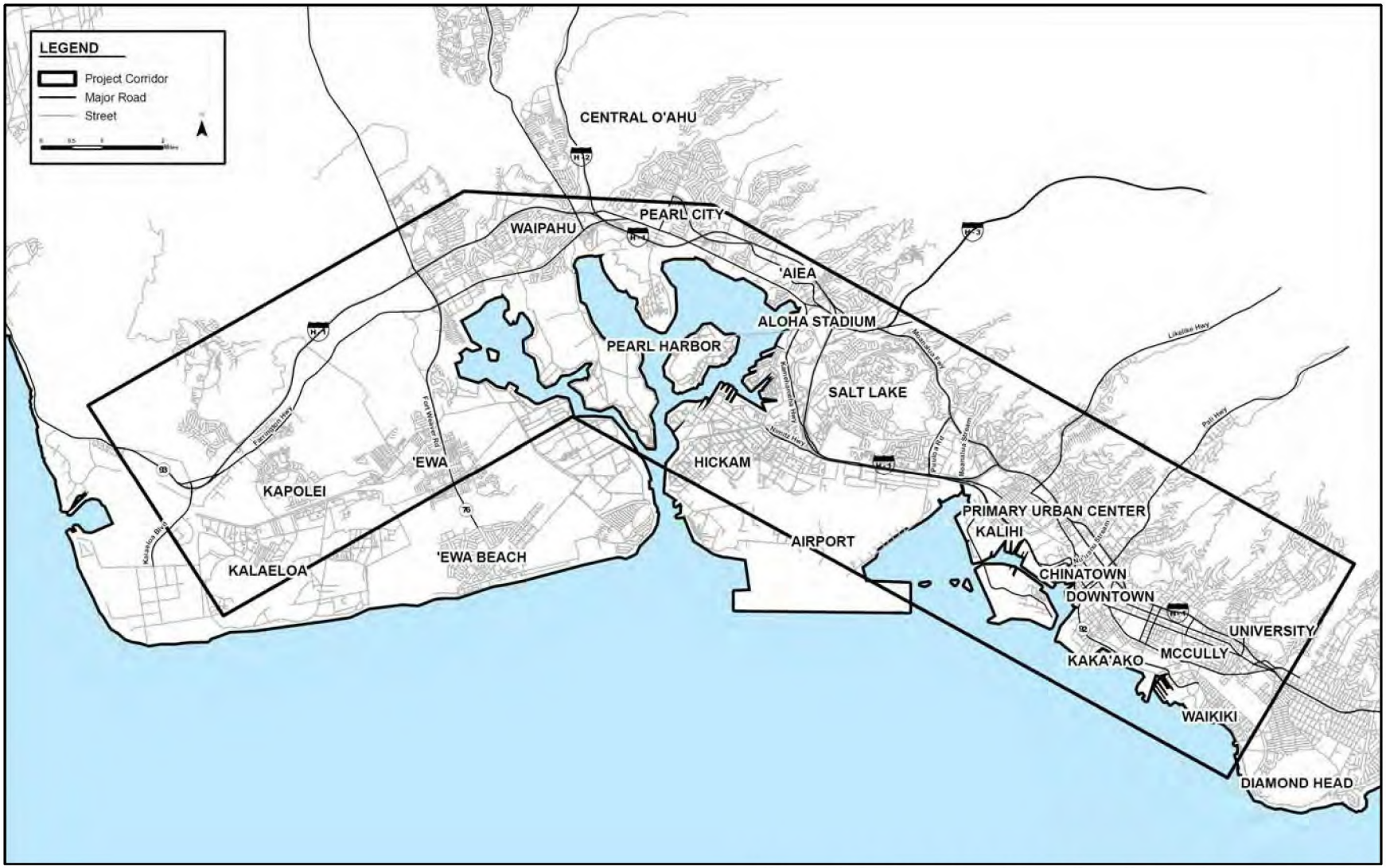

Figure 1-2: Areas and Districts in the Study Corridor

1.3 Alternatives

Four alternatives are being evaluated in the Environmental Impact Statement (EIS). They were developed through a screening process that considered alternatives identified through previous transit studies, a field review of the study corridor, an analysis of current and projected population and employment data for the corridor, a literature review of technology modes, work completed by the Oʻahu Metropolitan Planning Organization (OʻahuMPO) for its *Oʻahu Regional Transportation Plan 2030* (ORTP) (OʻahuMPO 2007), a rigorous Alternatives Analysis process, selection of a Locally Preferred Alternative by the City Council, and public and agency comments received during the separate formal project scoping processes held to satisfy National Environmental Policy Act (NEPA) (USC 1969) requirements and the Hawaiʻi EIS Law (Chapter 343) (HRS 2008). The alternatives evaluated are as follows:

1. No Build Alternative
2. Salt Lake Alternative
3. Airport Alternative
4. Airport & Salt Lake Alternative

1.3.1 No Build Alternative

The No Build Alternative includes existing transit and highway facilities and committed transportation projects anticipated to be operational by 2030. Committed transportation projects are those identified in the ORTP, as amended (OʻahuMPO 2007). Highway elements of the No Build Alternative also are included in the Build Alternatives. The No Build Alternative would include an increase in bus fleet size to accommodate growth, allowing service frequencies to remain the same as today.

1.3.2 Build Alternatives

The fixed guideway alternatives would include the construction and operation of a grade-separated fixed guideway transit system between East Kapolei and Ala Moana Center (Figure 1-3 to Figure 1-6). Planned extensions are anticipated to West Kapolei, UH Mānoa, and Waikīkī. The system evaluated a range of fixed-guideway transit technologies that met performance requirements, which could be either automated or employ drivers. All parts of the system would either be elevated or in exclusive right-of-way.

Steel-wheel-on-steel-rail transit technology has been proposed through a comparative process based on the ability of various transit technologies to cost-effectively meet project requirements. As such, this technology is assumed in this analysis.

The guideway would follow the same alignment for all Build Alternatives through most of the study corridor. The Project would begin by following North-South Road and other future roadways to Farrington Highway. Proposed station locations and

other project features in this area are shown in Figure 1-3. The guideway would follow Farrington Highway Koko Head on an elevated structure and continue along Kamehameha Highway to the vicinity of Aloha Stadium (Figure 1-4).

Between Aloha Stadium and Kalihi, the alignment differs for each of the Build Alternatives, as detailed later in this section (Figure 1-5). Koko Head of Middle Street, the guideway would follow Dillingham Boulevard to the vicinity of Ka'aahi Street and then turn Koko Head to connect to Nimitz Highway in the vicinity of Iwilei Road.

The alignment would follow Nimitz Highway Koko Head to Halekauwila Street, then along Halekauwila Street past Ward Avenue, where it would transition to Queen Street and Kona Street. Property on the mauka side of Waimanu Street would be acquired to allow the alignment to cross over to Kona Street. The guideway would run above Kona Street through Ala Moana Center.

Planned extensions would connect at both ends of the corridor. At the Wai'anae end of the corridor, the alignment would follow Kapolei Parkway to Wākea Street and then turn makai to Saratoga Avenue. The guideway would continue on future extensions of Saratoga Avenue and North-South Road. At the Koko Head end of the corridor, the alignment would veer mauka from Ala Moana Center to follow Kapi'olani Boulevard to University Avenue, where it would again turn mauka to follow University Avenue over the H-1 Freeway to a proposed terminal facility in UH Mānoa's Lower Campus. A branch line with a transfer point at Ala Moana Center or the Hawai'i Convention Center into Waikīkī would follow Kalākaua Avenue to Kūhiō Avenue to end near Kapahulu Avenue (Figure 1-6).

Salt Lake Alternative

The Salt Lake Alternative would leave Kamehameha Highway immediately 'Ewa of Aloha Stadium, cross the Aloha Stadium parking lot, and continue Koko Head along Salt Lake Boulevard (Figure 1-5). It would follow Pūkōloa Street through Māpunapuna before crossing Moanalua Stream, turning makai, crossing the H-1 Freeway and continuing to the Middle Street Transit Center. Stations would be constructed near Aloha Stadium and Ala Liliko'i. The total guideway length for this alternative would be approximately 19 miles and it would include 19 stations. The eventual guideway length, including planned extensions, for this alternative would be approximately 28 miles and it would include 31 stations.

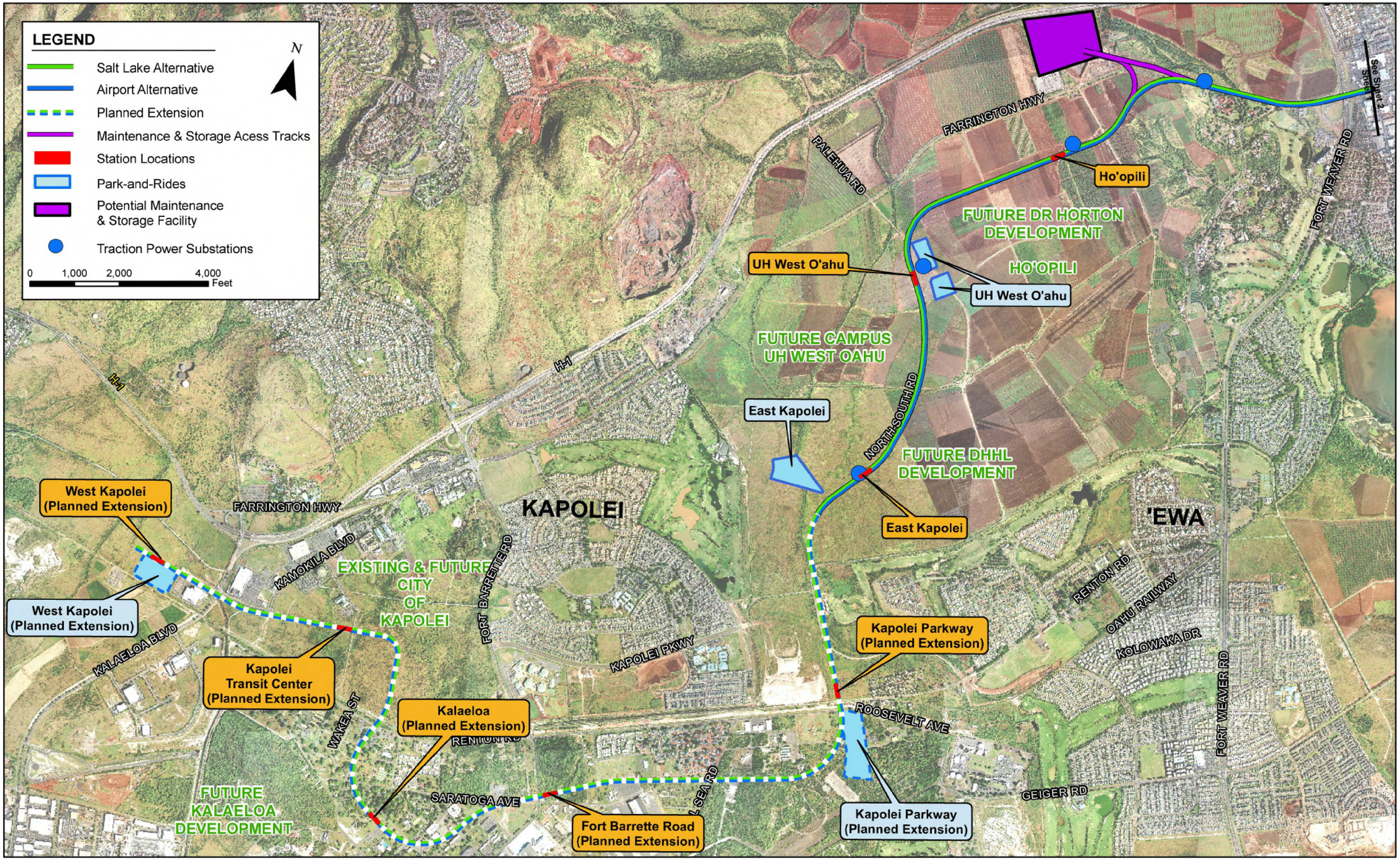

Figure 1-3: Fixed Guideway Transit Alternative Features (Kapolei to Fort Weaver Road)

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Figure 1-4: Fixed Guideway Transit Alternative Features (Fort Weaver Road to Aloha Stadium)

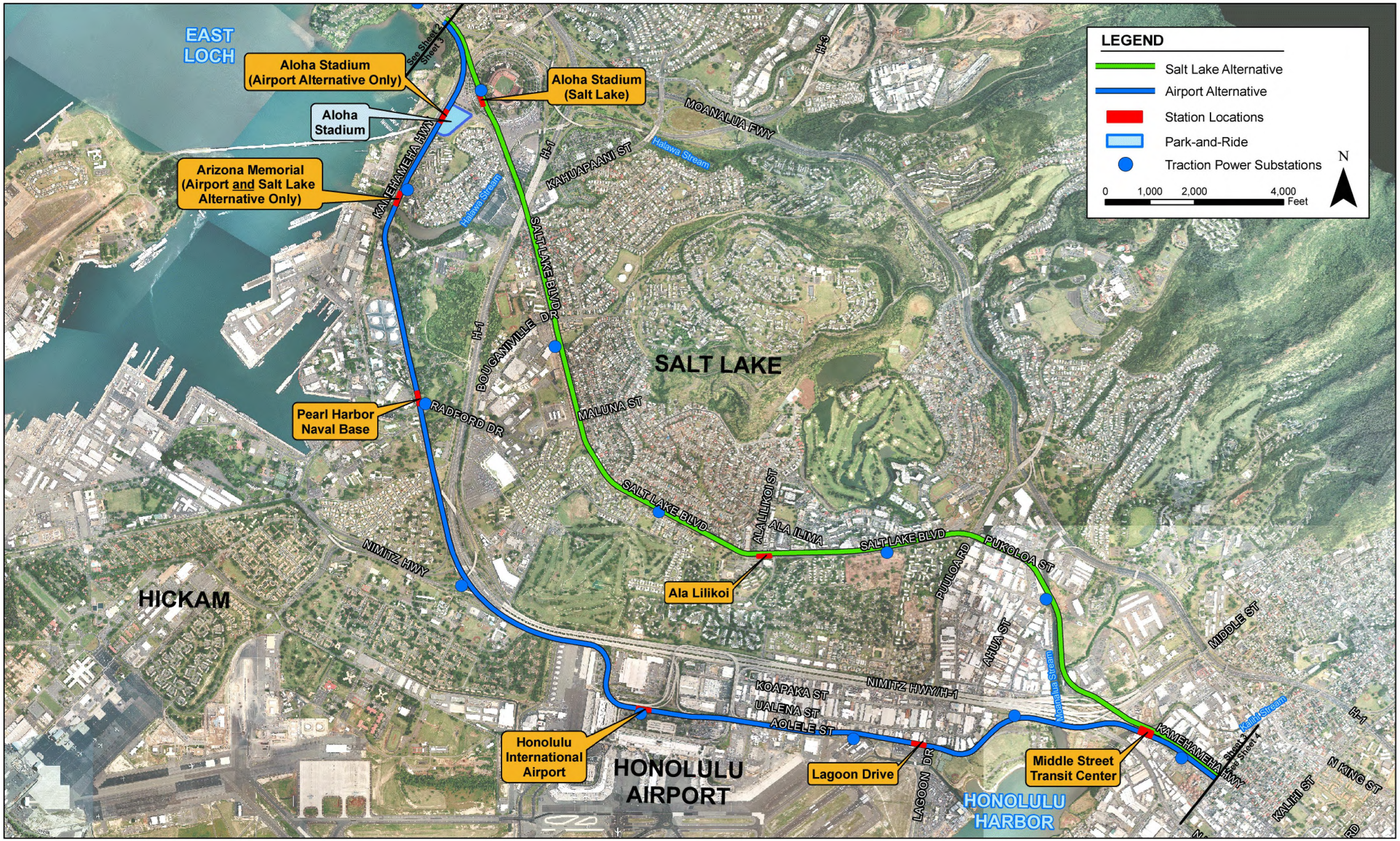

Figure 1-5: Fixed Guideway Transit Alternative Features (Aloha Stadium to Kalihi)

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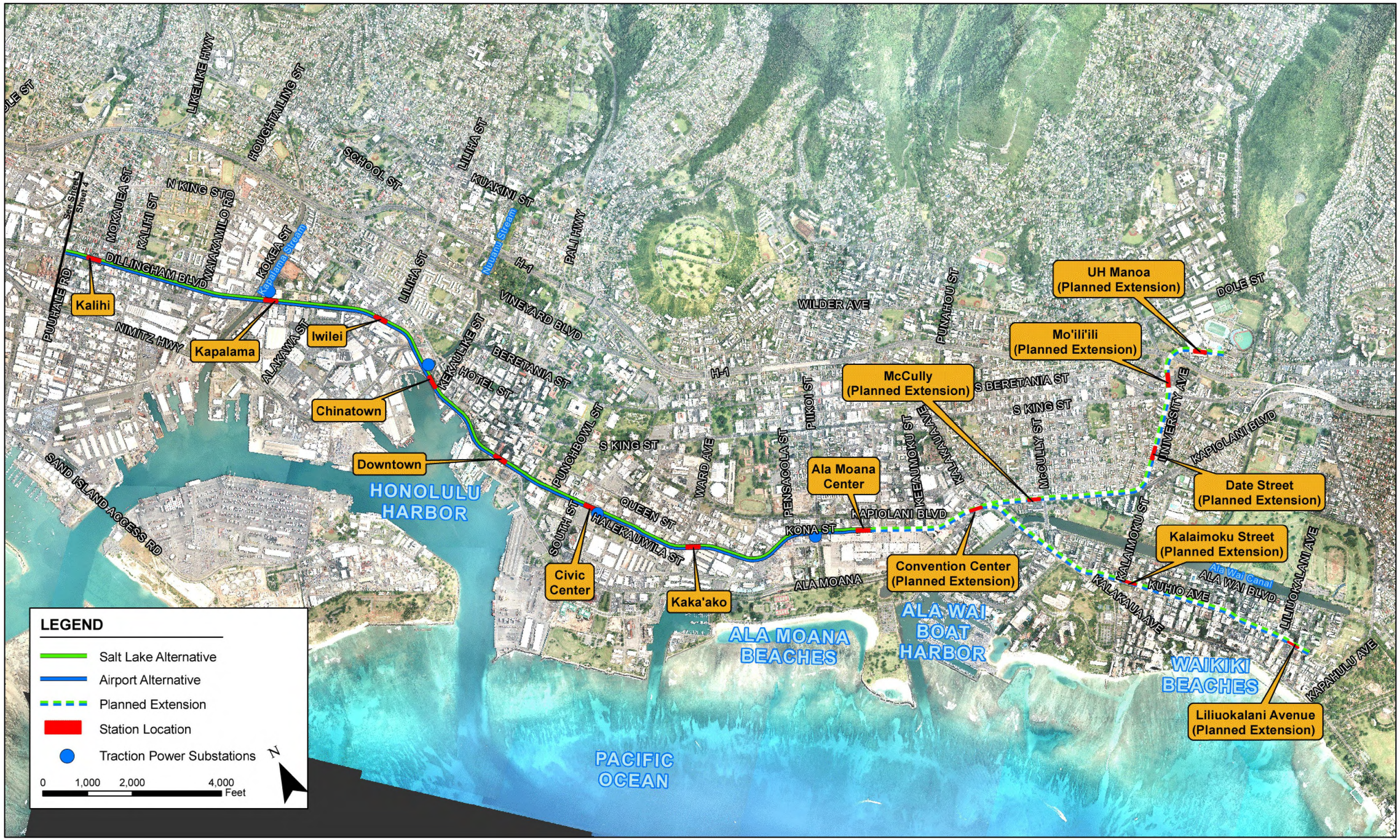

Figure 1-6: Fixed Guideway Transit Alternative Features (Kalihi to UH Mānoa)

Airport Alternative

The Airport Alternative would continue along Kamehameha Highway makai past Aloha Stadium to Nimitz Highway and turn makai onto Aolele Street and then follow Aolele Street Koko Head to reconnect to Nimitz Highway near Moanalua Stream and continuing to the Middle Street Transit Center (Figure 1-5). Stations would be constructed at Aloha Stadium, Pearl Harbor Naval Base, Honolulu International Airport, and Lagoon Drive. The total guideway length for this alternative would be approximately 20 miles and it would include 21 stations. The eventual guideway length, including planned extensions, for this alternative would be approximately 29 miles and it would include 33 stations.

Airport & Salt Lake Alternative

The Airport & Salt Lake Alternative is identical to the Salt Lake Alternative, with the exception of also including a future fork in the alignment following Kamehameha Highway and Aolele Street at Aloha Stadium that rejoins at Middle Street. The station locations discussed for the Salt Lake Alternative would all be provided as part of this alternative. Similarly, all the stations discussed for the Airport Alternative also would be constructed at a later phase of the project; however, the Aloha Stadium Station would be relocated makai to provide an Arizona Memorial Station instead of a second Aloha Stadium Station. At the Middle Street Transit Center Station, each line would have a separate platform with a mezzanine providing a pedestrian connection between them to allow passengers to transfer. The total guideway length for this alternative would be approximately 24 miles and it would include 23 stations. The eventual guideway length, including planned extensions, for this alternative would be approximately 34 miles and it would include 35 stations.

1.3.3 Features Common to All Build Alternatives

In addition to the guideway, the project will require the construction of stations and supporting facilities. Supporting facilities include a maintenance and storage facility, transit centers, park-and-ride lots, and traction power substations (TPSS). The maintenance and storage facility would either be located between North-South Road and Fort Weaver Road or near Leeward Community College (Figure 1-3 and Figure 1-4). Some bus service would be reconfigured to transport riders on local buses to nearby fixed guideway transit stations. To support this system, the bus fleet would be expanded.

2 Regulations and Coordination on Historic Resources

2.1 Regulatory Background

Because of federal participation (funding or permitting) in the Honolulu High-Capacity Transit Corridor Project, this project must comply with federal historic preservation laws and regulations. The primary law is the National Historic Preservation Act (NHPA) of 1966, as amended, which established the National Register of Historic Places and directed the National Park Service to develop regulations, including criteria for listing on the NRHP. Section 106 of the NHPA and Section 4(f) of the Department of Transportation Act of 1966 are two laws that govern federal agency actions regarding historic properties. Regulations have been developed that require federal agencies (or delegated authorities—in this case the City and County of Honolulu, Department of Transportation Services) to consult with the State Historic Preservation Officer (SHPO) and other interested parties. (In Hawai'i, the SHPO is the head of the Department of Land and Natural Resources, and the Administrator of the State Historic Preservation Division (SHPD) is the SHPO's designated representative.)

2.1.1 National Register of Historic Places Criteria

Pre-1969 properties in the Area of Potential Effect (APE) were evaluated using the National Register of Historic Places criteria (see the APE discussion in Chapter 3, *Methodology*). These criteria are defined in Title 36, Part 60 of the Code of Federal Regulations (referred to as 36 CFR 60). These regulations state that "the quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association," and:

- That are associated with events that have made a significant contribution to the broad patterns of our history; or
- That are associated with the lives of persons significant in our past; or
- That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- That have yielded, or may be likely to yield, information important in prehistory or history (NPS 1991a).

The National Register also includes a section called "Criteria Considerations" which lists additional criteria for certain types of properties that are not normally eligible for listing, such as cemeteries. The Hawai'i Register of Historic Places generally utilizes the same criteria as the National Register. Therefore, properties listed on the Hawai'i

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Register are usually deemed eligible for the National Register. Previous federal projects (e.g., earlier transit planning and U.S. Navy undertakings) have resulted in determinations of eligibility or agreements on eligibility for some properties within this project's APE. The evaluations of eligibility and effect in this study are preliminary, because the federal agency (or RTD as designated agency) and the SHPD must consult to conclude official eligibility agreements.

2.1.2 Section 106 Regulations

Section 106 regulations have been written by the Advisory Council on Historic Preservation and are codified in 36 CFR 800. This stands for Title 36, Part 800 of the Code of Federal Regulations. The NHPA requires "Federal agencies to take into account the effects of their undertakings on historic properties and afford the [Advisory] Council [on Historic Preservation] an opportunity to comment on such undertakings" (36 CFR 800.1).

The Section 106 process "seeks to accommodate historic preservation concerns with the needs of Federal undertakings through consultation among the agency official and other parties with an interest in the effects of the undertakings on historic properties, commencing in the early stages of project planning. The goal of consultation is to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties (36 CFR 800.1)."

The steps taken in identifying historic properties are outlined in Chapter 3, *Methodology*. The effects on the properties evaluated as historic are described in Chapter 5, *Assessment of Effects*.

In accordance with Section 106, the "effect" of the project on historic resources must be determined by the federal agency proposing or regulating the project. There are three possible "effect" findings:

- No historic properties affected
- No adverse effect
- Adverse effect

"No historic properties affected" means that either there are no historic properties present, or that historic properties are present but the undertaking will have no effect upon them, as defined in 36 CFR 800.16. An "effect" is defined as "alteration to the characteristics of a historic property qualifying it for inclusion in, or eligibility for, the National Register" (36 CFR 800.16).

"No adverse effect" means that there could be an effect, but it would not be harmful to the characteristics that qualify the property for inclusion in the NRHP. In other words, it would not diminish or adversely affect the integrity of the property's location, design, setting, materials, workmanship, feeling, or association.

An "adverse effect" means an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the

NRHPin a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling or association. Consideration is given to all of a historic property's qualifying characteristics, including those that may have been identified subsequent to the original evaluation of the property's eligibility for NRHP. Adverse effects are defined in the Section 106 regulations as including:

- Physical destruction of, or damage to all or part of the property;
- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR 68) and applicable guidelines;
- Removal of the property from its historic location;
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features (36 CFR 800.5).

If an "adverse effect" is determined, a Memorandum of Agreement (MOA) between the federal agency (or delegated agency) and the SHPD is prepared. As a part of the Section 106 process, other parties, such as certified local governments, may be invited to participate in the MOA.

The Section 106 regulations have special requirements for protecting National Historic Landmarks (NHLs). Maximum planning efforts to minimize harm to NHLs are required (36 CFR 800.10).

2.1.3 Section 4(f) Regulations

Section 4(f) of the Department of Transportation (DOT) Act of 1966 was originally promulgated in Title 49, United States Code (USC), Section 1653(f), and applies only to agencies within the United States DOT. In 1983 as part of the overall codification of the DOT Act, Section 4(f) was amended and codified in 49 USC 303. However, due to federal and other transportation agency staff's familiarity with Section 4(f) wording, the DOT continues to refer to the requirements as Section 4(f). Under the provisions of this law, the DOT is prohibited from using any historic properties (public or private) for federal or federally funded projects unless: 1) there is no prudent and feasible alternative to the use of such land, and 2) all possible planning to minimize harm is accomplished.

2.1.4 Local Historic Regulations

The State of Hawai'i Revised Statutes (HRS), Chapter 6-E addresses projects funded or permitted by state or county agencies. The review process is essentially the same as for projects governed by federal laws and regulations. However, the state or county agency undertaking the project must obtain the concurrence of the Department of Land and Natural Resources prior to commencing the project.

Similarly, it is expected that the historic preservation review process at the City and county level will involve review by the State Historic Preservation Division, which will be concurrent with the federal action review process. At the City and County of Honolulu level, the Land Use Ordinance (LUO) governs development throughout the island of Oʻahu (DPP 2003). These are generally geared to regulating development on parcels, rather than governing infrastructure projects. The LUO does include additional guidance for the following Special Districts through which the proposed transit alignments pass: Chinatown Special District, Hawaiʻi Capital Special District, and Waikīkī Special District. The LUO includes sub-sections mentioning historic properties within those three Special Districts, with specific objectives for preserving historic significance and architectural characteristics listed for the Chinatown and Hawaiʻi Capital Special Districts. The LUO's boundaries of the Chinatown and Hawaiʻi Capital Special Districts are larger than those for the Chinatown and Hawaiʻi Capital NRHP district boundaries. In addition to the Chinatown (NRHP) Historic District area, the Chinatown Special District includes a portion of the Merchant Square (NRHP) Historic District. The Hawaiʻi Capital Special District includes many more blocks than the NRHP historic district of the same name. Its coverage extends to include the waterfront precinct around Aloha Tower.

The LUO guidance most relevant to this transit project and historic resources is an objective in the Chinatown Special District subsection that reiterates the NRHP district nomination wording about the historic importance of the Chinatown connection to the waterfront. The LUO objective is to "retain makai view corridors as a visual means of maintaining the historic link between Chinatown and the harbor" (DPP 2003).

2.2 Coordination to Date

Coordination with the Architecture Branch of the SHPD started with an October 11, 2007 meeting where the proposed methodology for identification and evaluation efforts was discussed. Two site visits with the SHPD staff were scheduled, to observe and discuss the types of properties along the proposed alignments. These were done on November 14, 2007 and January 10, 2008 for different sections of the transit alignment. The boundaries of the APE were discussed at the initial meeting with the SHPD Architecture staff, and a letter on this subject was sent on December 26, 2007 from the Federal Transit Authority to the SHPO.

The following organizations have been sent a letter inviting them to be a consulting party in the Section 106 process for the Honolulu High-Capacity Transit Corridor Project:

- Historic Hawaiʻi Foundation
- University of Hawaiʻi Historic Preservation Certificate Program
- American Institute of Architects (AIA Honolulu)
- Hawaiʻi Community Development Authority (for Kakaʻako and Kalaeloa)
- U.S. Navy, Naval Facilities Engineering Command, Hawaiʻi

- Office of Hawaiian Affairs
- Oʻahu Island Burial Council
- Hui Malama I Na Kupuna O Hawaiʻi Nei
- Royal Order of Kamehameha
- The Ahahui Kaʻahumanu
- The Hale O Na Aliʻi o Hawaiʻi
- The Daughters & Sons of the Hawaiian Warriors
- Association of Hawaiian Civic Clubs—and 15 individual clubs

3 Methodology

The primary goal of the *Historic Resources Technical Report* (and associated forms) is to identify, evaluate, and perform the analysis steps required by the Section 106 process for historic buildings and structures. This chapter describes the methodology for this effort.

3.1 Area of Potential Effect

The area to be surveyed for historic resources was decided in December 2007. After meetings and discussion with the State Historic Preservation Division, Department of Transportation Services defined the APE to be generally one tax map key (TMK) parcel deep from the project alignments, but larger around stations and in a few other instances. All parcels adjacent to the fixed guideway alignments were included in the APE. In a few specific locations, lots beyond those immediately adjacent to the alignments were also included. The APE also includes parcels immediately adjacent to all facilities associated with the proposed fixed guideway system, such as park-and-ride lots, traction power substations, and the maintenance and storage yard. The APE around transit stations has been defined to include entire blocks (or to extend 500 feet, where blocks are not discernable). Where the transit line runs through historic districts or groupings evaluated as potential historic districts, the APE has also been defined to include entire blocks or a depth of 500 feet. All the parcels within the APE are shown with color coding on the maps included on a compact disc (CD) in Appendix B.

3.2 Summary of Alternatives Analysis Phase Methods

The Alternatives Analysis process consisted of a screening-level identification of potential historic properties and districts within the study corridor. This work provided a starting point for the work undertaken for the Draft EIS and Section 106 process. The study area's boundaries for the Alternatives Analysis were determined directly by the alignments considered for both the Managed Lane Alternative and the Fixed Guideway Alternative. The study area included all properties on both sides of all alignments (one tax map lot deep), but did not include ancillary facilities such as park-and-ride lots, traction power substations, and maintenance and storage yards.

For the Alternatives Analysis phase, a preliminary list identifying resources dated 1965 and earlier in the study area was started, using City and County of Honolulu Geographic Information Systems (GIS) data. The preliminary list also included resources reviewed in previous studies and/or those already included in the SHPD's State and National Register lists. The date 1965 was used to identify resources with "year-built" dates that are already (or would be) 50 years old or more by the year 2015, which was the project's targeted completion date at that time.

All structures identified using GIS data were evaluated by an architectural historian during a corridor-wide inspection. Each identified structure was evaluated and photographed during the field inspection phase. In addition, potentially historic

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resources not in the GIS records (e.g., bridges, military facilities, and public buildings) were identified during their corridor inspection and added to the Alternatives Analysis phase list.

All of the pre-1966 resources on the Alternatives Analysis phase list were evaluated, without significant research, and categorized as being one of the following:

- On the National Register of Historic Places;
- On the Hawai'i Register of Historic Places;
- Officially determined or agreed eligible for the National Register;
- Evaluated as eligible for the National Register or Hawai'i Register of Historic Places, but an official determination of or agreement on eligibility has not been made; or
- Considered as not eligible for the National Register or Hawai'i Register of Historic Places, but an official agreement on ineligibility has not been made.

3.3 Draft EIS Phase Methods

The information collected during the Alternatives Analysis phase of the project was used as a starting point for the Draft EIS phase. During the development of the Draft EIS, additional potentially historic properties were surveyed and evaluated for the following reasons:

- The APE for the Draft EIS is larger than the Alternatives Analysis phase study area.
- During the Alternatives Analysis phase only resources built in 1965 or earlier were considered. During the Draft EIS phase, all resources built in 1968 or earlier have been included. This is due to a revised date of project completion.
- The Maintenance and Storage Facility site alternatives, as well as park-and-ride lots and traction power sub-stations, were not included in the Alternatives Analysis phase. Their locations have now been identified, and those sites and surrounding parcels are addressed during the Draft EIS phase.
- The survey area is slightly different than the one used during the Alternatives Analysis study because a few engineering and other changes to the alignments were made.
- Station locations changed slightly and possible right-of-way needs are now more defined. They are still subject to adjustment.
- Coordination with stakeholders identified places not previously included in the study. For instance, a 1975 building at Pearl Harbor, designed by Vladimir Ossipoff, and several at Naval Air Station Barbers Point (NASBP) were included at the request of the SHPD.

An iterative process was followed to identify known and potential historic resources, evaluate these resources, and determine effects from the project (if any) on these resources (assess impacts). The initial step was similar to what was completed during the Alternatives Analysis phase: GIS data with City Tax Office information was compiled and used to identify additional resources to survey. These were properties with construction dates between 1965 and 1968 and in areas new to the APE. Field observations were made and photographs taken of these additional properties. As discussed previously in Section 2.2, some field work was done with SHPD staff to obtain input on the types of resources that they considered to be eligible. Each of the surveyed parcels in the APE is listed in Appendix A, which also shows the proposed evaluation of eligibility for the National Register as a "Yes" or "No" in the last column. These evaluations will be reviewed by the SHPD.

Research on the resources evaluated as eligible for the NRHP was conducted at the Tax Office and other research centers, including libraries (State and University of Hawai'i), the Bishop Museum Archives, and the State Archives. Research on five mini-context areas was done to help evaluate selected groups of resources. Relevant information is being incorporated into the forms discussed below, for resources evaluated as eligible for the NRHP. The topics of research agreed upon at the October 11, 2007 meeting with SHPD are:

1. The Kapi'olani Boulevard trees as an historical landscape feature;
2. Kaka'ako housing, to look at how many residential houses are left;
3. Salt Lake Boulevard duplex residences;
4. The history of Waimanu-Queen Street area; and
5. The history of the Hawaiian Electric Company (HECO) plant and Irwin Park area.

Based on field work and research, a one-page summary form was prepared for each parcel listed in Appendix A. In all cases, this form includes basic information such as name, address, TMK number, date built, and a photograph. For resources not deemed eligible for the NRHP, the form is simple and includes a brief summary of why it is judged ineligible. For resources evaluated as eligible for the NRHP, it includes more detail such as a discussion of significance and integrity. This approach was used, with SHPD's approval, during the previous Primary Corridor Transportation Project. At the October 11, 2007 SHPD meeting, it was agreed that similar forms would be prepared for this transit project.

Also following previous transit project examples, it was decided to evaluate properties that are 40 to 50 years old in the same manner as properties that are over 50 years old, under the assumption that they would reach the 50-year mark before completion of the First Project. Thus, NRHP criteria consideration G (which considers properties to be of exceptional importance if they achieved significance within the past 50 years) would not be applied.

In this Technical Report the analyses and discussions of the historic resources' eligibility are organized by sectors around the proposed stations. A "station sector"

includes properties in the blocks (or within a 500-foot radius) around each station and the parcels abutting the transit line on either side of the station. Station sector boundaries are listed in Table 3-1. These boundaries were generally chosen to be approximately halfway between stations, and also follow logical division lines such as streams, roads, or notable parcels (e.g., the ʻAiea Cemetery). The station numbers were assigned for ease of reference by the architectural historians and so there are gaps in the numbering where some stations were eliminated. In the Kapolei Extension and in the East Kapolei part of the Project, two or three station sectors were combined in one text section of the report, because each sector had none or only one surveyed (pre-1969) property in the APE.

Table 3-1: Station Sector Boundaries

Station No.	Station Sector Name(s)	Portion	ʻEwa Boundary	Koko Head Boundary
1 & 2	West Kapolei & Kapolei Transit Center	Kapolei Extension	Beginning of extension	F.D. Roosevelt Avenue
3	Kalaeloa	Kapolei Extension	F.D. Roosevelt Avenue	Shangri-La Street
4	Fort Barrette Road	Kapolei Extension	Shangri-La Street	Coral Sea Street
5	Kapolei Parkway	Kapolei Extension	Coral Sea Street	Kaloʻi Gulch
6 & 7 & 8	East Kapolei & UH West Oahu & Hoʻopili	ʻEwa Portion	Kaloʻi Gulch	Fort Weaver Road /Kunia Road
9	West Loch	ʻEwa Portion	Fort Weaver Road/Kunia Road	Waikele Stream
10	Waipahu Transit Center	ʻEwa Portion	Waikele Stream	Waipiʻo Point Access Road/ Kahualii Street
11	Leeward Community College	ʻEwa Portion	Waipiʻo Point Access Road/ Kahualii Street	H-1 (at Farrington Hwy. overpass)
12	Pearl Highlands	ʻEwa Portion	H-1 (at Farrington Hwy. overpass)	ʻEwa side of HECO Waiau
13	Pearlridge	ʻEwa Portion	ʻEwa side of HECO Waiau	ʻEwa side of Aiea Cemetery
14	Aloha Stadium (Salt Lake)	Salt Lake Portion	ʻEwa side of Aiea Cemetery	Maluna Street
16	Ala Likoʻi	Salt Lake Portion	Maluna Street	Middle Street
35	Richardson Recreation Center (2 station options)	Airport Portion	Road to CINCPAC Landing	Arizona Street/Hālawa Drive intersection with Kamehameha Highway
36	Pearl Harbor Naval Base	Airport Portion	Arizona Street/Hālawa Drive	Valkenburgh Street
37	Honolulu Intʻl Airport	Airport Portion	Valkenburgh Street	Paiea Street
38	Lagoon Drive	Airport Portion	Paiea Street	Middle Street
19	Middle Street	Koko Head Portion	Middle Street	Laumaka Street/ʻEwa side of OCCC

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Table 3-1. Station Sector Boundaries (continued)

Station No.	Station Sector Name(s)	Portion	ʻEwa Boundary	Koko Head Boundary
20	Kalihi	Koko Head Portion	Laumaka Street/ʻEwa side OCCC	Waiakamilo Road
21	Kapālama	Koko Head Portion	Waiakamilo Road	Akepo Lane
22	Iwilei	Koko Head Portion	Akepo Lane	Iwilei Road
23	Chinatown	Koko Head Portion	Iwilei Road	Queen Street
24	Downtown	Koko Head Portion	Queen Street	Punchbowl Street
25	Civic Center	Koko Head Portion	Punchbowl Street	Cooke Street
26	Kakaʻako	Koko Head Portion	Cooke Street	Waimanu Street
27	Ala Moana Center	Koko Head Portion	Waimanu Street	Mahukona Street
28	Convention Center	University Extension	Mahukona Street	Makiki Stream
29	McCully	University Extension	Makiki Stream	Isenberg Street
30	Date Street	University Extension	Isenberg Street	Kaʻaha Street
31	Mōʻiliʻili	University Extension	Kaʻaha Street	H-1 overpass at University Avenue
32	UH Mānoa	University Extension	H-1 overpass at University Avenue	End of extension
33	Kālaimoku Street	Waikīkī Extension	Kalākaua Ave./Kapiʻolani Blvd. intersection	Nāhua Street
34	Liliʻuokalani Avenue	Waikīkī Extension	Nāhua Street	End of extension

Forms will be provided to SHPD for review and consideration. The forms will be used by SHPD and the Federal Transportation Agency (or RTD as designated representative) to reach agreement on eligibility. Additional information requested by SHPD to help evaluate eligibility for the NRHP will be provided.

For the resources evaluated as eligible for the NRHP, the Federal Transit Authority's determinations of effect (impact analyses) are provided in Chapter 5. The evaluation and the effect judgments may require refinements and revisions, depending on SHPD comments on the report or forms. The RTD will work with SHPD to reach an agreement on the eligibility and effect determinations for each historic resource.

The final step of the Section 106 process is to reach agreement on specific mitigation measures through an MOA as described in Section 2.1.2.

General mitigation strategies are discussed in Chapter 6, since specific mitigation measures or conditional agreements have not yet been determined.

4 Affected Environment

4.1 Introduction to the Existing Built Environment

The transit line traverses areas ranging from rural to highly urbanized. This chapter describes the existing built environment organized by sectors around the proposed transit stations (Chapter 3, Methodology, describes how the APE and the station sector boundaries were determined). The following subsections summarize survey findings and include photos of one or more surveyed buildings or structures in each sector (except for the few sectors where none were surveyed). Survey forms for pre-1969 properties include a photo of each and property-specific information. For each property, this information includes:

- TMK number;
- The portion of the guideway and the station sector where it is located;
- Whether the property is located within a station block (or 500-foot radius); near one of the maintenance site options; or near a park-and-ride lot.
- The resource name, location, and owner (when records are available);
- The year built (or approximate date if no records exist);
- Its present use; and
- Assessment of its integrity or extent of alterations.

Except for the last two items, this information is also included in Appendix A, *Pre-1969 Surveyed Properties*. For ease of use, Appendix A is organized first by station sector, then by TMK order and NRHP eligibility evaluation. It also notes the "historic status" of properties, such as those already listed on the NRHP, and properties for which eligibility has already been determined or agreed upon. Properties on the Hawai'i Register (HR) are also noted, because they are usually deemed eligible for the NRHP. NRHP and HR properties, and properties for which determinations or agreements on eligibility have been reached, already have files at the State Historic Preservation Division. Only minimal forms were prepared for these, with a cross-reference to the inventory file number at SHPD. The forms for newly surveyed properties that were evaluated to be eligible for the NRHP include a description and statement of significance, which discuss the attributes that qualify them for the NRHP. The specific NRHP significance criteria applicable to the resources are discussed in the forms. Appendix B contains detailed maps of the APE showing locations and color-coded assessments of the evaluated properties, and the street and school names referenced in this chapter.

4.2 Kapolei Planned Extension

The sectors in the Kapolei Planned Extension area were studied at the same level of detail as the sectors in the Project. Because the Kapolei Planned Extension would

be built after the completion of the Project, it is expected that historic resources in this area would require supplemental evaluation when that future project is undertaken.

Much of the APE in the Kapolei Planned Extension vicinity was in agricultural use (sugar cane production) for most of the 20th century, and some is still under cultivation but no longer planted with sugar cane. The only pre-1969 developed area within this extension's region is the former Naval Air Station Barbers Point (NASBP), which is discussed in following subsections for the Kalaeloa Station, Fort Barrette Road Station, and Kapolei Parkway Station sectors. Military installations on this part of the 'Ewa Plain started with a 1930s mooring mast complex for dirigibles, which reopened as the Marine Corps Air Station (MCAS) 'Ewa in 1940, then expanded in the next five years along with the adjacent NASBP (commissioned in 1942), which evolved to absorb MCAS 'Ewa after World War II (WWII). No remnants are known to exist of the 1930s base.

Several historic resources reports on WWII facilities have been prepared for the NASBP installation since 1993, since it was selected for the Base Realignment and Closure program. Only limited studies have been done of NASBP Cold War facilities, although the Cold War period was a significant and lengthy era in the history of NASBP. In the subsections on the NASBP sectors, this report discusses most facilities by groupings. Individual forms for each of the buildings will be prepared for the State Historic Preservation Division, as discussed in Chapter 3, *Methodology*.

4.2.1 West Kapolei Station and Kapolei Transit Center Station Sectors Planned Extension

The sectors around these two stations were in sugar cane cultivation by the 'Ewa Plantation Company (EPC) for most of the 20th century. All the buildings or structures near these sectors are relatively new and date from the 1990s at the earliest. The huge parcel at the end of the extension, around the West Kapolei station, is listed as having a building dating from 1930 on it. However, no building is located within 800 feet of that station. The 'Ewa end of the transit line crosses a remnant metal flume from the sugar plantation period, and was noted in the cultural survey report (Ku'iwalu 2008: 4-17). This resource and similar plantation-era infrastructure elements will be addressed in future studies by the archaeologists, if affected by the transit structures. The transit line crosses the circa-1890 O'ahu Railway and Land Company (OR&L) right-of-way just before entering the former Naval Air Station Barbers Point (NASBP). This resource is discussed in the Kapolei Parkway Sector subsection (see Section 4.2.4), where the transit line exits NASBP and crosses the OR&L tracks again.

4.2.2 Kalaeloa Station Sector Planned Extension

This station sector includes the northwestern portion of former NASBP. The proposed transit alignment curves through the triangle section of land between the X-shaped runways and the installation's mauka boundary. In this triangle, two road grids intersect and create some unusual block shapes. The mauka boundary,

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because it parallels the OR&L rail line, originally had no road connections across it. The portion of the OR&L right-of-way along the mauka boundary of NASBP still has rails and is used for excursion rides, but not for transportation.

The former NASBP is now known as Kalaeloa, much of which is a Community Development District under the control of the Hawai'i Community Development Authority (HCDA), a State of Hawai'i agency. The Navy officially closed NASBP in 1999, but still has control of some land, along with HCDA and other organizations.

> The lands within Kalaeloa are presently owned by various Federal, State, and County agencies. . . . . As part of the closure process, roughly 1,050 acres were retained by the Navy, 472 acres were declared as excess and transferred to other Federal agencies and the remaining 2,165 acres were declared as surplus, making them available for conveyance to State and local government agencies. Of the land retained by the Navy, approximately 675 acres have been set aside for transfer or brokered sale to support the development at Ford Island in Pearl Harbor. (HCDA 2008)

The Cold War housing in the northwest corner of the base (around the Barbers Point Elementary School) was demolished about the time of the base closure. The Navy has leased to Hunt Development three remaining housing areas on the former installation. The Navy has a September 2008 deadline to dispose of approximately 500 additional acres, mostly along the mauka portion of the former air station. The Navy may lease this acreage to Hunt Development, or the land might be conveyed to the HCDA (HCDA 2007).

The 'Ewa boundary of this sector is defined as where the transit line crosses the border of the former base. It would enter the former base near the intersection of Hornet Avenue and Franklin D. Roosevelt Avenue and proceed in a north-south orientation for a block. After crossing Saratoga Avenue, it would curve to a northwest-southeast axis, somewhat parallel to Yorktown Street, until crossing that street near its intersection with Lexington Street. It would then curve northeast to run between Wasp and Saipan Streets. Shangri-La Street is considered the Koko Head boundary of this sector.

NASBP is not divided into small parcels as is typical of other developed areas. No Tax Office "year-built" data was available for the facilities, but construction dates were obtained from a Navy database. Using Navy maps, it was determined what facilities were located within 500 feet of either side of the transit line in this and other NASBP sectors. With Navy date information it was possible to identify all facilities in this corridor dating from 1941 through 1968, and all extant ones were inventoried for this report. The SHPD also requested inclusion of a few buildings slightly farther from the transit line.

Within this sector a total of 71 extant facilities have dates of 1968 or older in the Navy database. Two-thirds of these (48 facilities) are in the housing area makai of Saratoga Avenue. This older housing area has a mixture of buildings (26 houses and 22 support buildings such as garages and laundry sheds) with Navy dates ranging from 1941 through 1953 (Figure 4-1). However, evidence from field work suggests

that 21 of the support buildings were rebuilt in the last few decades. Where the Navy date for a facility is obviously wrong, a corrected or estimated date is listed under the "year-built" column. Two-thirds of the 48 facilities (32 buildings) in this housing area stand vacant and unused, but the seven houses around Saratoga Circle and three homes (each with two support buildings) near the intersection of Franklin Street and Saratoga Avenue are occupied.

Figure 4-1: Example of 1953 House in NASBP Housing

The 48 facilities in this housing area constitute a potential historic district that would qualify for the NRHP under Criteria A and C, for its association with Cold War housing trends with a distinctive configuration of street and building layout. This evaluation was based on input from SHPD staff. The period of significance for this neighborhood extends from 1943 through at least the 1950s. This is because all the houses, except for the three near the Franklin Street/Saratoga Avenue intersection, were moved into this area between 1946 and 1956—even those with 1941–1944 dates. The resulting neighborhood is unlike any other on a military base in Hawai'i. It reflects the need for family housing in the early Cold War years. This was a period of major social change in military housing from WWII when service personnel were mostly single men housed in barracks.

Four sub-areas are located within this potential historic district. The triangular block at the Hornet Avenue/Saratoga Avenue intersection contains four 1944 houses and five support buildings. This block, despite being vandalized and unoccupied, is a cohesive grouping of WWII houses although it was moved after the war into the housing area. The block between Hornet Avenue and Franklin Street contains 12 houses and 11 support buildings. This block, which includes the cluster around Saratoga Place and four houses oriented to Saratoga Avenue or Hornet Avenue, has an unusual mixture of building dates and orientations. It also contains two houses (Facilities 370 and 371) which were rebuilt circa 1980 with plywood exterior and gypsum board interior walls, unlike the single-wall construction of the rest of the WWII houses. These rebuilt houses and rebuilt support building are not judged eligible for the NRHP. Seven 1953 houses are located around Saratoga Circle at the Koko Head end of the potential historic district. This early Cold War residential grouping has the most integrity in the housing area. The remaining nine facilities in the housing area are located near the intersection of Franklin Street and Saratoga

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Avenue. These three houses and one of the six support buildings were documented in a Historic American Buildings Survey (HABS) report (No. HI-279-U) prepared in 1995 as part of the mitigation for the base closure. At that time the buildings in the other three sub-areas were not evaluated.

Two other WWII facilities are also included in this potential historic housing district as contributing properties: the 1943 transformer station (Facility 786) on Intrepid Street and the 1944 tennis courts (Facility 713) on the mauka side of Saratoga Avenue. Mauka of this potential district are three other facilities. The Officers' Club and pool buildings (Facilities 73 and 943) were not judged eligible for the NRHP, because neither retains integrity due to remodeling or rebuilding. A 1958 barracks (Facility 77) was evaluated as eligible for the NRHP despite its vandalized condition. See individual building forms for more specific information.

Three other NRHP-eligible facilities in this sector's APE were evaluated in the mid-1990s as a potential historic district in the NASBP central core (Tuggle 1997). This potential district meets NRHP significance criteria A and C, for its association with Navy WWII base construction patterns, and because it contains examples of distinctive building types. These facilities are the main Administration Building (Facility 1) designed by Albert Kahn Associates (Figure 4-2), the flagpole fronting that building (Facility 768); and the bombproof Command Center (Facility 2). The 1942 Chapel has now also been evaluated to be eligible for the NRHP but would not be included in the NASBP central core historic district, because it was moved to this site in 1953 from Camp Malakole. It has been at NASBP over 50 years and the chapel's move is significant under Criterion A, as an example of building recycling by the military. The Parachute Shop (Facility 1710) was included in the APE at the SHPD's request. This 1965 building is associated with Cold War missions, so would not be included in the central core historic district, which has a WWII period of significance.

Figure 4-2: Facility 1—Administration Building

None of the facilities associated with the pool complex (Facilities 740, 758, 782, 1695, 1696, and 1697) at the Franklin Street/Intrepid Street intersection have architectural features or historic associations that meet NRHP significance criteria. The same is true of several 1950s and 1960s buildings in the sector (Facility 37—Barracks; Facility 715—Tennis and Basketball Courts, Facility 853—Pressure Chamber, Facility 956—Bank, Facility 1659—NEX, and Facility 1744—Cafeteria). Moreover, these facilities do not have sufficient integrity to be eligible for the NRHP. A transformer station (Facility 787) near the Command Center is listed with a 1943 date, but this date appears incorrect since it has obviously been rebuilt recently. Therefore, it is judged ineligible as a modern structure without exceptional importance.

4.2.3 Fort Barrette Road Station Sector Planned Extension

This sector includes what was originally the northeastern portion of former NASBP. This is now the north-central section of the installation, since MCAS 'Ewa was incorporated into NASBP soon after WWII. This part of the installation has a complex road pattern due several factors. NASBP originally had at least three different street grid patterns. Also, there have been numerous minor and major road changes over the last 50 years. For instance, construction of the large hangar (Facility 282) and its surrounding paved area interrupted the main east-west road, Saratoga Avenue (Figure 4-3). Many new roads have been built in the modern housing areas near the installation's mauka boundary.

Figure 4-3: Facility 282—Cold War Hangar

The current main entrance to Kalaeloa/NASBP is a continuation of Fort Barrette Road, which becomes Enterprise Avenue after crossing Franklin D. Roosevelt Avenue. Historic maps indicate that this paved entrance road connecting NASBP to the area mauka of the OR&L right-of-way did not exist until sometime between 1951 and 1968.

This sector's 'Ewa boundary is defined as Shangri-La Street. The alignment would cross it near the intersection with Saipan Street, then run parallel with Leyte Street before curving to cross Saratoga Avenue. The Fort Barrette Road Station would be located near the Enterprise Avenue/Saratoga Avenue intersection. Then the transit

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line would run a little makai of Independence Road to Coral Sea Road, which is considered the Koko Head boundary.

Within this sector are 21 extant facilities with dates of 1968 or older. Five are recreational facilities, including four recreational fields and a bleacher structure. The bleachers (Facility 724) were judged not eligible for the NRHP since they appear to be a modern construction on the site of the original 1944 structure. The football field and track (Facility 743) are listed with a 1944 date, but the earliest NASBP map that shows recreational facilities (the WWII maps do not show these facilities) has a softball field on that site. The 1958 ball field near Leyte Street (Facility 967) was built on the site of the WWII Bagley amphitheater. The 1958 ball field may have integrity, but is not judged to have sufficient significance for NRHP listing. The two ball fields (Facilities 725 and 962) located near the corner of Enterprise Avenue and Saratoga Avenue date from 1944 and 1950, respectively. Together they form an important recreational grouping near the center of the installation, which marks the significance of sports in the morale-building efforts of the Navy during WWII and the Cold War. Their grouping is emphasized by a barrier made of anchor chain supported by various vertical posts, which includes pieces of railroad rails and delineates their roadside boundaries.

Fifteen of the remaining 16 facilities in the sector were evaluated as eligible for the NRHP. Specific information on the NRHP significance criteria that apply to each is given in their individual forms. Agreement on eligibility has already been reached for several, including the following facilities for which HABS reports were prepared in 1995 as part of mitigation for the base closure: Facility 117, the 1943 Assembly and Repair Building (HABS No. HI-279-O), and the dispersed warehouses (HABS No. HI-279-T) including Facilities 476 and 477. A report (HABS No. HI-279-B) was done to document a grouping of Quonset huts at the MCAS ʻEwa portion of NASBP, and Facility 537 is a Quonset hut of the same type. It is also the only standing structure in what was originally a large grouping of interconnected Quonset huts called the Engine Overhaul Shop, which was associated with Facility 117. Facility 537 should be considered to include the remaining concrete pads of the former Quonsets that surrounded it. The 1942 Radio Transmitter Building (Facility 128) and associated facilities (large and small antenna bases plus the adjacent Transformer Building—Facility S 484) were evaluated as eligible for the NRHP. Because the radio function had ceased and due to modern housing built around them, these facilities were overlooked in previous NASBP historic resource surveys. A 1958 hangar (Facility 282) was evaluated as an NRHP-eligible Cold War building associated with the Pacific Barrier program (flank protection of the Distant Early Warning Line) and anti-submarine warfare patrols (Tuggle 1997). The six 1943 and 1944 Ready Magazines (Facilities 828, 982, 1698, 1063, 843, and 1721) located southeast of Facility 282 were moved there during the Cold War period. They are evaluated as eligible for the NRHP for their association with Facility 282.

Facility 50 is a 1957 barracks-type building originally used as a library and community center subsequently converted to barracks by 1966 (Tuggle 1997; USN 1966). It might have Cold War significance but does not retain sufficient integrity to be eligible for the NRHP.

4.2.4 Kapolei Parkway Station Sector

During WWII the area Koko Head of Coral Sea Road was a separate installation called MCAS ʻEwa. It was built on the site of an early-1930s Navy mooring mast installation intended as an end point for planned Pacific flights by Navy dirigibles. In the mid-1930s two Navy dirigibles crashed in mainland storms, so the Pacific flights were never made and the mooring mast was abandoned (Tuggle 1997). Development of MCAS ʻEwa started in 1940 before the NASBP construction began, because there was a small unpaved emergency landing field here as a starting point. The runways, two hangars, several wooden buildings, and tents existed at the time of the Japanese attack on December 7, 1941. Structures at this installation, except for the concrete airplane revetments makai and Koko Head of the MCAS ʻEwa runways, were mostly temporary construction types—wooden buildings or Quonset huts. Therefore, few WWII buildings remain and they were all renumbered when they became part of NASBP after the war. The post-1945 facilities built in this area were used for NASBP Cold War functions.

Until the last few decades, the only non-agricultural areas immediately mauka of MCAS ʻEwa were the plantation camps of the EPC. The rest of the EPC's lands, extending from Pearl Harbor's West Loch almost to the ocean shoreline on the Leeward side of Oʻahu, were planted in sugar cane for most of the 20th century.

The road grids in MCAS ʻEwa do not align with those at NASBP except for the main road connection of Franklin D. Roosevelt Avenue along their mauka boundaries. The MCAS ʻEwa runways are much closer to that boundary than at NASBP, so leave less room for roads. There have been many changes to the street layout in this section of the installation, even during WWII. During the last six decades several roads and much of the runways have fallen into disuse and been reclaimed by vegetation.

Although most of the ʻEwa plain mauka of NASBP has been urbanized, some acreage mauka of this part of the installation still remains in agricultural use or undeveloped. Much new development has occurred around the original ʻEwa Villages which were EPC's plantation camps. Varona Village is the camp closest the transit path, located about 800 feet Koko Head of it.

The ʻEwa boundary of this sector is defined as Coral Sea Road. The transit line would run in a Koko Head direction through an area of few roads before curving mauka near the crossing over Stout Street (formerly Corregidor Street). The transit line would skirt an arm of the MCAS ʻEwa runways and the block containing four ball fields before crossing Franklin D. Roosevelt Avenue and the OR&L rail line. The Kapolei Parkway Station would be located just mauka of the rail line In the rest of the sector the transit line would run northwest until it starts to curve slightly towards Koko Head after crossing Kaloʻi Gulch, which is considered the mauka boundary. This is approximately the end of the Kapolei Planned Extension and the beginning boundary of the Project.

Within this sector's APE are a total of 12 pre-1969 facilities, all located on the makai side of the Kapolei Parkway Station. No known historic structures are located within 500 feet of the transit line between the Kapolei Parkway and East Kapolei Stations.

Eight of the 12 facilities surveyed in this sector are Quonset huts erected in 1944. These are evaluated eligible for the NRHP, as examples of "the archetypal military building type" of WWII (Albrecht 1995). All are the 40-foot wide type; five are 200 feet long, and three are the more common 100-foot length. The axes of the long Quonset huts (Facilities 1144, 1149, 1150, 1152, and 1153) are parallel with Bauer Road (formerly Vinson Road). There is agreement on the eligibility of these Quonset huts, since a short-form HABS report (No. HI-279-E) was prepared on the grouping in 1995 (Figure 4-4). Another HABS report was prepared for three 40-foot-by-100-foot Quonsets at MCAS 'Ewa, but not the three near the transit line. Facilities 1562 and 1570 are located in a fenced area near the intersection of Bauer Road (formerly Vinson Road) and Cabot Street. These are sited at an angle to each other, because they were located at the rounded edge of a paved aircraft parking area connected to the runways. Facility 1562 was originally numbered as Building 713 and was listed on a 1940s MCAS 'Ewa map as "Office Air Freight & Inspect'n." It continued in this use until at least 1951, but by 1966 it had become a general warehouse. Facility 1570, originally Building 725, has been used as a general storehouse since its erection. The other Quonset (Facility 1545) in this sector's APE was originally Building 607, and listed as a Ready Magazine, or close-at-hand ammunition storage. It is located along Stout Street (formerly Corregidor Street) which connects with the MCAS 'Ewa runways, so it possibly held ammunition used on planes.

Figure 4-4: Facilities 1150, 1144, 1149, 1153 and 1152 – Quonset Hut Grouping, MCAS 'Ewa

There has also been earlier agreement on the NRHP eligibility of three other resources in this sector. A HABS report (No. HI-279-F) was prepared on the only remaining MCAS 'Ewa hangar (Facility 1146, originally Building 715). This 1944 pre-fabricated building type represents the broad pattern of American industry's response to the demands of WWII. A Communications Center and Administration

Building (Facility 972) was evaluated as eligible for the NRHP in a report prepared in the mid-1990s as part of the NASBP closure process (Tuggle 1997). It was noted as associated with the Pacific Barrier radar operations and the anti-submarine patrol flights of the Cold War period. The OR&L Company Right-of-Way (State Inventory #80-12-9714) was listed on the NRHP in 1975. This railway was built circa 1890 and is significant for its association with Benjamin F. Dillingham and for spurring the development of sugar plantations on O'ahu.

Due to loss of integrity, the MCAS 'Ewa runways were evaluated as not eligible for the NRHP, despite their association with the December 7, 1941 attack on O'ahu's military installations and their central role in the air station's operations during WWII. Much of the southern corner of the runways was demolished when a golf course was built, and most of the remainder is so overgrown with vegetation that the layout is barely visible in aerial photos.

4.3 'Ewa Portion of the Project

4.3.1 East Kapolei Station, UH West O'ahu Station, and Ho'opili Station Sectors

The sectors around these three stations were in sugar cane cultivation by the EPC for most of the 20th century. The parcels in these sectors through which the transit line runs are vacant or in agricultural use. From the beginning of the East Kapolei sector, which is also the beginning of the Project, the alignment runs generally mauka, through fields, toward Farrington Highway. This highway was considered the third and last unit of the "belt road" system around O'ahu and is named after former Governor Wallace Farrington (HSB 1935).

In the UH West O'ahu Station sector there is an 840-acre parcel (TMK 91017004) which is listed as having a 1940 structure on it. However, no structures are located within 500 feet of the proposed transit line, so if there is an older structure on the parcel, it is outside of the APE. The only pre-1969 structure within 500 feet of the proposed transit line in these sectors is in the Ho'opili Station sector. Mauka of the Ho'opili Station the transit line would cross Farrington Highway and then turn Koko Head to run parallel to it. The transit line would run mauka of but close to the 1930s highway bridge over Hono'uli'uli Stream, before curving down to follow an alignment along the middle of Farrington Highway (Figure 4-5). The overpass where Kunia Road becomes Fort Weaver Road, at their intersection with Farrington Highway, is considered the Koko Head boundary of the Ho'opili sector.

Figure 4-5: Farrington Highway Bridge over Hono'uli'uli Stream

The construction in 1939 of this bridge over Hono'uli'uli Stream represented a transportation improvement for the whole Leeward community. What was until then called Wai'anae Road was the only paved public road link from the Leeward side of O'ahu to the rest of the island in the early decades of the 20th century. The alignment of Wai'anae Road originally traversed the Hono'uli'uli Stream gully with a more winding path and over a bridge with a smaller span, which is still seen in the roadway on the makai side of the Kāhi Mohall complex. The winding road segments are now considered sections of Fort Weaver Road.

This 1939 bridge is a single-span, reinforced-concrete tee-beam structure with a span length of 54 feet and a width of 32 feet (Thompson 1983). The height above the stream bed is about 10 feet. The decorative railings, with elongated Greek-cross voids, are typical of the period (NRHP criterion C). This bridge was also evaluated as eligible for the NRHP under criterion A due to its association with construction of Farrington Highway, which straightened this part of Wai'anae Road and provided a new transportation corridor through Waipahu.

4.3.2 Farrington Highway Maintenance and Storage Facility Site Option

A 1967 U.S. Geological Service (USGS) quadrangle map (Schofield Barracks quad) shows that at that time a flume was the only structure on this acreage, which is proposed as an option for a maintenance site. This structure presumably carried water for sugar cane irrigation from the pumping station located mauka of the freeway. The flume is not visible, but along with other remnants of the sugar plantation infrastructure may be discovered by archaeological work, if this maintenance and storage facility site is chosen. A tree line appears to follow the former flume alignment. The site now has a nursery or orchard on this area with several post-1968 buildings.

4.3.3 West Loch Station Sector

This part of Waipahu is 'Ewa of the town's historic core, which grew around the road between the 1897 sugar mill and the OR&L depot further makai. Originally, the main government road through town was Waipahu Road, which was a continuation of Wai'anae Road. The second east-west road through the town, Farrington Highway,

was constructed about 1939. The land along this new highway, in this area ʻEwa of Waikele Stream, was not developed until after WWII. Waikele Road was the only road in this sector connecting Farrington Highway and Waipahu Road until sometime after 1953 (USGS 1953 and 1968, Waipahu Quadrangles).

Development in the ʻEwa part of this sector (ʻEwa of Pupukahi Street) generally consists of large commercial and industrial buildings on relatively large parcels. The oldest building, on a parcel abutting Farrington Highway, dates from 1964. The industrial subdivision on the makai side of the highway was apparently developed soon after WWII, since there are a few structures located on the inner streets that date from 1950 and 1951. Commercial and apartments buildings line Farrington Highway between Pupukahi Street and Waikele Road, and mostly date from the mid-1960s although a few are more recent.

The part of this sector Koko Head of Waikele Road is mostly a mixture of institutional and residential parcels. The only commercial parcel is the 1988 Chevron gas station at the makai /Koko Head corner of Waikele Road and Farrington Highway. The Waipahu Intermediate School, the former Waipahu Branch Library, Aloha Tenrikyo Kyokai, and a telephone company building, are located on the makai side of Farrington Highway between the Chevron gas station and Waikele Stream. All the Waipahu Intermediate School buildings located within 500 feet of the proposed transit line are of recent date. This parcel was inspected because records indicate one 1953 building on it. However, a comparison of the school's current layout in the aerial photo to the 1957 Sanborn maps show the campus has been entirely rebuilt. On a triangular lot at the mauka/Koko Head corner of Farrington Highway and Waikele Road is the West Oʻahu Christian Church, located in a former bank building with a round footprint. The homes and apartment buildings that line the mauka side of Farrington Highway, from the church to Waikele Stream, range in dates from 1947 through 1973.

The ʻEwa boundary of the West Loch Station sector is defined as the overpass where Kunia Road becomes Fort Weaver Road. In this sector the transit line would run along the middle of Farrington Highway. The station location is at the intersection of Farrington Highway and Leokū Street. Because there was another station location option being considered, the APE/survey area in Waipahu also included the two blocks around the Farrington Highway/Leokane Street intersection. Waikele Stream is considered the Koko Head boundary of the sector.

In this sector, 47 parcels with pre-1969 structures were surveyed and only one (the West Oʻahu Christian Church) was evaluated as eligible for listing on the NRHP (Figure 4-6). All the others had no apparent architectural distinction and no known association with an established important historic context. Many were also judged to lack the integrity necessary for NRHP eligibility. Since so many of the surveyed properties date from the 1960s it is possible that, for some, their significance may become clear in the future. For instance, the evaluations of these buildings could be reassessed when there is a longer historical perspective and more research has been done on the development of Waipahu or the history of 1960s commercial buildings.

Figure 4-6: West O'ahu Christian Church (originally American Security Bank)

The round plan of the West O'ahu Christian Church (formerly a bank) is distinctive, as is its roof form which is composed of numerous radiating arched segments that overhang the perimeter wall with scalloped eaves. This building is evaluated as eligible for the NRHP as an example of a distinctive type and period of architecture (NRHP criterion C). Its round form is unusual and was utilized in Hawai'i during the 1960s as an expression of modernity in Hawai'i's immediate post-statehood period, also qualifying it under NRHP criterion A.

4.3.4 Waipahu Transit Center Station Sector

The town of Waipahu was established around the 1897 sugar mill and its commercial core developed along Waipahu Road and Waipahu Depot Road. The latter road connected the mill to the OR&L Company train depot located makai. OR&L also had a spur track to the Waipahu Mill and further mauka, running near Waikele Stream (which joins with or becomes Kapakahi Stream). When Farrington Highway was constructed in the late 1930s, it was positioned about mid-way between Waipahu Road and the OR&L tracks. This new road eventually became the new spine of the town. However, not until the 1950s and 1960s did substantial commercial and residential development occur along Farrington Highway. In 1940 St. Joseph's church was the first Waipahu institution to relocate to Farrington Highway and the first school building (now the administration building) was built on the parcel in 1947 (SJS 2008). Waipahu Depot Road was the only street in this sector that connected Farrington Highway and Waipahu Road, until Mokuola and Paiwa Streets were built sometime between 1953 and 1968 (USGS 1953 and 1968, Waipahu Quadrangles).

The block between Waikele Stream and Waipahu Depot Road has a mixture of houses, apartments, and commercial and institutional uses. Parcels along the highway in the two blocks Koko Head of Waipahu Depot Road are almost all commercial uses. These generally have parking lots along their highway frontage with buildings set back on the lot. The effect of extensive pavement is also enhanced by the frontage road, Moloalo Street, which parallels the mauka side of Farrington

Highway along one and a half blocks, just ʻEwa of the unnamed drainage way bordering the Waipahu District Park. Parcels in the APE around this station that do not abut Farrington Highway have institutional buildings on the mauka side and residential uses on the makai side. Residential parcels include two rows of apartment buildings Koko Head of ʻAwalau Street, facing each other across a parking lot. The portion of the sector Koko Head of the unnamed drainage channel is mostly lined with houses or apartment buildings with entrances on streets paralleling the highway (Kahuamoku Place, Kahuamoku Street, Awaiki Street, or Awaiki Place). There is also a large lot owned by the Church of Jesus Christ of Latter Day Saints. This parcel and many of the residential parcels have some landscaping along their Farrington Highway boundaries.

The ʻEwa boundary of the Waipahu Transit Center Station sector is defined as the ʻEwa bank of Waikele Stream. At this point Farrington Highway is divided, and the ʻEwa-bound lanes cross the stream on a recent bridge that is much lower than the 1939 bridges that carry the Koko Head-bound lanes. Two 1939 bridges carrying the town-bound lanes, first spanning Waikele Stream then the OR&L spur line which ran on the Koko Head side of the stream (Figure 4-7). (By the date the ʻEwa-bound bridge was built, the spur line track had been removed, and there was no need to span it.) In this part of the sector, the transit line would run between the divided lanes. The transit line would continue to run in the middle of Farrington Highway after the divided lanes rejoin (near the intersection with Hanawai Circle). The station would be located just ʻEwa of the intersection of the highway and Mokuola Street/ʻAwalau Street. The Koko Head boundary of this sector is considered to be the intersection of the highway and Kahualii Street/Waipiʻo Point Access Road.

Figure 4-7: Waikele Stream Bridge and Bridge over the OR&L Spur Line

There are 90 parcels with pre-1969 buildings in this sector, but only the bridges carrying the town-bound lanes of Farrington Highway at the ʻEwa end of the sector and the church at the Koko Head end were evaluated as eligible for the NRHP. The 1963 Waipahu Stake of the Church of Jesus Christ of Latter Day Saints has

significance for its association with the history of the Samoan community in Hawai'i and retains its integrity (Figure 4-8). The other churches in the sector (Iglesia Ni Christo, St. Joseph, and Waipahu United Church of Christ) have historic associations but lack the architectural integrity needed to be eligible for listing in the NRHP. Most of the pre-1969 commercial buildings, apartments, and houses in this sector were judged as having no apparent architectural distinction and no known association with an established important historic context. The few that might have historic significance have too little integrity to be eligible for the NRHP.

Figure 4-8: Waipahu Stake, Church of Jesus Christ of Latter Days Saints

Many of the late 1950s and early-1960s houses and apartments in this sector's APE retain their integrity of location, design, setting, materials, workmanship, feeling, and association. However, none were considered architecturally distinctive and were not known to be associated with an important event or period trend. For some, it is possible that their significance may become apparent with the passage of time to gain historic perspective, or additional scholarship may illuminate their historic context. This general subject has received some interest already in the NRHP Bulletin on Historic Residential Suburbs (Ames 2002). To fully assess the buildings within the APE, additional detailed study of entire subdivisions and their relationship to Waipahu's history or to trends in post-WWII residential development would be required. This field and research work was beyond the scope of this project and the associated technical report.The 1939 bridges that carry the town-bound lanes of Farrington Highway over Waikele Stream and above the OR&L spur line are associated with an important transportation and community improvement project in Waipahu's history. When these bridges were built, Waikele Stream was also realigned to prevent flooding in the lower part of Waipahu's commercial district. The bridge over the railroad spur also shows the importance of the rail transportation link to the Waipahu mill. They both embody distinctive characteristics of a type and period of bridge construction in Hawai'i. Thus, both qualify under NRHP significance criteria A and C.

The LDS church is eligible for the NRHP under Criterion A for its association with the establishment and development of the Mormon community on Oʻahu and in the Waipahu area. The need for a new "Stake" (church) in Waipahu appears to be related to the influx of Mormons from Samoa, when the Navy transported workers and their families to Hawaiʻi in the 1950s after U.S. Navy jobs in American Samoa were terminated after WWII (Nakatsuka 1952; Johnson 1952). Many were able to get new jobs with the Navy at Pearl Harbor or NASBP, and chose to live closer to their jobs rather than in the Mormon community of Lāʻie.

4.3.5 Leeward Community College Station Sector

This sector was rural and mostly planted with sugarcane until the mid-1960s, when construction of the H-1 interchanges with Kamehameha Highway was the harbinger of increasing urban development in this area. The initial change was during WWII when the Navy established a fuel depot at ʻEwa Junction (see the following section for a history of the fuel depot). Other Navy installations were also developed nearby. ʻEwa Junction was a point about halfway between the towns of Pearl City and Waipahu, where the main road from Honolulu (passing through several towns, including Pearl City) forked. On 19th-century maps the circle-island roads are generally labeled "Government Road." On the 1928 U.S. Geological Survey map, the main road from Honolulu and the branch leading to the North Shore are both labeled as segments of Kamehameha Highway (as they are still known today). On that map the only major road that led to ʻEwa (through Waipahu) was labeled Waiʻanae Road at a point ʻEwa of Honoʻuliʻuli Stream. About 1939, Farrington Highway was built from Waiʻanae Road (near Honoʻuliʻuli Stream) to ʻEwa Junction, adding another road to the intersection. The older road segment running past Waipahu Mill was called Waipahu Road. Since there were four road branches converging, an aerial photo shows that a circle within a triangle of roads was constructed here by 1943 (National Archives #80-G-410689). An aerial from 1953 (National Archives #80-G-633618) shows a more complicated intersection superimposed on the earlier pattern. Development of both the Kamehameha and Farrington Highways into divided thoroughfares plus construction of the H-1 and H-2 interchanges in subsequent decades created the current tangle of roads and overpasses.

This sector includes a small portion of the Koko Head end of Waipahu, where a 1960s subdivision and Waipahu High School both border Farrington Highway. The rest of the sector consists of two large parcels on the makai side of the ramp running from Farrington Highway to the H-1 town-bound lanes.

The ʻEwa boundary of the Leeward Community College Station sector is defined as the intersection of Waipiʻo Point Access Road/Kahualii Street and Farrington Highway. The transit line would run along the center of the highway until it curved to the makai side of Farrington near the Koko Head end of the Waipahu High School campus. The transit line would then run near the mauka boundary of the former Navy fuel depot, which is also one of the options for the transit maintenance site (see the following subsection). The station would be located in the northwestern corner of the Leeward Community College parcel. The Koko Head boundary of this

sector is considered to be the H-1 Freeway, between the eastbound and westbound lanes near the Farrington Highway overpass.

None of the properties in this sector were considered eligible for the NRHP. There are 18 surveyed parcels that border the mauka side of Farrington Highway. These residential lots all front on Kahualena Street, except for one at the intersection of Kahualii Street and Farrington Highway. The Waipahu Church of Christ is in a converted house, so it blends into the neighborhood. The surveyed buildings in this sector range in date from 1965 to 1968. (Two of the houses along Kahualena Street in the APE and Waipahu High School buildings date from 1969 or later.)

The pre-1969 buildings in this sector do not appear to qualify under NRHP significance criteria A or C. There is no known association with an established important historic event/trend. There are so many alterations that the architecture in this sector (individually or as a grouping) is not considered to be representative of a type or period of construction.

4.3.6 'Ewa Junction Maintenance and Storage Facility Site Option

The 'Ewa Junction installation was part of an islandwide military fuel system planned after the Japanese attack on December 7, 1941. The joint Army-Navy War Reserve Gasoline Storage System was for aviation fuel, and was "conceived as a reserve storage to be drawn upon in case of war" (Richardson 1946). However, in practice, it functioned as a dispensing system that was put to constant use throughout the war. The Navy installation at 'Ewa Junction was originally called a Naval Supply Depot Fuel Annex. It was commissioned on November 1, 1943 and occupied a total of 141 acres of land (USN 1947). The complete network of fueling facilities connected Army and Navy gasoline storage areas to military airfields including the 'Ewa Marine Corps Air Station, Naval Air Station Barbers Point, Hickam and Wheeler Army Air Fields. A booster pumping station was built nearby (see the following subsection) and other facilities were constructed on Pearl City Peninsula. The War Reserve Gasoline Storage system's main storage tanks were in Kīpapa Gulch.

By 1945, the 'Ewa Junction installation consisted of ten buildings including quarters, barracks, storehouses, a gasoline drumming plant, a pump house, a latrine, a graded coral open storage area, and two 13,500-barrel underground concrete fuel storage tanks. One of these tanks stored leaded aviation gas and the other stored leaded motor gasoline (Mason 2005). A 1956 map shows the installation boundaries encompassing the land now occupied by Waipahu High School and Leeward Community College (U.S. Army Pacific). The wetlands makai of the installation have consistently been in agricultural use, transitioning from taro and rice to the current watercress crop.

The existing parcel proposed for the transit Maintenance and Storage Facility site is now only 32 acres, much reduced from the Navy's original 141. It is overgrown with weedy vegetation, since the installation has been inactive for many decades. It was probably decommissioned before some of the acreage was transferred for the

Waipahu High School and Leeward Community College sites in the late 1960s. The former fuel depot parcel is fenced and locked and all facilities were scheduled to be demolished by the Navy by 2004, when the land was to be transferred to the State of Hawai'i, Department of Hawaiian Homelands. A Historic American Buildings Survey (HABS No. HI-410) report on the drumming plant (Facility No. 9) was prepared as part of the mitigation for demolition.

The adjoining properties of the proposed Maintenance and Storage Facility are Waipahu High School to the 'Ewa side and Leeward Community College to the Koko Head side. Neither of these have any pre-1969 buildings. A large, irregular abutting parcel on the makai side of this parcel is leased to Watercress of Hawai'i, a group of farmers. The 30+ acres and its odd shape, was created by combining former TMKs 9-6-003: 026 through 038. This is primarily agricultural land used for growing watercress, with some buildings. In the Koko Head half of the property is a large section of rectangular watercress plots, each typically measuring about 40 by 80 feet. Watercress is also grown in the 'Ewa part of the property, in larger rectangular plots and some irregularly shaped plots. Near the center of the property and at its northeastern corner are areas of buildings, dwellings, and outbuildings. These are primarily Plantation-Style houses and barn-like buildings. The buildings and fields might qualify for the National Register, if more research was done on the history of watercress farming in Hawai'i. However, the houses surveyed on this property all had alterations which reduced their integrity (additions, changed windows and doors). The possibility that this agricultural parcel could be a historic cultural landscape was reviewed. However, comparison of the current field layout with historic photos indicated that too much change had occurred for it to be evaluated as eligible for the NRHP.

4.3.7 Pearl Highlands Station Sector

This area just Koko Head of 'Ewa Junction was partly in agricultural use and partly suburban, as early as the 1890s. It is part of the Mānana *ahupua'a,* an ancient unit of land in Hawai'i with fixed boundaries that typically is a long, narrow strip extending from sea to mountain. The Mānana ahupua'a stretches to the Ko'olau summit. In 1890 some of the Mānana lands became the first planned subdivision outside of urban Honolulu. Development of this suburb was one of the many business enterprises of Benjamin F. Dillingham. In the late 1880s and 1890s, he promoted a 115,750-acre "Land Colonization Scheme," involving agricultural and residential real estate development, supported by a railroad planned around most of O'ahu. The 1887 prospectus, written for or by Dillingham, is in the Hawai'i State Archives. The main company that resulted from the investment was called the Oahu Railway and Land Company. The Mānana acreage was part of the larger land "scheme" and located closest to Honolulu along the OR&L rail line. The line to Mānana, about 15 miles from Honolulu, was opened on January 1, 1890 (Yardley 1981). Much of the 2,200 acres owned by OR&L in Mānana, especially in the higher elevations, was leased to pineapple growers. The smaller subdivided lots were located at the tip of the peninsula or between the OR&L tracks and the government road (which became Kamehameha Highway). The lots between the railroad tracks and the highway only

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extended a block or two on either side of Lehua Avenue, the road that led down to the train station and the tip of the peninsula. By 1892 the suburb had acquired the name "Pearl City." The lot sales subsidized the railroad in its early years (Yardley 1981).

Pearl City was described in 1892 as having about 800 lots, 250 of which were sold and "several elegant modern residences already built" (Paradise 1892). A 1907 map indicates that the elegant homes were on waterfront lots near the tip of the peninsula. Queen Liliʻuokalani purchased three Pearl City lots in 1891, however these "were among the last sold for a long time" (Yardley 1981), due to economic and political turmoil in Hawaiʻi in the 1890s. There was so little home building on the mauka lots that they were planted in sugarcane while awaiting another building boom. Annexation in 1898 spurred commercial and residential growth in Hawaiʻi, particularly on Oʻahu. However, growth on the peninsula was still slow in the early decades of the 20th century and Pearl City remained fairly rural despite its name. A 1928 quad map shows only a scattering of buildings on the lots along the four streets between the OR&L railroad line and Kamehameha Highway, and it shows only five buildings along the mauka side of Kamehameha Highway.

The 1940s brought great changes in this area, with construction of numerous military installations in the Mānana and adjacent *ahupuaʻa.* A December 1944 (Fourteenth Naval District) geographic listing of official Navy activities shows the following at Pearl City Peninsula:

- Cruiser-Destroyer-Destroyer Escort Administrative Center
- Garbage Collection Facilities
- Naval Aviation Supply Depot, P.H.
  - Carrier Moorings
  - Storage Area
- Naval Supply Depot, P.H.
  - Fuel Annex
  - Provisions Annex

Near the intersection of Lehua Avenue and Kamehameha Highway, called Pearl City Junction, were these activities:

- Naval Aviation Supply Depot, P.H.
  - Personnel Camp
  - Storage Area

The activities in the adjoining Waiawa ahupuaʻa were:

- DirPacDocks—Dynamite Storage Area
- Naval Aviation Supply Depot, P.H., Storage Area
- Naval Construction Battalion Encampment

After WWII the Pearl City area rapidly developed: the 1954 U.S. Geological Service quad map shows extensive urbanization. Some of the Navy land in the area, such as the Naval Aviation Supply Depot Personnel Camp ʻEwa of Lehua Avenue, has been released and developed in recent decades. The Navy has also rebuilt the housing on its retained land at Pearl City Peninsula and on the site of the Construction Battalion Encampment (which became Mānana Housing). On some of that land, two cycles of replacement housing have been built over the decades.

Due to increasing urbanization in this area and on Oʻahu as a whole, roads and bridges in this area responded to growth with sequential improvements during the 20th century. The winding section of Kamehameha Highway at the crossing of Waiawa Stream was replaced by a straighter road and longer bridge in 1932. By 1943 the increased traffic (including military) resulted in construction of a spur road bypassing ʻEwa Junction, for vehicles traveling on Kamehameha Highway. This bypass started at about Waiawa Stream, so the section of Kamehameha Highway that used to lead to ʻEwa Junction became an extension of Farrington Highway. About 1952 this Koko Head end of Farrington Highway was expanded by constructing divided lanes, including a new 1952 bridge carrying town-bound vehicles on Farrington Highway over Waiawa Stream. These new lanes cover some of the originally more winding route of Kamehameha Highway to ʻEwa Junction. A subsequent traffic improvement was the 1953 Waiawa Separation Bridge, which still carries Kamehameha Highway town-bound traffic over Farrington Highway's ʻEwa-bound lanes. Several decades later the H-1 and then H-2 interchanges further complicated traffic patterns in the ʻEwa Junction area.

The ʻEwa end of the sector has a mixture of older residences with newer (mostly larger) commercial, residential, and institutional buildings. This end includes a parcel grouping bounded by the Kamehameha Highway bypass section (built before 1943) and the Farrington Highway westbound lanes (constructed about 1952). These isolated, traffic-bound parcels have some post-1969 residences as well some houses dating from the 1930s and 1940s, but the older ones are extensively altered. Mauka of these parcels is the Mānana housing area, which Forest City is redeveloping with new housing for the Navy, plus two high-rise apartment towers. Makai of the houses is a round-plan building that is part of the recent training center for the Laborers' International Union. The abandoned 1943 Waiawa Booster Pump Station is located nearby.

Three parcels located at the intersection of Lehua Avenue and Kamehameha Highway are listed in the database as having buildings dated 1940 through 1942. However, field observations of these commercial buildings indicate that they are quite recent construction, or extensive remodeling of 1940s structures. Koko Head of Puʻu Poni Street is a lot with a 1947 service station and a 1942 house. All other parcels in the APE along Kamehameha Highway have buildings dating from the 1950s or more recent decades. The lots on the makai side of the highway all contain commercial buildings, except for the District Court, a cemetery next to an unnamed stream, and three vacant parcels. The mauka side of the highway between Kuala and Puʻu Momi Streets contains several shopping centers and smaller commercial buildings. There are also a few institutional buildings (post office, school, and

church). The lots fronting on Pu‘u Kala Street are mostly residential, except for the large, new Zippy’s restaurant and the church at the Pu‘u Momi Street end.

The ‘Ewa boundary of this Station sector is defined as the intersection of the transit line and the H-1 Freeway. The Pearl Highlands Station is close to this end of the sector, near the shopping center of the same name. A proposed park-and-ride lot would be located on the residential parcels located between Kamehameha Highway and Farrington Highway. The Koko Head boundary of this sector is considered to be where H-1 crosses Kamehameha Highway.

There are 37 parcels or facilities in this sector with resources dating from 1968 or earlier, and four of them were evaluated as eligible. The 33 other properties were considered ineligible due to several reasons. None of them appear to meet NRHP criteria, since they have little architectural distinction and no known association with an established important historic context. Extensive remodeling or large additions have also altered most of the sector’s resources. The residential buildings date from the mid-1950s, and the unaltered ones could be reviewed in the future if a historic context study is prepared on the topic of post-WWII development in Pearl City.

Three of the properties evaluated as eligible are related to the history of transportation improvements in this area: the Waiawa Stream bridges dating from 1932 and 1952, and the 1953 Waiawa Separation Bridge, which carries town-bound Kamehameha Highway traffic over the ‘Ewa-bound lanes of Farrington Highway. Together these show the increasing complexity of the important junction linking the main roads leading to Honolulu, ‘Ewa, and the North Shore. Individually, each is representative of types and periods of construction of territorial bridges. The earliest bridge originally carried Kamehameha Highway, until the spur road bypassing ‘Ewa Junction was built (about 1940). This 1932 bridge has the most decorative design, with arched openings in the railing and curved ends (Figure 4-9). The 1952 and 1953 bridges have simpler railings—concrete beams and solid concrete, respectively. The Waiawa Separation Bridge is an early example of an overpass bridge on O‘ahu, built over a road rather than over a stream and a harbinger of freeway interchanges. These bridges are eligible under Criterion A for their association with the area’s transportation history, and under Criterion C as embodying distinctive characteristics of a type and period of bridge construction in Hawai‘i.

The Waiawa Booster Pump Station is an underground structure of concrete construction, measuring 20 by 26 feet with a side wing 12 by 20 feet (AECOS 1987). The only visible portions are the entry, an adjacent stair, and a large (approximately 18-inch-diameter) T-shaped ventilator. It was constructed during WWII as part of the joint Army-Navy fuel distribution system. It is significant under Criterion A for its association with WWII and its contribution to the war efforts, and under Criterion C as an example of this type and period of construction.

Figure 4-9: 1932 Waiawa Stream Bridge

4.3.8 Pearlridge Station Sector

This straight section of Kamehameha Highway did not exist before the mid-1930s. The 1928 Waipahu quad map shows a much more winding route for Kamehameha Highway (U.S. Geological Service). The highway ran along parts of what is now Moanalua Road, but that road currently has a less curvy alignment than the 1920s Kamehameha Highway. In 1928 the area where Kamehameha Highway now runs was marshy and contained numerous fishponds at the edge of Pearl Harbor. There was a large building and a spur railroad line at Waiau, at about the site of the present HECO plant. McGrew Point is shown with only five houses on this peninsula in 1928. About 1936, this straight stretch of Kamehameha Highway was completed, as indicated by the dates on the earliest extant bridge railings. HECO built its Waiau power plant in 1938 to provide power to O'ahu 'Ewa of Iwilei (Pratt 1988). The area still remained relatively undeveloped until after WWII. During the war the Navy established a base hospital on McGrew Point, plus an oil or gasoline Drum Reconditioning Plant and a Drum Storage Area on the 'Ewa side of Waimalu Stream. Sometime after 1953 this Waimalu Navy parcel became a park, first known as Pearl Harbor Park and now called Neal Blaisdell Park. On the 1954 quad map, two curving short connections between the new Kamehameha Highway and the old one (now called Moanalua Road) were shown at the point where they were closest (now the intersection of Kaonohi Street and Kamehameha Highway). The same map shows that relatively little urban development had occurred by 1954 along the parts of Kamehameha Highway 'Ewa of McGrew Point. In 1960 the Quonset huts erected for the base hospital on McGrew Point were replaced by new Navy housing. The 1968 quad map shows that most of the marshy areas and fishponds in this area had been filled and developed, including apartments on Lipoa Street and houses on 'Aiea Kai Street.

Three Kamehameha Highway bridges (over Waimalu Stream, Kalauao Spring, and Kalauao Stream) are among the significant historic resources in this sector, since they made its development possible. The only earlier and more significant resource in this sector is the Sumida Watercress Farm, started in 1928. Except for this lone survivor of the area's agricultural history, this sector now has industrial, commercial, and residential uses in a patchwork mixture within the APE. The HECO plant is the largest industrial installation in this area, but light-industrial facilities also exist such as car-service establishments. Commercial uses include the 1963 Waimalu shopping center, the 1980s Pearl Ridge shopping complex, and many smaller shops, restaurants, and other businesses. There is a cluster of 1960s apartment buildings on Lipoa Street and on Moanalua Loop, plus scattered multi-family buildings elsewhere in the sector. The houses are in groupings that reflect 1950s and 1960s subdivisions of originally larger lots.

The dates of the resources in the APE are as mixed as the land uses, reflecting how the area has developed in a largely unplanned fashion. For instance, at the 'Ewa end of the sector there is a 1939 building between two very recent ones. There is one other 1930s building in the sector near 'Aiea Kai Street, but most of the properties surveyed in this sector date from the 1950s and 1960s. Three of the bridges (over Waimalu Stream, Kalauao Spring, and Kalauao Stream) show mixtures of dates that reflect the sector's development history and the related expansion of traffic carried by Kamehameha Highway through the sector.

The 'Ewa boundary of the Pearlridge Station sector is where the H-1 Freeway crosses Kamehameha Highway. The station is located at the intersection of Kamehameha Highway and Kaonohi Street. This location would almost tie together three centuries of transportation history. Nearby is the 19th-century government road (Moanalua Loop, the original alignment of the earliest road). The station would be on the 20th-century main thoroughfare (Kamehameha Highway), and would be part of the 21st-century transit system. The Koko Head boundary of this sector is considered to be overpass to Moanalua Freeway, just before the 'Aiea cemetery.

There are 70 surveyed properties in this sector, and nine were evaluated as eligible for the NRHP. Three highway bridges and six other parcels were evaluated as having sufficient significance and integrity. The other resources in this sector were judged lacking in one of those.

Almost ninety percent of the resources in this sector had no apparent architectural distinction and no known association with an established important historic context. In a few cases, such as the 1930s resources, they might be considered significant for their association with the early history of the area. However, these properties have had additions or remodeling. In this sector there are a dozen or so unaltered properties; although they are considered not eligible, it is possible that their significance may become clear in the future. For instance, time may provide a longer historical perspective and more research could be done, providing a historic context of this area's development.

The Sumida Watercress farm occupies approximately 11 acres of wetlands around the Kalauao Spring and is the only remaining agricultural landscape in this formerly

rural area (Figure 4-10). Its historic significance is tied to the Sumida family's continuous use of this land for wetland agriculture since 1928, despite the surrounding urbanization. The landscape has high integrity since that date. It has probably been used continually since pre-contact times for wetland crops such as taro. This area's history of taro fields has been noted (Ku'iwalu 2008). The Sumida Watercress farm property is NRHP eligible as a rural historic landscape site. It qualifies under Criterion A for its association with the history of wetland agriculture in the Pearl City area and under Criterion C for its distinctive method of construction, innovatively using a naturally flowing artesian system for watercress farming.

Figure 4-10: Sumida Watercress Farm

Four other historic resources in this sector initially date from the 1930s, and were evaluated as eligible for the NRHP: the Hawaiian Electric Company Waiau Generating Plant and three highway bridges (at Waimalu Stream, Kalauao Spring, and Kalauao Stream). The Hawaiian Electric Company plant is eligible under Criterion A for its association with the history of electric power generation on O'ahu. The bridges are eligible under Criterion A for their association with the roadway infrastructure development of Kamehameha Highway in the Pearl City/'Aiea area. All of these have been altered over the decades, but their modifications are part of the history of development in the area and of O'ahu in general. These infrastructure-related resources are associated with important improvements in the island's history. Their initial construction dates are in the late 1930s, with additional capacity (for electricity or traffic) provided in 1945 and further expansion in the 1960s. In addition, the Akiona residence, a military Quonset hut which was relocated and converted for residential use in 1948 by Noe Akiona, stands as a good and increasingly rare example of the reuse of these military structures.

Three commercial properties in this sector's APE were also evaluated as NRHP-eligible. The Forty Niner Saimin restaurant is a high-integrity example of an

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early post-WWII commercial building in this then-rural area. It is eligible under Criterion A for its association with the early commercialization of saimin, which evolved from a plantation staple to a fast food popular with a wider island population. It is also eligible under Criterion C as an intact example of an early post-war commercial building 'Ewa of Honolulu. The Nishi Service Station, constructed in 1950, is significant under Criterion C as a good example of a streamlined designed service station of the post-war period. Waimalu Shopping Center, a much larger commercial building dating from 1963, is eligible under Criterion A as representative of early strip malls in Hawai'i in the immediate post-Statehood period. It is also eligible under Criterion C because the arched-roof form is distinctive and associated with the history of Hawai'i architects and building owners in that period producing modern buildings like those in the mainland United States (Figure 4-11).

Figure 4-11: Waimalu Shopping Center

4.4 Salt Lake Portion

4.4.1 Aloha Stadium Station Sector

Until approximately the mid-20th century there was no thoroughfare in the area where Salt Lake Boulevard now runs, except for dirt tracks between sugarcane fields. A 1943 aerial photo shows that a wide roadway had been bulldozed along the mauka boundary of what was designated as a camp area for the Navy's Construction Battalions (CBs or Seabees). By 1953, according to the U.S. Geological Service quadrangle map for this area, this roadway, now called Salt Lake Boulevard, extended from its 'Ewa end (near Kamehameha Highway) to a terminus at Camp Catlin, mauka of the Damon Tract and Honolulu (John Rodgers) Airport. The Koko Head end of Salt Lake Boulevard was not yet built. At this time (approximately 1953 to 1957) housing was developed along the Boulevard near where it turned down to Camp Catlin, but the 'Ewa end, around Hālawa Stream, remained sugarcane fields (Foster 2008). It was not until about 1964 that housing was developed on the 'Ewa side of Hālawa Stream and makai of Salt Lake Boulevard. Houses dating from 1964–66 were constructed in the neighborhood centered on Kalaloa Street. The 1975 construction of Aloha Stadium required the

realignment of the ʻEwa end of Salt Lake Boulevard, where it turned to join Kamehameha Highway just ʻEwa of the Kalaloa Street neighborhood. At the extreme ʻEwa edge of this sector, Kamehameha Highway was re-routed circa 1934-35, to run alongside the OR&L right-of-way. This highway project bisected the ʻAiea Cemetery, which dates from about 1900 and was associated with the Honolulu Plantation, which began in 1899. Widening of the highway in the mid-1940s further reduced the size of the cemetery and burials were re-located to the remaining mauka section of the cemetery parcel (HMPCA 1987). In the mid-1950s a freeway access ramp was constructed at the mauka side of the cemetery that cut off access to it from ʻAiea town. Honolulu Plantation's sugar lands, once accounting for 6,500 leased acres around Pearl Harbor and ʻAiea, were incrementally taken for military and public uses and the plantation went out of business in 1947.

Development in this sector includes some large civic and commercial developments. Aloha Stadium is at the ʻEwa end of the sector, on the mauka side of Salt Lake Boulevard. The makai side of Salt Lake Boulevard at this end has a parking lot associated with Aloha Stadium and a circa-1964 residential neighborhood of single-family residences, which will be referred to as the Kalaloa Street development. Large post-1969 shopping centers and about a dozen post-1969 houses are located in the APE on both sides of Salt Lake Boulevard where the H-1 Freeway crosses overhead.

The middle part of this sector contains houses of the Foster Village subdivision on the mauka side of Salt Lake Boulevard. These houses face the quieter secondary road, Laʻakea Street, rather than the busy boulevard. Foster Village was developed by T. Jack Foster around 1957. The buildings here were architect-designed by Richard Dennis (Foster 2008). This architect specialized in residential buildings on Oʻahu but also designed the 1954 Kailua Shopping Center. The buildings in Foster Village used pre-cast floor slabs to speed their construction. On the makai side of Salt Lake Boulevard from Foster Village is Radford High School, also dating from about 1957.

Just Koko Head of the Bougainville Drive and Salt Lake Boulevard intersection, is a modern electrical substation and a gas station on the makai side. Āliamanu Park and a post-1969 condominium complex, called Foster Heights Villas, are on the mauka side of the Boulevard, across from those properties. The Koko Head end of this sector has houses dating from circa 1954 on the mauka side of Salt Lake Boulevard. These were part of a subdivision constructed a few years before Foster Village. These houses are oriented facing the busy Boulevard, but many are set on high ground above it. The houses elevated above the roadway generally have retaining walls below them, which were built to create parking areas when Salt Lake Boulevard was widened. On the makai side of the Boulevard, across from these houses, is the Public Works Center (PWC) compound which serves Oʻahu Navy installations.

The ʻEwa boundary of the Aloha Stadium (Salt Lake) Station sector is defined as the ʻEwa side of ʻAiea Cemetery. In this sector the transit line would run along the mauka side of Kamehameha Highway, cutting across the ʻAiea access ramp and a

portion of Aloha Stadium parking lot before continuing down the middle of Salt Lake Boulevard. The station itself is proposed to be located in the Aloha Stadium parking area. The Koko Head boundary of this sector is considered to be Maluna Street.

In this sector 90 parcels with pre-1969 structures were surveyed and three were evaluated as eligible for the NRHP: the Aiea Cemetery, Facility X-24 (a Quonset hut in the Navy Public Works Center), and Radford High School. Information and a photo of Radford High School is provided on the form for that parcel. A summary of the information on the other two resources evaluated as NRHP-eligible is provided below. The remaining 87 properties in the sector are not known to be associated with an established important historic context. These not-eligible properties are primarily single-family residences, built between 1953 and 1966 in the residential neighborhoods centered on Kalaloa Street or on the mauka side of Salt Lake Boulevard. Even if these neighborhoods are found in the future to have significance in Honolulu's history they would probably fail to qualify for the National Register due to insufficient integrity. Common alterations to these houses include raising the buildings to create a full-height living or utility space underneath, and enclosing carports. The houses built on high ground above Salt Lake Boulevard, between Pakini and Maluna Streets, have recently-constructed parking areas and masonry retaining walls with a monolithic massing that is out of character with the original buildings.

In this sector the 'Aiea Cemetery (or Honolulu Plantation Cemetery) is evaluated as eligible for the NRHP (Figure 4-12). The earliest known grave marker shows an 1896 date of death, and the cemetery has been associated with the Honolulu Plantation since its beginning in 1899. This cemetery is eligible under Criterion A for its association with the settlement patterns of the 'Aiea area. Under NRHP Criteria Consideration D, it is also eligible because of its relatively great age in the geographic and cultural context of 'Aiea, its association with the plantation settlement patterns of the area, and its potential to add to the limited documentary sources on the life of Honolulu Plantation workers.

Figure 4-12: 'Aiea (Honolulu Plantation) Cemetery

The third resource in this sector evaluated as eligible for the NRHP is a 1944 Quonset hut at the corner of Salt Lake Boulevard and Namur Road in the PWC parcel (Figure 4-13). This 40-by-100-foot Quonset appears to be in its original location, erected before September 1945, as it is seen on an aerial photo of that date. It is eligible under Criterion A for its association with WWII temporary structures and with the Seabee Encampment in this area, and under Criterion C as an example of a WWII Quonset hut in its original location.

Figure 4-13: Facility X-24, Quonset Hut at the Navy Public Works Center

4.4.2 Ala Liliko'i Station Sector

USGS maps show that about 75% of Salt Lake Boulevard was constructed and in use by 1953, but the last section (the Koko Head end) of this road was not built until after 1968. During the first decades of its existence, Salt Lake Boulevard extended south from its 'Ewa junction with Kamehameha Highway, then curved Koko Head to a point near the present-day intersection with Arizona Road. At that point the boulevard made a series of sharp bends to ascend a bluff. Through traffic on this road then passed through Camp Catlin as it was directed makai to Kamehameha (Nimitz) Highway. At the 'Ewa end of this sector, both Navy and private housing was developed about 1953–1954. The Navy housing, on the makai side of Salt Lake Boulevard, called Moanalua Terrace, was built in 1953. The area along the mauka side of the boulevard, between Maluna Street and Likini Place, was developed slightly later. By February 6, 1954 the streets within this area and the houses along them had been constructed by developer T. Jack Foster. These consisted of duplex buildings along Salt Lake Boulevard and two- and three-bedroom houses on the side streets. The two-bedroom houses were constructed off site and moved to their final locations in the neighborhood.

According to the developer, at the time the houses and duplexes were completed the housing market was depressed in Honolulu (Foster 2008). The neighborhood was developed as Title IX housing, in reference to Title IX of Public Law 139, which allowed for construction of privately owned off-base housing for the military. This housing was allowed to be rented to non-military personnel after giving preference to military renters. According to Mr. Foster, the rental market at the time the houses were completed was so poor that the properties would not rent and the Federal Housing Administration (FHA) agreed to allow the houses to be sold to individual owners. This was because the FHA did not want the houses sitting unused with absolutely no payments being made on the mortgages. As a result, Mr. Foster related: "It was a remarkable sale of houses. Virtually no down payments, no credit checks, just sign the documents and move in. We got the poorest people in the islands, some of whom, with tears in their eyes, said that they thought they would never own a home. It was a unique Title IX result" (Foster 2008).

In contrast to the competitive WWII housing situation, in the years after WWII Honolulu's housing market loosened as military and civilians returned to the mainland. "Servicemen and civilians left Honolulu in the thousands" (Johnson 1991). This provided a short respite from the severe housing shortage of the WWII years, before the Korean War (June 1950–July 1953) returned the Honolulu housing market to one of scarcity. By January 1951 the housing shortage was "reminiscent of the war years" (HA 1951). The Hawai'i Housing Authority moved to fill the void of affordable housing by constructing units at Pālolo Homes, Kalihi Valley, and the Mayor Wright Project. Private developers stepped up with residential construction in east Honolulu during the early 1950s, creating neighborhoods from former agricultural land. Many of these new homes were purchased by people employed by the military at locations around Pearl Harbor, which created traffic snarls that planners are still trying to address. Residential expansion during this time occurred not only toward Koko Head—new subdivisions on O'ahu spread in all directions. By the mid-1950s the Moanalua-Navy Housing area, adjacent to the Salt Lake Boulevard neighborhood was the fastest-growing section of O'ahu (Johnson 1991). Overall in Hawai'i, there were 33 subdivisions under construction in 1958, accounting for over 2,400 homes (Thompson 1958).

In addition to Salt Lake Boulevard, the Koko Head part of the Ala Liliko'i Station sector includes a portion of the Māpunapuna industrial area, which was originally a fishpond of that same name, encompassing approximately 23 acres, roughly situated between present-day Pu'uloa Road and Mokumoa Street. Two other fishponds lay adjacent to Māpunapuna—'Āhua and 'Awa'awaloa. These three fishponds covered the area makai of Mokumoa Street between Pu'uloa Road and approximately Āhua Street. Before WWII, the mouths of Moanalua, Kahauiki, and Kalihi Streams were much further mauka, and the area stretching from the present Lagoon Drive/Nimitz Highway intersection almost to Sand Island Access Road was open water. The Ke'ehi Lagoon inlet extended inland almost to the present location of Funston Loop at Fort Shafter. Additional fishponds lined most of this shoreline and two islands ('Ōnini and Mokumoa) were located in the waters of the inlet. During WWII the navy "wanted the seaplane runways [at Ke'ehi Lagoon] completed as soon

as possible, regardless of cost" (Beechert 1991). The runways were dredged by October 1944, and the spoils apparently used to fill in the fishponds ringing the inlet, thus creating the Māpunapuna and nearby industrial/warehouse areas. By 1953 the present shoreline of Keʻehi Lagoon was established and most of the streets were constructed in the Māpunapuna area. However, it was not until the 1960s that the roads mauka of Mokumoa Street (Paʻa and Pūkōloa Streets and the extensions of Āhua and Māpunapuna Streets) were laid out and connected to the older area's street grid. Some land on the ʻEwa side of Moanalua Stream was shown as "Military Reservation" on the 1953 USGS map, but it had apparently been released sometime before 1968, since Kakaoi Street was shown in that part of Māpunapuna on the 1968 USGS map. For the ʻEwa portion of the Ala Lilikoʻi Station sector, pre-1969 development is almost entirely limited to the circa-1953 duplexes along the mauka side of Salt Lake Boulevard, and these are all located ʻEwa of Likini Place. From Likini Place to Puʻuloa Road only two parcels in the APE on the mauka side have pre-1969 buildings: a large apartment complex dating from 1968 at the corner of Salt Lake Boulevard and Ala Lilikoʻi Street, and a single 1968 apartment building at the intersection of Salt Lake Boulevard and Ala Napunani Street. In the APE on the makai side of the Boulevard there are no pre-1969 properties. The Navy housing areas formerly known as Moanalua Terrace, Halsey Terrace, and Radford Terrace have all recently been (or are being) redeveloped. Tall concrete barrier walls line Salt Lake Boulevard between Arizona Road and Puʻuloa Road.

Development in the Māpunapuna portion of the Station sector generally consists of large commercial, warehousing, and light industrial buildings on relatively large parcels. Development in this sector follows the pattern of street construction. All of the parcels mauka of Mokumoa Street were developed in the 1960s, while one parcel makai of Mokumoa along the transit APE in the Māpunapuna portion of the station sector has a 1954 date of construction. The ʻEwa boundary of the Ala Lilikoʻi Station sector is defined as Maluna Street. In this sector the transit line would run along Salt Lake Boulevard. The station itself is proposed to be located in the middle of Salt Lake Boulevard at Ala Lilikoʻi Street. The Koko Head boundary of this sector is considered to be Middle Street.

In this sector, of 51 surveyed parcels with pre-1969 buildings, two buildings and a potential historic district were evaluated as eligible for the NRHP. All of the other properties have no known association with an established important historic context. Even if a historic context is developed in the future for 1960s residences or apartments, most of these buildings have not retained the integrity necessary for NRHP listing.

The properties evaluated as not eligible for the NRHP in the ʻEwa part of this sector typically consist of single-family and duplex houses. The duplexes were evaluated to see if they could be contributing resources in a potential Salt Lake Duplexes Historic District, but were usually too altered to be included. In the middle portion of the sector the two 1968 apartment properties were evaluated as not eligible for the NRHP. All the Māpunapuna area buildings, except one (First Hawaiian Bank, discussed below), were also considered ineligible for the NRHP.

Data concerning the Potential Salt Lake Duplexes Historic District and information on the individual buildings within it, including photos, are provided on the forms included with this report. A photograph and evaluation information is also presented on the form for the Māpunapuna Branch of the First Hawaiian Bank. Designed by Haydn Phillips, the bank won an American Institute of Architects, Hawai'i Chapter award for its design, which features a wall of translucent marble.

The Āliamanu Water Pumping Station (1953) was designed by Hart Wood, one of the most renowned architects in the history of Hawai'i (Figure 4-14). It is eligible for the NRHP under Criterion C as the work of a master, during the period of his career just before retirement when he used the American International Style (McAlester 1984) for the design of Honolulu buildings. There has been some alteration to the original façade, original signage has been removed, and the Arizona sandstone facing has been painted, but the building retains sufficient integrity to maintain its unique qualities and the identity for which it is significant (NPS 1997).

Figure 4-14: Āliamanu Water Pumping Station

4.5 Airport Portion

4.5.1 Richardson Recreation Center Sector

This area extending along Kamehameha Highway from Aloha Stadium to Arizona Street borders the shoreline of East Loch, which since 1908 has been occupied by the Pearl Harbor Naval Base. The Koko Head end of this sector includes the mouth of Hālawa Stream, which in earlier times was the center of human occupation and activity in the ahupua'a of Hālawa. Its waters traditionally supported the production of taro, and the marshy areas closer to the shoreline were ideal for the cultivation of rice paddies by Chinese immigrants in the late 19th and early 20th centuries.

The area beyond the shoreline wetlands, owned by the Bishop and Queen Emma Estates, was leased for the grazing of cattle in the late 19th century. After 1898 the

Honolulu Plantation Company leased large tracts of land in both the Hālawa and Moanalua ahupua'a for the cultivation of sugar. As part of its sugar plantation, flumes, ditches, and reservoirs were built, as well as its own railroad for hauling cane to the new sugar mill on 'Aiea ridge (Klieger 1995).

From 1889 through WWII, the Pearl Harbor area had also been served by the OR&L, which ran a track from its Honolulu station westward to the Leeward coast, north to Ka'ena Point, and then eastward to Kahuku. This railroad hauled freight to and from the sugar plantations, as well as carrying passengers. The train made stops at Pu'uloa Station (sometimes called Navy Gate), the Submarine Base, and Hālawa before moving on to points further 'Ewa (Chiddix 2004). During WWII the OR&L ran numerous daily trains to Pearl Harbor, for commuting civilian workers and for sailors from the ships taking liberty leaves in Honolulu. In 1947, due to conflicts with road traffic and the flexibility advantages of bus routes, train service ended. The OR&L right-of-way is now a bike path along parts of the shoreline.

The section of Kamehameha Highway in this sector was built in the early 1930s. This was a period when federal highway system funding was first extended to the Territory of Hawai'i. Federal money was used to build and improve belt roads around each of the islands (HSB 1931a). On O'ahu, one of the first priorities was to build a new route towards 'Ewa from Honolulu that would be preferable to the existing Kamehameha Highway (now Moanalua Road), which was an extension of King Street. The new branch of Kamehameha Highway involved a new road right-of-way as well as improving the existing Pearl Harbor Road. The latter was an extension of Dillingham Boulevard, to the point where Pearl Harbor Road crossed the OR&L tracks (approximately where Pu'uloa Road is now located). The new highway segment involved building a new road to follow the mauka side of the tracks, plus an entirely new alignment that curved mauka to skirt the oil storage tanks at Pearl Harbor and continued in that direction to connect to the older highway alignment (HSB 1931b). The section of the new Kamehameha Highway that borders Pearl Harbor Naval Base was completed by 1935, as shown in an aerial photo taken that year (NA 1935). Further sections of the new highway alignment were built by 1936, directly connecting 'Aiea to Waiau, unlike the original winding alignment (USGS 1928 and 1943).

Starting in 1939 there was tremendous expansion of the Pearl Harbor Naval Base in preparation for WWII. Construction activity there and on other military bases increased after the December 7, 1941 attack by the Japanese on O'ahu. Navy WWII facilities in this sector that are still extant include the bombproof headquarters for the Commander-in-Chief, Pacific Fleet (CINCPAC) on the side of Makalapa Crater (Facility 250), the bombproof Switch Station near the shore of 'Aiea Bay (Facility B-6), the recreational facilities in the Richardson Recreation Center on the plateau above the bay (various facility numbers), and the fuel pumphouse near the fueling pier at the mouth of Hālawa Stream (Facility S-386).

There is no remaining trace of the U.S. Naval Receiving Barracks, which was built circa 1943 in the area 'Ewa of Hālawa Stream to temporarily house incoming recruits. After the war, the Navy leased the land to the Hawai'i Housing Authority for

use as low-income housing. In 1966 the City and County of Honolulu decided to build Aloha Stadium on the site and displace the 4,400 residents. The plan was opposed until replacement housing was provided, including the Honolulu Redevelopment Agency's 250 moderate-income units which were built in 1968 on the mauka side of Kamehameha Highway near the stadium (Klieger 1995).

This sector encompasses an area following the portion of Kamehameha Highway near the eastern shoreline of East Loch. Along most of the sector the harbor side of the highway is occupied by the Richardson Recreation Center of the Pearl Harbor Naval Complex. This area was developed in 1941 to provide recreational facilities for Navy personnel on ships docked in Pearl Harbor as well as for those on the base. It offered a swimming pool, football, baseball, and softball fields with bleachers and restrooms, tennis courts, picnic areas, and a clubhouse with canteen and dancing area. This recreational space with grass and trees is well-maintained and has been in the same use since its construction, although it does not offer all the recreational features that were present in the WWII period. The Recreational Center extends from Aloha stadium almost to Kalaloa Street, the entrance to the Arizona Memorial Visitor Center. Close to the harbor shoreline is a foot and bike path built on a portion of the OR&L right-of-way, which generally follows the shoreline of East Loch from Hālawa Stream toward Pearl City Peninsula and then extends further ʻEwa. The supports for the bridges within the OR&L right-of-way are historic (if not original) but their superstructures have generally recently been rebuilt (or simply removed at the Hālawa Stream crossing).

On the inland side of Kamehameha Highway, about 500 feet Koko Head of the station called "Aloha Stadium (Kamehameha Highway)," is a housing development of single-family homes built about 1964. The westernmost houses on Ohenana Loop in this subdivision are within 500 feet of the station. These houses are generally single-story with low-slope roofs, typically with their carports in the front. Near the station, on the mauka side of Kamehameha Highway and towards Hālawa Stream, are the three-story apartment units of Puʻu Wai Momi Hawaiʻi Public Housing, built in 1968. Across Kohomua Street from this development is its maintenance shop, also built in 1968, as well as Makalapa Manor condominiums dating from 1970. Across Hālawa Stream and overlooking Kamehameha Highway from the rim of Makalapa Crater is Facility 250, the Commander-in-Chief Pacific Fleet (CINCPACFLT) Headquarters, built circa 1942.

The ʻEwa boundary of this sector is defined as the point at which the ʻEwa portion of the Project divides into the Salt Lake and the Airport portions, about where an unnamed road curves down to the CINCPACFLT landing. The Airport portion curves southward, following Kamehameha Highway. The Aloha Stadium (Kamehameha Highway) Station is located between two one-way road sections at the ʻEwa end of Salt Lake Boulevard. This triangle of land, formed by those branches of Salt Lake Boulevard, is used for Stadium event parking. That station location would be used if only the Airport Alignment is built. The alternative station for this sector (if both the Salt Lake and the Airport portions are built) is called Arizona Memorial Station. This is located on Kamehameha Highway between Kohomua and Kalaloa Streets. The

boundary at the Koko Head end of the sector is defined as the intersection of Kamehameha Highway with Arizona Street and Hālawa Drive.

There are 15 surveyed properties, including the Pearl Harbor National Historic Landmark district and two bridges in this sector. The bridges were built to carry OR&L trains or highway vehicles over Hālawa Stream. Twelve of the sector's surveyed TMK parcels are on the inland side of the transit guideway. These are the CINCPACFLT Headquarters, two public housing parcels, and nine lots on Ohenana Loop. (See the Salt Lake Portion section for a discussion of other lots on Ohenana Loop that fall within the APE of that alignment's Aloha Stadium Station). The two bridges do not have TMK numbers. The Pearl Harbor National Historic Landmark (NHL) in this sector includes three parcels on the harbor side of Kamehameha Highway, one of which contains several facilities of the Richardson Recreation Center, and the other two parcels each have one 1942 facility. All the Navy facilities on this side of the highway are located within the Pearl Harbor NHL boundary.

Despite its location within the Pearl Harbor NHL, the former OR&L bridge (Facility 17) is not considered eligible for the NRHP. Because its superstructure has been removed, it no longer has sufficient integrity to convey its historic significance. The nine houses on Ohenana Street in the 1960s subdivision do not appear to meet any significance criteria for the NRHP, since they are not architecturally distinctive and have no known historic significance. For the same reason, the 1968 public housing apartment buildings and maintenance shop were also considered not eligible for NRHP listing.

All but one of the properties evaluated as eligible in this sector are owned by the Navy. The Richardson Recreation Center is on the makai side of Kamehameha Highway (Figure 4-15); it includes the following facilities with early 1940s dates: playing fields (Facilities 51 and 52), latrines (Facilities 8 and 17), a complex that contains a swimming pool (Facility S-21) and associated structures (Facilities 1 and 2), and an adjacent handball court (Facility S-20). These facilities were built to maintain morale and physical fitness of Navy personnel during WWII. Although the

Figure 4-15: Facility 51, Ball Field in the Richardson Recreation Center

Ford Island access road cut through a portion of the recreation center (requiring removal of the football field) and the latrine buildings appear rebuilt, the overall resource is historically significant. The Richardson Recreational Center facilities are considered contributing resources to the Pearl Harbor NHL, and NRHP-eligible under Criterion A because they represent the Navy's recognition and response to the growing need for recreational facilities due to the expansion of personnel numbers and scarcity of other alternative leisure-time activities in WWII. The bombproof CINCPACFLT Headquarters (Facility 250) is already on the NRHP, having been designated as an individual National Historic Landmark. Facility B-6 is another bombproof structure that has been evaluated as contributing to the Pearl Harbor NHL and NRHP-eligible under Criterion C, due to its distinctive architectural type, with 6-foot-thick roof and 4-foot-thick walls. Facility S-386, the Fuel Oil Pump-out Pump House built in 1942 is a small, rectangular concrete building that is not architecturally notable. Historically it is important as part of the Red Hill fuel system, and functioned to pump fuel between the pier and the underground receiving pump house. Therefore, it is considered a contributing resource to the Pearl Harbor NHL and NRHP-eligible under Criterion A. The 1945 bridge over Hālawa Stream carries the northbound lanes of Kamehameha Highway. It is a concrete deck girder bridge about 200 feet long, with six spans supported by five bents of square concrete piles. It was built during WWII, parallel to a 1930s bridge (now in the process of being replaced), in response to greatly increased civilian and military traffic and is evaluated as eligible under Criterion A.

4.5.2 Pearl Harbor Naval Base Station Sector

The area on the shore of East Loch, bordered by Hālawa Stream, Kamehameha Highway, and Center Drive/South Avenue, forms the core of the Pearl Harbor Naval Complex. The U.S. government began condemning land around Pearl Harbor for development of the naval base in 1901. Much of it was planted in sugar at the time by the Honolulu Plantation Company. By 1903, condemned Bishop Estate lands extended from Kūāhua to the Pearl Harbor entrance channel (TSO 1903), and included the present Kūāhua, submarine base, naval station, and shipyard areas. Most of these areas were served by the OR&L alignment, which traveled along the shoreline.

The initial development of the base took place in the 1910s and 1920s. Kūāhua Island was developed for use as an ammunition depot. By 1934 it was moved to Lualualei for safety reasons and to allow more room for expansion. In WWII the filling of the island converted it to a peninsula, and its entire shoreline was altered by construction of wharves. Additional facilities were added at this time, and the ordinance-related buildings converted to other uses, including warehouses and officers' houses.

Inland of Kūāhua, fuel facilities for the base were constructed in the 1920s when the Navy began to build ships that burned oil rather than coal. Fifty-seven oil tanks were built at no expense to the government as a result of an oil reserves scandal (see below). Only six of those tanks remain. Makai of the fuel facilities, the submarine base facilities started with two wooden piers and few temporary buildings in the

1920s. It has expanded to a complex of concrete buildings between Magazine and Quarry Lochs that provide maintenance, repair, and overhauling facilities for the submarine fleet.

When war broke out in Europe in 1939 and the fleet began to move to Pearl Harbor to deter Japanese moves in the Dutch East Indies, there was an urgent need for housing near the Navy Yard. In 1939 the Navy started condemnation proceedings on the land on both sides of Kamehameha Highway for housing (HSB 1939). The rim of Makalapa Crater was chosen as the site of officers' housing because it offered the highest elevation in the Pearl Harbor area. The 89 well-spaced homes were designed by master architect C. W. Dickey. These were built on an accelerated construction schedule, and mostly completed by late 1941. For the duration of the war, Chester Nimitz, the Commander-in-Chief of the Pacific Fleet, lived at 37 Makalapa Drive, a short walk from CINCPACFLT headquarters on Hālawa Drive. Little Makalapa was built concurrently on a knoll across Radford Drive from Makalapa—it is comprised of 15 duplexes arranged around a semicircular drive; it originally housed civilians working at the naval base. On the makai side of the highway, Naval Housing Areas No. 1 and 2 were constructed about 1943, but all of that housing has been replaced with newer construction. A few non-residential WWII buildings remain near Kamehameha Highway.

After crossing Hālawa Stream near Arizona Street, the transit alignment follows Kamehameha Highway southeast, through Navy-owned property on both sides. On the harbor side of the highway, Hālawa Gate provides entry into the Fleet Industrial Supply Center, the Upper Tank Farm, and the Submarine Base. Travelling further in the Koko Head direction on the highway is Makalapa Gate, which leads into the Merry Point and Naval Station sections of the Pearl Harbor base. Koko Head of Makalapa Gate are other naval facilities, including modern Navy barracks and housing and a few WWII non-residential structures.

On the mauka side of the highway across from Hālawa Gate, Hālawa Drive ascends the outer slopes of Makalapa Crater. This road leads to the CINCPACFLT headquarters and to the historic Makalapa Naval Housing Area, which was built circa 1941 as officers' quarters. At the opposite end of this housing area, Radford Boulevard meets the highway at Makalapa Gate. The Pearl Harbor Naval Base Station is near this intersection. Across Radford Boulevard is Little Makalapa, another historic WWII housing area, which is bounded by the H-1 Freeway on its Koko Head side. Beyond Little Makalapa are modern Navy-related facilities, including Pearl Harbor Elementary School and the Navy Exchange building. Here the sector crosses the confluence of Kamehameha and Nimitz Highways and the H-1 viaduct.

The ʻEwa boundary of the Pearl Harbor Naval Base Station sector is defined as Arizona Street on the makai side of Kamehameha Highway and Hālawa Drive on the mauka side. From here the alignment follows the Highway as it turns southeastward. The Pearl Harbor Naval Base Station is located above the center of Kamehameha Highway just ʻEwa of its intersection with Radford Boulevard/Makalapa Gate Road, sited to be near one of three main entrances to Pearl Harbor. Kamehameha

Highway and the guideway alignment continue southeastward past Little Makalapa. Nimitz Highway merges from the ʻEwa direction, and the elevated H-1 viaduct enters from the northeast. The two highways, the freeway, and the guideway alignment turn towards Koko Head at this point and are parallel. The H-1 Freeway runs above Kamehameha and Nimitz Highways, which are two names for the same segment of ground-level roadway under the freeway viaduct, starting at the merge near their intersection with Valkenburgh Street, which marks the end of this sector.

The parcels surveyed in this sector contain Navy facilities and districts dating from the 1920s to the 1940s most of which are evaluated as NRHP eligible, as well as more recently constructed Navy facilities, schools, and housing areas, which are not NRHP-eligible. Facility 499, built in 1942 as the Weather Services Building (now Fleet Accounting and Disbursing Center), would have been eligible for its WWII role, but has insufficient integrity for NRHP listing.

Several NRHP-eligible structures are located on the makai side of Kamehameha Highway, and are considered contributing resources to the Pearl Harbor NHL. At the ʻEwa end of this sector stands Facility 550, the Publications Printing Office, a 1946 two-story L-shaped building and its 1949 one-story addition, both built of concrete and concrete masonry units (CMU). The building was designed before the end of the war to handle the huge volume of information essential to the fleet, and is evaluated as NRHP-eligible under Criterion A. The next historic grouping along the highway is the prominent Upper Tank Farm, comprised of five fuel storage tanks built in 1924 and a sixth that replaced one that burned. They were originally constructed of riveted steel sheets on concrete slabs by the Pan-American Petroleum and Transport Company in exchange for a lease to the Navy's Elk Hills oil reserve. They are associated with what became known as the Teapot Dome oil scandal. The tanks are also notable for surviving the December 7, 1941 Japanese attack. The five 1924 tanks are considered NRHP-eligible under Criterion A.

At the corner of Kamehameha Highway and Makalapa Gate is Facility 1514, occupied by the Aloha Chapel, the Sports Medicine and Reconditioning Treatment Clinic, and the Navy-Marine Corps Relief Society (Figure 4-16). The building was designed in 1975 by master architect Vladimir Ossipoff and is a noteworthy example of his Hawaiian regional style. It is designed as three connected yet staggered single-story rectangles with flat roofs, two of which are surmounted by 12 vaults, open at their ends. Although within the Pearl Harbor NHL, it is evaluated as individually eligible for the NRHP under Criterion C. Although it will be less than 50 years old when the transit project is built, it meets Criteria Consideration G for exceptional importance.

Facility S-51, a WWII splinterproof shelter built in 1942, overlooks Kamehameha Highway but is nearly obscured by vegetation. It is constructed of numerous arched sections of pre-cast concrete 10–14 inches thick. This shelter could protect personnel from shrapnel (splinters) and bullets. It is evaluated as NRHP-eligible under Criterion A for its association with WWII defense measures, and under Criterion C since it embodies the distinctive characteristics of a type and period of construction.

Figure 4-16: Aloha Chapel/SMART Clinic/Navy and Marine Corps Relief Society

Facility 499, a fire station now used as a rehabilitation center, was built in 1941 to serve adjacent Housing Area 1 and other parts of the base developed in anticipation of WWII (Figure 4-17). It is a single-story building of CMU with multiple roof levels, deep eaves, and a hose tower. It is NRHP-eligible under Criterion A for its association with the buildup to WWII.

Figure 4-17: Rehabilitation Center/Former Navy Fire Station

On the mauka side of the highway close to Hālawa Stream, Hālawa Drive begins to climb the sides of Makalapa Crater, then the drive curves to roughly parallel the highway. Along this road and other streets on the crater wall are scattered the officers' houses that comprise Makalapa Navy Housing, designed by master architect C.W. Dickey in 1941, following the Garden City concept. Admiral Chester Nimitz, Commander-in-Chief of the Pacific Fleet, lived in this neighborhood during most of WWII. The Pearl Harbor Naval Base Station is at the corner of this parcel

AR00037949

near Radford Boulevard. Across Radford Boulevard is Little Makalapa Naval Housing, a cluster of 15 two-story duplexes built in 1941 for civilian workers in the build-up to WWII. Both of these housing areas have been considered as potential historic districts, The Navy and the SHPD have agreed that Makalapa Navy Housing is eligible for the National Register, under Criteria A and C. The Navy has had an NRHP form for this neighborhood prepared, but has not yet submitted it. The SHPD has indicated that it believes Little Makalapa Housing is also NRHP eligible.

4.5.3 Honolulu International Airport Station Sector

This sector, beginning at Valkenburgh Street, is the transition from military to civilian-owned lands as the alignment approaches Honolulu. On the makai side of the alignment, there are Navy and Air Force housing areas, then the guideway runs through the Honolulu International Airport. Before, during, and after WWII, land in this sector was acquired, relinquished, and exchanged by the military and the territorial government to meet the changing needs of development.

John Rodgers Field, now the Honolulu International Airport, was built in 1926–27 on 119 acres of land makai of sugarcane fields and between Kaʻihikapu and Kaloaloa fishponds on the coastal plain ʻEwa of Honolulu. The land was purchased from the Samuel Damon Estate and also included 766 acres under water. The airfield originally served only inter-island airlines, and service to the mainland began in 1936. With completion of the first phase of Hickam Field in 1939, military and civilian aircraft facilities replaced sugarcane on the entire coastal plain. Development along Kamehameha Highway and the OR&L alignment, which crossed that plain to Pearl Harbor, included residential neighborhoods and storage and other facilities under military jurisdiction. After the war, another highway was constructed to relieve traffic congestion and provide a makai route between downtown Honolulu and Pearl Harbor. The new highway ran through Iwilei and Kalihi Kai and then joined Kamehameha Highway and the OR&L alignment at Keʻehi Lagoon. From there it paralleled the highway and rail lines, using the old Pearl Harbor Road alignment running towards ʻEwa. Where Kamehameha Highway turned mauka, the new highway (named after Admiral Chester Nimitz in 1947) continued to Pearl Harbor's main gate.

Early in 1941, Keʻehi Lagoon was dredged for a seaplane landing facility for military and civilian use. By mid-1943, materials from the dredging were being used to expand the runway at Rodgers Field. During WWII, Rodgers Field was converted to military uses and Hickam Field became a major strategic airfield as over 10 million cubic yards were used to fill in the square mile between the two fields, which were linked in 1951 (Kali 2007). By the early 1950s, some of the wartime buildings built by the Navy mauka and ʻEwa of the airport had been rehabilitated for commercial use, as well as for military and civilian housing, and the area makai of Nimitz Highway and mauka of the airport contained hotels, apartments, warehouses, manufacturing enterprises, restaurants, grocery stores, meat packing plants, an egg cooperative, a theatre, woodcraft shops, and a college (Kali 2007). In the mid-1950s, foreseeing the arrival of jet aircraft, the Hawaiian Aeronautics Commission (HAC) recognized the need to expand terminal facilities, parking lots, and service areas and to relocate

runways. Expansion required an exchange between the territorial and federal government of lands then under military jurisdiction. This included the Navy land on the ʻEwa side of Aolele Street (where it curves up to meet Kamehameha Highway/Nimitz Highway), which was known as Damon Tract Storage Area and contained large warehousing facilities. Once this exchange was completed, HAC began to phase out airport housing in former military barracks and industries in the area were asked to relocate (Kali 2007).

The original terminal building was demolished in 1965 and replaced by the new terminal, which was dedicated on August 22, 1962 (Kali 2007). In 1967, to accommodate larger jet aircraft with their increased passenger loads and to alleviate aircraft noise, the reef runway was built on 1,240 acres of fringing coral reef seaward of Ahua Point. The new terminal was expanded to include the Diamond Head Concourse in 1970, the ʻEwa Concourse in 1972, and the Central Concourse in 1980. In 1974, Rodgers Field was renamed Honolulu International Airport and the Airport Post Office was completed.

At the beginning of this sector, where the alignment crosses Valkenburgh Street, it parallels the Kamehameha/Nimitz Highways and the H-1 Freeway viaduct above them. As it travels Koko Head, these roadways run between the guideway and the Navy-Marine Golf course on their mauka side. The guideway passes an Air Force 1970s navy housing area on its makai side, then turns away from the highways near the Aolele Street intersection to enter the Honolulu International Airport. The alignment curves around the perimeter of the main Airport Post Office, passing near the lei stands and parking exits booths. The Honolulu International Airport Station is located in a parking lot near those structures. The alignment passes on the mauka side of the parking lots and parking structure for the terminal, crosses the main entrance to the terminal at Rodgers Boulevard, returns to follow Aolele Street at the sector boundary of Paiea Street. The Navy-Marine Golf Course is the only pre-1969 property in this sector. This facility is dated 1948 in Navy records, but comparison of current and historic aerial photos show that it has been altered. It may have been significant as a post-WWII recreational facility, but since it has lost some aspects of integrity, it is not considered eligible for the National Register.

4.5.4 Lagoon Drive Station Sector

As described previously, Rodgers Field was built in 1927–28 on lands bordering the ʻEwa shore of Keʻehi Lagoon, with funds provided by the Territorial legislature and Honolulu's Chamber of Commerce. The land was acquired from the S.M. Damon Estate for $27,410, and it included 119 acres of land and 766 acres under tide water (Kali 2007). A 1927–30 USGS map of the area shows the airport close to the shore, between Kaʻihikapu and Kaloaloa and fishponds, with a few small buildings and runways that extended northwest and east. An access road led mauka from the airport to the old Pearl Harbor Road, which ran parallel to and makai of the OR&L alignment. Near the point where Puʻuloa Road met it, the old Pearl Harbor Road crossed to the mauka side of the tracks and continued Koko Head, paralleling the railroad line on narrow causeways and adjacent to bridges over the Moanalua Stream mouth/Keʻehi Lagoon inlet, after which the road and rail lines diverged. In the

next four years, land near the airport was cleared, graded, filled in with coral quarried from outcroppings along the shoreline by prison labor, and paved. In 1936-1937, 66 acres of land were added, providing two more runways (Kali 2007). A 1939 map of the city (Mann 1939) shows the fishponds still flanking the airport, but by 1941 Keʻehi Lagoon was dredged for a seaplane basin. The dredged materials were used to extend the perimeter of the airport from 200 to over 1,000 acres, to fill in the area adjacent to Hickam Field, and to create four more runways, which would become Naval Air Station Honolulu, home base for the Army and Navy Air Transport Command during the war. By the time the airport was returned to the Territory in 1946, the area of the airport was over 4,000 acres, including additional land acquired for Keʻehi Lagoon (Kali 2007). Most buildings constructed by the Navy were only temporary, and long-range plans were being developed to build a new overseas and inter-island terminal on the mauka side of the airport.

An aerial photograph taken during wartime shows Puʻuloa Road curving towards ʻEwa at its makai end to join the old Pearl Harbor Road , which ran parallel to the OR&L tracks. An aerial photograph taken in 1948 shows a straightened Puʻuloa Road crossing the Nimitz/Kamehameha Highways and continuing southward to the shoreline (NA 1948). This new southward extension, later known as Lagoon Drive, was shown on a 1927-28 USGS map and a 1943 War Department map as only a short dirt road. By 1953, according to a USGS map, Lagoon Drive turned at the shoreline and continued along the perimeter of the airport. Branching off from Lagoon Drive in the ʻEwa direction was the Yorktown/Honolulu Airport Road. This road separated the airport from an area known as Damon Tract, which had been established in the 1930s on canefield land owned by the Damon Estate. The Damon Tract once extended as far ʻEwa as Elliott Street (HSB 1999). The ʻEwa end was used by the Navy during the 1940s for Naval Air Station Honolulu and for the Damon Tract Storage Area. The 4,000 tenants who lived in Damon Tract raised pigs, ducks, chickens, fruit, and vegetables and had a direct view of aircraft takeoffs and landings from the adjacent runways of Rodgers Field, renamed Honolulu Airport in 1947. One man stood on his roof and watched as Japanese planes flew overhead on December 7, 1941 on their way to Pearl Harbor. Children attended Kaloaloa School and one student later wrote a song about the neighborhood (HMHF 2004). But the area had many of "the squatter-type of home built in the time of the depression," and the trustees of the Damon Estate wanted it to go so that they could develop the area more profitably. However, rather than face the irate tenants, who protested their eviction at ʻIolani Palace, and to avoid tax issues, the Damon Estate sold the land in 1956 to a local group of businessmen for $4.5 million. They demolished Damon Tract and two years later sold 67 acres of it to the airport for $4.95 million, sold 25 acres to another group for $1.65 million, and kept 141 acres for themselves (Cooper 1986). This financial coup was noteworthy in the annals of Hawaiʻi business and signaled the growing influence of local land developers who were shrewd, well-connected politically, and working with, but not within, the large land-holding estates.

The former Damon Tract land is now occupied by airport facilities and industries in the area between Nimitz Highway and Aolele Street, from Rodgers Boulevard to Lagoon Drive, plus the section encompassed by Waiawa Loop. This area was built

up in the 1960s, when the airport began to accommodate jet aircraft that could transport freight and passengers more quickly and economically. The surveyed parcels along Ualena Street are owned by the State Department of Transportation, Airport Division. Keʻehi Lagoon Park and the Disabled American Veterans Memorial Park are also owned by the state. Only the parcels along Waiwai Loop are under private ownership—this may have been land sold by the local businessmen after purchasing it from Damon Estate in 1956.

At the ʻEwa end of the sector, the alignment crosses Paiea Street, then passes closely behind a long line of one-, two-, and occasionally three-story industrial, office, and commercial buildings that face mauka onto Ualena Street. These parcels are leased from the Airport Division of the State Department of Transportation and many of the businesses occupying them benefit from the close proximity of air transport. None of the buildings on these parcels were built before the 1960s, and most of them have been altered, by changing the windows and doors, adding storefronts, or attaching later auxiliary buildings. The alignment crosses Lagoon Drive and passes closely behind the buildings on the makai part of Waiwai Loop. The alignment cuts northeastward through Keʻehi Lagoon Park to rejoin Nimitz Highway briefly before crossing some of the complicated web of highways, on-ramps and exits at the Kamehameha Highway/H-1 Freeway interchange. Where the guideway crosses Moanalua Stream it passes by large properties bordering Keʻehi Lagoon, including the Disabled American Veterans Memorial complex..

The ʻEwa boundary of the Lagoon Drive Station sector begins at Paiea Street. The alignment follows Aolele Street to the station on Lagoon Drive. The guideway then crosses Lagoon Drive and continues makai of Waiwai Loop, which is the extension of Ualena Street. The alignment then curves toward Koko Head through Keʻehi Lagoon Park to rejoin Nimitz Highway. It crosses the highway interchange to reach the Koko Head boundary of the sector at Middle Street.

There are 21 surveyed parcels in this sector. All but one have been evaluated as ineligible for the NRHP. They have no known association with important persons or events, and they lack architectural distinction. Many of the buildings on these parcels were originally designed as warehouses, with flat or shallow roofs, large roll-down metal doors, and paved yards for on-site parking or equipment storage. Some of the buildings have been altered with house fronts, entranceways, awnings, and signage to present a more customer-friendly side to the street. The surveyed parcels on Waiwai Loop contain a gas station, a small motel, a restaurant, and an office building. Along Nimitz Highway near the end of the sector is a large park-like property with several recently-constructed buildings on it. This is a memorial to WWII disabled war veterans and provides services and meeting spaces to the public. As it contains no historic or architecturally significant buildings, it is not evaluated at NRHP-eligible.

The single property evaluated as NRHP-eligible is the Hawaiʻi Employers Council building, which was designed by a noted Honolulu architectural firm, Wimberly Allison Tong and Goo, in 1961 (Figure 4-18). It is historically significant for the Council's role in the state's labor history before and during the time that it has

occupied this parcel. The building has retained its integrity and is representative of the modern style of architecture emulated in Hawai'i during the 1960s. It was evaluated as NRHP-eligible under Criteria A and C.

Figure 4-18: The Hawai'i Employers Council Building

4.6 Koko Head Portion of the Project

4.6.1 Middle Street Transit Center Station Sector

Development in this sector of the alignment dates from circa 1927 when Dillingham Boulevard (called Queen Street at that time) was extended northwest from near Pu'uhale Road to cross Kalihi Stream and run parallel to the OR&L tracks , as shown on the USGS 1927-28 Honolulu Quadrangle. Other historic maps show that by 1930 this road was improved and extended to form the main automobile route to Pearl Harbor Naval Base, and by 1932 it was referred to as Dillingham Boulevard. The name change from Dillingham Boulevard to Kamehameha Highway at the Pu'uhale Road intersection is shown on a 1936 map. This stretch of road, between Kalihi Stream and the 'Ewa edge of the pre-1920 neighborhood of the Kapi'olani Tract (Kalihi) at Pu'uhale Road, does not appear to have had much construction along it before WWII. During this time open land apparently bordered the main road to Pearl Harbor, forming a buffer zone between the noxious industries of the slaughterhouse and fertilizer works (located further 'Ewa and mauka) and the residential area of the Kapi'olani Tract. As this residential area evolved and changed into a more commercially oriented thoroughfare in the 1950s, businesses saw opportunity along the available stretch of Kamehameha Highway frontages in this sector and began to establish themselves there.

Currently, this section of Kamehameha Highway is primarily lined by businesses and warehouses, with a large parking lot for the DTS TheHandi-Vans at Middle Street. Several buildings near Laumaka Street on the Koko Head end of the sector are smaller in scale and set close to the roadway right-of-way. Most of the remaining buildings studied are large businesses or warehouses dating from the 1950s and set back slightly further from the street. One exception to this is the large building at the 'Ewa end of the Gaspro complex, which runs very close along the makai edge of the roadway. A portion of this building dates from 1941. Some of the parcel lines in this

sector reflect the right-of-way of a former OR&L spur, which once connected the railway's makai main line and their mauka Kalihi line.

The ʻEwa boundary of the Middle Street Station sector is defined as Middle Street. This point, located ʻEwa of Kalihi Stream, is near the Koko Head edge of the H-1/Nimitz Highway/Dillingham Boulevard interchange. In this sector the transit line would run along the middle of Kamehameha Highway (before it becomes Dillingham Boulevard). The station itself is proposed to be located immediately Koko Head of Kalihi Stream, near the center of Kamehameha Highway. The Koko Head boundary of this sector is considered to be Laumaka Street on the mauka side of the roadway and the ʻEwa edge of the Oʻahu Community Correctional Center on the makai side.

Nine parcels with pre-1969 dates are located in this sector; only two are evaluated as eligible for listing on the NRHP. One parcel had no buildings, and four others had structures with no apparent architectural distinction and no known association with an established important historic context. C&H Fender and a GasPro Industrial building were listed with 1934 and 1941 dates, respectively. These dates indicated they could have been associated with the early development in this sector, but both buildings were evaluated as not retaining sufficient integrity to be eligible for the NRHP.

Most properties in this sector that were evaluated as not eligible for the NRHP date from the 1950s. TheHandi-Van lot is listed with tax office dates of 1953 and 1956, but no historic structures are standing. The parcel is now a van parking lot, with construction underway on at least a portion of it. The Marukai retail building is a common type of warehouse dating from 1955, and is not known to be significant to the area's history.. The section of 1941 building visible in the Gaspro complex appears to have been encapsulated by newer additions. The 1934 shop building at the Koko Head end of the sector has also been altered. The 1956 warehouses along Nimitz Highway that were surveyed as part of the station block APE also have alterations, in addition to having no significant association to an established important historic context.

The two properties in this sector evaluated as NRHP-eligible are both deemed significant for their architectural merit. The 1958 Gaspro retail store is eligible under Criterion C for its distinctive application of the International Style with a stepped plan façade (Figure 4-19). It was designed by prominent Honolulu architect Haydn Phillips, who designed Lincoln Hall at the East-West Center, the Māpunapuna Branch of First Hawaiian Bank, and numerous residences. This building is also eligible under Criterion C because it features the use of pre-stressed concrete floor planking. By the early 1960s Hawaiʻi was a national leader in the use of pre-stressed concrete in building (HA 1960).

Figure 4-19: Gaspro Retail Store

The 1957 Foremost Dairy building was designed by the Honolulu architecture firm of Merrill, Simms, and Roehrig, known for their large public and commercial buildings such as the planetarium building at the Bishop Museum, the Blaisdell Concert Hall, and (with Vladimir Ossipoff and Harry Seckel) the Pacific Club. Foremost Dairy is eligible under Criterion C as an example of an International Style design with lava rock facing on the lower wall sections for a distinctive Hawaiian effect. This building is also eligible under Criterion A for its association with Hawai'i's dairy industry.

4.6.2 Kalihi Station Sector

This sector is part of a very old residential area that consists of two tracts of land laid out before 1912. At that date the areas to the Koko Head and 'Ewa sides of the neighborhood were vacant, open land. The subdivided land between Pu'uhale Road and Kalihi Street was known as the Kapi'olani Tract and extended from below (makai of) the makai Main Line to a little beyond (mauka of) the mauka Kalihi Line of the OR&L rail tracks (these tracks ran, respectively, at about Kalanai and Ashford Streets). Koko Head of Kalihi Street, the Bishop Estate Tract reached to Waiakamilo Road, and in the mauka-makai axis stretched between about Alokele Street and the OR&L makai Main Line at about Hart Street. The road that later became Dillingham Boulevard was called Queen Street at the time (either North Queen Street or West Queen Street, depending on the map), ran through the center of the two tracts, and ended at Pu'uhale Road and Waiakamilo Road. Vehicle access to the two tracts was via King Street and then down those roads or Kalihi Street. By 1930, Queen Street (Dillingham Boulevard) was extended to its present configuration, towards Chinatown and towards Pearl Harbor Naval Base. By 1932 the roadway was referred to as Dillingham Boulevard. The Kapi'olani Tract has maintained some of its identity as a residential area, although an influx of small business and commercial establishments occurred after WWII through the 1960s. The former Bishop Estate Tract changed more drastically during that time, as parcels larger than those used for residences were created and often obliterated the streets that were laid out.

The 'Ewa portion of this sector, between Laumaka and Kalihi Streets—corresponding to the former Kapi'olani Tract, has a high concentration of residential

buildings. These date from the second decade of the 20th century through the 1960s and indicate a continuity of residential use during this time. This portion of the sector also has scattered small businesses. The Oʻahu Community Correctional Center has been located here since at least 1920, when it was known as the Oʻahu Jail. At that time it occupied a smaller parcel at the corner of Dillingham Boulevard and Puʻuhale Road. The jail was formerly located in the Iwilei area, makai of the OR&L station. The ʻEwa portion of this sector, corresponding to the former Bishop Estate Tract, is now primarily businesses, commercial buildings, and large apartments in buildings that date from the 1960s. Kalihi Kai School has been located near the corner of Dillingham Boulevard and Kalihi Street since at least 1920, but none of the buildings on this campus are historic.

The ʻEwa boundary of the Kalihi Station sector is defined as Laumaka Street. In this sector the transit line would run along the middle of Dillingham Boulevard. The station itself is proposed to be located near the center of the block between Puʻuhale Road and Mokauea Street, in the center of Dillingham Boulevard. The Koko Head boundary of this sector is considered to be Waiakamilo Road. In both this sector and Kapālama Station sector, a strip of land along the makai side of Dillingham Boulevard is needed for the transit right of way. This strip is usually about 10 feet wide, but larger areas are needed at the station locations.

There are 40 resources with pre-1969 dates in this sector. Nine are evaluated as eligible for the NRHP, of which six are parcels with residential buildings, located within the historic boundaries of the Kapiʻolani Tract. One of these residential parcels has two NRHP-eligible buildings on it and it is counted as two resources. One residential parcel has ten NRHP-eligible buildings in a courtyard grouping and is counted as one historic resource, since it is the grouping which is significant. Two commercial parcels, one at each end of the sector, have also been evaluated as NRHP eligible. The other resource in this sector (as well as others further Koko Head) are the lava rock curbs lining the roadway.

A large number of residential properties located within the APE in Kapiʻolani Tract are evaluated as not NRHP-eligible because their later construction date (1950s and 1960s) is not known to imbue them with an association to an important event or period trend. Most properties dating from the 1920s and 1930s in this sector's APE, which might be considered significant for their association with the neighborhood's early history, do not retain sufficient integrity for NRHP eligibility. Almost all the properties Koko Head of Kalihi Street were evaluated as not NRHP-eligible. These include a business, a bank, a large apartment building, and Kalihi Kai School. all dating from the 1960s and lacking any known association with an important historic context.

The residential buildings within this sector that were evaluated as NRHP-eligible date from 1913 to 1945 and are representative examples of the area's residential types and periods. They are eligible under Criterion A for their association with residential development of the neighborhood and its change in character after Dillingham Boulevard became a through street. The area along this roadway evolved from the early 1900s, through the periods of transition in the 1930s and 1940s, to

become a commercial mixed-use area by the late 1950s and early 1960s. The single-family residences and a multi-family building (Higa fourplex, 1945) represent different periods and styles of housing, including Hawaiian Plantation and Craftsman Styles. One notable residential property is the courtyard complex (1916) between Mokauea and Kalihi Streets (Figure 4-20). This concentration of ten Plantation-Style houses are clustered in a courtyard configuration. This type of housing cluster was popular in Honolulu during the early 20th century.

Figure 4-20: Ten Courtyard Houses

Another early property in the ʻEwa portion of this sector is a commercial building, Puʻuhale Market, a 1918 store that functioned as a grocery and served the community. It is eligible under Criterion A for its association with the early history of the Kapiʻolani Tract. At the Koko Head end of this sector is the 1960 Boulevard Saimin building, which was evaluated as eligible for the NRHP under Criterion A for its association with the commercialization of saimin. This building has a role in the history of saimin—a dish that evolved on Hawaiʻi's plantations and has become a very important component in the food culture of Hawaiʻi. The lava rock curbs along this roadway, and others further Koko Head, are an additional historic resource evaluated as eligible for the NRHP. They are hewn to right-angled faces on their exposed surfaces. These lava rock curbs are landscape features considered eligible for the NRHP as structures (part of roadway systems) under Criterion A for their association with the development of neighborhoods, and under Criterion C as an example of the distinctive method of street construction in Honolulu during the late 1800s and early 1900s. These lava rock curbs comprise about 40% to 60% of all curbs in this and the following eight sectors.

4.6.3 Kapālama Station Sector

The area that this sector travels through was not developed until after 1930, the approximate date that Dillingham Boulevard was built between Waiakamilo Road and King Street. The Kapālama Drainage Canal was created at about the same time. This canal approximately followed the path of Niuhelewai Stream from the vicinity of King Street and Hoapili Lane to Kapālama Basin. Along with the waters of Nuhelewai Stream (originating at a spring and pond near Lanakila and School Streets), the Kapālama Drainage Canal accepted the waters of an unnamed stream that formerly ran to the basin near Houghtailing Street and Waiakamilo Road. A remnant of an early bridge where Dillingham Boulevard (or Queen Street, as it was then called) crossed this stream can be found on the mauka side of the boulevard in TMK 15022003. This stream was diverted to the Kapālama Canal from a point near School and Kapālama Streets. For about the first ten years that this section of

Dillingham Boulevard existed, it ran through mostly open land. At its Koko Head end was a concentration of residential buildings at Akepo and Robello Lanes. The commercial buildings in the Iwilei area, located makai of the boulevard, including the Dole Pineapple Cannery complex and other businesses near Kūwili Street, were separated from Dillingham Boulevard by an OR&L track. At the sector's 'Ewa end buildings stopped just past Waiakamilo Road. After these initial sets of relatively small buildings at the edges of the sector, most development that occurred involved large-scale commercial buildings, many with extensive parking areas incorporated into their design. These were built in the 1950s and early 1960s. Construction at the Honolulu Community College (HCC) campus, which extends along a large portion of this sector, is much newer. Although tax office records indicate a 1930 year-built date in this campus area, no historic building was located during the field survey. Through almost the entire length of the alignment through this sector, Dillingham Boulevard is lined with mature kamani trees that were planted before 1940.

Currently, this sector is composed primarily of large parcels containing businesses and large commercial buildings, a shopping center, and the HCC campus. At the 'Ewa end of the sector, close to Waiakamilo Road and on the mauka side of Dillingham Boulevard, are two small 1940s commercial and residential buildings associated with its early development history. Adjacent to these are three parcels containing multi-tenant commercial structures with large parking lots: the Kapālama Shopping Center, a former bowling alley, and a parcel with retail and warehouse buildings. All three were constructed in the late 1950s and early 1960s. On the makai side of the boulevard in this sector there is a similar multi-tenant, multi-building, large-parking lot parcel as well as two large single-use buildings from the same period with fewer parking spaces: New York Technical Institute (1961) and the Benjamin Moore Paint Co. building (1959). The Koko Head portion of this sector is dominated along the mauka side of Dillingham Boulevard by the HCC campus. The makai side has mostly post-1968 construction and three pre-1969 properties.

The 'Ewa boundary of the Kapālama Station sector is defined as Waiakamilo Road. In this sector the transit line would run along the middle of Dillingham Boulevard. The station would be located immediately Koko Head of the Kapālama Drainage Canal, in the middle of Dillingham Boulevard. The Koko Head boundary of this sector is considered to be Akepo Lane.

There are 16 pre-1969 properties in this sector. Five are evaluated as eligible for the NRHP. Most buildings in this sector's APE which were evaluated as not eligible are 1950s and early 1960s buildings that do not have a known association with an important event or period trend. One large building near the Koko Head end of this sector is listed with a 1936 year-built date, which would make it associated with the area's early history, but it has undergone extensive exterior renovations that reduced its integrity to a point that it is no longer NRHP eligible. The HCC parcel is listed with a 1930 year-built date, but no historic building was observed on the campus within that TMK.

One circa-1950s group of buildings in this sector has significance for inclusion in the NRHP and has retained its integrity: a grouping of six Quonset huts that were

relocated to their present position circa 1954. They are eligible under Criterion A for their association with the re-use of former military buildings by small businesses, and under Criterion C as a rare example of re-located military Quonset huts in an original grouping. Their significant association is not with their period of military use, but rather with the history of their relocation and re-use in conjunction with the post-war economic development of O'ahu. Excess military buildings that were re-used by the civilian sector (both public and private) were an important resource for O'ahu. Quonsets and other ex-military buildings were re-located and used for businesses, housing, and schools. Two other eligible business buildings are located near Waiakamilo Road, dating from 1943 and 1947. These have NRHP eligibility under Criterion A for their association with the evolution of the section of Dillingham Boulevard 'Ewa of Kapālama Canal from a residential neighborhood to a mixed-use area of small business and residential uses. They also have NRHP eligibility under Criterion C as good examples of vernacular shophouse architecture in Honolulu, and the 1943 specimen is a rare example of WWII construction. A fourth property in this sector considered eligible for the NRHP is the 1930 bridge over the Kapālama Drainage Canal (Figure 4-21). This bridge has five spans and is a reinforced-concrete tee-beam deck-girder type with sidewalks. It is significant under Criterion C as an example of this period of bridge design in Hawai'i. It is also eligible under Criterion A for its association with the development of Dillingham Boulevard as an important transportation link between Kalihi and downtown Honolulu (Thompson 1980).

Figure 4-21: Bridge over Kapālama Drainage Canal

Mature kamani trees (*Calophyllum inophyllum*) were planted, circa 1934, along both sides of Dillingham Boulevard, in the section between Ka'ahi Street and the Kapālama Canal, with a typical spacing of 55 to 75 feet. 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. The lava rock curbs discussed in the Kalihi Station sector are also found in this one, but are not separately listed as another resource in this sector.

4.6.4 Iwilei Station Sector

This relatively small sector of the alignment has a long association with the O'ahu Railway & Land Company (OR&L), the main railroad on O'ahu from 1889 until 1947. Much of this area was originally submerged by fishponds and the waters of Honolulu

Harbor, and it began to be filled in 1889 for construction of the first OR&L terminal building (replaced in 1925 by the extant building) and rail yard. After OR&L began service in 1889, it hauled fill from Moanalua (Chaddix 2004) and continued to claim and fill inundated parcels and fishponds until the area was above the tide. As OR&L expanded through the early 20th century to the years just before WWII, it utilized a large portion of the area bounded by King Street, Iwilei Road, Kūwili Street, and Dillingham Boulevard (after the latter was built ca. 1930). The Hawaiian Gas Products Co. and Hawaiian Chemical Products had facilities on Kūwili Street in 1940/41 (Conde 1975; Chaddix 2004). From early on, the land in this sector's APE near the intersection of King and Liliha Streets was used for buildings not related to the railroad. This higher ground had been claimed and purchased earlier than the low-lying area filled for OR&L use. By 1912 the Palama Settlement was located here, moving to their present location on Vineyard Boulevard around 1924. In 1914 a number of wood-frame tenement buildings (extant) were located Koko Head of the settlement. In 1922 the Tong Fat building (extant), a large shophouse with living quarters above storefronts, was constructed along King Street just Koko Head of the settlement and in front of the tenements. By WWII, in addition to retail along King Street and the tenements, this area of the sector had a service station and a restaurant (Conde 1975).

The railroad survived through the end of WWII but, when the April 1, 1946 tsunami destroyed tracks on the North shore of Oʻahu, sugar plantation owners became convinced that trucks could handle their transportation needs better than the train. The last day of general operation for the railroad was December 1, 1947. A section of track and rolling stock remained in use for hauling between the pineapple canneries and the harbor. The 1961 reversion of the OR&L right-of-way to the State of Hawaiʻi (Chaddix 2004) apparently triggered a wave of new commercial and business development on their former parcels in this sector. Most properties surveyed here date from the 1960s, and two along Kūwili Street date from the late 1950s. The 1960s development is centered around the area of Kaʻaahi Street and Kaamahu Place, which apparently were created after 1961.

This sector is almost entirely business and commercial/industrial parcels, with a small section of tenement housing near the junction of King and Beretania Streets. The parcels adjacent to Kaʻaahi Street and Kaamahu Place are generally smaller than others in this sector. Businesses located here include an animal hospital, silk screening shop, tavern, and surfboard repair. The Hawaiʻi Institute of Human Services maintains a 70-bed homeless shelter at the corner of Kaʻaahi Street and Kaamahu Place. Along King Street, the parcels are typically somewhat larger. Here, the Tong Fat parcel displays the type of commercial storefronts that were typical in this area at the time of its construction. The two large parcels that remain under State of Hawaiʻi ownership along Iwilei Road contain resources from the OR&L (terminal building, document and storage building, and paving) and a large expanse of open land. Two larger properties with industrial buildings are located on Kūwili Street.

The ʻEwa boundary of the Iwilei Station sector is defined as Akepo Lane. In this sector the transit line would curve away from Dillingham Boulevard just before

Ka'aahi Street, then run along the makai end of that street and through an OR&L parcel, before crossing Iwilei Road 'Ewa of its intersection with King Street. The station would be located in line with Ka'aahi Street, near the center of this sector of parcels. The Koko Head boundary of this sector is considered to be Iwilei Road.

There are 16 properties surveyed in this sector, and six are considered eligible for the NRHP. All of the properties surveyed in the Ka'aahi Street/Kaamahu Place area (eight parcels) date from the late 1960s and all but one are considered ineligible for the NRHP. All ineligible buildings, although apparently unaltered or of high integrity,, had no architectural distinction and no known association with an established important historic context. The two larger properties along Kūwili Street (1956 and 1959) are not architecturally significant, and lack a known association to an established important historic context. One surveyed property (1960) in this sector is along Dillingham Boulevard 'Ewa of Ka'aahi Street, a florist shop that does not embody distinctive architectural characteristics, because they have been covered up by extensive alterations. Moreover, it has no known association to an established important historic context.

Six resources are considered NRHP-eligible in this sector. The Tong Fat Building is a large shophouse considered eligible under Criterion A for its association with development of the 'A'ala business area. This neighborhood of commercial and residential buildings was a focal point of the Japanese community and had a close connection with the adjacent Chinatown neighborhood, which historically extended much further across Nu'uanu Stream and further mauka than its currently defined boundaries. The Tong Fat Building is also eligible under Criterion C as an example of a large shophouse building type in the 'A'ala area during the 1920s. Also on the same parcel, but counted as a separate resource, are four wood-framed tenement residence buildings. These are also eligible under Criterion A for their association with this neighborhood's development. They are also NRHP eligible under Criterion C as a rare example of early 20th-century wooden tenement type buildings in Honolulu (Figure 4-22).

Figure 4-22: Tenements behind Tong Fat Building

Another pair of parcels containing NRHP-eligible resources is at the intersection of King Street and Iwilei Road. The 1925 OR&L Terminal Building and the 1914 OR&L Office/Document Storage Building are located on TMKs 15007001 and 15007002 (originally one parcel which was determined eligible for the NRHP in 1979). These buildings are significant under Criterion A for their association with the railway operations of the OR&L, the primary railroad on O'ahu from 1889 to 1947. They are also significant under Criterion C as examples of Spanish Mission Revival (Terminal Building) or Colonial Revival (Office and Document Storage Building) architecture. The former filling station on the parcel pair has a less evident connection with the railway, but it is significant for its association with the development of the 'A'ala neighborhood. It is within boundary of the Oahu Railway & Land Co. parcels, which have been determined eligible for the National Register. Also on this pair of parcels is a rare remnant of basalt street paving blocks at an entrance drive and alongside Iwilei Road (Figure 4-23). These are small (approximately 4-inch by 7-inch) blocks of dense stone used for paving the roadway itself, not the usual granite sidewalk pavers or basalt or granite curbs commonly encountered in Honolulu. They are significant as a structure under Criterion A, for their association with the development of Honolulu's roadway infrastructure. They could also qualify under Criterion C as an example of a distinctive method of road construction and design. In addition they are NRHP eligible under Criterion D, since they are a principle source of information on the technology of street paving in early Honolulu.

The sixth property in this sector evaluated as NRHP eligible, under Criterion C as an example of International-Style architecture, is the 1968 HIS building at the corner of Ka'aahi Street and Kaamahu Place. The lava rock curbs discussed in the Kalihi Station sector are also found in this one, but are not separately listed as another resource in this sector.

Figure 4-23: Basalt Street Paving alongside Iwilei Road at OR&L parcels

4.6.5 Chinatown Station Sector

This sector includes the portion of the alignment that runs through the Chinatown Historic District, which was listed on the NRHP in January 1973. This area was established as a commercial center by the early 1860s, shortly after expiration of five-year contracts for the first large group of Chinese immigrant sugar plantation workers who arrived in 1852. Often living above their shops, successive cycles of immigrants typically used Chinatown as their first home in Hawai'i. "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).

An accidental fire in 1886 burned much of the neighborhood, and another deliberately set in 1900 to burn buildings suspected of harboring the bubonic plague got out of control and virtually leveled the entire area. Re-building after this fire shaped Chinatown into its current form: many buildings were constructed in the Italianate Style of fired clay brick or other masonry materials, often coated with stucco. Another popular choice was Richardson Romanesque Style, rendered in local basalt. Replacement buildings, except for the most recent redevelopments, have maintained the densely packed spatial arrangement that has defined

Chinatown from its beginning. These were constructed in fashionable styles as tastes have changed: Art Deco, International, and Contemporary. Most changes in street patterns in the district have occurred on or near the proposed alignment. Queen Street was re-aligned and widened and re-named Nimitz Highway sometime after WWII; Smith and Bethel Streets were extended makai to Queen Street, by 1922 and 1930, respectively.

Current development in the portion of this sector Koko Head of Nu'uanu Stream generally consists of small- and medium-sized commercial buildings on relatively small parcels. These buildings are densely grouped and span all decades, from the 1901 re-building immediately after the Chinatown fire to the 1960s. Three paved areas fronting Nimitz Highway are used for parking cars. Along the water's edge, makai of Nimitz Highway, building is confined to structures on piers that jut out into the harbor. 'Ewa of Nu'uanu Stream, the few parcels and buildings in this sector are typically much larger (only one small property 'Ewa of Nu'uanu Stream is pre-1969). Two bridges span Nu'uanu Stream along the APE, carrying the Koko Head-bound and 'Ewa-bound traffic of Nimitz Highway. The bridge carrying traffic toward 'Ewa is a historic resource.

The 'Ewa boundary of the Chinatown Station sector is defined as Iwilei Road. In this sector the transit line would run between the divided sections of Nimitz Highway ('Ewa of Nu'uanu Stream), and then along the middle of the highway (Koko Head of the stream). The station is proposed to be located in the middle of Nimitz Highway at the Chinatown-side edge of Nu'uanu Stream, near the River Street/Nimitz Highway intersection. The Koko Head boundary of this sector is considered to be the Nimitz Highway/Queen Street intersection.

In this sector there are 27 properties with pre-1969 dates for which forms were made, only two of which were considered ineligible for the NRHP. However, the historic resource number count in this district is only 4, since almost all the parcels are within the Chinatown Historic District, which is counted as one historic property. Two surveyed properties are listed separately, although they fall within the Chinatown Historic District, which overlaps most of this sector's APE. One is a surveyed parcel, on the mauka side of Nimitz Highway, between Nu'uanu and Smith Streets, found to be ineligible because the 1914 building on this site was replaced by an open parking lot . The Nu'uanu Stream Bridge, which was evaluated as NRHP eligible, is listed separately at the request of the State Historic Preservation Division. The bridge is considered NRHP eligible under Criterion "A" for its association with the transportation history of the Honolulu waterfront and Queen Street (before it was renamed Nimitz Highway). It is also NRHP eligible under Criterion C, as a late example of a concrete bridge with solid parapet design, incorporating unusual molded detailing and a rounded top rail.

Most of the properties evaluated as NRHP-eligible in this sector are buildings located within the makai part of the Chinatown Historic District which overlaps the Project's APE. There are 21 buildings (listed in Appendix A-3) within the APE which are considered contributing resources to the historic district. They are eligible under Criterion A for their association with the development of the Chinatown area, and

under Criterion C as exemplifying the distinctive characteristics of building construction in this area, as well as being part of Chinatown—a significant and distinguishable entity whose components may lack individual distinction. In the block between River and Kekaulike Streets are five properties. The 1905 Armstrong Building at the corner of River and King Streets and the adjacent 1901 Winston Building are both rendered in local basalt lava rock. The 1907 O'ahu Market is a roofed, open-sided building with metal screening for securing it during closed periods. The 1936 Chinatown Market Building on Kekaulike Street has Art Deco detailing, and the 1966 Queen River Market on King Street is a Contemporary-Style market (McAlester 1996). Moving Koko Head, in the next block between Kekaulike and Maunakea Streets ten properties were evaluated as NRHP-eligible. Along King Street are the 1964 Bank of Hawai'i and the 1920 (renovated ca. 1964) Troy Fishmarket buildings, which both have storefronts rendered in an exotic "Oriental" motif, which is typical of that period of building design in Chinatown. This style catered to perceived images of Hawai'i as an exotic locale within the U.S. Between these, and of the same period, is the 1966 International-Style Lee's Bakery building. On Kekaulike Street is the 1923 Troy Fishmarket Annex, which is more visible from the parking lot side, than Kekaulike Street, where only a loading dock is visible. Further makai on Kekaulike Street is a 1920 three-story International-Style building, and the 1961 Kaya Fishing Supply Building. On Maunakea Street (mauka to makai) is a 1918 concrete cast-in-place two-story building, the 1915 Schnack Building (a large shophouse with an inset second-floor balcony), and the 1910 Kawahara Building (a brick shophouse) (Figure 4-24).

Figure 4-24: Kawahara Building with Honolulu Harbor in the Background

Behind these three properties is the 1919 C.Q. Yee Hop former warehouse, built of coursed rough-hewn basalt lava rock. Although this building is roofless it is considered a contributing property to the historic district. The next block ʻEwa between Maunakea and Smith Streets has four properties evaluated as NRHP-eligible, all fronting King Street. The Liberty Bank Building (1952) is a Contemporary-Style design by eminent Honolulu architect Vladimir Ossipoff. Three shophouse buildings are Koko Head of it: the 1920 former produce market, the 1901 Concord Trading Company building, and the 1902 Zaffron Restaurant/Oka Building.

Two properties contributing to the Chinatown Historic District are located makai of Nimitz Highway. The circa-1952 waterfront fire station is considered eligible under Criterion A for its association with the history of the Honolulu Fire Department. The 1932 Pier 13/14 building is NRHP-eligible under Criterion A for its association with the development of the Honolulu waterfront and harbor facilities.

Two surveyed properties lie outside the Chinatown Historic District, on the makai side of Nimitz Highway. At the mouth of Nuʻuanu Stream, on its ʻEwa bank, is a small building, the Nuʻuanu Stream Wastewater Pumping Substation. Built ca. 1952, it was first considered significant under Criterion C as an example of the Art Moderne style applied to an infrastructure building. However, it was found to have a large addition, so it was evaluated as not NRHP eligible. Remains of 19th century coral blocks used to construct retaining walls are another resource outside of the Chinatown Historic District. This resource is eligible under Criterion D—as a primary source of information on early harbor retaining wall and wharf construction in Honolulu. These coral blocks are the remains of the building material of Honolulu Fort , which existed from 1817 to 1857. When it was demolished, the blocks were used to construct a harbor retaining wall which allowed new waterfront land behind it (Cheever 2003).

Located on the mauka side of Nimitz Highway, also outside the Chinatown Historic District boundaries but within the Merchant Street Historic District, is the 1930 former Police Station building designed by prominent Honolulu architect Louis Davis. This Mission Revival-Style building is also known as the Walter Murray Gibson Building. It is situated on two TMKs. This building is eligible under Criterion A for its association with the history of the Honolulu Police Department and under Criterion C as an example of the work of a master architect rendered in the Mission Revival Style. The lava rock curbs discussed in the Kalihi Station sector are also found in this one, but are not separately listed as another resource in this sector.

4.6.6 Downtown Station Sector

This sector of the alignment encompasses Honolulu's downtown core, an area whose development can be traced back at least as far as the early 19th century, when western values and construction began to noticeably change the traditional Hawaiian community. Honolulu's development was intimately connected to its harbor and the "singular importance of Honolulu as the only deep water port in the vast area of the mid-Pacific… [which] transformed the insignificant village of Honolulu into a major maritime center" (Beechert 1991). Most principle downtown streets were laid

out by 1850 (Johnson 1991). Bishop Street, built in sections beginning around 1902 between King and Hotel Streets, was extended makai to Halekauwila Street by 1912 (to what is now a section of Nimitz Highway). At that time this area makai of Halekauwila Street, which included the site of the Honolulu Fort, held a fish market, ice plant, and a Hawaiian Electric generating facility. An important change in road patterns in this sector occurred in 1951 when a new section of roadway was added to join Queen and Halekauwila Streets, near Fort Street. That angled road created the basic contour of one of the future Nimitz Highway's curving segments. After 1968 another realignment of the main makai roadway (what is now called Nimitz Highway instead of Queen Street/Halekauwila Street) occurred after 1968 when a new section of the road was added between Richards and Punchbowl Streets. This curving segment completed the current contour of the road by joining Nimitz Highway to Ala Moana Boulevard.

This sector is almost entirely large parcels with large buildings or sites on them. Nimitz Highway, an eight-lane divided highway, separates the downtown area from waterfront facilities and the industrial compound of Hawaiian Electric Company's generating facility. Although many large buildings front very closely to the highway here, the canyon-like effect of their height is minimized by bordering areas of parks and green space. The alignment continues Koko Head along Halekauwila Street, which is a two-lane street shaded by monkeypod trees with large buildings set back from the street.

The ʻEwa boundary of the Downtown Station sector is defined as the Nimitz Highway/Queen Street intersection. In this sector the transit line would run along the middle of Nimitz Highway and then go straight along Halekauwila Street, instead of following the second curve of Nimitz Highway. The station is proposed to be located in the middle of Nimitz Highway between Bishop and Alakea Streets, shifted towards the foot of Alakea Street to minimize effects on the Dillingham Transportation Building at the corner of Bishop Street and Nimitz Highway. The Koko Head boundary of this sector is considered to be Punchbowl Street.

In this sector ten resources with pre-1969 dates were surveyed and eight were evaluated as eligible for the NRHP. One of the surveyed parcel evaluated as ineligible is the 1960 Title Guarantee Building at the corner of Queen and Richards Streets. It has no known association with an established important historic context and has undergone recent (ca. 2005) exterior renovations that removed its original horizontal louvered metal sunscreens and reduced its integrity. Similarly the 1950 Keʻelikōlani Building on Halekauwila Street, between Mililani and Punchbowl Streets, could have had some significance for its role as a government building, but has been entirely encased by a new concrete exterior, and is considered an essentially new building.

Three of the properties evaluated as eligible for the NRHP in this sector are along the waterfront: Aloha Tower (built in 1926 and listed on the NRHP in 1976) is significant under Criterion A for its association with the development of Hawaiʻi as a tourist destination and under Criterion C as an example of Art Deco architecture in Honolulu. The 1926 passenger terminal at Pier 10/11 is significant under Criterion A

for its association with the maritime passenger industry and under Criterion C as an example of Neo-Classical architecture (Figure 4-25). The 1952 Department of Transportation Harbors Division building is significant under Criterion A for its association with the Harbor Commission of the Territory of Hawai'i during the period after WWII and before the advent of jet airliners.

Figure 4-25: Aloha Tower and Piers 10 and 11

Three other properties have buildings that are evaluated as NRHP-eligible. The 1930 Dillingham Transportation Building (listed on the NRHP in 1979) is eligible under Criterion A for its association with the commercial development of Honolulu and under Criterion C as an example of Italian Renaissance architecture (Figure 4-26). The Hawaiian Electric Company's generator facility (buildings built in 1929 and 1955) is eligible under Criterion A for its association with the development of electric power in Honolulu. The 1939 Hale Auhau/State Tax Office Building, now the offices of the Attorney General, was listed on the NRHP in 1978 as part of the Hawai'i Capital Historic District and is significant as an example of the Mission Revival Style in Honolulu during the late 1930s.

Two parks in this sector were also evaluated as eligible for the NRHP. Irwin Park (1930—listed on the Hawai'i Register in 1999) is eligible under Criterion A for its association with development of the Honolulu waterfront passenger terminal area. Walker Park (ca. 1951—located at Queen Street and Nimitz Highway with no TMK number) is eligible under Criterion A for its association with the development of the downtown Honolulu waterfront and central business district, and under Criterion C as an early example of a created green space in the central business district. Under Criterion Consideration F, the associated memorial items and plaques in this park are understood to be commemorative in nature and do not constitute eligible objects, but do not add to or detract from the park's eligibility under its own significance. The lava rock curbs discussed in the Kalihi Station sector are also found in this one, but are not separately listed as another resource in this sector..

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Figure 4-26: Dillingham Transportation Building

4.6.7 Civic Center Station Sector

Streets have extended into this sector from the downtown side since the early 20th century. Commonly considered a part of Kaka'ako, this sector's main thoroughfare in 1912 was Queen Street, the major central route through the area from downtown (between King Street further mauka and the makai road—Ala Moana). Halekauwila Street stopped at South Street and did not extend all the way to Ward Avenue until the late 1930s. The Koko Head part of this sector includes some of the historically low-lying Kewalo area, which originally had fewer streets and buildings. In 1913 the entire area bounded by South Street, Queen Street, and Ward Avenue was filled by the Territorial Board of Public Works, after condemnation by the Board of Health as a threat to public health because of its low-lying condition and standing water. The following year the sector streets were lined with small businesses, light industry, and residences. An area of this sector known as Ka'ākaukukui, which included the land makai of Pohukaina Street, between South and Cooke Streets, was popularly known in the early 1920s as "Squattersville." This was a stretch of territorial land, which along with sections at Kewalo Basin point and along Ala Moana, was home to "an undetermined number of Hawaiians" who built shacks and were asking for utilities to be extended into the area (Johnson 1991). Residents of the area were permitted to stay until work began on the Kewalo Basin wharf. By 1924 they started moving to other areas in Honolulu such as Punchbowl where there was (presumably vacant) National Guard reservation land (Johnson 1991).

During the 1920s the two largest land owners in Kaka'ako (the Ward family and Bishop Estate) began subdividing land and leasing residential lots. In the decades following, the Cooke Street area became "like a little town within a city. Both sides of the street were lined with small stores" (Otani 1952). By 1952 the stores were struggling to remain open in the face of declining business. Light industry had replaced residents and the district virtually closed down after hours. The current large parking lot at the makai/Koko Head corner of Halekauwila and South Streets

was almost entirely housing in 1940, and a large section of residences stretched along Cooke Street from Auahi to Queen Streets. In 1937 the former site of the circa-1914 City and County Stables at Halekauwila and Coral Streets became Mother Waldron Park.

This sector currently consists primarily of small businesses, government buildings, and light industry on lots of varying sizes. There is some housing in the ʻEwa portion of the sector in a large (six-story) apartment building. A comparatively large portion of this sector is open space, historic Mother Waldron Park, and its flanking properties. To the park's ʻEwa side are two large parking lots (each covering almost an entire block) and abutting its Koko Head side is an open lot covering about half a block.

The ʻEwa boundary of the Civic Center Station sector is defined as Punchbowl Street. In this sector the transit line would run along Halekauwila Street. The station is proposed to be located between South and Keawe Streets, in the middle of Halekauwila Street. The Koko Head boundary of this sector is considered to be Cooke Street.

In this sector 27 parcels with pre-1969 dates were surveyed. Five of these properties were evaluated as eligible for the NRHP. Construction site, parking lots, and parking structures were found to occupy seven of the parcels surveyed, rather than pre-1969 buildings. Most of the remaining properties evaluated as not NRHP-eligible had buildings dating from the 1950s and 1960s, with a few from the mid-1940s. While those 1940s warehouses could have had an association with WWII, they did not retain sufficient integrity for NRHP eligibility. The 1950s and 1960s buildings have no known association with an established important historic context. The 1950s and 1960s buildings are a mixture of commercial, medium-sized apartment buildings, and light-industrial buildings.

The five properties evaluated as NRHP-eligible have widely varying dates. The earliest is the 1900 Royal Brewery building, listed on the NRHP in 1972. It is significant under Criterion A for its association with Honolulu's brewing industry, and under Criterion C as a rare example of a brick commercial building that employs round-arched, narrow openings to articulate its verticality, a common design feature for tall buildings in the United States from at least the 1870s. The 1929 Kakaʻako Fire Station is also NRHP listed (in 1980 as part of the thematic group *Fire Stations of Oʻahu*). It is significant under Criterion A for its association with the Honolulu Fire Department's history and under Criterion C as an example of Mission Revival architecture. Mother Waldron Playground (1937) was listed in the Hawaiʻi Register in 1988 as part of the thematic group *Art Deco Parks of the City and County of Honolulu.* The park is significant under Criterion A for its association with development of the Kakaʻako/Kewalo area, and under Criterion C as an example of Art Deco design. The 1958 Kamaka Ukulele building is evaluated as NRHP-eligible under Criterion A for its association with this prominent Hawaiian ukulele manufacturer and for the instrument's contribution to ukulele music, an important aspect of Hawaiian culture (Figure 4-27).

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Figure 4-27: Kamaka Ukulele Building

In this sector the 1959 Department of Transportation building is also evaluated as NRHP-eligible under Criterion C, as an example of an early method of using pre-stressed pre-cast concrete in large vertically oriented louvers. It was designed by the important Honolulu architecture firm of Law & Wilson. The lava rock curbs discussed in the Kalihi Station sector are also found in this one, but are not separately listed as another resource in this sector.

4.6.8 Kaka'ako Station Sector

The 'Ewa portion of this sector (west of Ward Avenue) was filled in 1913-14 with material taken from offshore, using a hydraulic dredge with a 16-inch line. This resulted in bringing all the area makai of Queen Street, between Ward Avenue and South Street, up to a grade above sea level (an elevation of about four feet). This filling came about because of a "slight epidemic of bubonic plaque" in Honolulu in 1910, which prompted territorial health officials to focus on the "strict enforcement of the sanitary laws in Kewalo" and the subsequent condemnation and filling of "this low and swampy part of the city" (Caldwell 1914). Apparently, judging by their focus on eliminating standing water, the Board of Health was unaware that in 1898 the rat-flea vector was established as the driving mechanism of the bubonic plague disease. During the 1920s the two largest land owners in Kaka'ako (the Ward family and Bishop Estate) began subdividing land and leasing residential lots. By 1940 there was a large area of housing extending mauka and makai of Halekauwila Street, between Ward Avenue and Cooke Street. This housing reached from the Ward Avenue/Waimanu Street intersection southwest to Coral and Auahi Streets and supported many businesses catering to residents. The Cooke Street area became "like a little town within a city. Both sides of the street were lined with small stores" (Otani 1952). By 1952 the stores were struggling to remain open in the face of declining business. Light industry had replaced residents and the district virtually closed down after hours. Currently, 13 buildings in the Kaka'ako area 'Ewa of Ward

Avenue are either still residences or renovated residences used for businesses. One of these residential buildings is in the APE of the Kakaʻako Station sector.

Development in the portion of this sector ʻEwa of Ward Avenue is mostly small businesses on small lots. Koko Head of Ward Avenue this pattern changes, an the APE includes three very large parcels containing: the Sports Authority shopping complex, a group of warehouses and the Ward Entertainment Center, and an apartment complex (under construction). There are also small businesses on the small lots Koko Head of Ward Avenue.

The ʻEwa boundary of the Kakaʻako Station sector is defined as Cooke Street. The alignment runs along Halekauwila Street, crossing Ward Avenue where it cuts across the block before joining Queen Street at Kamakeʻe Street. It then follows the new curving portion of Queen Street between Kamakeʻe and Waimanu Streets. The station would be located in the interior of the large block between Ward Avenue and Kamakeʻe Street, at its ʻEwa end, about 100 feet from Ward Avenue. The Koko Head boundary of this sector is considered to be Waimanu Street.

In this sector 36 parcels with pre-1969 dates were surveyed and 33 were evaluated as not eligible for the NRHP. In two of those cases, that was because the older buildings on the parcels (one small triangular lot and the large lot straddling the new curving section of Queen Street) included on the survey list had already been demolished. The buildings on the remaining parcels surveyed in this sector are primarily 1950s and 1960s buildings with no known association to an established historic context. Even if a context for such buildings was later established, most of these buildings have been altered, so they would not have sufficient integrity for listing on the NRHP.

The non-eligible properties are almost entirely small- or medium-sized buildings on relatively small lots, with a wide variety of business uses and dates of construction. These include automotive machine shops, nightclubs, a home furnishing store, and a strip mall. The buildings with 1930s and 1940s dates might have been eligible for their association with the earlier history of Kakaʻako or for WWII associations. However, those older buildings have all been altered, with reduced integrity that does not qualify them for NRHP listing.

Two of the parcels with buildings evaluated as NRHP-eligible are located just west of Ward Avenue along Queen Street, in a part of the area that was residential housing in 1940. One parcel has a 1912 retail building facing Queen Street with a residence in the rear (Figure 4-28). It is eligible under Criterion A for its association with development of the Kakaʻako area, and under Criterion C as an example of an early 20th-century wooden shophouse with a distinctive false front (gable apex at center, stepped sides, and arched louvered openings) and a Plantation-Style residence (one of the few surviving houses in the Kakaʻako area). The other parcel evaluated as NRHP-eligible is on the same block, at the corner of Queen Street and Ward Avenue. This is the 1962 Liberty Bank building (currently American Savings Bank). This building, designed by Honolulu architect Kenneth W. Roehrig, is eligible under Criterion C as an example of architecture embodying the distinctive characteristics of design first embodied in the Hawaiʻi State Capitol building (initial design released in

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February 1961) and emulated in contemporary public and business buildings in Honolulu (also shown in Figure 4-28).

Figure 4-28: Pink Building with Residence in Rear (right) and Liberty Bank (left)

The third building evaluated as eligible for the NRHP is the 1938 Fuji Sake Brewing Company building at Cooke and Halekauwila, which is eligible under Criterion C as an example of a commercial building with Art Moderne detailing. The lava rock curbs discussed in the Kalihi Station sector are also found in this one, but are not separately listed as another resource in this sector.

4.6.9 Ala Moana Center Station Sector

For several decades after the turn of the 20th century, most of this sector (historically referred to as Kallia) was undeveloped land between Sheridan Street and Kalākaua Avenue/Hobron Lane/ʻEna Road in Waikīkī. Ala Moana Park was built in the mid-1930s on land created by filling the reef between the Ala Wai Canal and Kewalo Basin. By 1938, much of the sector ʻEwa of Piʻikoi Street, between Kapiʻolani Boulevard and the park, was still areas of open land between clusters of buildings. A decade later this area was well developed. Until the late 1950s, the area Koko Head of Piʻikoi Street and makai of Kona Street (that would later become Ala Moana Shopping Center) was open land with no streets. Likewise, the area mauka of Kapiʻolani (and Koko Head of Sheridan Road) was an area of small farms known as the "Pake Patch" (Johnson 1991). By 1953 this area was changing, Keʻeaumoku Street was extended makai to Kona Street, and a drive-in theater had been built in the Pake Patch. In the late 1950s the Ala Moana Shopping Center was built. It was designed by renowned mall architect, John Graham of Seattle.

Development in this sector's APE can be divided into two groups. One is the area ʻEwa of Piʻikoi Street and along Kapiʻolani Boulevard to Keʻeaumoku Street, where there are many buildings dating from the late 1930s through the 1950s. Here the buildings are generally smaller and closely spaced on small lots. The second type of

development seen in this sector is the area of Ala Moana Shopping Center, and Kapiʻolani Boulevard ʻEwa of Piʻikoi Street. Although the buildings between Kona Street and Kapiʻolani Boulevard are larger than the ones in the APE ʻEwa of Piʻikoi Street, this portion of the sector is dominated by the shopping center and its large associated buildings.

The ʻEwa boundary of the Ala Moana Center Station sector is defined as where the alignment crosses Waimanu Street. In this sector the transit line runs toward Koko Head through the block bounded by Waimanu, Pensacola, and Kona Streets. The line then runs along Kona Street from the intersection of Kona and Pensacola Streets to Mahukona Street. The station is proposed to be located above Kona Street about 200 feet ʻEwa of Keʻeaumoku Street. The Koko Head boundary of this sector, and the end of the Project is considered to be Mahukona Street.

In this sector 30 parcels with pre-1969 buildings were surveyed and only two, the Hawaiian Life Building and the PetsWell Animal Hospital, were evaluated as eligible for the NRHP. Six parcels which had pre-1969 building dates on the survey list were found to be demolished and part of the Nordstrom Store's construction site. Most of the other properties were evaluated as having no known association with an established important historic context. This was the case for most of the smaller properties ʻEwa of Piʻikoi Street and along Kapiʻolani Boulevard, which are a mixture of uses, automotive repair and supply, nightclubs, building supply, retail, and light manufacturing. A few buildings had possible historic associations but do not retain sufficient integrity for listing on the NRHP. For example the 1959 Ala Moana Shopping Center and Ala Moana Building were noteworthy when constructed, but their historic significance has been reduced due to the extensive alterations to both.

The Pacific Development Company's office building was evaluated as NRHP eligible under Criterion C, as a good example of a single-story, 1950s office building, representative of its type and period in its design, use of materials, craftsmanship, and methods of construction. Its canted windows, rounded corner, use of Roman brick, and flat roof are its character-defining elements. The other parcel in this sector evaluated as NRHP-eligible contains the 1951 Hawaiian Life Building at the corner of Kapiʻolani Boulevard and Piʻikoi Street (Figure 4-29). This building was designed by eminent Honolulu architect Vladimir Ossipoff and is eligible under Criterion C as representing the work of this master of Hawaiian architecture. It is also eligible under Criterion A for its association with the area's economic development.

The lava rock curbs discussed in the Kalihi Station sector are also found in this one, but are not separately listed as another resource in this sector.

Figure 4-29: Hawaiian Life Building

4.7 University Extension

Because the University Extension will be built after the Project is completed, further study of historic resources along it is expected when this future project is undertaken. However, as a basis for understanding the historic resources along the anticipated future transit lines, sectors in this extension were studied at the same level of detail as sectors in the Project.

Much of the area in the University Extension's APE lies within Mō'ili'ili on the plain of Honolulu. Mō'ili'ili is situated makai of the watershed of Mānoa Valley, which drains into this low-lying region as it makes its way to the ocean. Historically, the water spread out across the plain into numerous streams, ponds, wells, and marshes, which the Hawaiians used for wetland agricultural production. A mid-1920s aerial photograph shows the Mō'ili'ili area still in wetland agricultural production as large pond fields used for rice paddies and duck ponds (Ruby 2005). During the 1920s, the City supported expansion of Honolulu's urban core by draining these wetlands. The Ala Wai drainage canal was completed in 1925, and the dirt dredged from the canal was used to fill the adjacent wetland areas on both sides of the canal. On the makai side of the canal, the fill was used to enlarge Waikīkī and on the mauka side the fill allowed construction of Kapi'olani Boulevard. Secondary drainage canals were also built throughout the Mō'ili'ili area to channel the water into the Ala Wai Canal, which then drained into the ocean. Between 1928 and 1931 the City dredged, drained, and filled Honolulu's wetlands to transform a formerly "crooked lane" into Kapi'olani Boulevard, which was designed to be a major cross-town arterial to connects downtown with a secondary entrance to Waikīkī at McCully Street. Between 1931 and 1941, the City extended Kapi'olani Boulevard to Harding Avenue and the neighborhood of Kaimukī. Subsequent civic improvement projects in the 1940s, fueled by funding and labor from the depression-era Works Progress Administration (WPA) program, included widening, paving, lighting, and curbs (Stewart 1954). In conjunction with the city's roadway improvements, the Outdoor

Circle planted shade trees along the corridor as part of its citywide civic improvement campaign.

4.7.1 Convention Center Station Sector

For a several years after the 1928 completion of the Ala Wai Canal, this sector remained very sparsely developed with its only through-road being Kalākaua Avenue. The section of side road off Kalākaua Avenue, which today is called Kalauokalani Way (originally called Lewis Street), existed since at least 1920 when it delineated an area known as "Marshfield" (Monsarrat 1920). By 1927 this area around Kalauokalani Way had over 20 buildings, presumably houses. The area to the ʻEwa side was known as the "Pake Patch," an area of scattered houses amid gardens and small farms. By the early 1930s Kapiʻolani Boulevard was built through the sector and residential streets constructed on the Koko Head side. The Pake Patch resisted development until well after WWII, but by 1953 it had a drive-in theater and began to be divided by streets.

Currently, development in this sector generally consists of small businesses on relatively small- or medium-sized parcels. There are some residential buildings (single-family dwellings and apartments) in the area of Kalauokalani Way. Some of these buildings are former residences now utilized for small businesses. The ʻEwa portion of the sector, between Kapiʻolani Boulevard and Kona Street, is comprised of parcels that extend from one street to the other. In the area centered on Kalauokalani Way the parcels are much smaller. Some are long and very narrow and most do not extend the entire width of the block between streets. The area of the sector makai of Kapiʻolani Boulevard is dominated by the 1997 Hawaiʻi Convention Center.

The ʻEwa boundary of the Convention Center Station sector is defined as Mahukona Street. In this sector the transit line runs along Kona Street a short distance before angling through the block and crossing Kapiʻolani Boulevard, then running along the mauka side of that street. The station is proposed to be located just mauka of Kapiʻolani Boulevard, spanning Kalauokalani Way. The Koko Head boundary of this sector is considered to be Makiki Stream.

In this sector 39 parcels with pre-1969 dates were surveyed, and four of these were evaluated as eligible for the NRHP. The remaining properties evaluated as ineligible had no known association with an established important historic context, and many had alterations which reduced their integrity to a level insufficient for listing on the NRHP.

The properties evaluated as not NRHP-eligible in all areas of this sector are primarily small businesses. Along Kapiʻolani at the ʻEwa end are restaurants, nightclubs, and an adult entertainment store. On the makai side of the street, these are sited on medium-sized lots that extend the entire width of the block from Kapiʻolani Boulevard to Kona Street and have large parking areas. A take-out restaurant on the mauka side of Kapiʻolani closely fronts Kapiʻolani on a similar-sized lot. The area centered on Kalauokalani Way is similar in its mix of businesses, but has a markedly different

spatial layout of parcels and buildings. Many of the lots in this area do not extend the whole width of the block. Generally, the buildings are also smaller and packed closer together than those along Kapi'olani Boulevard. In this area a number of single-family residences are currently utilized for massage parlors. There are also a number of multi-unit apartment buildings, single and two-story, which are still used for housing. A large-scale building (1957) with a self-storage facility, parking garage, and billiard hall is located in this area of the sector. On the Koko Head side of Kalākaua Avenue is a group of buildings (ca. 1953) with two apartment/hotels of two and three stories, and a small pawnshop.

Four resources in this sector are evaluated as NRHP-eligible. The Monkeypod trees along the sides of Kapi'olani Boulevard in this sector are considered NRHP-eligible. They have a similar history and significance as the trees further Koko Head, in the center of Kapi'olani Boulevard, which are discussed in the following McCully Station sector.

The (1931) Makiki Ditch Bridge No. 1 on Kapi'olani Boulevard at the Koko Head edge of this sector is evaluated as eligible for the NRHP under Criterion A for its significant association with the area's transportation history, and under Criterion C as an example of typical concrete tee beam deck girder bridge construction in the early 1930s (Thompson 1980).

Two buildings in this sector are evaluated as NRHP-eligible. The 1933 Tamura Craftsman-style house (Figure 4-30) is eligible under Criterion A for its association with the area's pre-WWII residential development and under Criterion C as an example of a Craftsman-Style dwelling. The 1948 Boysen Paint Company building (Figure 4-31) is eligible under Criterion C as an example of the early post-WWII design work of the prominent Honolulu architecture firm of Lemmon, Freeth & Haines. This building is one of their earliest known designs (along with the 1948 Kenrock Building) and features Arizona sandstone, a cladding material that this firm made popular in Honolulu.

Figure 4-30: Tamura Craftsman-style House

Figure 4-31: Boysen Paint Company Building

The lava rock curbs discussed in the Kalihi Station sector are also found in this one, but are not separately listed as another resource in this sector.

4.7.2 McCully Station Sector

The McCully Station sector follows the path of Kapiʻolani Boulevard, a major cross-town arterial built during a formative period of civic improvement and expansion of Honolulu in the first half of the 20th century. Kapiʻolani Boulevard was planned as a new cross-town conduit to connect Honolulu's growing commercial center to Waikīkī and new residential neighborhoods in Mōʻiliʻili. Construction of this roadway transformed the former agricultural wetlands of Mōʻiliʻili into an area characterized by residential housing. Kapiʻolani Boulevard became the new makai boundary for the Mōʻiliʻili area and provided opportunities for new sources of employment, housing, and civic improvements such as parkland and urban beautification efforts.

The dredging and fill that created Kapiʻolani Boulevard in the 1930s also created buildable new land adjacent to the roadway. This land was used in the 1930s and 40s to meet the increasing demand for affordable housing. Throughout the 1940s, the city continued to improve the boulevard. In 1940 the city began the Kapiʻolani Boulevard Improvement Project, which included widening, paving, curbs, lighting, and set-backs for the future planting of trees (HSB 1940). This project was carried out under the direction of the City's Public Works Committee, which used an assessment from property owners to help pay for the project. To reduce the cost to property owners, the City also used funding from the Depression-era WPA program, which created jobs by improving community infrastructure such as roads, bridges, and civic buildings. Although the Kapiʻolani Boulevard Improvement Project broke ground in 1940, WWII interrupted the work because the War Production Board

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decided to withhold road-building materials such as rock and asphalt until the war ended, at which time the road improvement work continued.

Currently, the blocks between the Makiki Ditch Stream and Isenberg Street in the APE of the McCully Station sector are predominantly residential with a mixture of houses and apartments. However, one block of predominantly commercial usage lies on Kapiʻolani Boulevard between Pumehana and McCully Streets. This commercial block is adjacent to the proposed station, and consists of a new strip mall on the mauka side and new construction on the makai side where a former strip mall was torn down in 2007. In addition to this commercial area, parcels in the APE around the McCully Station include an older neighborhood of single-family homes that date from 1932 to 1941. Across from the 1932 houses is the oldest structure in the sector, a 1929 HECO sub-station. Most parcels in the APE along Kapiʻolani Boulevard abut the roadway and are multi-family residential structures that date from 1938 to 1958, the period that followed completion of the boulevard. There are also a few high-rise apartment buildings. A parcel in the APE that abuts Kapiʻolani contains one of Honolulu's early city parks and clubhouse built in 1937, which is located between McCully, Kapiʻolani, and the Ala Wai Canal. Within the center medial strip of Kapiʻolani Boulevard there is also a portion of the historic corridor of mature Monkey pod trees planted by the Outdoor Circle in the late 1940s.

The ʻEwa boundary of the McCully Station sector is defined as the Makiki Ditch Stream, which is located just before Hauʻoli Street. The transit line would enter the sector by passing over the Makiki Ditch Bridge and continue along the mauka edge of Kapiʻolani Boulevard, remaining in the existing right-of-way as it travels in an Koko Head direction. The station would be situated between Pumehana and McCully Streets, one block Koko Head of the Makiki Ditch Stream. Lime and Pumehana Streets form the boundaries around the station block on the mauka side and the Ala Wai Canal is the makai-side boundary. After passing by the McCully Station, the transit line would shift slightly away from the mauka edge of Kapiʻolani Boulevard and enter the center medial strip on Kapiʻolani Boulevard, where it would remain as it passes through the sector. The Koko Head boundary of this sector is considered to be Isenberg Street.

Within the McCully sector, there are 50 surveyed pre-1969 properties in the APE. Most of the parcels have residential use buildings, either one-story, single-family homes or two-story, multi-family apartments. A HECO sub-station sits at the corner of Lime and Pumehana, and there is one block of commercial buildings at the corner of McCully and Kapiʻolani Blvd.

There are 18 properties built between 1952 and 1968 that were considered not eligible for listing because they lacked significance associated with architectural distinction or with an important historical event or person. Of these properties, fifteen apartment buildings built during the 1950s were inventoried as part of a four-block area of similar two-story apartments for a possible Kapiʻolani Boulevard Apartments District. These buildings were found to lack significance at this time, it is possible that their significance may become clear in the future and should be re-evaluated in future studies.

Among the properties considered eligible for listing or already listed, there is the Ala Wai Park and Clubhouse built in 1937, which is listed on the Hawai'i Register as part of the City and County of Honolulu's *Art Deco Parks and Playgrounds of the 1930s* thematic grouping. There also is an historic Monkey pod tree corridor planted in the center medial strip along this portion of Kapi'olani Boulevard. These large, mature shade trees were planted by the Outdoor Circle in the 1940s in partnership with the City as part of the Kapi'olani Boulevard Improvement Project. They are significant under Criterion A for their association with the history of urban landscape design in Honolulu and appear to be largely intact.

A concentration of eleven early apartment buildings within the APE of the McCully Station Block were evaluated as a Potential Early McCully Apartments Historic District. Of these, nine were evaluated as contributing to the district and retain levels of integrity that would qualify them as eligible for listing as part of a district. These early apartment buildings, dating from 1944-51, are significant under Criterion A for their association with the construction of Kapi'olani Boulevard and the first wave of residential development of the McCully neighborhood. As part of the district, these predominantly vernacular buildings are also significant under Criterion C for representing part of a significant and distinguishable entity whose components may lack individual distinction. Although the boundaries of this potential district includes parcels that lie along Pumehana Street and Kapi'olani Boulevard; it is important to note that the boundaries are based on the APE and could be larger with further study.

There are five additional residential properties that were evaluated as significant under Criterion A for their association with the early residential development of the area. They all retain levels of integrity that would qualify them as eligible for listing. These include the 1940-41 Wong Houses A & B (Figure 4-32); 1932 Toyama House; and 1932 Yamamoto House.

Figure 4-32: Wong House B (1911 Lime Street)

Finally, the Kapi'olani Apartment Complex is a grouping of eight identical, walk-up apartments built in 1946 (Figure 4-33). These buildings are also significant under Criterion C as examples of relatively unaltered 1940s-era apartments, constructed of masonry with thick, solid walls covered with a textured stucco finish, hipped roof, and exterior stair.

Figure 4-33: Kapi'olani Apartment Complex (2233 Kapi'olani Boulevard)

4.7.3 Date Street Station Sector

The Date Street sector area was in wetland agricultural production until the 1920s and 30s when construction of the Ala Wai Canal dried up the wetlands. The subsequent fill allowed construction of Kapi'olani Boulevard and secondary roads throughout the area, and led to the development of new neighborhoods. Residential buildings built between 1930 and 1950 are associated with the Mō'ili'ili area's early urban residential development, which was made possible by the city's construction of drainage canals in the 1920s and 30s that dried out the greater Mō'ili'ili/Waikīkī wetland region. Roadway construction and urban development in this area began in the 1930s. Kapi'olani Boulevard was built between 1928 and 1931 as the city's newest major cross-town arterial, and neighborhoods were planned along the secondary roads in areas along the Boulevard. Civic improvement of the Mō'ili'ili/Waikīkī region in the 1930s and 40s included many new roads, parks, tree plantings, neighborhoods, and a new sewer sub-station. Like the adjoining sectors of McCully, Mō'ili'ili, and Lower Campus, the Date Street sector is characterized by a pattern of affordable residential development in response to an increased demand for low-cost, urban housing during the 1930s and 40s. According to a 1932 map of the area, the road that later became University Avenue was originally a dead-end road called Kapa'akea Street, which ran from Kapi'olani Boulevard to its end about a block mauka of Date Street. The road that later became Hausten was called Thompson and was the only through road that extended all the way from Kapi'olani Boulevard to King Street at this end of the city. Prior to 1930, Date Street was a pathway with small bridges crossing the Mānoa Stream (Ruby 2005). It then became a short cross-street parallel to Kapi'olani, which intersected Kapa'akea and Thompson and was a dead-end at both ends (WHW 1932). 1954 maps show that Kapa'akea Street changed its name to University Avenue, and 1964 maps show that

this makai end of University was extended to the mauka section at King Street (USGS 1969, Honolulu Quadrangle). Multi-family residential development occurred along this newer section of University Avenue in the 1960s.

Currently, the blocks between Isenberg and Date Streets in the APE of the Date Street Station sector are predominantly residential with a mixture of houses and apartments. The parcels along Kapiʻolani Boulevard in the two blocks between Isenberg and Hausten and Hausten and University are predominantly low-rise apartments. Along University Avenue, the buildings become a mix of older single-family homes and newer low-rise apartments. There is only one high-rise apartment building, located at the mauka end of the sector along the newer portion of University Avenue. The parcels in the APE around the Date Street Station also contain a mixture of low-rise apartments and single-family homes. At the Koko Head side of the station block, there is a Sewage Pumping Station that was built in 1934 to serve the growing Mōʻiliʻili community.

The ʻEwa boundary of the Date Street Station sector is defined by Isenberg Street. At this point the transit line is located in the center medial strip of Kapiʻolani Boulevard, while it passes by Hausten Street and then curves to enter University Avenue. Immediately before the transit line would turn onto University Avenue, it shifts makai and the radius of its curve brings it close to the mauka-ʻEwa corner before it straightens into the center medial strip. The station would be located just after the Date Street intersection in the center medial strip of University Avenue. The Koko Head boundary of this sector is considered to be Kaʻaha Street, a cross-street two blocks makai of King Street.

Within the Date Street Station sector, there are 61 surveyed pre-1969 parcels in the APE. Although the city property tax database lists these parcels as having buildings with dates of 1968 or older. A field check found that three parcels have new buildings under construction, and one parcel is being used as a parking lot and has no building. Twenty-two properties have apartment buildings constructed from 1951 to 1968. With the exception of one high-rise, they are predominantly low-rise apartment buildings, ranging from two to four stories in height. These newer low-rise apartment buildings were evaluated as not eligible for listing in the NRHP at this time because they were neither architecturally distinctive nor associated with a significant historical event or person. With respect to 1960s-era high-rise development, it is possible that their significance may become clear in the future and should be re-evaluated in future studies.

Thirty-three parcels contain older residential single-family homes or multi-family apartments, built between 1934 and 1951, that are associated with the completion and improvement of Kapiʻolani Boulevard and early residential development of the Mōʻiliʻili area. Of these, nine parcels associated with the early residential period were evaluated as not eligible because they did not retain levels of integrity that would qualify them for listing in the NRHP.

There were twenty-two properties evaluated together as a Potential Early Mōʻiliʻili Neighborhood Historic District. Of these, thirteen are considered to contribute to the district. They were evaluated as significant under Criterion A for their association

with the neighborhood's early residential development and retain levels of integrity that would qualify them as eligible for listing as part of a district. These include the 1934 Art Deco-style Sewage Pumping Station that was built to serve this growing community. As part of the district, these predominantly vernacular buildings, such as the Hirota House (Figure 4-34), are also significant under Criterion C for representing part of a significant and distinguishable entity whose components may lack individual distinction. The boundaries of this potential district include parcels that lie along Hausten (formerly Thompson) Street, Date Street, and University Avenue; however it is important to note that these boundaries are based on the APE and could be larger with further study.

Figure 4-34: Hirota House (718 University Avenue)

In addition to the potential district, two parcels were evaluated as individually eligible for listing in the NRHP. The 1945 Hirai House is significant under Criterion A for its association with the early residential development of the Mō'ili'ili area. The 1948 Fukumoto Apartment building (Figure 4-35) is significant under Criterion C as a distinctive example of a post-war apartment building in the Moderne Style. It is notable for its decorative elements such as glass block and Asian motif grilles. Both buildings retain levels of integrity that would qualify them as eligible for listing on the NRHP.

Figure 4-35: Fukumoto Apartments (2424 Kapi'olani Blvd.)

4.7.4 Mō'ili'ili Station Sector

The Mō'ili'ili Station sector is located in an area that was a mix of agricultural, commercial and residential use during the early part of the century. Two of the oldest streets serving this area are King and Beretania Streets, which meet each other in Mō'ili'ili according to a 1912 map, much the way they do today. This map does not show any major roads makai of King and Beretania Streets, due to a large expanse of wetland agricultural lands and large ponds within the greater Waikīkī/Mō'ili'ili region (Dove 1912). At that time there were businesses, churches, and homes along King and Beretania Streets, which were situated on land that was slightly more elevated than the wetter agricultural plain (Ruby 2005). The community that farmed and owned businesses in the Mō'ili'ili sector was a mix of Hawaiian, Chinese, and Japanese. Many Hawaiians lost their land and lives in the small pox epidemic in 1853, and by the 1870s Chinese were farming rice, taro, vegetables, and raising farm animals. They also established poi factories and other types of commercial activities (Ruby 2005). A quarry was located near this sector, which also influenced the development of the Mō'ili'ili area by providing employment for Japanese laborers and Portuguese stonecutters who moved off the sugar plantations. The quarry was established in the late 1800s in conjunction with the Beretania Street Railroad and operated until 1947. In 1951 the University of Hawai'i took control of quarry land makai of Dole Street and used this area as a large parking lot through the 1960s (Ruby 2005). Starting in 1901, electric railway streetcars ran down both Beretania and King Street, which served to support the commercial and residential growth of the Mō'ili'ili neighborhood. In 1941 streetcars were replaced by electric trolley buses that ran until 1957. During the 1920s and 30s, the Japanese community established a wide variety of commercial activities including automobile service stations, florists, bakeries, etc. They formed the Mō'ili'ili Hongwanji Mission in 1923, located on Kapa'akea Lane. In 1929 University Avenue was extended from Dole Street down to

King Street, which was the center of the growing town of Mōʻiliʻili. Before WWII, 90% of this thriving community was comprised of Japanese Americans (Ruby 2005). In 1959 University Avenue was widened and extended from King Street all the way to Kaʻaha Street, and the entire road became known as University Avenue, which ran all the way from the University of Hawaiʻi through Mōʻiliʻili to Kapiʻolani Boulevard.

Currently, the blocks between Kaʻaha Street and the H-1 Freeway within the APE of the Mōʻiliʻili Station sector are a mix of residential and commercial buildings. The parcels along University Avenue makai of King Street are almost all low-rise apartments, except for the Mōʻiliʻili Hongwanji Mission, which relocated in 1960 to a new building in this section of University Avenue. The parcels in the APE around the station block are predominantly commercial buildings and low-rise and high-rise apartments. The station block encompasses a portion of the historic town center of Mōʻiliʻili.

The ʻEwa boundary of the Mōʻiliʻili Station sector is defined as Kaʻaha Street. At this point the transit line is located in the center medial strip of University Avenue, then passes King Street and continues past Varsity Place to where it curves to cross over the H-1 Freeway. Immediately before the transit line begins its curve, it shifts toward the Koko Head side of University Avenue, then leaves the road and passes over the Koko Head-bound University Avenue off-ramp. The station would be located between Coyne Street and Varsity Place in the center medial strip of University Avenue. The Koko Head boundary of this sector is considered to be the H-1 Freeway.

Within the Mōʻiliʻili Station sector, there were 28 surveyed pre-1969 properties. Only 27 remain, since the former 1939 Varsity Theater, designed by noted architect Charles Dickey, was torn down in early 2008 before this report was completed. There are 21 properties constructed from 1957 to 1968 that were evaluated as not eligible for listing in the NRHP. They appear to lack significance associated with architectural distinction, and there is no known association with the early development of Mōʻiliʻili, and no known association with other important historic events or persons. With respect to 1960s-era high-rise development, it is possible that their significance may become clear in the future, and such resources should be re-evaluated in future studies.

In addition, three commercial buildings, which date from 1931 to 1947, were evaluated as not eligible, even though they were associated with the early development of Mōʻiliʻili and are all located within the historic neighborhood center defined by King Street and University Avenue. However, they do not retain levels of integrity that would qualify them as eligible for listing on the NRHP.

The Mōʻiliʻili sector contains one building which is listed on the National Register (and Hawaiʻi Register)—the 1934 Church of the Crossroad. It is significant under Criterion A for its historical association with the Mōʻiliʻili community; under Criterion C for being representative of the search for a regional architectural style in Hawaiʻi in the 1930s; and under Criterion B for its association with noted 1930s architect, Claude Stiehl.

Two properties constructed from 1957 to 1968 were evaluated as eligible for listing in the NRHP and retain levels of integrity that would qualify them. The 1958 Mōʻiliʻili Hongwanji temple (Figure 4-36) is significant under Criterion A for its historical association with the Japanese community of Mōʻiliʻili. It is also significant under Criterion C for its Indian/Western design style, as one of 46 Buddhist temples built in Hawaiʻi between the end of WWII and 1968 (Ruby 2005). The circular Varsity Office Building is significant under Criterion C as one of the island's first round-plan "tin can-shaped" buildings representative of a newly popular style in the early 1960s (HSB 1966). It is located on the same parcel as the former Varsity Theater. Both the Hongwanji and the Varsity Office Building retain levels of integrity that would qualify them as eligible for listing on the NRHP.

Figure 4-36: Mōʻiliʻili Hongwanji Mission Temple (902 University Avenue)

4.7.5 Lower Campus Station Sector

The Lower Campus Station sector is located in an area that lies between Mānoa Valley and Mōʻiliʻili and is associated historically with the Mōʻiliʻili community. It is located on higher ground than the former wetland plain of the lower Mōʻiliʻili/Waikīkī region. During the first half of the 20th century, many in the community farmed and owned businesses in the Mōʻiliʻili area. However, a quarry located in the Lower Campus Station sector played a significant role in the Mōʻiliʻili community by providing employment for Japanese laborers and Portuguese stonecutters who had moved off the sugar plantations (Ruby 2005). This quarry was established in the late 1800s in conjunction with the Beretania Street Railroad and operated until 1947. The

area was mined for its basalt-lava rock, and today the existing quarry face that demarks the upper from the lower campus measures 45 feet deep (Ruby 2005).

In 1951, the University of Hawai‘i took control of the quarry land makai of Dole Street and used it as a large parking lot through the 1960s (Ruby 2005). In 1959 University Avenue was widened and extended from Ka‘aha to Kapi‘olani Boulevard so that it ran from the Upper Campus to Kapi‘olani Boulevard, creating a major transportation thoroughfare through the Mō‘ili‘ili area. Another significant change affected the upper neighborhoods of Mō‘ili‘ili, located in the Lower Campus Station sector. This occurred in 1953, when the H-1 Freeway was completed and divided this neighborhood into upper and lower halves and isolated streets such as Kolo Place, Varsity Place, Varsity Circle, and Kalo Place. Kalo Place, a well-traveled road that leads in and out of the Lower Campus, now divides this area into two separate neighborhoods. As the only access route into the area, Varsity Place and Kalo Place currently serve over 2,000 people a day (Ruby 2005).

The blocks between the H-1 Freeway and the University of Hawai‘i Lower Campus within the APE of the Lower Campus Station sector are predominantly residential and a mix of 1960s-era high-rise apartments on the ‘Ewa side of the sector and 1950s-era two-story apartments on the Koko Head side. This residential area is located within the APE of the Station Block and is makai of the Lower Campus, separated by a fence and guard post.

The ‘Ewa boundary of this station sector is defined as the H-1 Freeway. As it leaves University Avenue traveling mauka, the transit line curves towards Koko Head while crossing over the freeway and the westbound University off-ramp. The station would be located in the Lower Campus area adjacent to the Stan Sheriff sports arena and the swimming pool complex. Since this station is the terminal for the University Extension, the sector’s Koko Head boundary is considered to be the Varsity Circle neighborhood, which lies at the far edge of the extension’s alignment.

Within the Lower Campus Station sector, there are 24 surveyed pre-1969 parcels in the APE. These parcels all lie within the APE of the Station Block. They are located in a relatively isolated residential area adjacent to the makai side of the University of Hawai‘i campus. Kalo Place, which runs mauka-makai, divides the neighborhood into two distinct parts. The ‘Ewa side contains eight parcels with high-rise apartments, which date from 1958 to 1962. The Koko Head side is made up of sixteen lots of multi-family, two-story apartments, which date from 1950 to 1958. These two neighborhoods are defined on the mauka side by a University security fence and guard post for the lower campus entrance. On the makai side, they have been separated from Mō‘ili‘ili by the H-1 Freeway.

None of the 24 surveyed pre-1969 properties in the APE of the Lower Campus sector were evaluated as eligible for listing in the NRHP. These parcels lacked significance associated with architectural distinction or with an important historic event or person.

4.8 Waikīkī Extension

Because the Waikīkī Extension will be built after completion of the Project, further study of the historic resources along it is expected when this future project is undertaken. However, as a basis for understanding the historic resources along the complete transit line, sectors in this extension were studied at the same level of detail as the sectors in the Project.

Waikīkī means "place of spouting waters." It lies makai of the Mānoa watershed, which drains into this low-lying region on its way to the ocean. Historically, the water spread out over Waikīkī, creating numerous streams, ponds, wells, and marshes. As recently as the early part of the 20th century, large portions of the Waikīkī area were still in wetland agricultural production. Kalākaua Avenue was an early road that ran parallel to Waikīkī beach. Located along Kalākaua Avenue, near the center of Waikīkī beach, is one of the earliest buildings, the 1901 Moana Hotel. At the time of its construction, Waikīkī was also home to a number of large oceanfront estates, built by Kamaʻāina families. All of these early ocean-front estates have been demolished, many of them to make way for hotels. In the 1920s, the inland area behind Kalākaua Avenue was drained and filled to allow for residential and commercial development, as urban Honolulu expanded. The Ala Wai Canal and secondary canals that drained into it were constructed to divert the water and channel it to the sea. The Ala Wai Canal was completed in sections between 1925 to 1928. The dredged dirt from construction of the canal was used to fill the adjacent former wetland areas. On the mauka side, 428 acres of fill provided dry lands to allow construction of Kapiʻolani Boulevard. On the makai side of the canal, 93 acres of fill served to enlarge Waikīkī (Ruby 2005).

4.8.1 Kālaimoku Street Station Sector

The Kālaimoku Street Station sector is located in the portion of Waikīkī that lies between the Ala Wai Canal and Nāhua Street. A 1912 map shows Kalākaua Avenue as the only road leading into Waikīkī from King Street, which was the main cross-town arterial at that time. The early beach-side road to Waikīkī was called Ala Moana or Beach Road, and it ended at ʻEna Road, which connected to Kalākaua Avenue (Dove 1912).

The blocks between the Ala Wai Canal and Nāhua Street are a mix of residential and commercial buildings. The parcels within the APE along Kalākaua Avenue are predominantly high-rise hotel/apartments and low-rise commercial buildings. The parcels in the APE around the station block are predominantly residential on the mauka side of Kūhiō Avenue that extends to Ala Wai Boulevard. In contrast, the parcels on the makai side, which extend to Kalākaua Avenue, are predominantly commercial. In addition to the station block APE, the parcels in the APE along Kūhiō Avenue are located along a portion of this road that dates back to the early residential period of development. During this early residential period, Kūhiō Avenue ended at Seaside Avenue. It was not connected to the Diamond Head side of Kūhiō Ave until after 1950, so that the buildings along Kūhiō Ave, between Seaside Avenue and Kanekapolei Street, all date from the 1960s.

The ʻEwa boundary of the Kālaimoku Street Station sector is defined as the intersection of Kalākaua Avenue and Kapiʻolani Boulevard, where the Waikīkī Extension line divides from the University Extension line. The transit line will cross the Ala Wai Canal on the Koko Head side of the Kalākaua Avenue Bridge, and stay on the mauka side of Kalākaua Avenue. This will allow the transit line to avoid the 96-year-old Mahogany trees in the center medial strip. The line then travels along Kalākaua Avenue on a double rail until reaching McCully. At this point, it will become a single track. This single-track will be located on the mauka side of the road until it reaches Kūhiō Avenue. As it enters Kūhiō, it moves to the center median where it again divides into a double line. It remains a double line until it reaches the Kālaimoku Street Station. The station would be located in the center of Kūhiō Avenue between Kālaimoku and Kaiʻolu Streets. The Koko Head boundary of this sector is considered to be Nāhua Street.

Within the Kālaimoku Street Station sector, there are 65 surveyed pre-1969 properties in the APE. The buildings in this sector are a mix of residential and commercial use. The low-rise buildings tend to be either stores or apartments. Many of the high-rise buildings operate as hotel/apartments with stores occupying the street-level spaces. A field check found that three parcels are being used for parking and five parcels have new construction.

There are 24 parcels with buildings built from 1952 to 1968 that were evaluated as not eligible for listing in the NRHP. They lack significance associated with architectural distinction, and there is no known association with an important historic person or event. However, with respect to 1960s-era high-rise development, it is possible that their significance may become clear in the future and should be re-evaluated in future studies of this area.

In addition to the 24 parcels that lack significance, there are sixteen parcels with older buildings, which were built between 1932 and 1948. Although these buildings are associated with the early development of Waikīkī, they were evaluated as not eligible because they do not retain levels of integrity that would qualify them for listing in the NRHP.

Within the station block APE, a concentration of thirteen properties built in the 1930s and 1940s were assessed together as a Potential Launiu-Kālaimoku Housing Historic District. Eight parcels, containing twelve residential buildings, were assessed as contributing to the potential district. These contributing buildings are significant under Criterion A for their association with the early residential development of Waikīkī and retain levels of integrity that would qualify them as eligible for listing as part of a district. As part of the district, these predominantly vernacular buildings are also significant under Criterion C as representing part of a significant and distinguishable entity whose components may lack individual distinction. Although these parcels lie along Kālaimoku and Launiu Streets, it is important to note that the boundaries of the potential district are based on the inventory of parcels within the APE and could be larger with further study.

In addition to the district, there are six properties that were already determined eligible or evaluated as eligible for listing in the NRHP. Two were already determined

eligible by the National Park Service in October 1985: the Ala Wai Canal (the Ala Wai Promenade was considered part of this determination), and the Kalākaua Bridge over the canal. The canal and its promenade are significant under Criterion A for its association with the development of Waikīkī. This resource is also significant under Criterion C for the distinctive design of the stone parapets lining its banks and the promenade plantings The bridge is significant under Criterion A as an important transportation link between Honolulu and Waikīkī and under Criterion C as "the only multiple span marine arch reinforced concrete structure of its kind on O'ahu" (Thompson 1980). The portion of the historic Mahogany tree planting in the center median of Kalākaua Avenue between Ala Wai Boulevard and 'Ena Road was determined eligible in 1991 for its association with the early urban landscape movement. It remains relatively intact. Planted in 1912, these mahogany trees were the second beautification project undertaken by the newly formed Outdoor Circle in Honolulu, whose stated goal as an independent civic improvement organization was to plant shade trees. (Hackler 1970). Moreover, these trees that lie within the APE are part of a larger parkway that extends from Beretania Street, and the entire parkway should be considered potentially eligible for listing in the NRHP.

A 1929 Tudor Revival-style building, the Valentine Mall (Figure 4-37), sits on the corner of Kūhiō Ave and Royal Hawaiian. This building is significant under Criterion A for its association with the early residential development of Waikīkī. It is also significant under Criterion C as an example of the popular Tudor Revival style that features faux half-timbering and decorative shingles in the gable ends of a high-pitched roof, and board and batten construction.

Figure 4-37: The Valentine Mall (2229 Kūhiō Avenue)

A 1948 commercial building, Sofos Building, is significant under Criteria B and C. Under Criterion B, the building is associated with the lives of significant people in the history of Honolulu's development (HSB 2004). Thomas and Catherine Sofos were noted real estate developers of East Oahu and started Tasco Realty in 1948. They developed a third of Waiʻalae-Kāhala and the initial 100 homes at Halekoa Ridge. They hired Val Ossipoff to design many of those homes. They were also founders of the Greek Orthodox Cathedral in Honolulu, Sts Constantine and Helen. Under Criterion C, the building is a fine example of vernacular shop house-type architecture from the period.

The 1959 Waikīkī Cove Apartment building (Figure 4-38) is significant under Criterion C as a late example of Streamline Moderne architecture, which was at the height of its popularity in the 1930s and 1940s. (Mason 2004). This building has the strong horizontal lines and rounded edges characteristic of the style.

Figure 4-38: The Waikīkī Cove Hotel Apartments (2118 Kūhiō Avenue)

4.8.2 Liliʻuokalani Avenue Station Sector

The Liliʻuokalani Avenue Station sector is located on the Diamond Head side of Waikīkī, between Nāhua and Paoakalani Avenues. The transit terminus stop is just past Paoakalani. The buildings between Kūhiō and Ala Wai Boulevard. were built on partially filled lands in the years following construction of the 1928 Ala Wai Canal. During this time, Waikīkī began to expand as a suburb of Honolulu and a tourist destination (Ruby 2005). An early 1912 map shows a few buildings scattered in the mauka area of Waikīkī between large streams (Dove 1912). In contrast, the makai part of the sector has some of the oldest roadways in Waikīkī, including Kalākaua, Paoakalani, ʻŌhua, and Liliuokalani. In 1930, ʻŌhua and Paoakalani Avenues were extended from Kalākaua Avenue through the newly filled areas to the Ala Wai

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Boulevard (Map 1930). Kūhiō Avenue was contained between Ka'iulani and Lili'uokalani Avenues until the 1950s, during which time the Ewa and Diamond Head sections of the road were joined together (USGS 1953).

The blocks between Nāhua and Paoakalani Avenues within the APE of the Lili'uokalani Avenue sector have a mix of residential and commercial buildings, a community center and a church. Some parcels in the APE along Kūhiō Avenue are located on the older section of road, and are associated with the civic improvement period that followed construction of the Ala Wai Canal. Other parcels are in sections of Kūhiō built after 1950 and have buildings that date from 1961 to 1968. On the makai end of the station block APE nearest Kalākaua Avenue, the parcels are in an older section of Waikīkī that had secondary roads such as 'Ōhua and Paoakalani leading off Kalākaua, which predated construction of the Ala Wai Canal. On the mauka side of the station block APE, the parcels are part of a residential neighborhood near Ala Wai Boulevard that was built on fill following construction of the drainage canal.

The 'Ewa boundary of the Lili'uokalani Avenue Station sector is defined as Nāhua. The transit line enters the sector as a single track in the center medial of Kūhiō Avenue, where it remains until its terminus stop at the Lili'uokalani Avenue Station. This marks the end of the Waikīkī Extension. The station would be located on Kūhiō Avenue, near the intersection with 'Ōhua Avenue. The Koko Head boundary of this sector is considered to be Paoakalani Avenue.

Within the Lili'uokalani Avenue Station sector, there are 39 surveyed pre-1969 parcels in the APE. The parcels with older buildings built before 1950 contain a mix of single-family and low-rise, multi-family apartments. The parcels with newer buildings built in the 1950s and 1960s contain a mix of low-rise and high-rise hotel/apartments. Many of these hotel/apartment buildings have commercial activity at the street-level, such as restaurants, car rentals, and sundry shops.

Twenty-two properties built between 1950 and 1968 were considered not eligible for listing in the NRHP. They were considered to lack significance because they have no known association with a significant historic event or period trend, important person, or architectural distinctiveness. However, with respect to 1960s-era high-rise development, it is possible that their significance may become clear in the future, and should be re-evaluated in future studies. Ten buildings dating from 1935 to 1949 were associated with the early development period but did not retain levels of integrity that would qualify them as eligible for listing in the NRHP.

Seven properties within the APE in the Lili'uokalani Station sector were evaluated as eligible for listing in the NRHP. Three of them, which were built between 1929 and 1947, were evaluated as significant under Criterion A for their association with the early residential development of Waikīkī, and retain levels of integrity that would qualify them as eligible for listing on the NRHP. These include a 1929 single-family residence located in one of the earliest residential neighborhoods at the mauka end of 'Ōhua Avenue, near the Ala Wai Canal. Along an older section of Kūhiō Avenue, at the corner of Kapuni Street, there is a 1934 residence that was built as a duplex.

Finally, there is a multi-family apartment building (Figure 4-39) that has distinctive architectural features including Hawaiian-inspired breadfruit-design metalwork.

Figure 4-39: Ka'iulani Court Apartments (211 Ka'iulani Avenue)

In addition to these three properties built during the early residential period, there are four buildings, which were built between 1959 and 1962, which are significant under Criterion C for their architectural distinction and retain levels of integrity that would qualify them as eligible for listing on the NRHP. The 1959 Kon Tiki Hotel-'Ōhua Gardens and the 1959 Kon Tiki Hotel Annex are low-rise apartments that were built with local lava rock, which conveys a distinctively Hawaiian feeling and sense of place. The 1960 Foster Tower Hotel/Apartments stands 25 stories high and has the distinction of having been the first building of its height in Waikīkī, according to its builder, T. Jack Foster. This is further confirmed by a 1960 photo of Waikīkī, which was taken from the ocean and provides a panoramic view of the area. The building's architectural details include a distinctive large wave-like concrete canopy that wraps around two sides of the building just over the ground-level windows and doors. It also features lava rock in portions of the façade and a large vertical lava rock element. Lastly, the 1962 St. Augustine Church (Figure 4-40) was designed by noted architect George L. McLaughlin and replaced the original 1901 wood-framed church. It is distinguished by its church architecture, featuring a large steeply-pitched gable roof that measures 76 feet high by 35 feet wide, and 20 triangular side-gable windows that measure 20 feet high and hold stained glass windows.

Figure 4-40: St. Augustine Church (130 ʻŌhua Avenue)

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5 Assessment of Effects

5.1 Introduction

Appendix A lists the 926 pre-1969 resources surveyed for this project, noting the 128 resources initially evaluated as NRHP-eligible or known to be on or eligible for the NRHP in bold font. Only 76 of those are considered here, because the remaining properties are located in the potential extension areas and are not a part of the project.

Once the historic properties within a project's APE are identified and agreement is reached on eligibility evaluations, Section 106 regulations require an assessment of effect. As described in 36 CFR 800.16(i), "Effect means alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register."

Potential effects from the proposed project are, 1) the complete acquisition of land and/or structure from an historic property, 2) the partial acquisition of land from a historic property, with no impact to any associated structure, or 3) visual impacts to setting severe enough to alter the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register. Other potential effects from noise and vibration impacts have been studied in conjunction with the Environmental Impact Statement for this project, and have been found to be absent or moderate throughout the corridor. Once historic properties that would be affected by the proposed project are identified, the next step is to identify what kind of effect would result.

Section 106 of the NHPA allows for projects to result in a finding of "no historic properties affected" (sometimes listed as "no effect"), "no adverse effect," or "adverse effect," as defined below:

- **No Historic Properties Affected (No Effect):** There are either no historic properties present in the APE, or there are historic properties present in the APE, but the undertaking will have no effect on them as defined in 36 CFR 800.16(i).
- **No Adverse Effect:** There could be an effect on a historic property, but the effect would not be harmful to those characteristics that qualify the property for inclusion in or eligibility for the National Register.
- **Adverse Effect:** Project impacts may directly or indirectly alter any of the characteristics that qualify the property for inclusion in the NRHPin a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association, or a property's ability to offer research potential.

The criteria of adverse effect described in the guidelines for NHPA Section 106 (36 CFR 800.5[a]) define adverse effects to historic properties as any of the

following actions, regardless of whether they occur singly or in combination with one another:

- Physical destruction of or damage to all or part of the resource;
- Alteration of a resource, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous-material remediation, and provision of handicapped access, that is not consistent with the secretary's standards for the treatment of historic properties (36 CFR 68) and applicable guidelines;
- Removal of the resource from its historic location;
- Change of the character of the resource's use or of physical features within the setting that contribute to its historic significance;
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features; or
- Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance.

5.2 No Build Alternative

Under the No Build Alternative, this Project would not be built, but all other projects identified in the Oahu Regional Transportation Plan 2030 (ORTP) would be. Therefore, under the No Build, there would be no impacts to historic properties from this Project, but there could be impacts from other ORTP projects by others. These potential, future impacts would be studied in separate documents. In this document, the No Build serves as an environmental baseline, to which the impacts of other alternatives are compared.

5.3 Build Alternatives

Table 5-1 lists the historic properties within the APE that would not have an effect as defined in Section 106, from the proposed Project. These include a number of historic bridges and other resources that the proposed guideway would pass over, but there would be no acquisition of land and no impact to structures. In each of these cases support columns would avoid the properties. In other cases, the parcels containing historic resources are separated from the alignment by other parcels and buildings. Therefore visual impacts would either be non-existent, or not so severe as to alter any characteristics that qualify the resources for inclusion in, or eligibility for, the National Register. There are 21 properties with no Section 106 effect.

Table 5-1: Historic Properties with No Effect from the Proposed Project

Portion of Alignment	TMK	Station Block or Transit Facility	Year Built	Resource Name	Description of Effect
ʻEwa portion	none		1939	Honoʻuliʻuli Stream Bridge (Farrington Highway)	No Effect. Guideway would pass over bridge with no impact.
ʻEwa portion	None		1939	Waikele Stream Bridge, east-bound span and bridge over OR&L spur	No Effect. Guideway would pass over bridge with no impact.
ʻEwa portion	96003045	Pearl Highlands Station	1943	Waiawa Booster Pump Station	No Effect. Parcel is 550' away from proposed project.
ʻEwa portion	None	Pearl Highlands Station	1932	Waiawa Stream 1932 Bridge (west-bound lanes)	No Effect. Guideway would pass over bridge with no impact.
ʻEwa portion	None	Pearl Highlands Station	1952	Waiawa Stream 1952 Bridge (east-bound lanes)	No Effect. Guideway would pass over bridge with no impact.
ʻEwa portion	None	Pearl Highlands Station	1953	Waiawa Separation Bridge	No Effect. Guideway would pass over bridge with no impact.
ʻEwa portion	None		1936 1945 1966	Waimalu Stream Bridge	No Effect. Guideway would pass over bridge with no impact.
ʻEwa portion	None		1936 1945 1966	Kalauao Springs Bridge	No Effect. Guideway would pass over bridge with no impact.
ʻEwa portion	None		1936 1966	Kalauao Stream Bridge	No Effect. Guideway would pass over bridge with no impact.
Airport portion	99003066 (partial)	Arizona Memorial Station	1945	Kamehameha Hwy. Bridge over Hālawa Stream (mauka span)	No Effect. Guideway would pass over bridge with no impact.
Koko Head portion	None	Kalihi Station through Civic Center Station	Late 1880s - mid 1900s	Lava Rock Curbs (Laumaka St. to South St. except not along Nimitz Hwy.)	No Effect. Guideway would pass over resource with no impact.
Koko Head portion	None		1930	Kapālama Stream Bridge	No Effect. Guideway would pass over bridge with no impact.
Koko Head portion	None	Chinatown Station	1932	Nuʻuanu Stream Bridge	No Effect. Guideway would pass over bridge with no impact.
Koko Head portion	21001056		ca. 1859	Harbor retaining wall of coral blocks from Honolulu Fort	No Effect. Area would no be impacted, and blocks are separated from the alignment by a parking lot.
Koko Head portion	21001013		1926	Aloha Tower	No Effect. Tower is 650' from alignment, and surrounding buildings are separated from the alignment by Irwin Park.
Koko Head portion	21030014	Civic Center Station	1958	Kamaka Ukulele	No Effect. Parcel is 160' from alignment, on the opposite side of the block.

Table 5-1: Historic Properties with No Effect from the Proposed Project (continued)

Portion of Alignment	TMK	Station Block or Transit Facility	Year Built	Resource Name	Description of Effect
Koko Head portion	21031012	Civic Center Station	1959	Dept. of Transportation Building	No Effect. Parcel is 260' from alignment, on the opposite side of the block.
Koko Head portion	21031018	Civic Center Station	1929	[Old] Kaka'ako Fire Station	No Effect. Parcel is 190' from alignment, on the opposite side of the block.
Koko Head portion	21031021	Civic Center Station	1900	Royal Brewery/The Honolulu Brewing & Malting Co.	No Effect. Parcel is 220' from alignment, on the opposite side of the block.
Koko Head portion	21050049	Kaka'ako Station	1912	Ching Market & House	No Effect. Parcel is 360' from alignment.
Koko Head portion	21050052	Kaka'ako Station	1962	American Savings Bank/Liberty Bank—Queen-Ward Branch	No Effect. Parcel is 308' from alignment.

Table 5-2 summarizes the resources for which the project would have No Adverse Effect. For these resources, the project would not require complete acquisition of the historic properties or structures. In some of the cases, a minor parcel take would occur. However, for most of the properties listed in Table 5-2, there would be no direct impact to land or structures at all. Instead, the guideway or stations would be located close enough to the property that there would be some visual impact to the historic setting of the property, but not one that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association, or a property's ability to offer research potential. For example, consider a property adjacent to a six-lane highway, surrounded by four modern shopping malls. While the proposed guideway would introduce a new element to the property's setting, it would be located within the right-of-way of the Kamehameha Highway, and would constitute only a minor visual impact to the historic setting of the property. While views may be altered, significant historic viewsheds (as described in eligibility assessments as appropriate) would not be adversely affected. There are 49 properties with a proposed determination of No Adverse Effect.

Table 5-2: Historic Properties with Proposed No Adverse Effect Determination

Portion of Alignment	TMK	Station Block or Transit Facility	Year Built	Resource Name	Description of Effect*
'Ewa portion	94027127		1962	West O'ahu Christian Church/former American Security Bank (round plan)	No Adverse Effect. No direct impact to parcel.
'Ewa portion	94036071		1963	Waipahu Hawai'i Stake, Church of Jesus Christ of Latter-Day Saints	No Adverse Effect. No direct impact to parcel.
'Ewa portion	98003010		1959	HECO Waiau Plant	No Adverse Effect. No direct impact to parcel.

Table 5-2: Historic Properties with Proposed No Adverse Effect Determination (continued)

Portion of Alignment	TMK	Station Block or Transit Facility	Year Built	Resource Name	Description of Effect*
ʻEwa portion	98006024		1951	Nishi Service	No Adverse Effect. No direct impact to parcel.
ʻEwa portion	98016047	Pearlridge Station	1928	Sumida Watercress Farm	No Adverse Effect. No direct impact to parcel.
ʻEwa portion	98018041		1948	Akiona House (Quonset)	No Adverse Effect. No direct impact to parcel.
ʻEwa portion	98018042		1947	Forty Niner Saimin	No Adverse Effect. No direct impact to parcel.
ʻEwa portion	98022081		1963	Waimalu Shopping Center	No Adverse Effect. No direct impact to parcel.
Salt Lake portion	99012006 & 99012001		ca. 1896	ʻAiea Plantation Cemetery	No Adverse Effect. No direct impact to parcel.
Salt Lake portion	11010011		1944	Fac. X-24/Quonset Hut (Navy Public Works Center)	No Adverse Effect. No direct impact to parcel. No impact near historic properties.
Salt Lake portion	99002023		1957	Radford High School	No Adverse Effect. Minor parcel take (0.01 acres) of parking.
Salt Lake portion	11021018		ca. 1953	Āliamanu Pumping Station (Board of Water Supply)	No Adverse Effect. No direct impact to parcel.
Salt Lake portion	*11017006 thru 11018014*		1953	Potential Salt Lake Duplexes Historic District (Appendix A-1 lists parcels)	No Adverse Effect. No direct impact to parcel.
Salt Lake portion	11007036		1966	First Hawaiian Bank—Māpunapuna Branch	No Adverse Effect. No direct impact to parcels.
Airport portion	*various*	(Three stations adjacent to NHL)	1900-present	Pearl Harbor Naval Base, National Historic Landmark (District—Appendix A-2 lists individual facilities in APE)	No Adverse Effect. No direct impact to parcels.
Airport portion	99002004	Arizona Memorial Station	1941	CINCPACFLT Admin Building/CINCPAC Headquarters—Fac. 250	No Adverse Effect. No impact to structure
Airport portion	99001008	Pearl Harbor Naval Base Station	1975	Ossipoff's Aloha Chapel, SMART Clinic, and Navy-Marine Corps Relief Society—Fac. 1514	No Adverse Effect. Nearest impact approx 30 feet away. No impact near historic properties.
Airport portion	99001008		1942	Navy WWII splinterproof shelter—Fac. S-51	No Adverse Effect. Nearest impact approx 660 feet away
Airport portion	99001008		1941	Navy Rehab Center/former Fire Station—Fac. 199	No Adverse Effect. No impact to structure.
Airport portion	*99002004*	Pearl Harbor Naval Base Station	1941	Potential Makalapa Housing Historic District	No Adverse Effect. No use of land or structures. No impact to historic properties.

Table 5-2: Historic Properties with Proposed No Adverse Effect Determination (continued)

Portion of Alignment	TMK	Station Block or Transit Facility	Year Built	Resource Name	Description of Effect*
Airport portion	*99002004*	Pearl Harbor Naval Base Station	1941	Potential Little Makalapa Housing Historic District	No Adverse Effect. No use of land or structures.
Airport Alignment	11016004		1961	Hawai'i Employers Council	No Adverse Effect. No direct impact to parcel.
Koko Head portion	12013006	Middle Street Station	1957	Foremost Dairy	No Adverse Effect. No direct impact to parcel.
Koko Head portion	12013007	Middle Street Station	1958	GasPro Store	No Adverse Effect. No direct impact to parcel.
Koko Head portion	12002108	Kalihi Station	1925	Duarte House	No Adverse Effect. No direct impact to parcel.
Koko Head portion	12002113	Kalihi Station	1916	10 Courtyard Houses	No Adverse Effect. No direct impact to parcel.
Koko Head portion	12009060	Kalihi Station	1933	Pang Craftsman-Style House	No Adverse Effect. No direct impact to parcel.
Koko Head portion	12012014		1918	Pu'uhale Market	No Adverse Effect. No direct impact to parcel.
Koko Head portion	15015008	Kapālama Station	1954	Six Quonset Huts	No Adverse Effect. Minor strip take along Dillingham.
Koko Head portion	15022004		1947	Tsumoto shophouse	No Adverse Effect. No direct impact to parcel.
Koko Head portion	15022005		1943	AC Electric	No Adverse Effect. No direct impact to parcel.
Koko Head portion	15007001 & 15007002	Iwilei Station	1914 & 1924	OR&L Office/Document Storage Building and Terminal Building	No Adverse Effect. No impact to historic properties. Crosses through existing transit easement.
Koko Head portion	15007001 & 15007002	Iwilei Station	ca. 1914	OR&L basalt street paving	No Adverse Effect. No direct impact to resource. No impact to historic properties.
First Project East	15007001	Iwilei Station	ca. 1938	Former filling station on OR&L parcel	No Adverse Effect. No direct impact to parcel.
Koko Head portion	15007003	Iwilei Station	1922	Tong Fat Co.	No Adverse Effect. No direct impact to parcel.
Koko Head portion	15007003	Iwilei Station	1914	Wood Tenement Buildings behind Tong Fat Co.	No Adverse Effect. No direct impact to parcel.
Koko Head portion	15007033	Iwilei Station	1968	Tamura Building	No Adverse Effect. No direct impact to parcel.
Koko Head portion	17002, 17003, & 17004 plats	Chinatown Station	various	Chinatown Historic District (Appendix A-3 lists parcels in APE)	No Adverse Effect. Minor parcel take (0.3 acres) of surface parking lot near Chinatown Marketplace. No impact to buildings or any

Table 5-2: Historic Properties with Proposed No Adverse Effect Determination (continued)

Portion of Alignment	TMK	Station Block or Transit Facility	Year Built	Resource Name	Description of Effect*
					other contributing resources.
Koko Head portion	TMKs in plats 17002 & 21002		various	Merchant Street Historic District (former Police Station, TMKs 21002024 & 21002057, in APE)	No Adverse Effect. No direct impact to district.
Koko Head portion	None		1951	Walker Park	No Adverse Effect. No direct impact to parcel.
Koko Head portion	21001001		1926	Pier 10/11 Building	No Adverse Effect. No direct impact to parcel.
Koko Head portion	21001005		1952	DOT Harbors Division Offices	No Adverse Effect. No direct impact to parcel.
Koko Head portion	21013007	Downtown Station	1930	Irwin Park	No Adverse Effect. No direct impact to parcel.
Koko Head portion	21014006	Downtown Station	1929 & 1954	HECO Downtown Plant	No Adverse Effect. Minor parcel take (0.14 acres), no impact to building.
Koko Head portion	*various*		various	Hawai'i Capital Historic District (Hale Ahua—Attorney General's Office, TMK 21026002, in APE)	No Adverse Effect. No direct impact to parcels.
Koko Head portion	21051006 & 21051005		1937	Mother Waldron Playground	No Adverse Effect. No direct impact to parcel.
Koko Head portion	21052008		1938	Fuji Sake Brewing Co.	No Adverse Effect. No direct impact to parcel.
Koko Head portion	23007029		1956	Pacific Development Office Building	No Adverse Effect. No direct impact to parcel.
Koko Head portion	23039023	Ala Moana Station	1951	Hawaiian Life Building	No Adverse Effect. No direct impact to parcel.

*visual impacts not so severe as to constitute an Adverse Effect as defined in Section 106

The project would have an Adverse Effect on the historic properties listed in Table 5-3. Afuso House, Teixeira House and the Higa Duplex would be completely acquired by the widening of Dillingham Boulevard to accommodate the proposed guideway. Approximately 24 Kamani Trees would also be removed. At Boulevard Saimin, the right-of-way requirements come close enough to the building to constitute an Adverse Effect. Widening to the other side of the street was considered, to avoid these impacts, but this would require the relocation of almost two-miles of 138-kilovolt powerline and would also impact numerous other historic properties, such as the AC Electric building, the Duarte House, 10 Courtyard Houses, Pu'uhale Market, the Tsumoto shophouse, and more Kamani Trees. At the Dillingham Transportation Building, there would be no physical impact to the building, and only a minor parcel take by the Downtown Station. However, the station would be located close enough to the building that it would constitute an

Adverse Effect as defined in 36 CFR 800.5[a]. There are six properties with a Determination of Adverse Effect.

Table 5-3: Historic Properties with Proposed Adverse Effect Determinations.

Portion of Alignment	TMK	Station Block or Transit Facility	Year Built	Resource Name	Description of Effect
Koko Head portion	12009017	Kalihi Station	1913–1914	Afuso House	Adverse. Full take of property and structure
Koko Head portion	12009017	Kalihi Station	1944–1945	Higa Duplex	Adverse. Full take of property and structure
Koko Head portion	12009018	Kalihi Station	1936	Teixeira House	Adverse. Full take of property and structure
Koko Head portion	15029060		1960	Boulevard Saimin	Adverse. Minor parcel take (0.01 acres), close to building. Loss of parking
Koko Head portion	None		1934	Kamani Trees on Dillingham Boulevard	Adverse. Removal of approx. 24 trees.
Koko Head portion	21014003	Downtown Station	1930	Dillingham Transportation Building	Adverse Effect. Minor parcel take (0.06 acres) in courtyard. Change to setting.

5.4 Summary

Based on this analysis, it is determined that the project would have adverse effects on a total of six historic properties. These effects are identical between build alternatives. It is also determined that the project would have an overall Adverse Effect. A Memorandum of Agreement for the mitigation of these adverse effects would be developed between the Federal Transit Authority, the City and County of Honolulu and the Hawai'i SHPD. Chapter 6 discusses possible mitigation measures. Other effects, although present, would not constitute Adverse Effects, because they would not alter any of the characteristics that qualify the property for inclusion in the NRHPin a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association, or a property's ability to offer research potential. The possible future extensions of the alignment may have effects on historic properties, and would be subject to separate Section 106 consultation. It is anticipated that if those extensions are built, impacts would be similar to those presented here. At least one historic property, the Boysen Paint Co. building, would be adversely affected if the extensions are built.

6 Mitigation

6.1 Introduction

To comply with NHPA Section 106, consultation with the Hawai'i SHPD regarding NRHP eligibility and effects resulting from a proposed undertaking is required through preparation of a determination of eligibility and finding of effect. Because this project would result in adverse effects and avoidance is not possible, a MOA would be prepared to outline responsibilities and measures to mitigate or reduce adverse effects. The Advisory Council on Historic Preservation, Native Hawaiian groups, and other stakeholders would be notified of the potential adverse effects and would be invited to participate in development of the MOA.

Chapter 5 identifies six adverse effects to historic resources. These are:

- The Dillingham Transportation Building
- Boulevard Saimin
- Kamani Trees along a segment of Dillingham Boulevard
- Afuso House
- The Higa Duplex
- Teixeira House

Consultation with SHPD and other stakeholders is ongoing, and the final determination on mitigation and the MOA would not be made until the determination of eligibility and finding of effect is complete. Nonetheless, some potential mitigation measures are discussed below. Mitigation in the MOA would be completed before construction can begin, so some measures described below may need to be committed to in design plans, if they cannot be completed before construction. The measures listed below are not meant to be a comprehensive listing of possibilities, nor are they a commitment to complete all of the various types of potential documentation. Rather, they are a listing to generate conversations among consulting parties regarding appropriate and useful mitigation. We anticipate detailed discussions with SHPD staff to determine which of the following mitigation measures would be appropriate for this project and useful to them as review professionals.

6.2 Mitigation

6.2.1 Documentation

The six adversely affected historic properties can be documented to HABS standards. Documentation could also include:

- color and black-and-white photographs (digital or film),
- as-built drawings or plans of floor plans,

- a detailed architectural description including building style or type, foundation material, additions and alterations,
- title searches, and
- archival research

This effort would provide the kind of information that could be needed by historians and other researchers. All of this documentation would be provided to SHPD, who would have a role in coordinating and completing this effort.

6.2.2 Interpretive Signage

Mitigation could also include interpretive signing to highlight historic structures and features in the vicinity of transit stations. Interpretive signing is a common and popular way of conveying information to the public, about historic features and districts, or other important elements of a landscape (Carter 1997). This project offers a unique educational opportunity at stations and perhaps on transit vehicles as well.

Interpretive signing may be especially useful at the Pearl Harbor National Historic Landmark and the Chinatown Historic District. The project plans stations at each of these locations. An effort such as this would be viewed holistically to provide riders with a history of the island as it relates to the study corridor, but would also offer information about discrete geographical areas or historic resources.

6.2.3 Cultural Landscape Reports

A Cultural Landscape Report documents the history, significance and treatment of a cultural landscape (Birnbaum 1994). Cultural landscape reports related to resources that exist along the study corridor may prove valuable or relevant to future researchers. Military landscapes and agricultural cultural landscapes, including plantations and taro fields, are two types of cultural landscapes that may be documented.

Historic Contexts

Similarly, opportunities to complete substantive historic contexts related to resources, themes, or geographic areas within the project area exist. These thematic or resource-related studies would prove useful to future researchers, enabling them to better understand and evaluate historic resources. Some potential topics for historic contexts include twentieth-century apartment (or multi-family) buildings; infrastructure resource history (i.e., power and pumping stations); commercial architecture in Honolulu; and Modern architecture in Honolulu.

Multiple Property Submissions

Building upon themes developed in the previously mentioned historic contexts, National Register of Historic Places Multiple Property Submissions could be completed for various resource types. For example, a historic context study of

Modern architecture could be used as the basis for an MPS that would include resources within the APE. This would allow a high level of documentation, while also permitting related Modern resources to be added by future researchers as appropriate.

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Appendix A
Pre-1969 Surveyed Properties

	TMK	Sector	Portion	Station Block or Transit Facility	Location	Year Built	Resource Name	Owner	**Historic Status** (see last page for legend)	NR Eligibility
1	91017004	07 UH West Oahu & Ho‘opili	‘Ewa portion		91-2161 Fort Weaver Road	1940	No building seen within 500+ feet of transit line	James Campbell Trust Estate		No
2	none	08 Ho‘opili	‘Ewa portion		Farmington Highway At Hono‘uli‘uli Stream	1939	Hono‘uli‘uli Stream Bridge (Farrington Highway)	State Of Hawaii - DOT Highways Division	EE	Yes
3	94010101	09 West Loch	‘Ewa portion		94-219 Waikele Road	1941	Small House	West Oahu Christian Church		No
4	94011041	09 West Loch	‘Ewa portion		94-561 Farrington Highway	1959	GTE Hawaiian Tel	GTE Hawn Tel Co Inc		No
5	94011042	09 West Loch	‘Ewa portion		94-135a Waikele Road	1957	Aloha Tenrikyo Kyokai houses	Aloha Tenrikyo Kyokai		No
6	94011044	09 West Loch	‘Ewa portion		94-529 Farrington Highway	1965	Saiki House	Saiki, Harold T		No
7	94011067	09 West Loch	‘Ewa portion		94-521 Farrington Highway	1952	DOE Leeward Annex / Former Waipahu Library	State Of Hawaii		No
8	94025001	09 West Loch	‘Ewa portion		94-554 Farrington Highway	1965	Quiton House	Quiton, Roland E		No
9	94025002	09 West Loch	‘Ewa portion		550 Farrington Highway	1958	Kokubun House	Kokubun, Munenori Trust		No
10	94025003	09 West Loch	‘Ewa portion		94-548 Farrington Highway	1947	Cuaresma House	Cuaresma, Alfredo		No
11	94025004	09 West Loch	‘Ewa portion		94-544 Farrington Highway	1952	Kamai House	Kamai, Teddy		No
12	94025005	09 West Loch	‘Ewa portion		94-540 Farrington Highway	1950	Matsumoto House	Matsumoto, Yoshimi Trust		No
13	94025006	09 West Loch	‘Ewa portion		94-536 Farrington Highway	1959	Taeza House	Taeza, Roberto T		No
14	94025007	09 West Loch	‘Ewa portion		94-530 Farrington Highway	1953	Tanji House	Tanji, Tom T Trust		No
15	94025008	09 West Loch	‘Ewa portion		94-526 Farrington Highway	1956	Ishihara House	Ishihara, Wallace/ Florence Trust		No
16	94025011	09 West Loch	‘Ewa portion		94-508 Farrington Highway	1960	Pomokai Two-story Apartments	Pomaikai Partners		No
17	94025039	09 West Loch	‘Ewa portion		94-216 Aniani Place	1961	Home Investment Two-story Apartments	Home Investment LLC		No
18	94025040	09 West Loch	‘Ewa portion		94-212 Aniani Place	1956	Kawamoto Two-story Apartments	Kawamoto, Earl T		No
19	94027002	09 West Loch	‘Ewa portion		94-209 Pupukahi Street	1962	Leeward Drive In	Yamaki, Roy T Trust		No
20	94027003	09 West Loch	‘Ewa portion		94-350 Pupupani Street	1964	Westgate Center	Westgate Enterprises Inc		No
21	94027009	09 West Loch	‘Ewa portion		94-370 Pupupani Street	1967	RM Real Estate	Yamada, Kazuto Trust		No
22	94028029	09 West Loch	‘Ewa portion		94-300 Farrington Highway	1962	Waipahu Shopping Plaza	Hathorian Inc		No
23	94028030	09 West Loch	‘Ewa portion		94-264 Farrington Highway	1964	7-11 Leokane Store	WSP Associates		No
24	94039082	09 West Loch	‘Ewa portion		94-143 Pupukahi Street	1965	Terahira Three-story Apartments	Terahira, Takatoshi		No
25	94039090	09 West Loch	‘Ewa portion		94-352 Pupumomi Street	1964	Pupumomi Two-story Apartments	94-352 Pupumomi Street Partners		No
26	94039091	09 West Loch	‘Ewa portion		94-354 Pupumomi Street	1965	Takata Three-story Apartments	Takata, June N Trust		No
27	94039093	09 West Loch	‘Ewa portion		94-142 Pupupuhi Street	1965	Pen-Star Two-story Apartments	Pen-Star Inc		No
28	94047001	09 West Loch	‘Ewa portion		94-210 Leokane Street	1965	HC Drive Inn	Robinson, J L P Limited Partnership		No
29	94047002	09 West Loch	‘Ewa portion		94-216 Farrington Highway	1966	Lee Town Center	Robinson, J L P Limited Partnership		No
30	94047004	09 West Loch	‘Ewa portion		220 Leokane Street	1965	Lighthouse Outreach Center Homeless Shelter	Robinson, J L P Limited Partnership		No
31	94047009	09 West Loch	‘Ewa portion	West Loch Station	94-80 Farrington Highway	1966	Tandal’s Waipahu 76 Station	Kalama Land Co Ltd		No
32	94047027	09 West Loch	‘Ewa portion	West Loch Station	226 Leokū Street	1968	Highway Inn Plaza	Robinson, J L P Ltd Partnership		No
33	94047028	09 West Loch	‘Ewa portion	West Loch Station	212 Leokū Street	1968	McDonald’s Waipahu	P O Box 66207, Amf Ohare		No
34	94048019	09 West Loch	‘Ewa portion	West Loch Station	94-25 Farrington Highway	1968	Caterpillar Dealer	Pacific Machinery Inc		No
35	94048030	09 West Loch	‘Ewa portion	West Loch Station	94-163 Leowaena Street	1967	CMU buildings with cellular tower	Allied Associates		No
36	94048040	09 West Loch	‘Ewa portion	West Loch Station	94-159 Leo‘ole Street	1967	Four Wheel Parts Performance	Davis Trust		No
37	94048044	09 West Loch	‘Ewa portion	West Loch Station	94-88 Leonui Street	1968	Kia Dealer	City Mill Co Ltd		No
38	94048046	09 West Loch	‘Ewa portion	West Loch Station	94-119 Farrington Highway	1968	Pflueger Auto Value Center	Cutter Development Company		No
39	94048077	09 West Loch	‘Ewa portion	West Loch Station	94-136 Leonui Street	1968	Cutter Mazda	Wholesale Motors		No
40	94049014	09 West Loch	‘Ewa portion		94-223 Farrington Highway	1966	Pflueger Used Cars	Brown, Adele B 1954 Trust		No
41	94049017	09 West Loch	‘Ewa portion		94-267 Farrington Highway	1967	Happy Dragon Restaurant	Boulevard Properties Inc		No
42	94049023	09 West Loch	‘Ewa portion		94-289 Leonui Street	1966	Three-story Apartments Complex	Richard K W Tom Inc		No
43	94049026	09 West Loch	‘Ewa portion		94-233 Leonui Street	1951	Three-story CMU building & baseyard	Kuwasaki, Leroy & Castell		No
44	94049033	09 West Loch	‘Ewa portion		94-252 Pupu‘ole Street	1961	Kamaainas Food Service	Tokioka, Dana & Franklin		No
45	94049053	09 West Loch	‘Ewa portion		94-279 Leonui Street	1966	Oka’s Auto Body	Oka Auto Paint & Repair		No

	TMK	Sector	Portion	Station Block or Transit Facility	Location	Year Built	Resource Name	Owner	**Historic Status** (see last page for legend)	NR Eligibility
46	94049055	09 West Loch	ʻEwa portion		94-177 Leokane Street	1950	Don's Truck Rental	Kersenbrock, R Sr Trust		No
47	94049060	09 West Loch	ʻEwa portion		94-245 Farrington Highway	1968	Cutter Chrysler Waipahu	Cutter Development Co		No
48	94001029	09 West Loch	ʻEwa portion		94-472 Farrington Highway	1953	Waipahu Intermediate School	City & County Of Honolulu		No
49	94027127	09 West Loch	ʻEwa portion		94-420 Farrington Highway	1962	West Oʻahu Christian Church / former American Security Bank (round plan)	West Oahu Christian Church	EE	Yes
50	94010064	10 Waipahu Transit Center	ʻEwa portion		94-592 Farrington Highway	1951 & 1986	Iglesia ni Christo Church - Waipahu Congregation	Iglesia Ni Cristo		No
51	94010073	10 Waipahu Transit Center	ʻEwa portion		94-203 Makamaka Place	1965	Alvia House	Alvia, Candido S Jr		No
52	94011056	10 Waipahu Transit Center	ʻEwa portion		94-651 Farrington Highway	1940	Street. Joseph's Church	Roman Catholic Church		No
53	94014005	10 Waipahu Transit Center	ʻEwa portion	Waipahu Transit Center Station	94-239 Waipahu Depot Street	1968	Depot Center	B P Bishop Trust Estate		No
54	94014007	10 Waipahu Transit Center	ʻEwa portion		94-712 Farrington Highway	1955	Bank of Hawaii - Waipahu Branch	Bank Of Hawaii		No
55	94014017	10 Waipahu Transit Center	ʻEwa portion		94-688 Farrington Highway	1965	Midtown Radio	Ota, Tatsuo		No
56	94014018	10 Waipahu Transit Center	ʻEwa portion		94-208 Hanawai Cir	1954	Advance Til Payday	Nicolas, Fernie S		No
57	94014019	10 Waipahu Transit Center	ʻEwa portion		94-672 Farrington Highway	1954	Waipahu Dry Cleaner	Horibe, Tyrrell L Trust		No
58	94014022	10 Waipahu Transit Center	ʻEwa portion		94-664 Farrington Highway	1954	Atlas Shippers	Nagai, Leslie C Trust		No
59	94014023	10 Waipahu Transit Center	ʻEwa portion		94-315 Hanawai Cir	1956	Cabral House	Cabral, Benjamin C		No
60	94014058	10 Waipahu Transit Center	ʻEwa portion	Waipahu Transit Center Station	94-766 Farrington Highway	1964	Times Super Market - Waipahu	B P Bishop Trust Estate		No
61	94015014	10 Waipahu Transit Center	ʻEwa portion	Waipahu Transit Center Station	Near Waipahu Depot Road And Farrington Highway		Vacant lot (1942 building gone)	Servco Pacific Inc		No
62	94015019	10 Waipahu Transit Center	ʻEwa portion	Waipahu Transit Center Station	94-775 Farrington Highway	1953	Pang House	Pang, Richard K L		No
63	94015020	10 Waipahu Transit Center	ʻEwa portion	Waipahu Transit Center Station	94-779 Farrington Highway	1954	Yasutake House	Yasutake, Annette F N		No
64	94015021	10 Waipahu Transit Center	ʻEwa portion	Waipahu Transit Center Station	94-767 Farrington Highway	1950	Jiffy Mart	S S Properties LLC		No
65	94017012	10 Waipahu Transit Center	ʻEwa portion	Waipahu Transit Center Station	94-824 Moloalo Street	1968	Leeward Eye Care	Moloalo Iii Inc		No
66	94017013	10 Waipahu Transit Center	ʻEwa portion	Waipahu Transit Center Station	94-838 Moloalo Street	1964	Waipahu Business Center Building	C E Nishioka Ltd Partnership		No
67	94017015	10 Waipahu Transit Center	ʻEwa portion	Waipahu Transit Center Station	94-250 Mokuola Street	1965	Quality Tire & Auto Center	T C Investments		No
68	94017024	10 Waipahu Transit Center	ʻEwa portion	Waipahu Transit Center Station	94-896 Moloalo Street	1964	South Seas Harley-Davidson	Soeda, Eunice K Trust		No
69	94017025	10 Waipahu Transit Center	ʻEwa portion	Waipahu Transit Center Station	94-910 Moloalo Street	1965	Ace Medical	Arnobit Properties, LLC		No
70	94017031	10 Waipahu Transit Center	ʻEwa portion	Waipahu Transit Center Station	330 Mokuola Street	1950 & 1978	Waipahu United Church of Christ	Waipahu United Church Of Christ		No
71	94017034	10 Waipahu Transit Center	ʻEwa portion		94-955 Kahuamoku Place	1951	Chee Three-story Apartments	Chee, Warren C M/Carol A Y Trust		No
72	94017039	10 Waipahu Transit Center	ʻEwa portion		94-979 Kahuamoku Place	1966	BFH Three-story Apartments	B F H Inc		No
73	94017042	10 Waipahu Transit Center	ʻEwa portion		94-1021 Kahuamoku Street	1952	Domingo Apartments	Domingo, Amante M		No
74	94017043	10 Waipahu Transit Center	ʻEwa portion		94-1031 Kahuamoku Street	1965	Carvalho Two-story Apartments	Carvalho, Charles Trust		No
75	94017044	10 Waipahu Transit Center	ʻEwa portion		94-1037 Kahuamoku Street	1965	Two-story Apartments - Condominium	1037 Kahuamoku		No
76	94017046	10 Waipahu Transit Center	ʻEwa portion		94-204 Paiwa Street	1965	Matsushige Three-story Apartments	Matsushige, Howard K Trust		No
77	94018012	10 Waipahu Transit Center	ʻEwa portion		94-194 Awamoku Street	1957	Cadelina House	Cadelina, Manuel A		No
78	94018013	10 Waipahu Transit Center	ʻEwa portion		94-193 Awamoku Street	1954	Miura House	Miura, Family Trust		No
79	94018014	10 Waipahu Transit Center	ʻEwa portion		94-952 Awaiki Street	1954	Elliott House	Elliott, Barbara N		No
80	94018015	10 Waipahu Transit Center	ʻEwa portion		94-958 Awaiki Street	1956	E. Oshiro House	Oshiro, Ellen F Trust		No
81	94018017	10 Waipahu Transit Center	ʻEwa portion		94-972 Awaiki Street	1954	Palado House	Palado, Orlando A		No
82	94018019	10 Waipahu Transit Center	ʻEwa portion		94-986 Awaiki Street	1958	Beltran House	Beltran, Domingo T		No
83	94018021	10 Waipahu Transit Center	ʻEwa portion		94-1002 Awaiki Street	1954	J. Pascua House	Pascua, Jerry A		No
84	94018022	10 Waipahu Transit Center	ʻEwa portion		94-1006 Awaiki Street	1955	Gionson House	Gionson, Vicente Trust		No
85	94018023	10 Waipahu Transit Center	ʻEwa portion		94-1016 Awaiki Street	1954	Johnson House	Johnson, Valerie A		No
86	94018024	10 Waipahu Transit Center	ʻEwa portion		94-1022 Awaiki Street	1955	Wong House	Wong, Elizabeth N Trust		No
87	94018025	10 Waipahu Transit Center	ʻEwa portion		94-1028 Awaiki Street	1955	Dun House	Dun, Family Trust		No
88	94018026	10 Waipahu Transit Center	ʻEwa portion		94-1034 Awaiki Street	1955	Yokono House	Yokono, Sumie		No
89	94018027	10 Waipahu Transit Center	ʻEwa portion		94-1040 Awaiki Street	1955	Tanaka House	Tanaka, Katsuma Trust		No
90	94019001	10 Waipahu Transit Center	ʻEwa portion	Waipahu Transit Center Station	94-801 Farrington Highway	1960	Waipahu Professional Center	Gulsons LLC		No

	TMK	Sector	Portion	Station Block or Transit Facility	Location	Year Built	Resource Name	Owner	**Historic Status** (see last page for legend)	NR Eligibility
91	94019003	10 Waipahu Transit Center	‘Ewa portion	Waipahu Transit Center Station	94-861 Farrington Highway	1962	Waipahu Market	Hwang, I Sun Trust		No
92	94019009	10 Waipahu Transit Center	‘Ewa portion	Waipahu Transit Center Station	94-877 Farrington Highway	1966	Awardline Trophies	Yamada, Masaichi Trust		No
93	94019010	10 Waipahu Transit Center	‘Ewa portion	Waipahu Transit Center Station	94-879 Farrington Highway	1961	Wada’s Appliance	Kanechika, Yoshio Trust Estate		No
94	94019011	10 Waipahu Transit Center	‘Ewa portion	Waipahu Transit Center Station	94-903 Farrington Highway	1956	Tanioka’s Seafoods and Catering	Tanioka, Melvin S, Trust		No
95	94019019	10 Waipahu Transit Center	‘Ewa portion	Waipahu Transit Center Station	961 Awanei Street	1957	Higashi Two-story Apartments	Higashi, Wallace S Trust		No
96	94019020	10 Waipahu Transit Center	‘Ewa portion	Waipahu Transit Center Station	965 Awanei Street	1956	Ohara Two-story Apartments	Ohara, Kimiko Trust Estate		No
97	94019021	10 Waipahu Transit Center	‘Ewa portion	Waipahu Transit Center Station	973 Awanei Street	1956	Okahara Two-story Apartments	Okahara, Frederick M Trust		No
98	94019022	10 Waipahu Transit Center	‘Ewa portion	Waipahu Transit Center Station	975 Awanei Street	1961	Kimura Two-story Apartments	Kimura, Sara T Trust		No
99	94019023	10 Waipahu Transit Center	‘Ewa portion	Waipahu Transit Center Station	981 Awanei Street	1956	Yoshida’s Auto Paint	Yoshida, Roy T Trust		No
100	94019050	10 Waipahu Transit Center	‘Ewa portion	Waipahu Transit Center Station	94-819 Farrington Highway	1962	Shaka Auto Sales	Min, Son Hui		No
101	94019051	10 Waipahu Transit Center	‘Ewa portion	Waipahu Transit Center Station	94-819a Farrington Highway	1958	Kawakone Two-story Apartments	Kawakone, Elsie T Trust		No
102	94019052	10 Waipahu Transit Center	‘Ewa portion	Waipahu Transit Center Station	94-819b Farrington Highway	1957	Lehua Two-story Apartments	B F H Inc		No
103	94019053	10 Waipahu Transit Center	‘Ewa portion	Waipahu Transit Center Station	94-819c Farrington Highway	1957	Vongvanij Two-story Apartments	Vongvanij Property Co Ltd		No
104	94019054	10 Waipahu Transit Center	‘Ewa portion	Waipahu Transit Center Station	819 D Farrington Highway	1957	Mitsuyasa Two-story Apartments	Robert U Mitsuyasa Co Inc		No
105	94019056	10 Waipahu Transit Center	‘Ewa portion	Waipahu Transit Center Station	94-839 Farrington Highway	1958	Tammy’s Polynesian Market	94-839 Farrington Highway Partners		No
106	94019057	10 Waipahu Transit Center	‘Ewa portion	Waipahu Transit Center Station	94-164 Awalau Street	1962	K’s Bento	Kumasaka, Robert T		No
107	94019058	10 Waipahu Transit Center	‘Ewa portion	Waipahu Transit Center Station	158 Awalau Street	1958	Kobashikawa Two-story Apartments	Kobashikawa, Mikoyo C Trust		No
108	94019059	10 Waipahu Transit Center	‘Ewa portion	Waipahu Transit Center Station	154 Awalau Street	1959	Solomon Two-story Apartments	Solomon, Benjamin I Trust		No
109	94019060	10 Waipahu Transit Center	‘Ewa portion	Waipahu Transit Center Station	152 Awalau Street	1956	Delta Ventures Two-story Apartments	Delta Ventures		No
110	94020048	10 Waipahu Transit Center	‘Ewa portion	Waipahu Transit Center Station	136 Mokukaua Street	1957	Utleg House	Utleg, Angel G Jr.		No
111	94020049	10 Waipahu Transit Center	‘Ewa portion	Waipahu Transit Center Station	140 Mokukaua Street	1958	Abe House	Abe, Hiyashi		No
112	94020050	10 Waipahu Transit Center	‘Ewa portion	Waipahu Transit Center Station	144 Mokukaua Street	1957	Hudson House	Hudson, Mordecai H/ Ruth M Trust		No
113	94036001	10 Waipahu Transit Center	‘Ewa portion		94-1088 Farrington Highway	1958	Murakami House / former KDEO radio station	"94-1088 Farrington"		No
114	94036003	10 Waipahu Transit Center	‘Ewa portion		94-1061 Kahuamoku Street	1963	Salvador House	Salvador, Jose B		No
115	94036004	10 Waipahu Transit Center	‘Ewa portion		94-1055 Kahuamoku Street	1963	Yanos House	Yanos, Ricardo P		No
116	94036005	10 Waipahu Transit Center	‘Ewa portion		94-205 Paiwa Street	1963	Ancheta House	Ancheta, Rosa M		No
117	94036116	10 Waipahu Transit Center	‘Ewa portion		94-221 Moena Place	1935	Izumi warehouse	Izumi, Kiyoshi Trust		No
118	94038048	10 Waipahu Transit Center	‘Ewa portion		94-1054 Awaiki Street	1957	Tumaneng House	Tumaneng, Trust		No
119	94038049	10 Waipahu Transit Center	‘Ewa portion		94-1060 Awaiki Street	1963	Paulo House	Paulo, Irenio R Jr		No
120	94038050	10 Waipahu Transit Center	‘Ewa portion		94-1066 Awaiki Street	1959	Sandobal House	Sandobal, Elaine H		No
121	94038051	10 Waipahu Transit Center	‘Ewa portion		94-1074 Awaiki Street	1956	Kuramoto House	Kuramoto, Dale T		No
122	94038052	10 Waipahu Transit Center	‘Ewa portion		94-1078 Awaiki Street	1956	Castillo House	Castillo, Irene		No
123	94038053	10 Waipahu Transit Center	‘Ewa portion		94-1088 Awaiki Street	1964	Takenaka House	Takenaka, Yoshikazu		No
124	94038054	10 Waipahu Transit Center	‘Ewa portion		94-1094 Awaiki Street	1964	Oclaray House	Oclaray, Florence L Trust		No
125	94038055	10 Waipahu Transit Center	‘Ewa portion		94-1102 Awaiki Street	1964	Chee House	Chee, Frederick K T		No
126	94038056	10 Waipahu Transit Center	‘Ewa portion		94-1108 Awaiki Street	1964	Agonias House	Agonias, Esteban R		No
127	94038057	10 Waipahu Transit Center	‘Ewa portion		94-1114 Awaiki Street	1964	M. Bonilla House	Bonilla, Manuel A		No
128	94038058	10 Waipahu Transit Center	‘Ewa portion		94-1118 Awaiki Street	1964	Suemoto House	Suemoto, Patricia E Trust		No
129	94038059	10 Waipahu Transit Center	‘Ewa portion		94-1122 Awaiki Place	1964	Panerio House	Panerio, Mamerto		No
130	94038060	10 Waipahu Transit Center	‘Ewa portion		94-1128 Awaiki Place	1964	Inouye House	Inouye, Glenn M		No
131	94038061	10 Waipahu Transit Center	‘Ewa portion		94-1134 Awaiki Place	1964	Takano House	Takano, Jimmie S		No
132	94038062	10 Waipahu Transit Center	‘Ewa portion		94-1140 Awaiki Place	1964	Guzman House	Guzman, Dionicio		No
133	94038063	10 Waipahu Transit Center	‘Ewa portion		94-1144 Awaiki Place	1964	Koyama House	Koyama, Masako		No
134	94038064	10 Waipahu Transit Center	‘Ewa portion		94-1150 Awaiki Place	1964	Koizumi House	Koizumi, Shigeru/Betty T Trust		No
135	94038065	10 Waipahu Transit Center	‘Ewa portion		94-1156 Awaiki Place	1964	Higa House	Higa, Selina K		No
136	94038066	10 Waipahu Transit Center	‘Ewa portion		94-1160 Awaiki Place	1964	J. Oshiro House	Oshiro, Jane F, Trust		No

	TMK	Sector	Portion	Station Block or Transit Facility	Location	Year Built	Resource Name	Owner	**Historic Status** (see last page for legend)	NR Eligibility
137	94038067	10 Waipahu Transit Center	ʻEwa portion		94-1162 Awaiki Place	1964	Takasato House	Takasato, John Y		No
138	94038068	10 Waipahu Transit Center	ʻEwa portion		94-1166 Awaiki Place	1964	Kikuchi House	Kikuchi, Nobuko Trust		No
139	94036071	10 Waipahu Transit Center	ʻEwa portion		94-210 Kahualii Street	1963	Waipahu Hawaiʻi Stake, Church of Jesus Christ of Latter-Day Saints	Church Of Jesus Christ LDS	EE	Yes
140	None	10 Waipahu Transit Center	ʻEwa portion		Farrington Highway At Waikele Stream And OR&L Spur Line	1939	Waikele Stream Bridge, east-bound span and bridge over OR&L spur	State Of Hawaii - DOT	EE	Yes
141	94045007	11 Leeward CC	ʻEwa portion		94-309 Kahualena Street	1968	Bolibol House	Bolibol, Leonor		No
142	94045008	11 Leeward CC	ʻEwa portion		94-305 Kahualena Street	1968	Racpan House	Racpan, Arcenio L		No
143	94045009	11 Leeward CC	ʻEwa portion		94-301 Kahualena Street	1966	E. Pascua House	Pascua, Elena B		No
144	94045012	11 Leeward CC	ʻEwa portion		94-289 Kahualena Street	1967	Waipahu Church of Christ	Waipahu Church Of Christ		No
145	94045013	11 Leeward CC	ʻEwa portion		94-285 Kahualena Street	1967	Dela Cruz House	Dela Cruz, Silvino Trust		No
146	94045014	11 Leeward CC	ʻEwa portion		94-281 Kahualena Street	1967	Yuuki House	Yuuki, Janet C Trust		No
147	94045015	11 Leeward CC	ʻEwa portion		94-277 Kahualena Street	1966	Fukumoto House	Fukumoto, Thomas M		No
148	94045016	11 Leeward CC	ʻEwa portion		94-273 Kahualena Street	1966	De Liso House	De Liso, Marcel P Trust		No
149	94045017	11 Leeward CC	ʻEwa portion		94-269 Kahualena Street	1967	Opinaldo House	Opinaldo, Marcela G Trust		No
150	94045018	11 Leeward CC	ʻEwa portion		94-265 Kahualena Street	1966	Ige House	Ige, Mary K Trust		No
151	94045019	11 Leeward CC	ʻEwa portion		94-261 Kahualena Street	1966	Colobong House	Colobong, Family 2003 Trust		No
152	94045020	11 Leeward CC	ʻEwa portion		94-257 Kahualena Street	1966	Servantes House	Servantes, Domingo		No
153	94045021	11 Leeward CC	ʻEwa portion		94-253 Kahualena Street	1966	Patricio House	Patricio, Family 2002 Trust		No
154	94045022	11 Leeward CC	ʻEwa portion		94-249 Kahualena Street	1966	Hee House	Hee, Harry T Y Trust		No
155	94045023	11 Leeward CC	ʻEwa portion		94-247 Kahualena Street	1967	Guigui House	Guigui, Francis M Trust		No
156	94045024	11 Leeward CC	ʻEwa portion		94-245 Kahualena Street	1966	Funakoshi House	Funakoshi, David I		No
157	94045025	11 Leeward CC	ʻEwa portion		94-243 Kahualena Street	1968	Badget House	Badget, Trust		No
158	94045026	11 Leeward CC	ʻEwa portion		94-203 Kahualii Street	1965	Calbero House	Calbero, Saturnina G		No
159	96003026	11 Leeward CC	ʻEwa portion	ʻEwa Junction Maintenance Site Option	96-121 Waiawa Road	unknown	Watercress of Hawaii	B P BISHOP Trust EST, Leased To WATERCRESS OF HAWAII		No
160	96003012	12 Pearl Highlands	ʻEwa portion	Pearl Highlands Station	171 Kamehameha Highway	1930	Alpha Omega Christian Fellowship	Alpha Omega Christian		No
161	96003013	12 Pearl Highlands	ʻEwa portion	Pearl Highlands Station	96-169 Kamehameha Highway	1945	Cabitac House	Cabitac, Rizalino Trust		No
162	96003014	12 Pearl Highlands	ʻEwa portion	Pearl Highlands Station	96-157 Kamehameha Highway	1944	Bala House	Bala, Simeon F		No
163	96003017	12 Pearl Highlands	ʻEwa portion	Pearl Highlands Station	151 Kamehameha Highway	1941	Farinas House	Farinas, Emilio L		No
164	96003018	12 Pearl Highlands	ʻEwa portion	Pearl Highlands Station	135 Kamehameha Highway	1937	Alipio Quonset, Solmirin and other Houses	Solmirin, Juana A Trust		No
165	97019012	12 Pearl Highlands	ʻEwa portion		719 Kamehameha Highway	1959	Pearl City Plaza	Weinberg, H & J Foundation Inc		No
166	97019013	12 Pearl Highlands	ʻEwa portion		659 Kamehameha Highway	1951	Pearl City Glass Shop	Sumida, Tadao		No
167	97019027	12 Pearl Highlands	ʻEwa portion		685 Kamehameha Highway	1943	Pearl City Union Service	Asato, Rikio Trust		No
168	97019028	12 Pearl Highlands	ʻEwa portion		667 Kamehameha Highway	1950	Ippongi House	Ippongi, Eugene T Trust		No
169	97022008	12 Pearl Highlands	ʻEwa portion		921 Kamehameha Highway	1941	Cutter Dodge	Cutter Development Co		No
170	97022021	12 Pearl Highlands	ʻEwa portion		905 Kamehameha Highway	1940	Cutter Auto Center - Pearl City	First Hawaiian Bank Trust		No
171	97023008	12 Pearl Highlands	ʻEwa portion		945 Kamehameha Highway	1942	Stewart Plaza	Stuart Plaza Investments		No
172	97029006	12 Pearl Highlands	ʻEwa portion		1067 Puʻu Alani Way	1956	Cabanlit House	Cabanlit, William		No
173	97029007	12 Pearl Highlands	ʻEwa portion		1063 Puʻu Alani Way	1954	Doi House	Doi, Randall N		No
174	97029008	12 Pearl Highlands	ʻEwa portion		1057 Puʻu Alani Way	1953	Salbosa House	Salbosa, Augustine Trust		No
175	97029009	12 Pearl Highlands	ʻEwa portion		1053 Puʻu Alani Way	1953	Sapla House	Sapla, Francine D		No
176	97029010	12 Pearl Highlands	ʻEwa portion		1047 Puʻu Alani Way	1953	Kaku House	Kaku, Shimeyo		No
177	97029011	12 Pearl Highlands	ʻEwa portion		1043 Puʻu Alani Way	1955	ILagan House	Ilagan, Theofila Trust		No
178	97029017	12 Pearl Highlands	ʻEwa portion		707 Puʻu Kala Street	1955	Fujimoto House	Fujimoto, Sakae Trust		No
179	97029018	12 Pearl Highlands	ʻEwa portion		715 Puʻu Kala Street	1959	Lau House	Lau, Sam K Trust		No
180	97029019	12 Pearl Highlands	ʻEwa portion		721 Puʻu Kala Street	1956	Mita House	Mita, Lillian H		No

	TMK	Sector	Portion	Station Block or Transit Facility	Location	Year Built	Resource Name	Owner	**Historic Status** (see last page for legend)	NR Eligibility
181	97029020	12 Pearl Highlands	ʻEwa portion		727 Puʻu Kala Street	1955	Arakaki House	Arakaki, Minoru Trust		No
182	97029021	12 Pearl Highlands	ʻEwa portion		733 Puʻu Kala Street	1956	Miyabe House	Miyabe, Frank Y Trust		No
183	97029022	12 Pearl Highlands	ʻEwa portion		739 Puʻu Kala Street	1955	Padaca House	Padaca, Francis L Trust		No
184	97029023	12 Pearl Highlands	ʻEwa portion		745 Puʻu Kala Street	1956	Salacup House	Salacup, Mary Ann		No
185	97029024	12 Pearl Highlands	ʻEwa portion		751 Puʻu Kala Street	1953	Bareng House	Bareng, Ruben A		No
186	97029026	12 Pearl Highlands	ʻEwa portion		763 Puʻu Kala Street	1954	Delarna House	Delarna, Jacinto		No
187	97029027	12 Pearl Highlands	ʻEwa portion		769 Puʻu Kala Street	1954	Cervantes House	Cervantes, Remie E		No
188	97029028	12 Pearl Highlands	ʻEwa portion		784 Kamehameha Highway	1960	Joy of Christ Lutheran Church	Joy/Christ Lutheran Church		No
189	97031021	12 Pearl Highlands	ʻEwa portion		850 Kamehameha Highway	1958	Daiei Waipahu (now Don Quijote)	U Yamane Ltd		No
190	97031023	12 Pearl Highlands	ʻEwa portion		880 Kamehameha Highway	1965	Pearl City Medical Building	Yamamoto, Ben I		No
197	97031030	12 Pearl Highlands	ʻEwa portion		890 Kamehameha Highway	1965	First Hawaiian Bank, Pearl City Branch	Fhb Properties Inc		No
191	97034004	12 Pearl Highlands	ʻEwa portion		Entrance On 3rd Street	various	Sunset Memorial Park (makai parcel)	Hawaiian Cemetery Assn Ltd		No
192	97034033	12 Pearl Highlands	ʻEwa portion		Kamehameha Highway & Drainage Channel	various	Sunset Memorial Park (mauka parcel)	Hawaiian Cemetery Assn Ltd		No
193	96003045	12 Pearl Highlands	ʻEwa portion	Pearl Highlands Station	Waiawa Road Near Farrington Highway	1943	Waiawa Booster Pump Station	U.S. Department Of Defense	EE	Yes
194	None	12 Pearl Highlands	ʻEwa portion	Pearl Highlands Station	Farrington Highway West-Bound Over Waiawa Stream	1932	Waiawa Stream 1932 Bridge (west-bound lanes)	State Of Hawaii - DOT	EE	Yes
195	None	12 Pearl Highlands	ʻEwa portion	Pearl Highlands Station	Farrington Highway East-Bound Over Waiawa Stream	1952	Waiawa Stream 1952 Bridge (east-bound lanes)	State Of Hawaii - DOT	EE	Yes
196	None	12 Pearl Highlands	ʻEwa portion	Pearl Highlands Station	Kamehameha Highway East-Bound Over Farrington Highway Lanes	1953	Waiawa Separation Bridge	State Of Hawaii - DOT	EE	Yes
198	98004003	13 Pearlridge	ʻEwa portion		475 Kamehameha Highway	1941	HECO Waiau Plant east end	Hawaiian Electric Co Inc		No
199	98005003	13 Pearlridge	ʻEwa portion		98-10 Kuleana Place	1954	Sawamura House	Sawamura, Walter M Trust		No
200	98005021	13 Pearlridge	ʻEwa portion		98-5 Kuleana Place	1953	Escoto House	Escoto, Wilfredo M		No
201	98006019	13 Pearlridge	ʻEwa portion		370 Kamehameha Highway	1941	Chun House	Chun, Kwai Chong Trust		No
202	98006027	13 Pearlridge	ʻEwa portion		406 Kamehameha Highway	1952	Gemini Pool & Spa	Sumida, Yukio		No
203	98006028	13 Pearlridge	ʻEwa portion		No Address	1953	Sumida Car Repair	Sumida, Hideo		No
204	98009005	13 Pearlridge	ʻEwa portion	Pearlridge Station	98-85 Kamehameha Highway	1962	Stoneridge Recoveries	Continental Investment Co		No
205	98009011	13 Pearlridge	ʻEwa portion	Pearlridge Station	98-51 Kamehameha Highway	1960	Best Buy	Healani Land Company Inc		No
206	98009015	13 Pearlridge	ʻEwa portion	Pearlridge Station	98-73 Kamehameha Highway	1966	Hawaii Mitsubishi	Continental Investment Co		No
207	98009017	13 Pearlridge	ʻEwa portion	Pearlridge Station	98-77 Kamehameha Highway	1963	Paradise Autos	Continental Investment Co		No
208	98010001	13 Pearlridge	ʻEwa portion	Pearlridge Station	98-703 Moanalua Loop	1965	Batara Four-story Apartments	Batara, Roger R		No
209	98010006	13 Pearlridge	ʻEwa portion	Pearlridge Station	98-72 Kamehameha Highway	1951	Club Sahara	Yamada, Shiro Trust		No
210	98010009	13 Pearlridge	ʻEwa portion	Pearlridge Station	98-68 Kamehameha Highway	1955	Bobos Mini Mart	Choe, Wayne K		No
211	98010018	13 Pearlridge	ʻEwa portion	Pearlridge Station	98-87 Kanuku Place	1959	N. Chang Two-story Apartments	Chang, Nina Y		No
212	98010019	13 Pearlridge	ʻEwa portion	Pearlridge Station	98-103 Kanuku Street	1959	K. Chang Two-story Apartments	Chang, Kou-Cheng		No
213	98010043	13 Pearlridge	ʻEwa portion	Pearlridge Station	95 Kanuku Place	1960	Ratto Apartments	Ratto Properties		No
214	98013020	13 Pearlridge	ʻEwa portion	Pearlridge Station	736 Moanalua Loop	1961	Verizon and Shred Ex Building	Moanalua Assoc		No
215	98014008	13 Pearlridge	ʻEwa portion	Pearlridge Station	121 Lipoa Place	1967	Empty buildings surrounding paved central area	B P Bishop Trust Estate		No
216	98014009	13 Pearlridge	ʻEwa portion	Pearlridge Station	120 Lipoa Place	1966	Pearl Manor Four-story Apartments	Garo, Rey P Sr		No
217	98014010	13 Pearlridge	ʻEwa portion	Pearlridge Station	98-115 Kamehameha Highway	1963	Lex Brodie's Tire Company - Pearlridge	B P Bishop Trust Estate		No
218	98014013	13 Pearlridge	ʻEwa portion	Pearlridge Station	107 Lipoa Place	1963	Aiea Collision Center	B P Bishop Trust Estate		No
219	98014015	13 Pearlridge	ʻEwa portion	Pearlridge Station	130 Lipoa Place	1964	Harbor Arms Apartments	Tom, Hansel H S Trust		No
220	98014022	13 Pearlridge	ʻEwa portion		98-147 Kamehameha Highway	1964	Firestone Auto Care - Pearl Kai	B P Bishop Trust Estate		No
221	98015001	13 Pearlridge	ʻEwa portion		98-291a Kamehameha Highway	1942	Ridgeway Used Cars	Kam Highway Investors		No
222	98015002	13 Pearlridge	ʻEwa portion		98-277 Kamehameha Highway	1938	Fahrni Realty	Helen Kate Fahrni Trustee		No

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	TMK	Sector	Portion	Station Block or Transit Facility	Location	Year Built	Resource Name	Owner	**Historic Status** (see last page for legend)	NR Eligibility
223	98015003	13 Pearlridge	ʻEwa portion		98-265 Kamehameha Highway	1957	Mobile Car Audio	Hsu, John C M		No
224	98015004	13 Pearlridge	ʻEwa portion		98-281a Aiea Kai Place	1958	Murakami House	Murakami, Ronald J		No
225	98015034	13 Pearlridge	ʻEwa portion		98-248a Aiea Kai Place	1958	Koyanagi House	Koyanagi, Natsuji Trust		No
226	98015036	13 Pearlridge	ʻEwa portion		98-254a Aiea Kai Place	1958	Agra House	Agra, Dante S Trust		No
227	98015039	13 Pearlridge	ʻEwa portion		98-262a Aiea Kai Place	1957	Gomes House	Gomes, Doris G Trust		No
228	98015042	13 Pearlridge	ʻEwa portion		98-280 Aiea Kai Place	1958	Onaga House	Onaga, Leonard T Trust		No
229	98018021	13 Pearlridge	ʻEwa portion		98-390 Kamehameha Highway	1950	Go Bananas - ʻAiea	Willy's Realty Inc		No
230	98018023	13 Pearlridge	ʻEwa portion		98-380 Kamehameha Highway	1959	Wally Ho's Garage and Grill	Willy's Service Ltd		No
231	98018024	13 Pearlridge	ʻEwa portion		98-360 Kamehameha Highway	1949	Steven's Towing	Yoshioka, Keiso Trust		No
232	98018038	13 Pearlridge	ʻEwa portion		98-316 Kamehameha Highway	1949	KFC - Aiea Restaurant	Man, Mary Y Trust		No
233	98021001	13 Pearlridge	ʻEwa portion		98-259 Kaluamoi Place	1964	Fukushima Auto	Ishii, Haruichi Trust		No
234	98021042	13 Pearlridge	ʻEwa portion		371 Kamehameha Highway	1961	L&L Drive Inn - Pearl City	Gallagher, Robert L Trust		No
235	98021068	13 Pearlridge	ʻEwa portion		409a Kamehameha Highway	1955	Oahu Battery Sales & Service	Sumida, Helen Y		No
236	98021071	13 Pearlridge	ʻEwa portion		391 Kamehameha Highway	1939	Pearl Harbor Transmission	391 Kamehameha Partners, Loop		No
237	98024033	13 Pearlridge	ʻEwa portion		98-106 Hekaha Street	1957	Kotomori House	Kotomori, Takeshi Trust		No
238	98024034	13 Pearlridge	ʻEwa portion		98-102 Hekaha Street	1953	Miyazu House	Miyazu, Fumie		No
239	98024039	13 Pearlridge	ʻEwa portion		98-102 Pahemo Place	1957	Damaso House	Damaso, Andres G		No
240	98024040	13 Pearlridge	ʻEwa portion		98-104 Pahemo Place	1957	Tam House	Tam, Alvin C F Trust		No
241	98024041	13 Pearlridge	ʻEwa portion		98-106 Pahemo Place	1956	E. Solmirin House	Solmirin, Elizabeth A Trust		No
242	98024042	13 Pearlridge	ʻEwa portion		98-108 Pahemo Place	1957	Ranada House	Ranada, Melecio A		No
243	98024043	13 Pearlridge	ʻEwa portion		98-110 Pahemo Place	1959	C. Dela Cruz House	Dela Cruz, Craig T		No
244	98025002	13 Pearlridge	ʻEwa portion		98-103a Kihale Street	1957	Nicolas House	Nicolas, Nestor M		No
245	98025003	13 Pearlridge	ʻEwa portion		98-103 Kihale Street	1957	Soo House	Soo, Edward T G & Winifred Trust		No
246	98025040	13 Pearlridge	ʻEwa portion		98-102 Kihale Place	1957	Gasper House	Gasper, Teo Jr		No
247	98025041	13 Pearlridge	ʻEwa portion		98-101 Kihale Place	1957	Fullerton House	Fullerton, Arthur Trust		No
248	98025053	13 Pearlridge	ʻEwa portion		98-124b Kihale Street	1958	Moa House	Moa, Anna S Trust		No
249	98025054	13 Pearlridge	ʻEwa portion		98-124a Kihale Street	1957	Amoroso House	Amoroso, Nolasco C		No
250	98025055	13 Pearlridge	ʻEwa portion		98-104 Kihale Street	1957	Tong House	Tong-Summerford, Anita		No
251	99041012	13 Pearlridge	ʻEwa portion		99-16 Kamehameha Highway	1955	Dixie Grill - ʻAiea	Willy's Enterprises Ltd		No
252	99041054	13 Pearlridge	ʻEwa portion		99-8 Kauhale Street	1957	Dadulla House	Dadulla, Honey		No
253	99041055	13 Pearlridge	ʻEwa portion		99-6 Kauhale Street	1957	D. Yabiku House	Yabiku, Dale M		No
254	99041056	13 Pearlridge	ʻEwa portion		99-4 Kauhale Street	1957	T. Yabiku House	Yabiku, Tetsuo Gen Trf Trust		No
255	99044065	13 Pearlridge	ʻEwa portion		99-2 Kauhale Street	1957	Ho House	Ho, Walter M C		No
256	None	13 Pearlridge	ʻEwa portion		Bike Path Bridge Over Aiea Stream	ca. 1920s	OR&L bridge pilings	Unknown - U.S. Navy ?		No
257	None	13 Pearlridge	ʻEwa portion		Kamehameha Highway At Aiea Stream	1965	Aiea Stream Bridge	State Of Hawaii - DOT		No
258	98003010	13 Pearlridge	ʻEwa portion		475 Kamehameha Highway	1959	HECO Waiau Plant	Hawaiian Electric Co Inc	EE	Yes
259	98006024	13 Pearlridge	ʻEwa portion		398 Kamehameha Highway	1951	Nishi Service	Kameyo Co Partnership	EE	Yes
260	98016047	13 Pearlridge	ʻEwa portion	Pearlridge Station	98-160 Kamehameha Highway	1928	Sumida Watercress Farm	B P Bishop Trust Estate	EE	Yes
261	98018041	13 Pearlridge	ʻEwa portion		303 Kaamilo Street	1948	Akiona House (Quonset)	Akiona, Noe & Lydia Trust	EE	Yes
262	98018042	13 Pearlridge	ʻEwa portion		98-315 Kaamilo Street	1947	Forty Niner Saimin	Chagami, Richard K Trust	EE	Yes
263	98022081	13 Pearlridge	ʻEwa portion		Hekaha Street	1963	Waimalu Shopping Center	Kazama, Et Al	EE	Yes
264	None	13 Pearlridge	ʻEwa portion		Kamehameha Highway At Waimalu Stream (Near Kaʻahumanu Street)	1936 1945 1966	Waimalu Stream Bridge	State Of Hawaii - DOT	EE	Yes
265	None	13 Pearlridge	ʻEwa portion		Kamehameha Highway At Kalauao Spring (West Of Pali Momi Street)	1936 1945 1966	Kalauao Springs Bridge	State Of Hawaii - DOT	EE	Yes
266	None	13 Pearlridge	ʻEwa portion		Kamehameha Highway At Kalauao	1936 1945	Kalauao Stream Bridge	State Of Hawaii - DOT	EE	Yes

	TMK	Sector	Portion	Station Block or Transit Facility	Location	Year Built	Resource Name	Owner	**Historic Status** (see last page for legend)	NR Eligibility
					Stream (East Of Pali Momi Street)	1966				
267	99062001	14 Aloha Std (Salt Lake)	Salt Lake portion		99-290 Ohenana Loop	1964	Lee House	Lee, Katie K Trust		No
268	99062002	14 Aloha Std (Salt Lake)	Salt Lake portion		99-286 Ohenana Loop	1964	Villanueva House	Villanueva, Andy		No
269	99062003	14 Aloha Std (Salt Lake)	Salt Lake portion		99-284 Ohenana Loop	1964	Funderburg House	Funderburg, Mcauthur		No
270	99062004	14 Aloha Std (Salt Lake)	Salt Lake portion		99-282 Ohenana Loop	1964	Yokota House	Yokota, George F		No
271	99062006	14 Aloha Std (Salt Lake)	Salt Lake portion		99-274 Ohenana Loop	1964	Marcella House	Marcella, Cesar G		No
272	99062007	14 Aloha Std (Salt Lake)	Salt Lake portion		99-272 Ohenana Loop	1964	Albano House	Albano, Matsue U		No
273	99062008	14 Aloha Std (Salt Lake)	Salt Lake portion		99-270 Ohenana Loop	1964	Miguel House	Miguel, Mario R		No
274	99062009	14 Aloha Std (Salt Lake)	Salt Lake portion		99-268 Ohenana Loop	1964	Maemori House	Maemori, Ernest S		No
275	99062011	14 Aloha Std (Salt Lake)	Salt Lake portion		99-266 Ohenana Loop	1964	Ogawa House	Ogawa, Jane M Trust		No
276	99062012	14 Aloha Std (Salt Lake)	Salt Lake portion		99-264 Ohenana Loop	1964	Bautista House	Bautista, Carmen G Trust		No
277	99062013	14 Aloha Std (Salt Lake)	Salt Lake portion		99-260 Ohenana Loop	1964	Spencer House	Spencer, Edward N Jr		No
278	99062014	14 Aloha Std (Salt Lake)	Salt Lake portion		99-258 Ohenana Loop	1965	Hamada House	Hamada, Jean M Trust		No
279	99063001	14 Aloha Std (Salt Lake)	Salt Lake portion	Aloha Stadium Station (Salt Lake)	99-199 Kalaloa Street	1965	Torres House	Torres, Douglas		No
280	99063002	14 Aloha Std (Salt Lake)	Salt Lake portion	Aloha Stadium Station (Salt Lake)	195 Kalaloa Street	1965	Lum House	Lum, You Sun Trust		No
281	99063003	14 Aloha Std (Salt Lake)	Salt Lake portion	Aloha Stadium Station (Salt Lake)	193 Kalaloa Street	1964	Mitsunaga House	Mitsunaga, Warren H		No
282	99063006	14 Aloha Std (Salt Lake)	Salt Lake portion	Aloha Stadium Station (Salt Lake)	183 Kalaloa Street	1964	Cordero House	Cordero, Romeo E		No
283	99063007	14 Aloha Std (Salt Lake)	Salt Lake portion	Aloha Stadium Station (Salt Lake)	179 Kalaloa Street	1964	Okasaki House	Okasaki, Glenn M		No
284	99063008	14 Aloha Std (Salt Lake)	Salt Lake portion	Aloha Stadium Station (Salt Lake)	175 Kalaloa Street	1965	Park House	Park, Leslie H		No
285	99063009	14 Aloha Std (Salt Lake)	Salt Lake portion	Aloha Stadium Station (Salt Lake)	257 ʻOhekani Loop	1965	Yagi House	Yagi, Stanley S		No
286	99063010	14 Aloha Std (Salt Lake)	Salt Lake portion	Aloha Stadium Station (Salt Lake)	253 ʻOhekani Loop	1965	F. Duarte House	Duarte, Felix L		No
287	99063012	14 Aloha Std (Salt Lake)	Salt Lake portion	Aloha Stadium Station (Salt Lake)	247 ʻOhekani Loop	1966	Tamashiro House	Tamashiro, Melaney T Trust		No
288	99063013	14 Aloha Std (Salt Lake)	Salt Lake portion	Aloha Stadium Station (Salt Lake)	252 Ohialomi Place	1965	Olivera House	Olivera, Frank G		No
289	99063014	14 Aloha Std (Salt Lake)	Salt Lake portion	Aloha Stadium Station (Salt Lake)	256 Ohialomi Place	1964	Motas House	Motas, Sean C		No
290	99063015	14 Aloha Std (Salt Lake)	Salt Lake portion	Aloha Stadium Station (Salt Lake)	258 Ohialomi Place	1964	Hall House	Hall, Christopher F		No
291	99063016	14 Aloha Std (Salt Lake)	Salt Lake portion	Aloha Stadium Station (Salt Lake)	99-260 Ohialomi Place	1964	Onigama House	Onigama, Elton M		No
292	99063017	14 Aloha Std (Salt Lake)	Salt Lake portion	Aloha Stadium Station (Salt Lake)	99-259 Ohialomi Place	1965	Kinimaka House	Kinimaka, Jerry F		No
293	99063018	14 Aloha Std (Salt Lake)	Salt Lake portion	Aloha Stadium Station (Salt Lake)	257 Ohialomi Place	1965	Gribbons House	Gribbons, James R		No
294	99063019	14 Aloha Std (Salt Lake)	Salt Lake portion	Aloha Stadium Station (Salt Lake)	255 Ohialomi Place	1965	Elvenia House	Elvenia, Orlino		No
295	99063020	14 Aloha Std (Salt Lake)	Salt Lake portion	Aloha Stadium Station (Salt Lake)	251 Ohialomi Place	1965	Nakagawa House	Nakagawa, Masako		No
296	99063021	14 Aloha Std (Salt Lake)	Salt Lake portion	Aloha Stadium Station (Salt Lake)	247 Ohialomi Place	1965	Marushige House	Marushige, Larry & Gwen		No
297	99063022	14 Aloha Std (Salt Lake)	Salt Lake portion	Aloha Stadium Station (Salt Lake)	245 Ohialomi Place	1964	Shimizu House	Shimizu, Charles I		No
298	99063024	14 Aloha Std (Salt Lake)	Salt Lake portion	Aloha Stadium Station (Salt Lake)	239 ʻOhekani Loop	1965	Uyechi House	Uyechi, Carol		No
299	99063025	14 Aloha Std (Salt Lake)	Salt Lake portion	Aloha Stadium Station (Salt Lake)	237 ʻOhekani Loop	1965	Acohido House	Acohido, Joe		No
300	99063026	14 Aloha Std (Salt Lake)	Salt Lake portion	Aloha Stadium Station (Salt Lake)	235 ʻOhekani Loop	1965	Ito House	Ito, Kenso/Hisako Trust		No
301	99063027	14 Aloha Std (Salt Lake)	Salt Lake portion	Aloha Stadium Station (Salt Lake)	231 ʻOhekani Loop	1966	Ishizaki House	Ishizaki, Hisao		No
302	99063028	14 Aloha Std (Salt Lake)	Salt Lake portion	Aloha Stadium Station (Salt Lake)	229 ʻOhekani Loop	1966	So House	So, David D		No
303	99063023	14 Aloha Std (Salt Lake)	Salt Lake portion	Aloha Stadium Station (Salt Lake)	241 Ohialomi Place	1964	Kalilikane House	Kalilikane, Janet		No
304	11022001	14 Aloha Std (Salt Lake)	Salt Lake portion		1004 Maluna Street	1954	Onaga House	Onaga, Shari K		No
305	11022003	14 Aloha Std (Salt Lake)	Salt Lake portion		4014 Salt Lake Boulevard	1954	Turne House	Turne, Segundo B		No
306	11022004	14 Aloha Std (Salt Lake)	Salt Lake portion		4018 Salt Lake Boulevard	1954	Rumbawa House	Rumbawa, Russell B		No
307	11022005	14 Aloha Std (Salt Lake)	Salt Lake portion		4024 Salt Lake Boulevard	1954	Ortogero House	Ortogero, Marissa P		No
308	11022006	14 Aloha Std (Salt Lake)	Salt Lake portion		4028 Salt Lake Boulevard	1954	Ramos House	Ramos, Juan J		No
309	11022008	14 Aloha Std (Salt Lake)	Salt Lake portion		4038 Salt Lake Boulevard	1954	Downey House	Downey, Norma D		No
310	11022009	14 Aloha Std (Salt Lake)	Salt Lake portion		4044 Salt Lake Boulevard	1954	Dulay House	Dulay, Elfren C		No
311	11022010	14 Aloha Std (Salt Lake)	Salt Lake portion		4048 Salt Lake Boulevard	1954	Sangalang House	Sangalang, Angela C Trust		No

	TMK	Sector	Portion	Station Block or Transit Facility	Location	Year Built	Resource Name	Owner	**Historic Status** (see last page for legend)	NR Eligibility
312	11022012	14 Aloha Std (Salt Lake)	Salt Lake portion		4058 Salt Lake Boulevard	1954	Etrata House	Etrata, Renato V		No
313	11022013	14 Aloha Std (Salt Lake)	Salt Lake portion		4064 Salt Lake Boulevard	1954	Sagucio House	Sagucio, Telesforo F		No
314	11022014	14 Aloha Std (Salt Lake)	Salt Lake portion		4068 Salt Lake Boulevard	1954	Lozano House	Lozano, Nemesio A		No
315	11022018	14 Aloha Std (Salt Lake)	Salt Lake portion		4118 Salt Lake Boulevard	1954	Ragodos House	Ragodos, Simon G		No
316	11022019	14 Aloha Std (Salt Lake)	Salt Lake portion		4124 Salt Lake Boulevard	1954	Aguedan House	Aguedan, Javier A		No
317	11022020	14 Aloha Std (Salt Lake)	Salt Lake portion		4128 Salt Lake Boulevard	1954	Crocker House	Crocker, Jonathan R		No
318	11022021	14 Aloha Std (Salt Lake)	Salt Lake portion		4134 Salt Lake Boulevard	1954	Arceo House	Arceo, Jose L/Flordeliza M Trust		No
319	11022022	14 Aloha Std (Salt Lake)	Salt Lake portion		4138 Salt Lake Boulevard	1954	Salcedo House	Salcedo, Nestor B		No
320	11022023	14 Aloha Std (Salt Lake)	Salt Lake portion		4144 Salt Lake Boulevard	1954	Tawata House	Tawata, 2002 Family Trust		No
321	11022024	14 Aloha Std (Salt Lake)	Salt Lake portion		4148 Salt Lake Boulevard	1954	Yamamoto House	Yamamoto, Walter W		No
322	11022025	14 Aloha Std (Salt Lake)	Salt Lake portion		4154 Salt Lake Boulevard	1954	Cresencia House	Cresencia, Jean B		No
323	11022026	14 Aloha Std (Salt Lake)	Salt Lake portion		4158 Salt Lake Boulevard	1954	S. Ramos House	Ramos, Santos A/ Maria T Trust		No
324	11022027	14 Aloha Std (Salt Lake)	Salt Lake portion		1005 Pakini Street	1954	V. Ramos House	Ramos, Vincent T/ Milagros Trust		No
325	11023097	14 Aloha Std (Salt Lake)	Salt Lake portion		4202 Salt Lake Boulevard	1954	Haga House	Haga, Raymond D Trust Estate		No
326	11023098	14 Aloha Std (Salt Lake)	Salt Lake portion		4208 Salt Lake Boulevard	1954	Manuel House	Manuel, Ronnie R		No
327	11023099	14 Aloha Std (Salt Lake)	Salt Lake portion		4214 Salt Lake Boulevard	1954	Devega House	Devega, Rodolfo S		No
328	11023100	14 Aloha Std (Salt Lake)	Salt Lake portion		4218 Salt Lake Boulevard	1954	Takamatsu House	Takamatsu, William T		No
329	99045003	14 Aloha Std (Salt Lake)	Salt Lake portion		1035 Kūkila Street	1957	Nonales House	Nonales, Peter H		No
330	99045004	14 Aloha Std (Salt Lake)	Salt Lake portion		1027 Kūkila Street	1957	Patrick House	Patrick, Paul K		No
331	99045005	14 Aloha Std (Salt Lake)	Salt Lake portion		1015 Kūkila Street	1957	Williams House	Williams, John M		No
332	99045006	14 Aloha Std (Salt Lake)	Salt Lake portion		1007 Kūkila Street	1957	Q. Bonilla House	Bonilla, Quirino A		No
333	99045009	14 Aloha Std (Salt Lake)	Salt Lake portion		4305 La'akea Street	1957	Scovell House	Scovell, Christopher B		No
334	99045011	14 Aloha Std (Salt Lake)	Salt Lake portion		4317 La'akea Street	1957	Hawes House	Hawes, Ray C		No
335	99045012	14 Aloha Std (Salt Lake)	Salt Lake portion		4323 La'akea Street	1957	Tuvera House	Tuvera, Enriqueta R		No
336	99045013	14 Aloha Std (Salt Lake)	Salt Lake portion		4329 La'akea Street	1957	Irving House	Irving, Harold T		No
337	99045014	14 Aloha Std (Salt Lake)	Salt Lake portion		4335 La'akea Street	1957	Gayer House	Gayer, John J D		No
338	99045015	14 Aloha Std (Salt Lake)	Salt Lake portion		4343 La'akea Street	1957	H. Bonilla House	Bonilla, Hilario B		No
339	99045016	14 Aloha Std (Salt Lake)	Salt Lake portion		4355 La'akea Street	1959	Casupang House	Casupang, Ramon C Trust		No
340	99045017	14 Aloha Std (Salt Lake)	Salt Lake portion		4361 La'akea Street	1957	Serrano House	Serrano, Danilo R		No
341	99045018	14 Aloha Std (Salt Lake)	Salt Lake portion		4367 La'akea Street	1957	Kitterman House	Kitterman, Harry L		No
342	99045019	14 Aloha Std (Salt Lake)	Salt Lake portion		1005 Ala Oli	1957	Kim House	Kim, Lurline M K Trust		No
343	99045096	14 Aloha Std (Salt Lake)	Salt Lake portion		4459 La'akea Street	1957	Lee House	Lee, Davis K		No
344	99045097	14 Aloha Std (Salt Lake)	Salt Lake portion		4455 La'akea Street	1957	Obata House	Obata, Richard T		No
345	99045098	14 Aloha Std (Salt Lake)	Salt Lake portion		4451 La'akea Street	1957	Hua House	Hua, Donny G		No
346	99045099	14 Aloha Std (Salt Lake)	Salt Lake portion		4445 La'akea Street	1957	Vo House	Vo, Anh Tan		No
347	99045101	14 Aloha Std (Salt Lake)	Salt Lake portion		4433 La'akea Street	1957	Chong House	Chong, Evan W C Trust		No
348	99045102	14 Aloha Std (Salt Lake)	Salt Lake portion		4425 La'akea Street	1957	Nakasato House	Nakasato, Kikue		No
349	99045103	14 Aloha Std (Salt Lake)	Salt Lake portion		4419 La'akea Street	1957	Martines House	Martines, Janet K		No
350	99045104	14 Aloha Std (Salt Lake)	Salt Lake portion		4415 La'akea Street	1957	Le House	Le, Martin		No
351	99045105	14 Aloha Std (Salt Lake)	Salt Lake portion		4409 La'akea Street	1957	Ablan House	Ablan, Leonides J N		No
352	99045106	14 Aloha Std (Salt Lake)	Salt Lake portion		4403 La'akea Street	1957	Valdez House	Valdez, Ross R		No
353	99045109	14 Aloha Std (Salt Lake)	Salt Lake portion		4349 La'akea Street	1959	Anderson House	Anderson, Larry L		No
354	99012006 & 99012001	14 Aloha Std (Salt Lake)	Salt Lake portion		Kamehameha Highway Near Aloha Stadium	ca. 1896	Aiea (Honolulu Plantation) Cemetery	State Of Hawaii	EE	Yes
355	11010011	14 Aloha Std (Salt Lake)	Salt Lake portion		Salt Lake Boulevard At Maluna Road	1944	Fac. X-24 / Quonset Hut (Navy Public Works Center)	U.S. Navy	EE	Yes
356	99002023	14 Aloha Std (Salt Lake)	Salt Lake portion		4361 Salt Lake Boulevard	1957	Radford High School	City And County Of Honolulu	EE	Yes

	TMK	Sector	Portion	Station Block or Transit Facility	Location	Year Built	Resource Name	Owner	**Historic Status** (see last page for legend)	NR Eligibility
357	11007007	16 Ala Liliko'i	Salt Lake portion		949 Māpunapuna Street	1966	BCI Coca-Cola Bottling Co.	Damon, Samuel M Trust Estate		No
358	11007018	16 Ala Liliko'i	Salt Lake portion		970 Ahua Street	1964	L&L Drive Inn - Māpunapuna	Damon, Samuel M Trust Estate		No
359	11007020	16 Ala Liliko'i	Salt Lake portion		2829 Pūkōloa Street	1967	Servco Home & Appliance Showroom	Damon, Samuel M Trust Estate		No
360	11007023	16 Ala Liliko'i	Salt Lake portion		2865 Pūkōloa Street	1967	BCI Coca-Cola Bottling Co.	Damon, Samuel M Trust Estate		No
361	11007031	16 Ala Liliko'i	Salt Lake portion		2810 Pūkōloa Street	1965	Servco Auto Honolulu - Toyota	Damon, Samuel M Trust Estate		No
362	11021001	16 Ala Liliko'i	Salt Lake portion		1002a Wanaka Street	1953	Valdez House	Valdez, Ross R		No
363	11021002	16 Ala Liliko'i	Salt Lake portion		1010b Wanaka Street	1953	Aguinaldo House	Aguinaldo, Federico E		No
364	11021003	16 Ala Liliko'i	Salt Lake portion		1010d Wanaka Street	1953	Trinidad House	Trinidad, Jose V Trust		No
365	11021004	16 Ala Liliko'i	Salt Lake portion		1010f Wanaka Street	1953	Lombardi House	Lombardi, Louann L-L Trust		No
366	11021005	16 Ala Liliko'i	Salt Lake portion		1010i Wanaka Street	1953	Woo House	Woo, Sandra S		No
367	11021006	16 Ala Liliko'i	Salt Lake portion		3744 Salt Lake Boulevard	1953	Cantere House A	Cantere, Alvin/Patricia A Trust		No
368	11021007	16 Ala Liliko'i	Salt Lake portion		3752 Salt Lake Boulevard	1953	Cantere House B	Cantere, Alvin/Patricia A Trust		No
369	11021008	16 Ala Liliko'i	Salt Lake portion		3760 Salt Lake Boulevard	1953	Conara House	Conara (USA) Inc		No
370	11021009	16 Ala Liliko'i	Salt Lake portion		3768 Salt Lake Boulevard	1953	Freitas House	Freitas, Family Trust		No
371	11021011	16 Ala Liliko'i	Salt Lake portion		3804 Salt Lake Boulevard	1953	Tanji House	Tanji, John M Trust		No
372	11021013	16 Ala Liliko'i	Salt Lake portion		3820 Salt Lake Boulevard	1953	Samoan Church	1st Samoan Full Gospel Pent Ch		No
373	11021014	16 Ala Liliko'i	Salt Lake portion		3830 Salt Lake Boulevard	1953	Rodriguez House	Rodriguez, Carl L Trust		No
374	11021017	16 Ala Liliko'i	Salt Lake portion		3852a Salt Lake Boulevard	1953	Hayashi House	Hayashi, Douglas		No
375	11021019	16 Ala Liliko'i	Salt Lake portion		1009b Maluna Street	1953	R. Wong House	Rose T Wong LLC		No
376	11021020	16 Ala Liliko'i	Salt Lake portion		1009 Maluna Street	1953	Young House	Young, Steven C K		No
377	11035007	16 Ala Liliko'i	Salt Lake portion		1001 Ahua Street	1965	Auto Auction	Damon, Samuel M Trust Estate		No
378	11035008	16 Ala Liliko'i	Salt Lake portion		905 Ahua Street	1962	Hawaii Nut & Bolt	Damon, Samuel M Trust Estate		No
379	11060013	16 Ala Liliko'i	Salt Lake portion		3249 Ala 'Ilima	1968	Tropicana Manor Apartments	White, Deborah L L		No
380	11062003	16 Ala Liliko'i	Salt Lake portion		2867 Ala 'Ilima	1968	Three-story Apartments	HHBW Family Ltd Partnership		No
381	11021018	16 Ala Liliko'i	Salt Lake portion		3902 Salt Lake Boulevard	ca. 1953	Āliamanu Pumping Station (Board of Water Supply)	City And County Of Honolulu	EE	Yes
382	11017006 thru 11018014	16 Ala Liliko'i	Salt Lake portion		Salt Lake Boulevard (See Appendix B - Pane 29 For Boundaries)	1953	Potential Salt Lake Duplex District (see Appendix A-1 for parcel list)	Various	EE-d	Yes
383	11007036	16 Ala Liliko'i	Salt Lake portion		1000 Māpunapuna Street	1966	First Hawaiian Bank - Māpunapuna Branch	Damon, Samuel M Trust Estate	EE	Yes
384	99003030	35 Richardson Recreation Center	Airport Portion	Arizona Memorial Station (if Salt Lake and Airport Alignments built)	Bridge In OR&L Right-of-Way Over Hālawa Stream	pre-1924	Facility 17 - Bridge	U.S. Navy		No
385	99003056	35 Richardson Recreation Center	Airport Portion		99-102 Kalaloa Street	1968	Pu'u Wai Momi Hawaii Public Housing	HSG & Community Development Corp of Hawai'i		No
386	99003064	35 Richardson Recreation Center	Airport Portion		No Address	1968	Pu'u Wai Momi maintenance shop	HSG & Community Development Corp of Hawai'i		No
387	99062015	35 Richardson Recreation Center	Airport Portion	Aloha Stadium/ K. Highway Station (if only Airport Alignment built)	99-254 Ohenana Loop	1964	Matsuda House	Matsuda, Clyde & Sandra		No
388	99062016	35 Richardson Recreation Center	Airport Portion	Aloha Stadium/ K. Highway Station (if only Airport Alignment built)	99-252 Ohenana Loop	1964	Kono House	Kono Mark & Florence		No
389	99062017	35 Richardson Recreation Center	Airport Portion	Aloha Stadium/ K. Highway Station (if only Airport Alignment built)	99-250 Ohenana Loop	1964	Fernandez House	Fernandez, Raoul & Alma		No
390	99062018	35 Richardson Recreation Center	Airport Portion	Aloha Stadium/ K. Highway Station (if only Airport Alignment built)	99-246 Ohenana Loop	1964	Colon House	Colon, Johnny F Trust		No
391	99062019	35 Richardson Recreation Center	Airport Portion	Aloha Stadium/ K. Highway Station (if only Airport Alignment built)	99-244 Ohenana Loop	1964	Bautista House	Bautista, Erick & Jannet		No
392	99062020	35 Richardson Recreation Center	Airport Portion	Aloha Stadium/ K. Highway Station (if only Airport Alignment built)	99-242 Ohenana Loop	1964	Ii House	Ii, David P Trust & Charlotte Trust		No
393	99062021	35 Richardson Recreation Center	Airport Portion	Aloha Stadium/ K. Highway Station (if only Airport Alignment built)	99-240 Ohenana Loop	1964	Sato House	Sato, Glenn Trust		No

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	TMK	Sector	Portion	Station Block or Transit Facility	Location	Year Built	Resource Name	Owner	**Historic Status** (see last page for legend)	NR Eligibility
394	99062022	35 Richardson Recreation Center	Airport Portion	Aloha Stadium/ K. Highway Station (if only Airport Alignment built)	99-238 Ohenana Loop	1964	L. Dela Cruz House	Dela Cruz, Lily C Trust & Noel		No
395	99062023	35 Richardson Recreation Center	Airport Portion	Aloha Stadium/ K. Highway Station (if only Airport Alignment built)	99-236 Ohenana Loop	1964	Kiriu House	Kiriu, Miyuki & Doris Trust		
396	various	35 Richardson Recreation Center & 36 Pearl Harbor Naval Base	Airport Portion	(Three possible stations adjacent to NHL)	Makai Of Kamehameha Highway	1900-present	Pearl Harbor Naval Base National Historic Landmark - District (see Appendix A-2 for historic facilities in Area of Potential Effect)	U.S. Navy	NHL, Site No. 80-13-9992	Yes
397	99003066 (partial)	35 Richardson Recreation Center	Airport Portion	Arizona Memorial Station (if Salt Lake and Airport Alignments built)	Kamehameha Highway At Hālawa Stream (Mauka Span)	1945	Kamehameha Highway Bridge over Hālawa Stream (mauka span)	State Of Hawaii - DOT Highways Division	EE	Yes
398	99002004	35 Richardson Recreation Center	Airport Portion	Arizona Memorial Station (if Salt Lake and Airport Alignments built)	Hālawa Drive & Makalapa Drive	1942	Commander-in-Chief Pacific Fleet (CINCPACFLT) Headquarters - Fac. 250	U.S. Navy	CINCPAC Headquarters NHL, Site No. 80-13-1384	Yes
399	11010004	36 Pearl Harbor Naval Base	Airport Portion		Valkenburg Street & Nimitz Highway	1948	Navy-Marine Golf Course	U.S. Navy		No
400	11010048	36 Pearl Harbor Naval Base	Airport Portion		Main Street At Plantation Drive	1942	Fleet Accounting & Disbursing Center/ Weather Services Building - Fac. 499	U.S. Navy		No
401	99001008	36 Pearl Harbor Naval Base	Airport Portion	Pearl Harbor Naval Base Station	Kamehameha Highway & Makalapa Gate Road	1975	Ossipoff's Aloha Chapel, SMART Clinic, and Navy-Marine Corps Relief Society - Fac. 1514	U. S. Navy	EE (within Pearl Harbor NHL)	Yes
402	99001008	36 Pearl Harbor Naval Base	Airport Portion		Kamehameha Highway between Makalapa Gate Road & Center Drive	1942	Navy WWII splinterproof shelter - Fac. S-51	U.S. Navy	EE	Yes
403	99001008	36 Pearl Harbor Naval Base	Airport Portion		Kamehameha Highway At Center Drive	1941	Navy Rehab Center/ former Fire Station - Fac. 199	U.S. Navy	EE	Yes
404	99002004	36 Pearl Harbor Naval Base	Airport Portion	Pearl Harbor Naval Base Station	Kamehameha Highway At Entrance To Pearl Harbor Naval Base	1941	Potential Makalapa Navy Housing Historic District	U.S. Navy	AE-d	Yes
405	99002004	36 Pearl Harbor Naval Base	Airport Portion	Pearl Harbor Naval Base Station	Kamehameha Highway & Tarawa/Palmyra Dr	1941	Potential Little Makalapa Navy Housing Historic District	U. S. Navy	EE-d	Yes
406	11003004	38 Lagoon Dr	Airport Portion		2685 N Nimitz Highway	1945	Disabled American Veterans Memorial Hall	State Of Hawaii - Dot Airports Division		No
407	11004002	38 Lagoon Dr	Airport Portion	Lagoon Drive Station	2815 Ualena Street	1961	Lim's Auto Service	State Of Hawaii - Dot Airports Division		No
408	11004003	38 Lagoon Dr	Airport Portion	Lagoon Drive Station	2825 Ualena Street	1962	Architectural Woods, Inc.	State Of Hawaii - Dot Airports Division		No
409	11004005	38 Lagoon Dr	Airport Portion	Lagoon Drive Station	2845 Ualena Street	1967	StoneWorld	State Of Hawaii - Dot Airports Division		No
410	11004006	38 Lagoon Dr	Airport Portion	Lagoon Drive Station	2855 Ualena Street	1963	MK Auto Body Repair	State Of Hawaii - Dot Airports Division		No
411	11004007	38 Lagoon Dr	Airport Portion	Lagoon Drive Station	2865 Ualena Street	1961	Spectra-Tone Paint of Hawaii	State Of Hawaii - Dot Airports Division		No
412	11004008	38 Lagoon Dr	Airport Portion	Lagoon Drive Station	2875 Ualena Street	1961	Tried and True Motors	State Of Hawaii - Dot Airports Division		No
413	11004009	38 Lagoon Dr	Airport Portion	Lagoon Drive Station	2885 Ualena Street	1962	Tony's Café	State Of Hawaii - Dot Airports Division		No
414	11004010	38 Lagoon Dr	Airport Portion	Lagoon Drive Station	2895 Ualena Street	1963	Futura Stone of Hawaii	State Of Hawaii - Dot Airports Division		No
415	11004019	38 Lagoon Dr	Airport Portion		2989 Ualena Street	1962	Hawaiian Air Cargo	State Of Hawaii - Dot Airports Division		No
416	11014002	38 Lagoon Dr	Airport Portion		3005 Ualena Street	1964	Royal Hawaiian Movers	State Of Hawaii - Dot Airports Division		No
417	11014004	38 Lagoon Dr	Airport Portion		3017 Ualena Street	1961	Royal Hawaiian Movers	State Of Hawaii - Dot Airports Division		No
418	11014007	38 Lagoon Dr	Airport Portion		3059 Ualena Street	1964	Oahu Construction Co. warehouses	State Of Hawaii - Dot Airports Division		No
419	11014008	38 Lagoon Dr	Airport Portion		3069 Ualena Street	1966	Skil Service Center	State Of Hawaii - Dot Airports Division		No
420	11014015	38 Lagoon Dr	Airport Portion		3159-3169 Ualena Street	1965	Mid Pacific Steel, Inc.	State Of Hawaii - Dot Airports Division		No
421	11014018	38 Lagoon Dr	Airport Portion		3219 Ualena Street	1967	Aloha Produce Co.	State Of Hawaii - Dot Airports Division		No
422	11014021	38 Lagoon Dr	Airport Portion		3239 Ualena Street	1965	Hawaiian Telcom	State Of Hawaii - Dot Airports Division		No
423	11016010	38 Lagoon Dr	Airport Portion	Lagoon Drive Station	2628 Waiwai Loop	1960	Pacific Marina Inn, Lance's Kitchen	Pacific Marina Inn LLC		No
424	11016013	38 Lagoon Dr	Airport Portion	Lagoon Drive Station	2612 Waiwai Loop	1961	Jeans Warehouse, Pacific Imports	Bruun, Jens C		No
425	11016014	38 Lagoon Dr	Airport Portion	Lagoon Drive Station	479 Lagoon Dr	1960	Chevron Gas Station	James Campbell Trust Estate		No
426	11016004	38 Lagoon Dr	Airport Portion		2682 Waiwai Loop	1961	Hawaii Employers Council	Hawaii Employers Council	EE	Yes

	TMK	Sector	Portion	Station Block or Transit Facility	Location	Year Built	Resource Name	Owner	**Historic Status** (see last page for legend)	NR Eligibility
427	12013017	19 Middle Street	Koko Head portion	Middle Street Station	2150 Nimitz Highway	1956	Higa Self Storage	Hy-Pac Self Storage LLC		No
428	12013021	19 Middle Street	Koko Head portion	Middle Street Station	2323 Kamehameha Highway	1941	GasPro Industrial	Lenakoa Development Ltd		No
429	12018003	19 Middle Street	Koko Head portion	Middle Street Station	2424 Kamehameha Highway	1953	Parking lot for TheHandi-Van	Yee Hop Realty Ltd		No
430	12018009	19 Middle Street	Koko Head portion	Middle Street Station	601 Middle Street	2008	construction site (1956 warehouses gone)	Yee Hop Realty Ltd		No
431	12026002	19 Middle Street	Koko Head portion	Middle Street Station	2232 Kamehameha Highway	1934	C&H Fender	Hughes, Heidi S Trust		No
432	12026003	19 Middle Street	Koko Head portion	Middle Street Station	2242 Kamehameha Highway	1959	Ba-Le Sandwich Shop	Lam, Thanh Quoc		No
433	12026007	19 Middle Street	Koko Head portion	Middle Street Station	2310 Kamehameha Highway	1955	Marukai Wholesale Mart	Marukai Corp		No
434	12013006	19 Middle Street	Koko Head portion	Middle Street Station	2277 Kamehameha Highway	1957	Foremost Dairy	House Foods Hawaii Corp	EE	Yes
435	12013007	19 Middle Street	Koko Head portion	Middle Street Station	2323 Kamehameha Highway	1958	GasPro Store	Lenakona Development Ltd	EE	Yes
436	12002156	20 Kalihi	Koko Head portion	Kalihi Station	1746 Dillingham Boulevard	1935	Vyenielo House	Vyenielo, Elnora H S Trust		No
437	12003013	20 Kalihi	Koko Head portion	Kalihi Station	529 Mokauea	1920	Guieb's Travel	Guieb, Loreto A		No
438	12003101	20 Kalihi	Koko Head portion	Kalihi Station	1701 Dillingham Boulevard	1962	Aloha Gas Station	Fujii, Masako Trust		No
439	12009001	20 Kalihi	Koko Head portion	Kalihi Station	1901 Dillingham Boulevard	1968	Dillingham Café	Hawaii Community Foundation		No
440	12009003	20 Kalihi	Koko Head portion	Kalihi Station	524 Mokauea Street	1927	C. Pascua house	Pascua, Crisanto B		No
441	12009007	20 Kalihi	Koko Head portion	Kalihi Station	2010 Colburn Street	1937	construction area	Castro, Francisco E Trust		No
442	12009008	20 Kalihi	Koko Head portion	Kalihi Station	2016 Colburn Street	1936	Commercial Building	Iwane Family Ltd Partnership		No
443	12009010	20 Kalihi	Koko Head portion	Kalihi Station	527 Pu'uhale Road	1960	Snappy's Auto Repair	Fujita, Gayle K		No
444	12009086	20 Kalihi	Koko Head portion	Kalihi Station	531 Pu'uhale Road	1961	Quik Repair	Jong, Lincoln S N Trust		No
445	12010068	20 Kalihi	Koko Head portion	Kalihi Station	606 Mokauea Street	1960	7-11 Kalihi store	Kam, Michael H M Trust		No
446	12010071	20 Kalihi	Koko Head portion	Kalihi Station	1956 Dillingham Boulevard	1944	Dadulla House	Dadulla, Honey D		No
447	12010072	20 Kalihi	Koko Head portion	Kalihi Station	1968 Dillingham Boulevard	1953	Kalahiki House	Kalahiki, Elizabeth K		No
448	12010073	20 Kalihi	Koko Head portion	Kalihi Station	2004 Dillingham Boulevard	1949	R. Bolibol House	Bolibol, Romana A Trust		No
449	12010079	20 Kalihi	Koko Head portion	Kalihi Station	2066 Dillingham Boulevard	1959	former Shell Oil service station	Shimogawa Family LLC		No
450	12010081	20 Kalihi	Koko Head portion	Kalihi Station	617 Pu'uhale Road	1953	Gaoiran House	Gaoiran, Federico & Josepa Trust		No
451	12010082	20 Kalihi	Koko Head portion	Kalihi Station	2025 'Eluwene Street	1958	Oseto House	Oseto, Masao Trust		No
452	12010083	20 Kalihi	Koko Head portion	Kalihi Station	2017 'Eluwene Street	1954	Sugimoto House	Sugimoto, Alice H Trust		No
453	12010084	20 Kalihi	Koko Head portion	Kalihi Station	2011 'Eluwene Street	1920	Tavares House	Tavares, Angeline L B Trust		No
454	12010088	20 Kalihi	Koko Head portion	Kalihi Station	1927 'Eluwene Street	1951	Dung House	Dung, S & P Trust		No
455	12010089	20 Kalihi	Koko Head portion	Kalihi Station	1921 'Eluwene Street	1933	Ulep House	Ulep, Celestino B		No
456	12010090	20 Kalihi	Koko Head portion	Kalihi Station	1915 'Eluwene Street	1958	Akana House	Akana, Paula K		No
457	12012015	20 Kalihi	Koko Head portion		2124 Kamehameha Highway	1940	Fujita House	Villa, Riza L Trust		No
458	12012017	20 Kalihi	Koko Head portion		2176 Kamehameha Highway	1953	Aguda House	Aguda, Patricio P Trust		No
459	12012018	20 Kalihi	Koko Head portion		2188 Kamehameha Highway	1927	Hirota Warehouse	R M Hirota Family Ltd Part		No
460	12012031	20 Kalihi	Koko Head portion		2136 Kamehameha Highway	1962	Villa House	Villa, Riza L Trust		No
461	12026038	20 Kalihi	Koko Head portion		2200 Kamehameha Highway	1959	Parking lot & Credit Union/ former bowling alley	Honolulu City & County Employees FCU		No
462	15025002	20 Kalihi	Koko Head portion		821 Kalihi Street	1961	Kalihi Kai School	State Of Hawaii, Dept. Of Education		No
463	15027036	20 Kalihi	Koko Head portion		1514 Dillingham Boulevard	1968	Kapālama Makai Apartments	Queja, Sander G Sr		No
464	15028019	20 Kalihi	Koko Head portion		1535 Dillingham Boulevard	1961	Central Pacific Bank - Kapālama Branch	B P Bishop Trust Estate		No
465	15028066	20 Kalihi	Koko Head portion		1603 Dillingham Boulevard	1966	Eki Cycle	B P Bishop Trust Estate		No
466	12010070	20 Kalihi	Koko Head portion	Kalihi Station	1946 Dillingham Boulevard	1968	Kam House	Kam, Mildred S Trust		No
467	None	20 Kalihi thru 25 Civic Center	Koko Head portion	Kalihi Station to Civic Center Station	Laumaka Street To South Street (Except Not Along Nimitz Highway)	Late 1880s-mid-1900s	Lava Rock Curbs	City And County Of Honolulu	EE	Yes
468	12002108	20 Kalihi	Koko Head portion	Kalihi Station	1720 Dillingham Boulevard	1925	Duarte House	Duarte, Rosemarie C Trust	EE	Yes
469	12002113	20 Kalihi	Koko Head portion	Kalihi Station	1808 Dillingham Boulevard	1916	10 Courtyard Houses	Kam, Michael H M Trust	EE	Yes
470	12009017	20 Kalihi	Koko Head portion	Kalihi Station	1933 Dillingham Boulevard	1913-1914	Afuso House	Afuso, Tsuyoshi	EE	Yes

	TMK	Sector	Portion	Station Block or Transit Facility	Location	Year Built	Resource Name	Owner	**Historic Status** (see last page for legend)	NR Eligibility
471	12009017	20 Kalihi	Koko Head portion	Kalihi Station	1945a Dillingham Boulevard	1944-1945	Higa Four-plex	Afuso, Tsuyoshi	EE	Yes
472	12009018	20 Kalihi	Koko Head portion	Kalihi Station	1927 Dillingham Boulevard	1936	Teixeira House	Rodrigues, Beverly P S Trust	EE	Yes
473	12009060	20 Kalihi	Koko Head portion	Kalihi Station	1928 Colburn Street	1933	Pang Craftsman-style House	Tom, Elsie K Y	EE	Yes
474	12012014	20 Kalihi	Koko Head portion		608 Pu'uhale Road	1918	Pu'uhale Market	Okuhara, Edward T Trust	EE	Yes
475	15029060	20 Kalihi	Koko Head portion		1419 Dillingham Boulevard	1960	Boulevard Saimin	B P Bishop Trust Estate	EE	Yes
476	15015005	21 Kapālama	Koko Head portion		Dillingham Boulevard Near Akepo Lane	1936	Cutter Dodge Chrysler Jeep	Weinberg, H & J Foundation Inc		No
477	15015006	21 Kapālama	Koko Head portion	Kapālama Station	985 Dillingham Boulevard	1950	GBC Boxes & Packaging	CPY Partners LLC		No
478	15015007	21 Kapālama	Koko Head portion	Kapālama Station	987 Dillingham Boulevard		vacant lot (1950 warehouses demolished)	A.S.N. Enterprises		No
479	15017004	21 Kapālama	Koko Head portion	Kapālama Station	826a Dillingham Boulevard	1967	Honolulu Community College parking lot	University Of Hawaii		No
480	15017006	21 Kapālama	Koko Head portion	Kapālama Station	826 Dillingham Boulevard	1930	Honolulu Community College	University Of Hawaii		No
481	15020007	21 Kapālama	Koko Head portion		1301 Dillingham Boulevard	1957	City Square (Satellite City Hall)	B P Bishop Trust Estate		No
482	15021009	21 Kapālama	Koko Head portion		1375 Dillingham Boulevard	1961	NY Technical Institute	B P Bishop Trust Estate		No
483	15021011	21 Kapālama	Koko Head portion		1353 Dillingham Boulevard	1959	Benjamin Moore Paint	B P Bishop Trust Estate		No
484	15022001	21 Kapālama	Koko Head portion		1190 Dillingham Boulevard	1959	New Hope Chapel	B P Bishop Trust Estate		No
485	15022002	21 Kapālama	Koko Head portion		1297a Kaumualiʻi Street	1959	Kapālama Shopping Center	B P Bishop Trust Estate		No
486	15022003	21 Kapālama	Koko Head portion		1336 Dillingham Boulevard	1960	Fritz's European Bakery	B P Bishop Trust Estate		No
487	15015008	21 Kapālama	Koko Head portion	Kapālama Station	1001 Dillingham Boulevard	1954	Six Quonset Huts	Urban Investments	EE	Yes
488	15022004	21 Kapālama	Koko Head portion		1350 Dillingham Boulevard	1947	Tsumoto shophouse	Tsumoto, Stanley N	EE	Yes
489	15022005	21 Kapālama	Koko Head portion		1354 Dillingham Boulevard	1943	AC Electric	Tsumoto, Stanley N	EE	Yes
490	None	21 Kapālama	Koko Head portion		Dillingham Boulevard	1930	Kapālama Stream Bridge	City And County Of Honolulu	EE	Yes
491	None	21 Kapālama	Koko Head portion		Waiakamilo Road To King Street	1934	Kamani Trees on Dillingham Boulevard	City And County Of Honolulu	EE	Yes
492	15006005	22 Iwilei	Koko Head portion		620 Dillingham Boulevard	1960	Sweet Leilani Florist	Ko, Kalvin Y D		No
493	15007009	22 Iwilei	Koko Head portion	Iwilei Station	414 Kūwili Street	1959	Pacific Medical	300 Corp		No
494	15007021	22 Iwilei	Koko Head portion	Iwilei Station	545 Kaʻaahi Street	1967	Da Kine Sports Bar	Nuʻuanu Auto Company Ltd		No
495	15007023	22 Iwilei	Koko Head portion	Iwilei Station	533 Kaʻaahi Street	1966	General Printing	KWA LLC		No
496	15007024	22 Iwilei	Koko Head portion	Iwilei Station	525 Kaʻaahi Street	1968	Mum's Taisei of Hawaii	525 Kaʻaahi Street Ltd Part		No
497	15007026	22 Iwilei	Koko Head portion	Iwilei Station	519 Kaʻaahi Street	1968	Tina's Creations	Four K Properties LLC		No
498	15007030	22 Iwilei	Koko Head portion	Iwilei Station	850 Iwilei Road	1956	Gourmet Delite Bakery	Loyalty Development Co Ltd		No
499	15007031	22 Iwilei	Koko Head portion	Iwilei Station	502 Kaʻaahi Street	1968	Thom Equipment	Thom, Buck K Family Partnership		No
500	15007049	22 Iwilei	Koko Head portion	Iwilei Station	916 Kaʻamahu Place	1965	Edge Board Works	Cockett, Rudolph C Trust		No
501	15007054	22 Iwilei	Koko Head portion	Iwilei Station	551 Dillingham Boulevard	1968	Kapālama Pet Hospital	Fong/ Choy Family Ltd Partnership		No
502	15007001 & 15007002	22 Iwilei	Koko Head portion	Iwilei Station	355 N King Street	1914 & 1925	OR&L Office/Document Storage Building & Terminal Building	State Of Hawaii	DE 2/12/79; HR, Site No. 80-14-1380	Yes
503	15007002 & 15007001	22 Iwilei	Koko Head portion	Iwilei Station	870 Iwilei Road	1914	OR&L basalt street paving	State Of Hawaii	EE	Yes
504	15007001	22 Iwilei	Koko Head portion	Iwilei Station	355 N King Street	ca. 1938	Former filling station on OR&L property	State Of Hawaii	EE	Yes
505	15007003	22 Iwilei	Koko Head portion	Iwilei Station	393 N King Street	1922	Tong Fat Co.	1616 Liliha Street 2nd Floor	Determined Eligible 1980	Yes
506	15007003	22 Iwilei	Koko Head portion	Iwilei Station	393 N King Street	1914	Wood Tenement Buildings behind Tong Fat	1616 Liliha Street 2nd Floor	EE	Yes
507	15007033	22 Iwilei	Koko Head portion	Iwilei Station	536 Kaʻaahi Street	1968	Tamura Building	Property Investments LLC	EE	Yes
508	15040003	23 Chinatown	Koko Head portion	Chinatown Station	190 N Nimitz Highway	ca. 1952	Nuʻuanu Stream Wastewater Pumping Station/ Awa Street Pumping Station	State Of Hawaii - DOT Harbors Division		No
509	17002002	23 Chinatown	Koko Head portion		800 Nuʻuanu Ave		parking lot (1914 building demolished)	Bank Of Hawaii		No
510	17002, 17003,	23 Chinatown	Koko Head portion	Chinatown Station	Defined In NR Form (See Appendix B - Panes 36 & 37 For Makai Boundaries)	various	Chinatown Historic District (see Appendix A-3 for parcels in Area of Potential Effect)	Various	NR, Site No. 80-14-9986	Yes

	TMK	Sector	Portion	Station Block or Transit Facility	Location	Year Built	Resource Name	Owner	**Historic Status** (see last page for legend)	NR Eligibility
	& 17004 plats									
511	None	23 Chinatown	Koko Head portion	Chinatown Station	N Nimitz Highway	1932	Nu'uanu Stream Bridge	State Of Hawaii - DOT Highways Division	EE and in NR-Chinatown Historic District	Yes
512	21001056	23 Chinatown	Koko Head portion		Pier 12	ca. 1859	Harbor retaining wall of coral blocks from Honolulu Fort	State Of Hawaii - DOT Harbors Division	EE	Yes
513	TMKs in plats 17002 & 21002	23 Chinatown & 24 Downtown	Koko Head portion		Boundary Of Historic District Is Not Clear	various	Merchant Street Historic District (former Police Station, TMKs 21002024 & 21002057, in Area of Potential Effect)	Various	NR, Site No. 80-14-9905	Yes
514	21016014	24 Downtown	Koko Head portion	Downtown Station	770 Richards	1960	Title Guarantee Building	The Queen Emma Foundation		No
515	21026022	24 Downtown	Koko Head portion		Punchbowl & Halekauwila Sts.	1950	Ke'elikōlani Building	State Of Hawaii		No
516	None	24 Downtown	Koko Head portion		Queen Street & Nimitz Highway	1951	Walker Park	State Of Hawaii - DOT Highways Division	EE	Yes
517	21001001	24 Downtown	Koko Head portion		Nimitz Highway & Fort Street	1926	Pier 10/11 Building	State Of Hawaii - DOT Harbors Division	EE	Yes
518	21001005	24 Downtown	Koko Head portion		600 Fort Street	1952	DOT Harbors Division Offices	State Of Hawaii - DOT Harbors Division	EE	Yes
519	21001013	24 Downtown	Koko Head portion		Fort Street	1926	Aloha Tower	State Of Hawaii - DOT Harbors Division	NR/ HR, Site No. 80-14-9929	Yes
520	21013007	24 Downtown	Koko Head portion	Downtown Station	Nimitz Highway & Fort Street Mall	1930	Irwin Park	State Of Hawaii - DOT Harbors Division	HR, Site No. 80-14-9829	Yes
521	21014003	24 Downtown	Koko Head portion	Downtown Station	173 Queen Street	1930	Dillingham Transportation Building	Pacific Guardian Center	HR, Site No. 80-14-9900	Yes
522	21014006	24 Downtown	Koko Head portion	Downtown Station	222 Ala Moana	1929	HECO Downtown Plant	Hawaiian Electric Co Inc	EE	Yes
523	TMKs in Section 2-1	24 Downtown	Koko Head portion		Defined In NR Form (See Appendix B - Panes 37 & 38 For Makai Boundaries)	1820-1969	Hawaii Capital Historic District (Hale Auhau - Attorney General's Office, TMK 21026002, in Area of Potential Effect)	Various	NR, Site No. 80-14-1307	Yes
524	21030006	25 Civic Center	Koko Head portion	Civic Center Station	557 Halekauwila Street	2008	new construction (replaced 1939 bldg)	565 Halekauwila Street Ltd Part		No
525	21030007	25 Civic Center	Koko Head portion	Civic Center Station	561 Halekauwila Street	2008	new construction (replaced 1939 bldg)	565 Halekauwila Street Ltd Part		No
526	21030008	25 Civic Center	Koko Head portion	Civic Center Station	565 Halekauwila Street	2008	new construction (replaced 1960 bldg)	565 Halekauwila Street Ltd Part		No
527	21030013	25 Civic Center	Koko Head portion	Civic Center Station	562 South Street	1959	Word of Life	Jas W Glover Holding Co Ltd		No
528	21030015	25 Civic Center	Koko Head portion	Civic Center Station	556 Reed Lane	1961	Warehouse & office	B P Bishop Trust Estate		No
529	21030017	25 Civic Center	Koko Head portion	Civic Center Station	547 Halekauwila Street	1960	Halekauwila Building	B P Bishop Trust Estate		No
530	21031001	25 Civic Center	Koko Head portion	Civic Center Station	635 South Street		parking lot (replaced 1955 bldg)	Kawamoto, Gensiro		No
531	21031005	25 Civic Center	Koko Head portion	Civic Center Station	568 Halekauwila Street	1950	Royden's Okazuya & Catering	Bishop Trust Co Ltd Trust		No
532	21031010	25 Civic Center	Koko Head portion	Civic Center Station	530 Halekauwila Street	1964	Department of Transportation parking structures	State Of Hawaii		No
533	21031019	25 Civic Center	Koko Head portion	Civic Center Station	565 Quinn Lane	1965	Homeless Solutions (apartment building)	City & County Of Honolulu		No
534	21031020	25 Civic Center	Koko Head portion	Civic Center Station	608 South Street	1960	HS Printing	South Street Office Complex LLC		No
535	21031024	25 Civic Center	Koko Head portion	Civic Center Station	550 Halekauwila Street	1962	Lawyer's Building	Kramer, Katharine A Trust		No
536	21031029	25 Civic Center	Koko Head portion	Civic Center Station	630 Keawe Street.	1945	parking lot	Kawamoto, Gensiro		No
537	21031030	25 Civic Center	Koko Head portion	Civic Center Station	616 Keawe Street	1944	Motor Imports Toyota	Servco Pacific Inc		No
538	21031031	25 Civic Center	Koko Head portion	Civic Center Station	613 Queen Street		parking lot (replaced 1952 bldg)	Kawamoto, Gensiro		No
539	21031032	25 Civic Center	Koko Head portion	Civic Center Station	627 Queen Street	1944	warehouse/parking lot	Kawamoto, Gensiro		No
540	21031033	25 Civic Center	Koko Head portion	Civic Center Station	627 South Street	1953	Ponce de Leon Styling Salon	Ewan, Pauletta D Trust		No
541	21051007	25 Civic Center	Koko Head portion	Civic Center Station	606 Coral Street	1963	606 Coral	B P Bishop Trust Estate		No
542	21051010	25 Civic Center	Koko Head portion	Civic Center Station	670 Halekauwila Street	1950	Bimmer Service	Cooper, Katherine M Trust		No

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	TMK	Sector	Portion	Station Block or Transit Facility	Location	Year Built	Resource Name	Owner	**Historic Status** (see last page for legend)	NR Eligibility
543	21051012	25 Civic Center	Koko Head portion	Civic Center Station	615 Keawe Street	1951	Yellow Brick Studio	Kam Development Corp		No
544	21051018	25 Civic Center	Koko Head portion	Civic Center Station	620 Coral Street	1958	Fiddlesticks	Housing & Community Development Corp Of Hawaii		No
545	21051031	25 Civic Center	Koko Head portion	Civic Center Station	609 Keawe Street	1957	Video Trax	Cooper, Katherine M Trust		No
546	21030014	25 Civic Center	Koko Head portion	Civic Center Station	550 South Street	1958	Kamaka Ukulele	B P Bishop Trust Estate	EE	Yes
547	21031012	25 Civic Center	Koko Head portion	Civic Center Station	869 Punchbowl	1959	Dept of Transportation Building	State Of Hawaii	EE	Yes
548	21031018	25 Civic Center	Koko Head portion	Civic Center Station	620 South Street	1929	[Old] Kaka'ako Fire Station	City & County Of Honolulu	NR/HR-Fire Stations of Oahu Thematic Group, Site No. 80-14-1346	Yes
549	21031021	25 Civic Center	Koko Head portion	Civic Center Station	547 Queen Street	1900	Royal Brewery/ The Honolulu Brewing & Malting Co.	Hawaii Community Development Authority	NR, Site No. 80-14-9917	Yes
550	21051006 & 21051005	25 Civic Center	Koko Head portion		Halekauwila, Coral & Pohukaina Sts.	1937	Mother Waldron Playground	State Of Hawaii	HR-C&C of Honolulu Art Deco Parks Thematic Group, Site No. 80-14-1388	Yes
551	21050001	26 Kaka'ako	Koko Head portion		900 Halekauwila Street	1959	Engineers Surveyors Hawaii, Inc.	Victoria Ward Limited		No
552	21050002	26 Kaka'ako	Koko Head portion		822 Halekauwila Street	1961	Hawaii Instrumentation	Hawaii Instrumentation & Controls		No
553	21050003	26 Kaka'ako	Koko Head portion		760 Halekauwila Street	1962	Kaya commercial building	Kaya T Ltd		No
554	21050004	26 Kaka'ako	Koko Head portion		740 Halekauwila Street	1938	Subaru Hawaii	Schuman Carriage Co Ltd		No
555	21050007	26 Kaka'ako	Koko Head portion		579 Cooke Street	1963	Commercial Building	Star Investment Company		No
556	21050009	26 Kaka'ako	Koko Head portion		807a Ilaniwai Street	1950	auto shop	A C Lyau Co Ltd		No
557	21050043	26 Kaka'ako	Koko Head portion	Kaka'ako Station	924 Ilaniwai Street	1943	Revolution Motor Sports	Takemoto, Harry Y Trust Estate		No
558	21050045	26 Kaka'ako	Koko Head portion	Kaka'ako Station	918 Ilaniwai Street	1957	Hawaii Import Parts	T & T Investments Inc		No
559	21050046	26 Kaka'ako	Koko Head portion	Kaka'ako Station	912 Ilaniwai Street	1961	Island Concepts	Takemoto, Harry Y Trust Estate		No
560	21050048	26 Kaka'ako	Koko Head portion	Kaka'ako Station	439 Kamani Street	1960	Diamond Parking	Diamond Parking		No
561	21050058	26 Kaka'ako	Koko Head portion		810 Halekauwila Street	1948	Todoki Machine	Todoki Machine & Marine Works Inc		No
562	21050061	26 Kaka'ako	Koko Head portion		414 Ward Ave	1956	Pacific Home	Victoria Ward Limited		No
563	21052020	26 Kaka'ako	Koko Head portion	Kaka'ako Station	320 Ward Ave	1961	Bernina	Victoria Ward Ltd		No
564	21052024	26 Kaka'ako	Koko Head portion	Kaka'ako Station	331 A Kamani Street	1960	Lanai Things	Victoria Ward Ltd		No
565	21052027	26 Kaka'ako	Koko Head portion	Kaka'ako Station	901 Halekauwila Street	1960	Exotic Nights	Victoria Ward Ltd		No
566	21052028	26 Kaka'ako	Koko Head portion	Kaka'ako Station	350 Ward Ave	1962	350 Ward Building (South Pacific Cigar)	Victoria Ward Ltd		No
567	21052035	26 Kaka'ako	Koko Head portion		837 Halekauwila Street	1960	commercial building	Victoria Ward Limited		No
568	21052036	26 Kaka'ako	Koko Head portion		855 Halekauwila Street	1958	Action Rehab	Victoria Ward Limited		No
569	21052045	26 Kaka'ako	Koko Head portion		545 Kō'ula Street	1960	commercial building	Victoria Ward Limited		No
570	21052046	26 Kaka'ako	Koko Head portion		544 'Ahui Street	1933	Wai'alae Plumbing	Victoria Ward Limited		No
571	21052053	26 Kaka'ako	Koko Head portion		845 Halekauwila Street	1960	RFJO Corp	Victoria Ward Limited		No
572	23002001	26 Kaka'ako	Koko Head portion	Kaka'ako Station	1020 Auahi Street	1945	Warehouses and Ward Entertainment Complex	Victoria Ward Limited		No
573	23002002	26 Kaka'ako	Koko Head portion	Kaka'ako Station	940 Auahi Street	1962	Wahoo's Fish Taco	Victoria Ward Ltd		No
574	23002057	26 Kaka'ako	Koko Head portion	Kaka'ako Station	455 Ward Ave	1955	DeZign Home	Hawaiian Hardwood Co Inc		No
575	23002058	26 Kaka'ako	Koko Head portion	Kaka'ako Station	945 Queen Street	1956	commercial building	Queen Bee Ltd Partnership		No

	TMK	Sector	Portion	Station Block or Transit Facility	Location	Year Built	Resource Name	Owner	**Historic Status** (see last page for legend)	NR Eligibility
576	23002059	26 Kaka'ako	Koko Head portion	Kaka'ako Station	953a Queen Street	1962	Sports Authority complex	Victoria Ward Limited		No
577	23002069	26 Kaka'ako	Koko Head portion	Kaka'ako Station	975 Queen Street	1941	Tropical Lampshade	Tropical Lamp & Shade Co		No
578	23002087	26 Kaka'ako	Koko Head portion	Kaka'ako Station	1015 Queen Street	1958	parking lot	Victoria Ward Limited		No
579	23003008	26 Kaka'ako	Koko Head portion		1018 Queen Street	1947	Okada & Co.	U Okada & Co Ltd		No
580	23003021	26 Kaka'ako	Koko Head portion	Kaka'ako Station	970 Queen Street	1959	Worldwide Furnishings	Donahue Larry & Susan Trust		No
581	23003022	26 Kaka'ako	Koko Head portion	Kaka'ako Station	958 Queen Street	1959	Interior Showplace	Victoria Ward Ltd		No
582	23004029	26 Kaka'ako	Koko Head portion		1105 Kawaiaha'o Street	1959	former Onjin's Café	Ka'a Limited Partnership		No
583	23004073	26 Kaka'ako	Koko Head portion		1189 Waimanu Street	1944	construction site	Nauru Phosphate Rylts Inc		No
584	21050049	26 Kaka'ako	Koko Head portion	Kaka'ako Station	449 Kamani Street	1912	Ching Market and House	Ching, Melvin T H Trust	EE	Yes
585	21050052	26 Kaka'ako	Koko Head portion	Kaka'ako Station	929 Queen Street	1962	American Savings Bank/ Liberty Bank - Queen-Ward Branch / Blair's	American Savings Bank	EE	Yes
586	21052008	26 Kaka'ako	Koko Head portion	Kaka'ako Station	539 Cooke Street	1938	Fuji Sake Brewing Co.	Fuji Sake Brewing Co	EE	Yes
587	23004048	27 Ala Moana Center	Koko Head portion		1166 Waimanu Street	1946	Window Tinting	Young, Steven		No
588	23004051	27 Ala Moana Center	Koko Head portion		1152 Waimanu Street	1942	Olympic Auto Repair	Burger, Lorna A Trust		No
589	23004069	27 Ala Moana Center	Koko Head portion		1170 Waimanu Street	1954	Hawaii International Child	Cody, Max T Trust		No
590	23007027	27 Ala Moana Center	Koko Head portion		1218 Waimanu Street	1957	Kenda Dry Cleaning	Takeda, Jack M		No
591	23007028	27 Ala Moana Center	Koko Head portion		1216 Waimanu Street	1947	Jade Stone Spa	Takemoto, Van H		No
592	23007033	27 Ala Moana Center	Koko Head portion		1186 Waimanu Street	1943	Island Pool & Spa Supply	Ing, John Y Estate		No
593	23007036	27 Ala Moana Center	Koko Head portion		1174 Waimanu Street	1953	Tahiti Imports	Nawa, Hideko Trust		No
594	23007044	27 Ala Moana Center	Koko Head portion		1201 Kona Street	1937	Aku Bone Lounge	Aku Bone Lounge & Grill LLC		No
595	23007045	27 Ala Moana Center	Koko Head portion		1209 Kona Street	1943	Honolulu Hardwoods	Honolulu Hardwoods Inc		No
596	23007049	27 Ala Moana Center	Koko Head portion		1235 Kona Street	1947	AutoSource	Durant Realty Corp		No
597	23007054	27 Ala Moana Center	Koko Head portion		1246 Kona Street	1938	Hi-Pace Racing	Taran, George D Trust		No
598	23007056	27 Ala Moana Center	Koko Head portion		1237 Hopaka Street	1939	Shed-roof Commercial Building	510 Pi'ikoi LLC		No
599	23007057	27 Ala Moana Center	Koko Head portion		1217 Hopaka Street	1962	Misty Exotic Dancers	Hollis, Donald F Jr Trust		No
600	23007064	27 Ala Moana Center	Koko Head portion		1180 Kona Street	1947	commercial building with glass block windows	Holt, George H Estate		No
601	23007066	27 Ala Moana Center	Koko Head portion		1176 Kona Street	1955	United Auto Body	Taiyo Inc		No
602	23038001	27 Ala Moana Center	Koko Head portion	Ala Moana Station	1450 Ala Moana Boulevard	1959	Ala Moana Center	GGP Ala Moana LLC		No
603	23039001	27 Ala Moana Center	Koko Head portion	Ala Moana Station	1441 Kapi'olani Boulevard	1959	Ala Moana Building	GGP Ala Moana LLC		No
604	23039004	27 Ala Moana Center	Koko Head portion	Ala Moana Station	1423 Kapi'olani Boulevard	1959	T&L Mu'umu'u Factory	Izuo Brothers Ltd		No
605	23039005	27 Ala Moana Center	Koko Head portion	Ala Moana Station	1415 Kapi'olani Boulevard	1946	Pet's Discount	P H (Hawaii) Corp		No
606	23039006	27 Ala Moana Center	Koko Head portion	Ala Moana Station	1409 Kapi'olani Boulevard	1946	Formerly Best Printing & Francis Camera	P H Hawaii Corp		No
607	23039011	27 Ala Moana Center	Koko Head portion	Ala Moana Station	1391 Kapi'olani Boulevard	1948	Car Dealership	Motor Supply Ltd		No
608	23039017	27 Ala Moana Center	Koko Head portion	Ala Moana Station	1347 Kapi'olani Boulevard	1955	Venus nightclub	Watumull Properties Corp		No
609	23040005	27 Ala Moana Center	Koko Head portion	Ala Moana Station	1551 Kapi'olani Boulevard	2008	Nordstrom Store (replaced 1957 bldg)	GGP Kapi'olani Dev LLC		No
610	23040007	27 Ala Moana Center	Koko Head portion	Ala Moana Station	1539 Kapi'olani Boulevard	2008	Nordstrom Store (replaced 1948 bldg)	GGP Kapi'olani Dev LLC		No
611	23040009	27 Ala Moana Center	Koko Head portion	Ala Moana Station	1529 Kapi'olani Boulevard	2008	Nordstrom Store (replaced 1952 bldg)	GGP Kapi'olani Dev LLC		No
612	23040011	27 Ala Moana Center	Koko Head portion	Ala Moana Station	1515 Kapi'olani Boulevard	2008	Nordstrom Store (replaced 1959 bldg)	GGP Kapi'olani Dev LLC		No
613	23040014	27 Ala Moana Center	Koko Head portion	Ala Moana Station	1485a Kapi'olani Boulevard	2008	Nordstrom Store (replaced 1946 bldg)	GGP Kapi'olani Dev LLC		No
614	23040018	27 Ala Moana Center	Koko Head portion	Ala Moana Station	1461 Kapi'olani Boulevard	2008	Nordstrom Store (replaced 1951 bldg)	GGP Kapi'olani Dev LLC		No
615	23007029	27 Ala Moana Center	Koko Head portion		1202 Waimanu Street	1945	Pacific Development Office Building	Ing, John Y Estate	EE	Yes
616	23039023	27 Ala Moana Center	Koko Head portion	Ala Moana Station	1319 Kapi'olani Boulevard	1951	Hawaiian Life Building	K J L Associates	EE	Yes
617	91016032 & 91017003	02 Kapolei Transit Center & 05 Kapolei Parkway	Kapolei Extension	Kapolei Parkway Station	Runs Parallel To North Boundary Of NASBP	ca. 1890	Oahu Railway & Land Co. Right-of-Way (portion)	State Of Hawaii	NR, Site No. 80-12-9714	Yes
618	91013011	03 Kalaeloa	Kapolei Extension		Between Franklin And Bennington Aves. Near Roosevelt Ave.	1942	Fac. 73 / Officers' Club	Unknown		No
619	91013011	03 Kalaeloa	Kapolei Extension		Between Franklin And Bennington	1959	Fac. 943 / Officers' Pool House	Unknown		No

	TMK	Sector	Portion	Station Block or Transit Facility	Location	Year Built	Resource Name	Owner	**Historic Status** (see last page for legend)	NR Eligibility
					Aves. Near Roosevelt Ave.					
620	91013023	03 Kalaeloa	Kapolei Extension		Wasp & Shangrila Sts.	1959	Fac. 965 / Bank	Unknown		No
621	91013023	03 Kalaeloa	Kapolei Extension		Between Tarawa And Wasp Sts.	1960	Fac. 1659 / NEX	Unknown		No
622	91013023	03 Kalaeloa	Kapolei Extension		Lexington & Yorktown Aves.	1967	Fac. 1744 / Cafeteria	Unknown		No
623	91013026	03 Kalaeloa	Kapolei Extension		Intrepid Street. Near Franklin Ave.	1950	Fac. 853 / Pressure Chamber	Unknown		No
624	91013052	03 Kalaeloa	Kapolei Extension		Saipan & Shangrila Sts.	1957	Fac. 37 / EW Barracks	Unknown		No
625	91013052	03 Kalaeloa	Kapolei Extension		Leyte Street. & Yorktown Ave.	1944	Fac. 715 / Playing Courts	Unknown		No
626	91013085	03 Kalaeloa	Kapolei Extension		Franklin Ave. & Intrepid Street.	1949	Fac. 740 / Pool	Unknown		No
627	91013085	03 Kalaeloa	Kapolei Extension		Franklin Ave. & Intrepid Street.	1949	Fac. 756 / Bath House	Unknown		No
628	91013085	03 Kalaeloa	Kapolei Extension		Franklin Ave. & Intrepid Street.	1949	Fac. 782 / Bath House	Unknown		No
629	91013085	03 Kalaeloa	Kapolei Extension		Franklin Ave. & Intrepid Street.	1965	Fac. 1695 / Pool dressing room for women	Unknown		No
630	91013085	03 Kalaeloa	Kapolei Extension		Franklin Ave. & Intrepid Street.	1965	Fac. 1696 / Pool dressing room for men	Unknown		No
631	91013085	03 Kalaeloa	Kapolei Extension		Franklin Ave. & Intrepid Street.	1965	Fac. 1697 / Pool office	Unknown		No
632	91013026 & 91013011 & 91013010	03 Kalaeloa	Kapolei Extension	Kalaeloa Station	Northwest Part Of Former NASBP (See Appendix B - Pane 4 For Boundaries)	1940s & 1950s	Potential Naval Air Station Barbers Point Housing Historic District (see Appendix A-4 for facilities list)	U.S. Navy - Leased To Hunt Development	EE-d	Yes
633	91013057	03 Kalaeloa	Kapolei Extension		Lexington Boulevard. Near Yorktown Boulevard.	1942	Fac. 5 / Chapel	Unknown	EE	Yes
634	91013011	03 Kalaeloa	Kapolei Extension		Hornet & Roosevelt Aves.	1958	Fac. 77 / Bachelor Officers' Quarters	Unknown	EE	Yes
635	91013024	03 Kalaeloa	Kapolei Extension		Midway & Hancock Sts.	1965	Fac. 1710 / Parachute Shop	Unknown	EE	Yes
636	91013024	03 Kalaeloa	Kapolei Extension		Lexington Ave.	1942	Fac. 1 / Administration Bldg. (part of Potential NASBP Central Core Historic District)	Unknown	AE	Yes
637	91013024	03 Kalaeloa	Kapolei Extension		Wasp & Midway Sts.	1943	Fac. 2 / Command Center (part of Potential NASBP Central Core Historic District)	Unknown	AE	Yes
638	91013024	03 Kalaeloa	Kapolei Extension		Lexington Ave. At Fac. 1 - Near Midway Street.	1942	Fac. 768 / Flag Pole (part of Potential NASBP Central Core Historic District)	Unknown	EE-d	Yes-d
639	91013022	04 Fort Barrette Road	Kapolei Extension	Fort Barrette Road Station	Saratoga Ave. & Enterprise Ave. - Ball Field Area	1949	Fac. 723 / Ball Field	Unknown		No
640	91013022	04 Fort Barrette Road	Kapolei Extension	Fort Barrette Road Station	Saratoga Ave. & Enterprise Ave. - Ball Field Area	1944	Fac. 724 / Bleachers	Unknown		No
641	91013022	04 Fort Barrette Road	Kapolei Extension	Fort Barrette Road Station	Saratoga Ave. & Enterprise Ave. - Ball Field Area	1944	Fac. 743 / Football Field & Track	Unknown		No
642	91013022	04 Fort Barrette Road	Kapolei Extension	Fort Barrette Road Station	Saratoga Ave. & Enterprise Ave. - Ball Field Area	1958	Fac. 962 / Ball Field	Unknown		No
643	91013022	04 Fort Barrette Road	Kapolei Extension		Leyte Street. Near Belleau Woods Street.	1950	Fac. 967 / Ball Field	Unknown		No
644	91913049	04 Fort Barrette Road	Kapolei Extension		Belleau Woods & Leyte Sts.	1957	Fac. 50 / Barracks	Unknown		No
645	91013014	04 Fort Barrette Road	Kapolei Extension		Orion Dr. & Catalina Street.	1940s	Large antenna bases	Unknown		No
646	91013014	04 Fort Barrette Road	Kapolei Extension		Bougainville Ave. Near Bougainville Place.	1940s	Small antenna bases	Unknown		No
647	91013014	04 Fort Barrette Road	Kapolei Extension		Bougainville Street. & Bougainville Ave.	1942	Fac. 128 / Radio Transmitter Building	Unknown	EE	Yes
648	91013014	04 Fort Barrette Road	Kapolei Extension		Nassau & Bougainville Aves.	1943	Fac. 476 & 477/ Storehouse	Unknown	AE	Yes
649	91013014	04 Fort Barrette Road	Kapolei Extension		Near Bougainville Ave. & Fac. 128	1944	Fac. S 484 / Transformer Building	Unknown	EE	Yes
650	91013045	04 Fort Barrette Road	Kapolei Extension		Enterprise Avenue & Wrightsmith Street.	1943	Fac. 117 / Assembly and Repair Building	Hawaii Army National Guard?	AE	Yes
651	91013045	04 Fort Barrette Road	Kapolei Extension		Saratoga Ave. Near Nassau Ave.	1958	Fac. 282 / Hangar	Hawaii Army National Guard?	AE	Yes
652	91013045	04 Fort Barrette Road	Kapolei Extension	Fort Barrette Road Station	Wright Ave. Near Enterprise Street.	1944	Fac. 537 / Quonset Hut	Unknown	EE	Yes
653	91013020	04 Fort Barrette Road	Kapolei Extension		Near Fac. 282 And Coral Sea Road.	1943 or	Facs. 828, 982, 1698, 1063, 843, 1721 / Ready	Unknown	EE	Yes

	TMK	Sector	Portion	Station Block or Transit Facility	Location	Year Built	Resource Name	Owner	**Historic Status** (see last page for legend)	NR Eligibility
						19444	Magazines			
654	91013018	05 Kapolei Parkway	Kapolei Extension		Northeast Corner Of NASBP	1941	MCAS ‘Ewa Runway	Unknown		No
655	91013015	05 Kapolei Parkway	Kapolei Extension		Vinson Street. & Corregidor Street.	1944	Facs. 1144, 1149, 1150, 1152, 1153 / Quonset huts	Unknown	AE	Yes
656	91013015	05 Kapolei Parkway	Kapolei Extension		Vinson Street. & Cabot Street.	1944 & 1943	Facs. 1562 & 1570 / Quonset huts	Unknown	AE	Yes
657	91013016	05 Kapolei Parkway	Kapolei Extension	NASBP Park & Ride	Kassan Bay Street. & Vinson Street.	1958	Fac. 972 / Communications Center & Admin. Building	Unknown	AE	Yes
658	91013035	05 Kapolei Parkway	Kapolei Extension		Faulkner & Corregidor Sts.	1941	Fac. 1545 / Quonset	Unknown	EE	Yes
659	91013043	05 Kapolei Parkway	Kapolei Extension		Cabot Street.	1944	Fac. 1146 / MCAS ‘Ewa Hangar	Unknown	AE	Yes
660	23022001	28 Convention Center	University Extension	Convention Center Station	1736 Kapi‘olani Boulevard	1946	Yakiniku Mikawon	Yuen, Kam Yu Trust Estate		No
661	23022005	28 Convention Center	University Extension	Convention Center Station	1684 Kapi‘olani Boulevard	1957	Hawaiian Brian’s Billiards	1680 Kapi‘olani LLC		No
662	23022007	28 Convention Center	University Extension	Convention Center Station	1770 Kapi‘olani Boulevard	1946	Rock-Za!	Lum, Rsk Trust		No
663	23022008	28 Convention Center	University Extension	Convention Center Station	1724 Kalauokalani Way	1955	Wholesale Members	Ryan Assoc		No
664	23022011	28 Convention Center	University Extension	Convention Center Station	1705 Kalākaua Ave / 1700 Kalauokalani Way	1946	Kalākaua Market / Mika Relaxation	S&J Lee LLC		No
665	23022011	28 Convention Center	University Extension	Convention Center Station	1705a Kalākaua Ave	1946	Magic Hula Studio	Daiichi Hi Real Estate Corp		No
666	23022012	28 Convention Center	University Extension	Convention Center Station	1698 Kalauokalani Way	1936	Venus Relaxation	In, Juliann Y		No
667	23022014	28 Convention Center	University Extension	Convention Center Station	1683 Kalākaua Ave	1952	Slammers Bar	Todd, Horace P		No
668	23022015	28 Convention Center	University Extension	Convention Center Station	1701 Kalākaua Ave	1940	Varsity Top Shop	Watanabe, Wayne T		No
669	23022017	28 Convention Center	University Extension	Convention Center Station	1731 Kalākaua Ave	1947	Flava Hip Hop Shop	Daiichi Hi Real Estate Corp		No
670	23022018	28 Convention Center	University Extension	Convention Center Station	1739 Kalākaua Ave	1958	G-spot lounge	Martin, Agnes Trust		No
671	23022019	28 Convention Center	University Extension	Convention Center Station	1776 Kapi‘olani Boulevard	1955	Diamond Head Video	Lichter, Rowlin L Trust		No
672	23022028	28 Convention Center	University Extension	Convention Center Station	1709 Kalauokalani Way	1955	Emoto Duplex	Emoto, Tokuji		No
673	23022029	28 Convention Center	University Extension	Convention Center Station	1707 Kalauokalani Way	1955	Kurahashi Duplex	Kurahashi, Shoichi Trust		No
674	23022031	28 Convention Center	University Extension	Convention Center Station	1717 Kalauokalani Way	1959	Chen House	Chen, Wen-I Trust		No
675	23022032	28 Convention Center	University Extension	Convention Center Station	1718 Kapi‘olani Boulevard	1947	XO Seafood Rest.	M&H Corp		No
676	23022034	28 Convention Center	University Extension	Convention Center Station	1673 Kalākaua Ave	1949	CZ Brio	Nishimura, Roger S Ltd Part		No
677	23022035	28 Convention Center	University Extension	Convention Center Station	1671 Kalākaua Ave	1964	Kalākaua Terrace Apartments	Teruya Bros Ltd		No
678	23022039	28 Convention Center	University Extension	Convention Center Station	1665b Kalākaua Ave	1963	Kalākaua Plate Lunch	Imai Bros Ent		No
679	23022040	28 Convention Center	University Extension	Convention Center Station	1679 Makaloa Street	1964	Tae’s Teppenyaki	1731 Kalākaua Partners		No
680	23022041	28 Convention Center	University Extension	Convention Center Station	1714 Kapi‘olani Boulevard	1968	Quicksilver	Myung Hwa Ent Corp		No
681	23022042	28 Convention Center	University Extension	Convention Center Station	1691 Kalauokalani Way	1948	Driveway	1680 Kapi‘olani LLC		No
682	23022043	28 Convention Center	University Extension	Convention Center Station	1695 Kalauokalani Way	1948	8-Unit Apartment Building	Pang, James A Trust		No
683	23022044	28 Convention Center	University Extension	Convention Center Station	1699 Kalauokalani Way	1945	8-Unit Apartment Building	Pang, James A Trust		No
684	23022050	28 Convention Center	University Extension	Convention Center Station	1687 Kalākaua Av	1955	Atomic Car Wash	Henderson, Gae Ann		No
685	23022056	28 Convention Center	University Extension	Convention Center Station	1646 Kapi‘olani Boulevard	1964	Papa John’s Pizza	Toho Company Limited		No
686	23032008	28 Convention Center	University Extension	Convention Center Station	1734 Kalākaua Ave	1953	Pay Day Loans	R & C Tours Co Ltd		No
687	23032052	28 Convention Center	University Extension	Convention Center Station	1700 Kalākaua Ave	1953	Vacant Land	Fu Tsu Co Ltd		No
688	23032055	28 Convention Center	University Extension	Convention Center Station	1716 Kalākaua Ave	1953	Kalakapi Apartment Hotel	Kalakapi Inc		No
689	23032059	28 Convention Center	University Extension	Convention Center Station	1617b Fern Street	1953	Apartments	R & C Tours Co Ltd		No
690	23041002	28 Convention Center	University Extension	Convention Center Station	1691 Kapi‘olani Boulevard	1948	Backseat Betty’s Love Boutique	Nomura Financial		No
691	23041002	28 Convention Center	University Extension	Convention Center Station	1691 Kapi‘olani Boulevard	1948	Noodle Shop	Rij LLC		No
692	23041003	28 Convention Center	University Extension		1681 Kapi‘olani Boulevard	1949	Club Femme Nu	Q-B Investments		No
693	23041009	28 Convention Center	University Extension		1631 Kapi‘olani Boulevard	1946	Lani-Kai Restaurant	Samkoo Pacific LLC		No
694	23041009	28 Convention Center	University Extension	Convention Center Station	1631 Kapi‘olani Boulevard	1946	Liberty Mutual Building	Tony & Jeff Inv Intl Inc		No
695	23022013	28 Convention Center	University Extension	Convention Center Station	1696 Kalauokalani	1934	Tamura Craftsman-style House	Tamura, Hakaru Trust	EE	Yes
696	23041004	28 Convention Center	University Extension		1667 Kapi‘olani	1948	AAxtion Video/ Boysen Paint Co.	Maruito Usa Inc & Seiju Co Ltd	EE	Yes
697	None	28 Convention Center	University Extension		Kapi‘olani Boulevard Near Hauoli	1931	Makiki Ditch Bridge/ Kapi‘olani Boulevard. Bridge No. 1	City And County Of Honolulu	EE	Yes

	TMK	Sector	Portion	Station Block or Transit Facility	Location	Year Built	Resource Name	Owner	**Historic Status** (see last page for legend)	NR Eligibility
698	None	28 Convention Center & 29 McCully	University Extension	Convention Center Station & McCully Sector	Kapi'olani Boulevard	1945	Monkeypod trees	City And County Of Honolulu	EE	Yes
699	23032001	29 McCully	University Extension		704 Hauoli Street	1964	Pacific Villa Apartments	Kahala Breezes Ltd Part		No
700	23033002	29 McCully	University Extension	McCully Station	712 Pumehana Street	1940	Matsuda House	Matsuda, George T Trust		No
701	23033003	29 McCully	University Extension	McCully Station	718 Pumehana Street	1929	HECO Substation	Hawaiian Electric Co Inc		No
702	23033032	29 McCully	University Extension	McCully Station	1919 Lime Street	1940	Sato House	Sato, Natsuko		No
703	23033033	29 McCully	University Extension	McCully Station	1923 Lime Street	1940	Apartments	Pumehana Partners		No
704	23033034	29 McCully	University Extension	McCully Station	1927 Lime Street	1940	Apartments	Pumehana Partners		No
705	23033040	29 McCully	University Extension	McCully Station	710 A Pumehana Street	1948	Two-story Apartments	Pumehana Partners		No
706	23033042	29 McCully	University Extension		1876 Kapi'olani Boulevard	1957	Shiraki Low-rise Apartments	Shiraki, Giichiro Trust		No
707	23033044	29 McCully	University Extension		1862 Kapi'olani Boulevard	1946	Shiraki Two-story Apartments	Shiraki, Giichiro Trust		No
708	23034001	29 McCully	University Extension	McCully Station	612 McCully Street	1944	American Legion	State Of Hawaii		No
709	23034004	29 McCully	University Extension	McCully Station	620 McCully Street	1946	L. Fong Two-story Apts. (on lot with new high-rise)	Fong, Leonard T W		No
710	23034008	29 McCully	University Extension	McCully Station	1901 Kapi'olani Boulevard	1949	new construction	Intco Properties L P		No
711	23034021	29 McCully	University Extension		1855 Kapi'olani Boulevard	1954	Baker/Kiyabu House	Kiyabu, Kimiyo		No
712	23034025	29 McCully	University Extension	McCully Station	628 Pumehana Street	1944	S. Murakami Apartment Building	S Murakami Corp		No
713	23034037	29 McCully	University Extension	McCully Station	624 Pumehana Street	1953	Sik Gin Wong Apartments	Wong, Sik Gin Marital Trust		No
714	23034038	29 McCully	University Extension	McCully Station	624 A Pumehana Street	1949	S. Wong Two-story Apartments (two buildings on lot)	Wong, Sik Gin Marital Trust		No
715	27003002	29 McCully	University Extension		703 Wiliwili Street	1955	Ikegami Apartments (two buildings)	Ikegami, David T		No-d
716	27003006	29 McCully	University Extension	McCully Station	2016 Kapi'olani Boulevard	1957	Kapi'olanian Apartments	Wong, Darryl K H		No-d
717	27003017	29 McCully	University Extension		2150 Kapi'olani Boulevard	1952	E. Lau Two-story Apartments	Lau, Edward C N Trust Estate		No-d
718	27003018	29 McCully	University Extension		2138 Kapi'olani Boulevard	1938	Shishido Two-story Apartments	Shishido, Isamu		No-d
719	27003019	29 McCully	University Extension		2132 Kapi'olani Boulevard	1955	King Arthur Apartments	Chong, Robert W M Trust		No-d
720	27003020	29 McCully	University Extension		2120 Kapi'olani Boulevard	1956	Kaneshiro Low-rise Apartments	Kenneth M Kaneshiro Family Ltd		No-d
721	27003049	29 McCully	University Extension	McCully Station	721 McCully Street	1938	Joson House	Joson, Catherine D J		No
722	27003061	29 McCully	University Extension	McCully Station	2024 Kapi'olani Boulevard	1957	Chang Low-rise Apartments	Chang, Adelaide M L		No-d
723	27003062	29 McCully	University Extension		2032 Kapi'olani Boulevard	1956	Carvahlo Low-rise Apartments	Carvalho, Helen O		No-d
724	27003063	29 McCully	University Extension		2040 Kapi'olani Boulevard	1956	Two-story Apartments	2040 Kapi'olani Partners		No-d
725	27003064	29 McCully	University Extension		2048 Kapi'olani Boulevard	1958	Low-rise Apartments	Kapi'olanian Inc The		No-d
726	27004008	29 McCully	University Extension		2203 Kapi'olani Boulevard	1941	Wong/Sato House	Sato, Eleanor M Trust		No
727	27004009	29 McCully	University Extension		2215 Kapi'olani Boulevard	1960	Lau & Lau Low-rise Apartments	Lau & Lau Properties Inc		No
728	27005020	29 McCully	University Extension		2222 Kapi'olani Boulevard	1961	Low-rise Apartments	EKKC Limited Partnership		No-d
729	27005033	29 McCully	University Extension		2204 Kapi'olani Boulevard	1952	Two-story Apartments	Mc Trust		No-d
730	27005036	29 McCully	University Extension		2304 Kapi'olani Boulevard	1957	B. Young Two-story Apartments	Young, Beatrice M H Trust		No-d
731	27005064	29 McCully	University Extension		606 Isenberg Street	1949	Lim Houses (two houses on lot)	Lau, Hoy Chow Trust		No
732	27005065	29 McCully	University Extension		2344 Kapi'olani Boulevard	1960	Low-rise Apartments	Zachariadis, Dorothy J		No-d
733	23033028	29 McCully	University Extension	McCully Station	719 Pumehana Street	1932	Toyama House	Toyama Karen S Trust	EE	Yes
734	23033029	29 McCully	University Extension	McCully Station	721 Pumehana Street	1932	Yamamoto House	Yamamoto Katherine M Trust	EE	Yes
735	23033030	29 McCully	University Extension	McCully Station	1911 Lime Street	1941	Wong Houses B (two houses on lot)	Wong, Sau Tuen	EE	Yes
736	23033031	29 McCully	University Extension	McCully Station	1915 Lime Street	1940	Wong Houses A (two houses on lot)	Wong, Sau Tuen	EE	Yes
737	TMKs in plats 23033 and 23034	29 McCully	University Extension	McCully Station	Kapi'olani Boulevard. And Pumehana Street.	1944-1951	Potential Early McCully Apartments Historic District (see Appendix A-5 for parcel list)	Various	EE-d	Yes
738	27003050	29 McCully	University Extension	McCully Station	2011 Lime Street	1945	Miyamoto House	Miyamoto, Edwin T	EE	Yes
739	27004007	29 McCully	University Extension		2233 Kapi'olani Boulevard	1946	Kapi'olani Apartment Complex	Lau, Dierdre M N et al.	EE	Yes
740	27036005	29 McCully	University Extension	McCully Station	Kapi'olani Boulevard & McCully Street	1937	Ala Wai Park Clubhouse	City And County Of Honolulu	HR-C&C of Honolulu Art	Yes

	TMK	Sector	Portion	Station Block or Transit Facility	Location	Year Built	Resource Name	Owner	**Historic Status** (see last page for legend) Deco Parks Thematic Group, Site No. 80-14-1388	NR Eligibility
741	27010006	30 Date Street	University Extension	Date Street Station	747 Hausten Street	1956	Fong/Choy Two-story Apartments	Fong/Choy Family Ltd Partnership		No
742	27010007	30 Date Street	University Extension	Date Street Station	803 Hausten Street	1939	Parking Lot	Honolulu Ltd		No
743	27010022	30 Date Street	University Extension	Date Street Station	822 Kapa'akea Street	1962	Asato House	Asato, George Y Trust		No
744	27010023	30 Date Street	University Extension	Date Street Station	807 Hausten Street	1960	K. Lee Two-story Apartments	Lee, Kevin K M		No
745	27011016	30 Date Street	University Extension	Date Street Station	756 University Ave	1935	Suzuki House	Suzuki, Edwin T		No
746	27011022	30 Date Street	University Extension	Date Street Station	723 A Hausten Street	1952	Hausten Villa Apartments	Shiraki, Reed T		No
747	27011023	30 Date Street	University Extension	Date Street Station	725-727 Hausten Street	1943	Marn House	Marn, Eric Y Trust		No
748	27011027	30 Date Street	University Extension	Date Street Station	744a University Ave	1947	Matsuda Apartments and Duplex (two buildings on lot)	Oshiro, Bob M Trust		No
749	27011028	30 Date Street	University Extension	Date Street Station	738b University Ave	1953	W. Lee Low-rise Apartments	Lee, Worldster Sei Ming		No
750	27011029	30 Date Street	University Extension	Date Street Station	732 University Ave	1948	Uehara House	Uehara, Roger Y Trust		No
751	27011030	30 Date Street	University Extension	Date Street Station	728 University Ave	1948	Furutomo Two-story Apartments	Furutomo, Hiroshi		No
752	27011031	30 Date Street	University Extension	Date Street Station	722 University Ave	1964	Low-rise Apartments	722 University Inc		No
753	27011057	30 Date Street	University Extension	Date Street Station	731 Hausten Street	1946	Park Two-story Apartments	Park, Simon K		No
754	27012021	30 Date Street	University Extension		608 Hausten Street	1944	Takitani-Smith House (2 buildings)	Takitani-Smith, Cheryl M		No
755	27012023	30 Date Street	University Extension		2386 Kapi'olani Boulevard	1966	Gushiken Low-rise Apartments	Gushiken, John M Trust		No
756	27012041	30 Date Street	University Extension		2374 Kapi'olani Boulevard	1951	Uechi Low-rise Apartments	Uechi, Michael D S Trust		No-d
757	27014005	30 Date Street	University Extension		636 University Ave	1930	Minakami Craftsman-style House	Minakami, Akihito		No
758	27014006	30 Date Street	University Extension		2425 Date Street	2008	New Fire Station (replaced 1948 McCully Fire Station)	City And County Of Honolulu		No
759	27014007	30 Date Street	University Extension		611 University Ave	1958	Three-story Apartments	Cheeco Inc		No
760	27014010	30 Date Street	University Extension	Date Street Station	2433 Date Street	1944	Okuda House (2 buildings)	M Okuda Inc		No
761	27014026	30 Date Street	University Extension	Date Street Station	648 University Ave	1944	Mun House	Li, Tai D		No
762	27014029	30 Date Street	University Extension		630 University Ave	1943	Vacant Lot	Elmer T Nakaya		No
763	27014030	30 Date Street	University Extension		624 University Ave	1957	Chun Two-story House	Chun, Leilani L Trust		No
764	27014031	30 Date Street	University Extension		618 University Ave	1963	Jim Two-story Apartments	Jim, Johanna C Trust		No
765	27014033	30 Date Street	University Extension		610 University Ave	1946	Miyagi House	Chan, Che Kwong		No
766	27014036	30 Date Street	University Extension		Corner Of University Ave & Date Street	2008	New Fire Station (replaced 1948 McCully Fire Station)	City And County Of Honolulu		No
767	27014046	30 Date Street	University Extension		625 University Ave	1964	Low-rise Apartment Building	Cheeco Inc		No
768	27015005	30 Date Street	University Extension	Date Street Station	2426 Date Street	1944	Ng Two-Story Apartments	Ng, Hoon Tim Trust		No
769	27015007	30 Date Street	University Extension	Date Street Station	747 University Ave	1961	R. Yamada Three-story Apartments	Yamada, Raymond Y Trust		No
770	27015014	30 Date Street	University Extension	Date Street Station	739 University Ave	1956	C. Yamada Three-story Apartments	Yamada, Clyde T		No
771	27016017	30 Date Street	University Extension	Date Street Station	722 Ka'aloa Street	1929	Tambalo Craftsman House	Tambalo, Jerry O		No
772	27016029	30 Date Street	University Extension	Date Street Station	810 University Ave	1968	Kusunoki Low-rise Apartments	Kusunoki, Carlton K		No
773	27016042	30 Date Street	University Extension	Date Street Station	2621 Ka'aha Street	1958	Chun Low-rise Apartments	Chun Family Real Estate Trust		No
774	27016043	30 Date Street	University Extension	Date Street Station	2615 Ka'aha Street	1959	Saito Low-rise Apartments	Saito, Harold M Trust		No
775	27016044	30 Date Street	University Extension	Date Street Station	2611 Ka'aha Street	1959	F. Yamada Low-rise Apartments	Yamada, Fujiko M Trust		No
776	27014003	30 Date Street	University Extension		607 Hausten Street	1941	Kwock House	Kwock, Sau Ying Trust		No
777	27015011	30 Date Street	University Extension	Date Street Station	707 University Ave	1938	Ing Duplex (2 buildings)	Hoon Tim Ng Trust		No
778	27011001 thru 27015035	30 Date Street	University Extension	Date Street Station	See Appendix B - Pane 50 For Boundaries	var.	Potential Early Mō'ili'ili Neighborhood Historic District (see Appendix A-6 for parcel list)	Various	EE	Yes

	TMK	Sector	Portion	Station Block or Transit Facility	Location	Year Built	Resource Name	Owner	**Historic Status** (see last page for legend)	NR Eligibility
779	27011025	30 Date Street	University Extension	Date Street Station	752 University Ave	1945	Hirai Houses (two buildings on lot)	Hirai, Yoshie	EE	Yes
780	27014002	30 Date Street	University Extension		2424c Kapiʻolani Boulevard	1948	Fukumoto Apartments	Robben, Franklin A Trust	EE	Yes
781	27016002	31 Mōʻiliʻili	University Extension		931 University Ave	1957	University Plaza - Commercial Building	University Plaza		No
782	27016002	31 Mōʻiliʻili	University Extension		2626 Kuʻilei Street	1957	University Plaza - Residential Condominium Building	University Plaza		No
783	27016003	31 Mōʻiliʻili	University Extension		2571 S King Street	1947	Kinko's Copies	Kunimune, Land Trust		No
784	27016005	31 Mōʻiliʻili	University Extension		2615 S King Street	1957	University Square	Matsumoto, Tatsumi Trust Estate		No
785	27016006	31 Mōʻiliʻili	University Extension		909 University Ave	1960	Low-rise Apartments	B P Bishop Trust Estate		No
786	27016032	31 Mōʻiliʻili	University Extension		908 University Ave	1959	University Gardens (two buildings on lot)	Banaag, Esther G		No
787	27016036	31 Mōʻiliʻili	University Extension		831 University Ave	1959	Mihara Low-rise Apartments	Mihara Family Ltd Partnership		No
788	27016037	31 Mōʻiliʻili	University Extension		825 University Ave	1959	Nakamura Low-rise Apartments	Nakamura, Mitsuo Trust		No
789	27016038	31 Mōʻiliʻili	University Extension		819 University Ave	1960	Teragawachi Low-rise Apartments	Teragawachi Partners		No
790	27016039	31 Mōʻiliʻili	University Extension		2602 Kaʻaha Street	1960	Kusunoki Low-rise Apartments	Kusunoki, Carlton Kazumi		No
791	27016045	31 Mōʻiliʻili	University Extension	Date Street Station	801 University Ave	1962	Hirai Low-rise Apartments	Hirai, Ralph J		No
792	27016048	31 Mōʻiliʻili	University Extension		818 University Ave	1959	Matsuwaka Low-rise Apartments	Matsuwaka, Ernell E Trust		No
793	27016049	31 Mōʻiliʻili	University Extension		824 University Ave	1959	Wong Low-rise Apartments	Wong, K H Tong		No
794	27016050	31 Mōʻiliʻili	University Extension		830 University Ave	1959	Okagi Low-rise Apartments	Okagi, Christopher S Trust		No
795	27016051	31 Mōʻiliʻili	University Extension		836 University Ave	1961	Au Low-rise Apartments	Au, James Y M		No
796	28006036	31 Mōʻiliʻili	University Extension	Mōʻiliʻili Station	2570 S Beretania	1963	University Stop	B P Bishop Trust Estate		No
797	28006043	31 Mōʻiliʻili	University Extension	Mōʻiliʻili Station	2529 Coyne Street	1947	Red Lion Bar	B P Bishop Trust Estate		No
798	28024011	31 Mōʻiliʻili	University Extension	Mōʻiliʻili Station	2632 S King Street	1931	Kamada Commercial Building	Kamada, Roy Osamu		No
799	28024014	31 Mōʻiliʻili	University Extension	Mōʻiliʻili Station	1026 Kalo Place	1964	University Towers Apartments	Ino, Midori		No
800	28024031	31 Mōʻiliʻili	University Extension	Mōʻiliʻili Station	1015 University Ave	1956	Commercial Building	B P Bishop Trust Estate		No
801	28024032	31 Mōʻiliʻili	University Extension	Mōʻiliʻili Station	1035 University Ave	1965	Commercial Building	B P Bishop Trust Estate		No
802	28024033	31 Mōʻiliʻili	University Extension	Mōʻiliʻili Station	1119 University Ave	1965	Low-rise Apartments	B P Bishop Trust Estate		No
803	28024034	31 Mōʻiliʻili	University Extension	Mōʻiliʻili Station	2625 Varsity Place	1963	Apartments	B P Bishop Trust Estate		No
804	28024039	31 Mōʻiliʻili	University Extension		1055 Kalo Place	1962	Onoye Commercial Building	J H Onoye 7 Sons Inc		No
805	28006032	31 Mōʻiliʻili	University Extension	Mōʻiliʻili Station	1106 University Ave		parking lot (replaced 1939 Varsity Theater)	Cp Properties, Inc		No
806	27016025	31 Mōʻiliʻili	University Extension		902 University Ave	1958	Mōʻiliʻili Hongwanji	Honpa Hongwanji Mission	EE	Yes
807	28006017	31 Mōʻiliʻili	University Extension	Mōʻiliʻili Station	1212a University Ave	1934	Church of the Crossroads	Church Of The Crossroads	HR, Site No. 80-14-9749	Yes
808	28006032	31 Mōʻiliʻili	University Extension	Mōʻiliʻili Station	1110 University Ave	ca. 1960	Varsity Office Building (round plan)	Cp Properties, Inc	EE	Yes
809	28025009	32 Lower Campus	University Extension	Lower Campus Station	2956 Varsity Cir	1950	Miyazaki Apartments	Miyazaki, Momoyo Trust		No
810	28025021	32 Lower Campus	University Extension	Lower Campus Station	2942 Varsity Cir	1955	Wong Apartments	Wong, Jenny M Trust		No
811	28025022	32 Lower Campus	University Extension	Lower Campus Station	2946 Varsity Cir	1952	Kam House	Kam, Herman T C		No
812	28025023	32 Lower Campus	University Extension	Lower Campus Station	2952 Varsity Cir	1952	Sugihara Duplex Apartments (two on lot)	Sugihara, Edwin A Trust		No
813	28025024	32 Lower Campus	University Extension	Lower Campus Station	2958 Varsity Cir	1954	He Two-story Apartments	He, Zu Bin		No
814	28025025	32 Lower Campus	University Extension	Lower Campus Station	2964 Varsity Cir	1953	Neupane Two-story Apartments	Neupane Kabi R		No
815	28025026	32 Lower Campus	University Extension	Lower Campus Station	2803 Varsity Cir	1952	Lyum Two-story Apartments	Lyum Enterprises		No
816	28025027	32 Lower Campus	University Extension	Lower Campus Station	2969 Varsity Cir	1958	Two-story Apartments	Kala Aina		No
817	28025028	32 Lower Campus	University Extension	Lower Campus Station	2945 Varsity Cir	1952	Ahn Two-story Apartments	Ahn, Jane Chung Trust		No
818	28025029	32 Lower Campus	University Extension	Lower Campus Station	2939 Varsity Cir	1952	Nariyoshi Two-story Apartments	Nariyoshi, Richard M Trust		No
819	28025034	32 Lower Campus	University Extension	Lower Campus Station	2823/2942 Varsity Cir	1953	Nagamine Two-story Apartments	Nagamine, Mack Y Trust Estate		No
820	28025035	32 Lower Campus	University Extension	Lower Campus Station	2815 Varsity Cir	1952	Shelton Two-story Apartments	Shelton, Fred H		No
821	28025036	32 Lower Campus	University Extension	Lower Campus Station	2804 Varsity Cir	1952	Nelson House	Nelson, Walter D		No
822	28025037	32 Lower Campus	University Extension	Lower Campus Station	2810 Varsity Cir	1952	Howard Two-story Apartments	Howard, Loui L W		No
823	28025038	32 Lower Campus	University Extension	Lower Campus Station	2816 Varsity Cir	1952	Murakami Two-story Apartments	Murakami, Shigeto Trust		No

	TMK	Sector	Portion	Station Block or Transit Facility	Location	Year Built	Resource Name	Owner	**Historic Status** (see last page for legend)	NR Eligibility
824	28025039	32 Lower Campus	University Extension	Lower Campus Station	2822 Varsity Cir	1953	Sugimura Two-story Apartments	Sugimura, Fukiko		No
825	28025047	32 Lower Campus	University Extension	Lower Campus Station	2734 Varsity Place	1958	Low-rise Apartments	B P Bishop Trust Estate		No
826	28025048	32 Lower Campus	University Extension	Lower Campus Station	2723 Kolo Place	1959	Low-rise Apartments	B P Bishop Trust Estate		No
827	28025049	32 Lower Campus	University Extension	Lower Campus Station	2715 Kolo Place	1962	Low-rise Apartments	B P Bishop Trust Estate		No
828	28025050	32 Lower Campus	University Extension	Lower Campus Station	2704 Kolo Place	1959	Low-rise Apartments	B P Bishop Trust Estate		No
829	28025051	32 Lower Campus	University Extension	Lower Campus Station	2708 Kolo Place	1960	Low-rise Apartments	B P Bishop Trust Estate		No
830	28025052	32 Lower Campus	University Extension	Lower Campus Station	2716 Kolo Place	1959	Low-rise Apartments	B P Bishop Trust Estate		No
831	28025053	32 Lower Campus	University Extension	Lower Campus Station	2724 Kolo Place	1960	Low-rise Apartments	B P Bishop Trust Estate		No
832	28025054	32 Lower Campus	University Extension	Lower Campus Station	2732 Kolo Place	1962	Low-rise Apartments	B P Bishop Trust Estate		No
833	26006003	33 Kālaimoku Street	Waikiki Extension		2025 Kalākaua Ave	1961	Aloha Gas Station	USRP (Sarah) LLC		No
834	26007004	33 Kālaimoku Street	Waikiki Extension		1911 Kalākaua Ave	1966	The Kalakauan Apartments	Hayes, Mitch		No
835	26013004	33 Kālaimoku Street	Waikiki Extension		1837 Kalākaua Ave	1957	Low-rise Apartments	Nanea Apartments		No
836	26013011	33 Kālaimoku Street	Waikiki Extension		1881 Kalākaua Ave	2008	new construction (replaced 1956 bldg)	Kalākaua Land Loop		No
837	26013015	33 Kālaimoku Street	Waikiki Extension		1833 Kalākaua Ave	1963	High-rise Apartments	Shidler Equities L P		No
838	26015001	33 Kālaimoku Street	Waikiki Extension		2028 Kūhiō Ave	1967	Ambassador Hotel Waikiki	Ambassador Hotel Inc		No
839	26015002	33 Kālaimoku Street	Waikiki Extension		411 Kuamoʻo Street	1967	High-rise Apartments	Ambassador Hotel Inc		No
840	26015020	33 Kālaimoku Street	Waikiki Extension		2020 Kalākaua Ave	1932	Commercial Building	SMK Inc		No
841	26015046	33 Kālaimoku Street	Waikiki Extension		1988 Kalākaua Ave	1967	Christian Science Reading Room	First Church Christ Scientist		No
842	26017023	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	2107 Ala Wai Boulevard	1941	Tang House	Tang, Li May Trust		No
843	26017037	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	407 Kālaimoku Street	1937	Thornton House	Thornton, John P		No
844	26017041	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	408 Lewers Street	1941	ABC Store	Hi Securities & Realty Ltd		No
845	26017051	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	2170 Kūhiō Ave	1959	Kūhiō Courte	Kūhiō Courte		No
846	26017053	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	411 Kaiʻolu Street	1959	Apartments	Magoon, John H Sr Trust Estate		No
847	26017056	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	405 Kaiʻolu Street	1947	Walk-up Apartments	Magoon Estate Limited		No
848	26017060	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	430 Kaiʻolu Street	1961	Kaiʻolu Sunrise Apartments	Jano Arms		No
849	26017065	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	448 Kaiʻolu Street	1952	Hale Croton Apartments	Au, Robert D M		No
850	26017068	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	441 Launiu Street	1944	New Construction	Magoon Brothers Ltd		No
851	26017072	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	423 Launiu Street	1945	New Construction	Magoon Brothers Ltd		No
852	26017073	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	417 Launiu Street	1946	New Construction	Magoon Brothers Ltd		No
853	26018007	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	320 Lewers Street	1960	Cappuccinos Restaurant/ Apartments	Sherry Waikiki I		No
854	26018010	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	2100 Kalākaua Ave	1953	Tiffany Co; Coach; Chanel et al.	2100 Kalākaua Ave		No
855	26018012	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	346 Lewers Street	1965	Commercial Building	Beckett, Valcino L Trust		No
856	26018014	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	342 Lewers Street	1953	Pineapple County Clothing	Ilocque Inc		No
857	26018025	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	2154 Kalākaua Ave	1946	Puma Store	Kyotaru Co Ltd		No
858	26018027	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	2148 Kalākaua Ave	1941	Oakley Store	Kyotaru Co Ltd		No
859	26018028	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	2146 Kalākaua Ave	1946	Taran Low-rise Commercial Building	Taran, George D Trust Estate		No
860	26018029	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	2142 Kalākaua Ave	1940	Kim Low-rise Commercial Building	Kim, Young H		No
861	26018030	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	2140 Kalākaua Ave	1947	ABC Store	SMK Inc		No
862	26018031	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	2136 Kalākaua Ave	1947	Waikiki Discount Store	Fujikawa Family Ltd Partnership		No
863	26018032	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	2121 Lauʻula Street	1941	Ma Low-rise Commercial Building	HK MA & Assoc		No
864	26018033	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	2115 Lauʻula Street	1939	Tattoo Parlor	Lee, Hon K		No
865	26018042	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	2100 Kalākaua Ave	1942	New Construction	K3 Owners LLC		No
866	26018043	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	2120a Lauʻula Street	1957	Commercial	Food Pantry Ltd		No
867	26018045	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	2150 Lauʻula Street	1946	Parking Lot	Kyotaru Co Ltd		No
868	26018046	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	2150 Lauʻula Street	1948	Parking Lot	Kyotaru Co Ltd		No
869	26018047	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	2150 Lauʻula Street	1935	Parking Lot	Kyotaru Co Ltd		No

	TMK	Sector	Portion	Station Block or Transit Facility	Location	Year Built	Resource Name	Owner	**Historic Status** (see last page for legend)	NR Eligibility
870	26018052	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	2100 Kalākaua Ave	1954	New Construction	K3 Owners LLC		No
871	26018083	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	336 Lewers Street	1967	Waikiki Joy Hotel	Sherry Waikiki Ii		No
872	26019001	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	364 Seaside Ave	1967	Marine Surf Hotel	Takada, Koya		No
873	26019021	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	2211 Kūhiō Ave	1960	High-rise Apartments	Lucky Hotels U S A Co Ltd		No
874	26019052	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	2237 Kūhiō Ave	1948	McDonald's Restaurant	McDonalds' Corporation		No
875	26020018	33 Kālaimoku Street	Waikiki Extension		2200 Kūhiō Ave	1958	High-rise Apartments	Katokichi Co Ltd		No
876	26021002	33 Kālaimoku Street	Waikiki Extension		2398 Kūhiō Ave	1964	Hale Makai Outrigger	Outrigger Hotels Hawaii		No
877	26021023	33 Kālaimoku Street	Waikiki Extension		2320 Kūhiō Ave	1959	Three-story Commercial/Residential	Queen Emma Foundation		No
878	26021024	33 Kālaimoku Street	Waikiki Extension		2270 Kūhiō Ave	1940	Two-story Apartments	Honolulu Limited		No
879	26021054	33 Kālaimoku Street	Waikiki Extension		2256 Kūhiō Ave	1938	Angles/Seaside Bar and Grill	Honolulu Limited		No
880	26022002	33 Kālaimoku Street	Waikiki Extension		2299 Kūhiō Ave	1968	High-rise Apartments	Queen Emma Foundation		No
881	None	33 Kālaimoku Street	Waikiki Extension		Entrance To Waikiki	1928	Ala Wai Canal	State Dept. Of Land And Natural Resources	DE 10/28/85, Site No. 80-14-9757	Yes
882	None	33 Kālaimoku Street	Waikiki Extension		Kalākaua Avenue	1929	Kalākaua Ave Bridge	City And County Of Honolulu	DE 10/28/85, no Site No.	Yes
883	None	33 Kālaimoku Street	Waikiki Extension		Kalākaua Ave, Between Ala Wai And 'Ena Road	1912	Mahogany Trees on Kalākaua Ave	City And County Of Honolulu	DE 11/8/91, no Site No.	Yes
884	26015047	33 Kālaimoku Street	Waikiki Extension		1982 Kalākaua Ave	1948	The Sofos Building	Lee, Norman K M	EE	Yes
885	26017008 thru 26017082	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	See Appendix B - Pane 51 For Boundaries	var.	Potential Launiu-Kālaimoku Housing Historic District (see Appendix A-7 for parcel list)	Various	EE	Yes
886	26017038	33 Kālaimoku Street	Waikiki Extension	Kālaimoku Street Station	2118 Kūhiō Ave	1959	Waikiki Cove Apartments	Waikiki Cove	EE	Yes
887	26019008	33 Kālaimoku Street	Waikiki Extension		2229 Kūhiō Ave	1929	Valentine Mall (Tudor style)	Taguinod, Teodorico C Trust	EE	Yes
888	26021101	34 Lili'uokalani Ave	Waikiki Extension		2394 Kūhiō Ave	1963	Curved Commercial Building	Queen Emma Foundation		No
889	26022039	34 Lili'uokalani Ave	Waikiki Extension		2345 Kūhiō Ave	1961	High-rise Apartments	Queen Emma Foundation		No
890	26023047	34 Lili'uokalani Ave	Waikiki Extension		151 Uluniu Ave	1953	Royal Grove Hotel	Fong Investment Co Ltd		No
891	26023049	34 Lili'uokalani Ave	Waikiki Extension		2435 Kūhiō Ave	1951	VIP Car Rental/Apartments	Pai, Gregory G Y		No
892	26023050	34 Lili'uokalani Ave	Waikiki Extension		2449 Kūhiō Ave	1968	Kūhiō Village Tower	Kūhiō Village I		No
893	26023064	34 Lili'uokalani Ave	Waikiki Extension		159 Ka'iulani Ave	1959	Four-story Curved Corner Apartments	Hawaiian Ebbtide Hotel Inc		No
894	26023066	34 Lili'uokalani Ave	Waikiki Extension		2411 Kūhiō Ave	1959	Sakamaki Low-rise Apartments	Sakamaki, Brian L		No
895	26023067	34 Lili'uokalani Ave	Waikiki Extension		2415 Kūhiō Ave	1968	High-rise Apartments	Kuhiolani Apartments		No
896	26024001	34 Lili'uokalani Ave	Waikiki Extension		2480 Kūhiō Ave	1947	Waikiki Hotel Apartments (A)	Blum, Elsia		No
897	26024001	34 Lili'uokalani Ave	Waikiki Extension		2480 Kūhiō Ave	1947	Waikiki Hotel Apartments (B)	Blum, Elsia		No
898	26024003	34 Lili'uokalani Ave	Waikiki Extension		2470 Kūhiō Ave	1961	Three-story Apartments	Kūhiō Ebbtide Hotel Bldg C		No
899	26024004	34 Lili'uokalani Ave	Waikiki Extension		2462 Kūhiō Ave	1961	Three-story Apartments	Kūhiō Ebbtide Hotel Bldg A		No
900	26024014	34 Lili'uokalani Ave	Waikiki Extension		2442 Kūhiō Ave	1966	Okazaki High-rise Apartments	Okazaki, Frances Y Trust		No
901	26024021	34 Lili'uokalani Ave	Waikiki Extension		2410 Kūhiō Ave	1957	Kūhiō -Lani Apartments	Hale Hui Ltd		No
902	26025008	34 Lili'uokalani Ave	Waikiki Extension	Lili'uokalani Ave Station	245 Ohua Ave	1946	Waikiki Health Center	State Of Hawaii		No
903	26025018	34 Lili'uokalani Ave	Waikiki Extension	Lili'uokalani Ave Station	314 Ohua Ave	1968	Low-rise Apartments	Kapuni Dev Corp Ltd		No
904	26025023	34 Lili'uokalani Ave	Waikiki Extension	Lili'uokalani Ave Station	228b Ohua Ave	1935	House with dormer	Ohua Development Co Inc		No
905	26025032	34 Lili'uokalani Ave	Waikiki Extension	Lili'uokalani Ave Station	225 Lili'uokalani Ave	1960	High-rise Apartments	Rodrigues, Samson K		No
906	26025034	34 Lili'uokalani Ave	Waikiki Extension	Lili'uokalani Ave Station	243 Lili'uokalani Ave	1957	Maybelles Apartments	Yee, Phillip K H Trust Estate		No
907	26025037	34 Lili'uokalani Ave	Waikiki Extension	Lili'uokalani Ave Station	312 A Ohua Ave	1937	Two-story Apartments	Gfroerer, Kenneth R		No
908	26025039	34 Lili'uokalani Ave	Waikiki Extension	Lili'uokalani Ave Station	2503 Ala Wai Boulevard	1964	Low-rise Apartments	T Oi Ventures Inc		No
909	26025041	34 Lili'uokalani Ave	Waikiki Extension	Lili'uokalani Ave Station	2517a Ala Wai Boulevard	1948	Two-story Apartments	Michely, Ludwig/Lorna Survivors Trust		No
910	26025047	34 Lili'uokalani Ave	Waikiki Extension	Lili'uokalani Ave Station	312 B Ohua Ave	1940	Two-story Apartments	Gfroerer, Kenneth R		No

	TMK	Sector	Portion	Station Block or Transit Facility	Location	Year Built	Resource Name	Owner	**Historic Status** (see last page for legend)	NR Eligibility
911	26025048	34 Lili'uokalani Ave	Waikiki Extension	Lili'uokalani Ave Station	303 Lili'uokalani Ave	1968	King Kalani Apartments	Goldston, Hiroko R U		No
912	26025057	34 Lili'uokalani Ave	Waikiki Extension	Lili'uokalani Ave Station	307 Lili'uokalani Ave	1937	Nowicki House	Nowicki, Henry E		No
913	26025059	34 Lili'uokalani Ave	Waikiki Extension	Lili'uokalani Ave Station	315 Lili'uokalani Ave	1939	Pocock House	Pocock, Margaret F		No
914	26025060	34 Lili'uokalani Ave	Waikiki Extension	Lili'uokalani Ave Station	2547 Ala Wai Boulevard	1967	Ala Wai East	Ala Wai East		No
915	26026013	34 Lili'uokalani Ave	Waikiki Extension	Lili'uokalani Ave Station	2524 Kalākaua Ave	1949	Burger King Restaurant	SMK Inc		No
916	26026015	34 Lili'uokalani Ave	Waikiki Extension	Lili'uokalani Ave Station	137a Kealohilani Ave	1959	Low-rise Apartments	Roman Catholic Ch Of Hawaii		No
917	26026020	34 Lili'uokalani Ave	Waikiki Extension	Lili'uokalani Ave Station	2490 Kalākaua Ave	1968	Pacific Beach Hotel	Lili'uokalani Trust Estate		No
918	26028027	34 Lili'uokalani Ave	Waikiki Extension	Lili'uokalani Ave Station	207 Paoakalani Ave	1959	Paoakalani Apartments	Nakano, Harry T Deceased		No
919	26028028	34 Lili'uokalani Ave	Waikiki Extension	Lili'uokalani Ave Station	215 Paoakalani Ave	1955	Low-rise Apartments	Lum, Harold C K Marital Trust		No
920	26024011	34 Lili'uokalani Ave	Waikiki Extension		2460 Kūhiō Ave	1934	Otani Duplex	Otani, Naoko Trust	EE	Yes
921	26024022	34 Lili'uokalani Ave	Waikiki Extension		211 Ka'iulani Ave	1947	Ka'iulani Court Apartments	Ching, Mun Shee Estate	EE	Yes
922	26025022	34 Lili'uokalani Ave	Waikiki Extension	Lili'uokalani Ave Station	234 Ohua Ave	1959	Kon Tiki Hotel - Ohua Gardens	Fong Inn Estate Co	EE	Yes
923	26025033	34 Lili'uokalani Ave	Waikiki Extension	Lili'uokalani Ave Station	235 Lili'uokalani Ave	1959	Kon Tiki Hotel Annex	Kon Tiki Ano Hou	EE	Yes
924	26025038	34 Lili'uokalani Ave	Waikiki Extension	Lili'uokalani Ave Station	321 Lili'uokalani Ave	1929	Uehara House	Uehara, Ruby F T	EE	Yes
925	26026012	34 Lili'uokalani Ave	Waikiki Extension	Lili'uokalani Ave Station	130 Ohua Ave	1962	Street. Augustine Church	Roman Catholic Ch Of Hawaii	EE	Yes
926	26026014	34 Lili'uokalani Ave	Waikiki Extension	Lili'uokalani Ave Station	103 Kealohilani Ave	1960	Foster Tower Hotel/Apartments	Lili'uokalani Trust Estate	EE	Yes

Historic Status Column Abbreviations

NHL = Designated a National Historic Landmark, which also includes listing on National Register (State Inventory of Historic Places site or file No. noted)
NR = Listed on National Register (State Inventory of Historic Places site or file No. noted)
NR/HR = Listed on National and Hawaii Registers (State Inventory of Historic Places File No. noted)
HR = Listed on Hawaii Register (State Inventory of Historic Places File No. noted)
DE = Determined Eligible for the National Register (date of determination noted, if known)
AE = Agreed Eligible for the National Register (Navy and State Historic Preservation Division have agreed to treat as eligible)
AE-d = Agreed Eligible for the National Register (Navy and State Historic Preservation Division have agreed to treat as eligible, as a district or grouping)
EE = Evaluated as Eligible for the National Register in this study
EE-d = Evaluated as Eligible for the National Register in this study, as part of a potential historic district

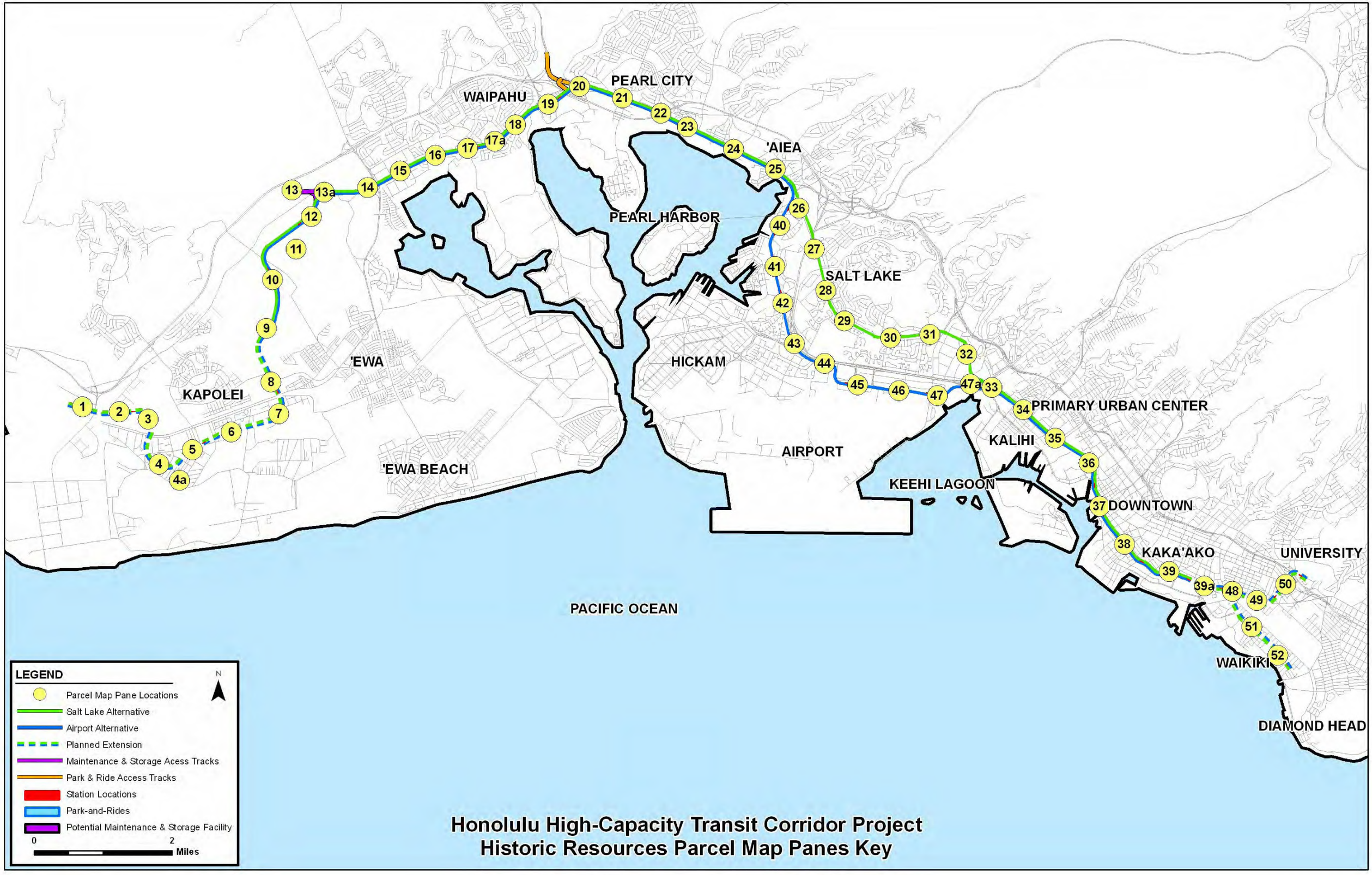
NR Eligibility Column Designations

Yes = Either already on National Register (NR) or Hawaii Register, Determined or Agreed Eligible for NR, or Evaluated as Eligible in this study as individual resource
Yes-d = Either already in a National- or Hawaii-Register Historic District or Evaluated as a contributing resource in this study (Note: some also individually eligible)
No = Evaluated in this study as not eligible for NR listing
No-d = Evaluated in this study as a non-contributing resource in a potential or inventoried historic district. Such resources do not always detract from district.

Appendix B
Area of Potential Effects and Historic Resources Detailed Maps

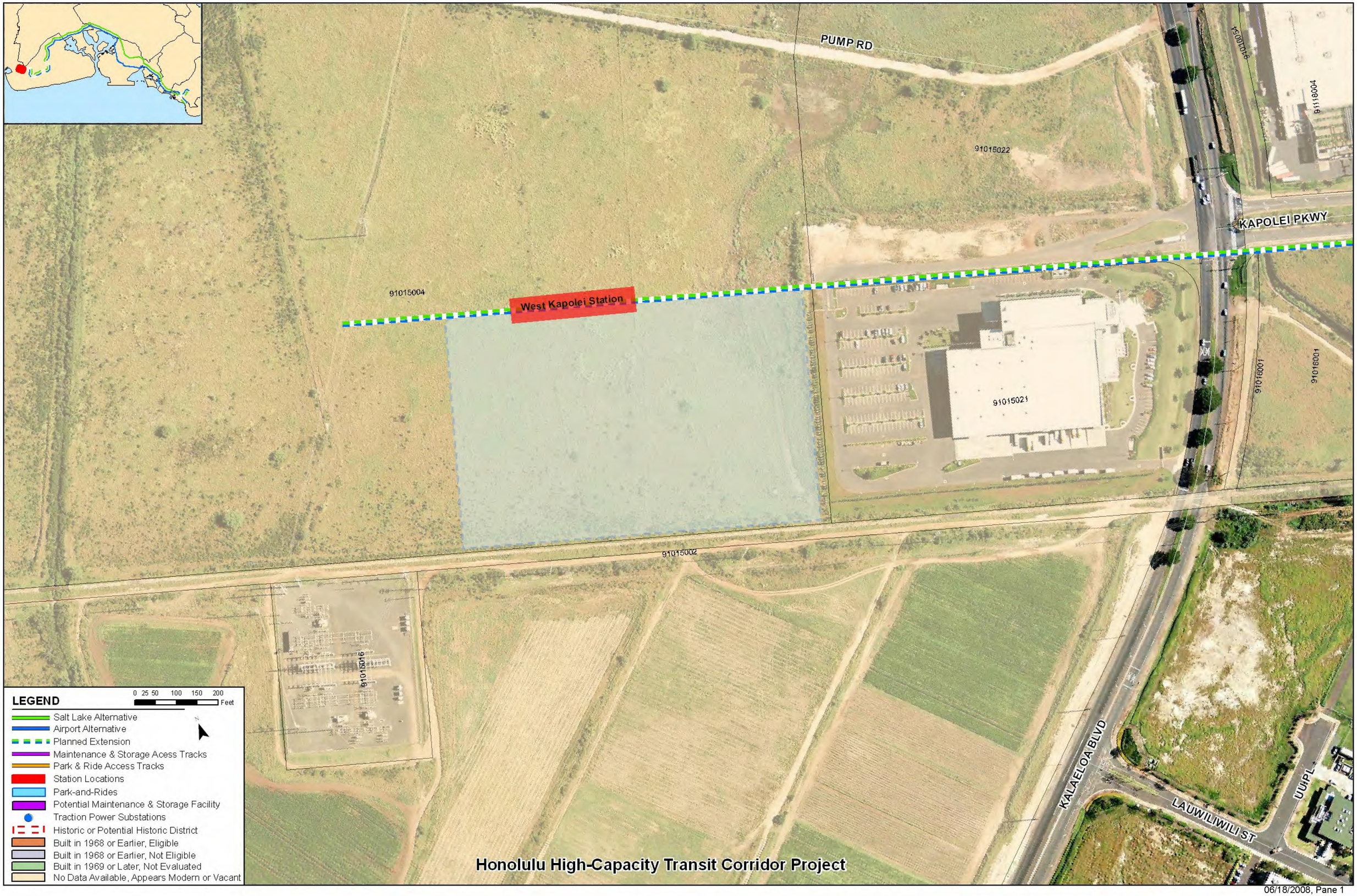
Maps are provided as Adobe Acrobat files on the enclosed compact disk.

AR00038039



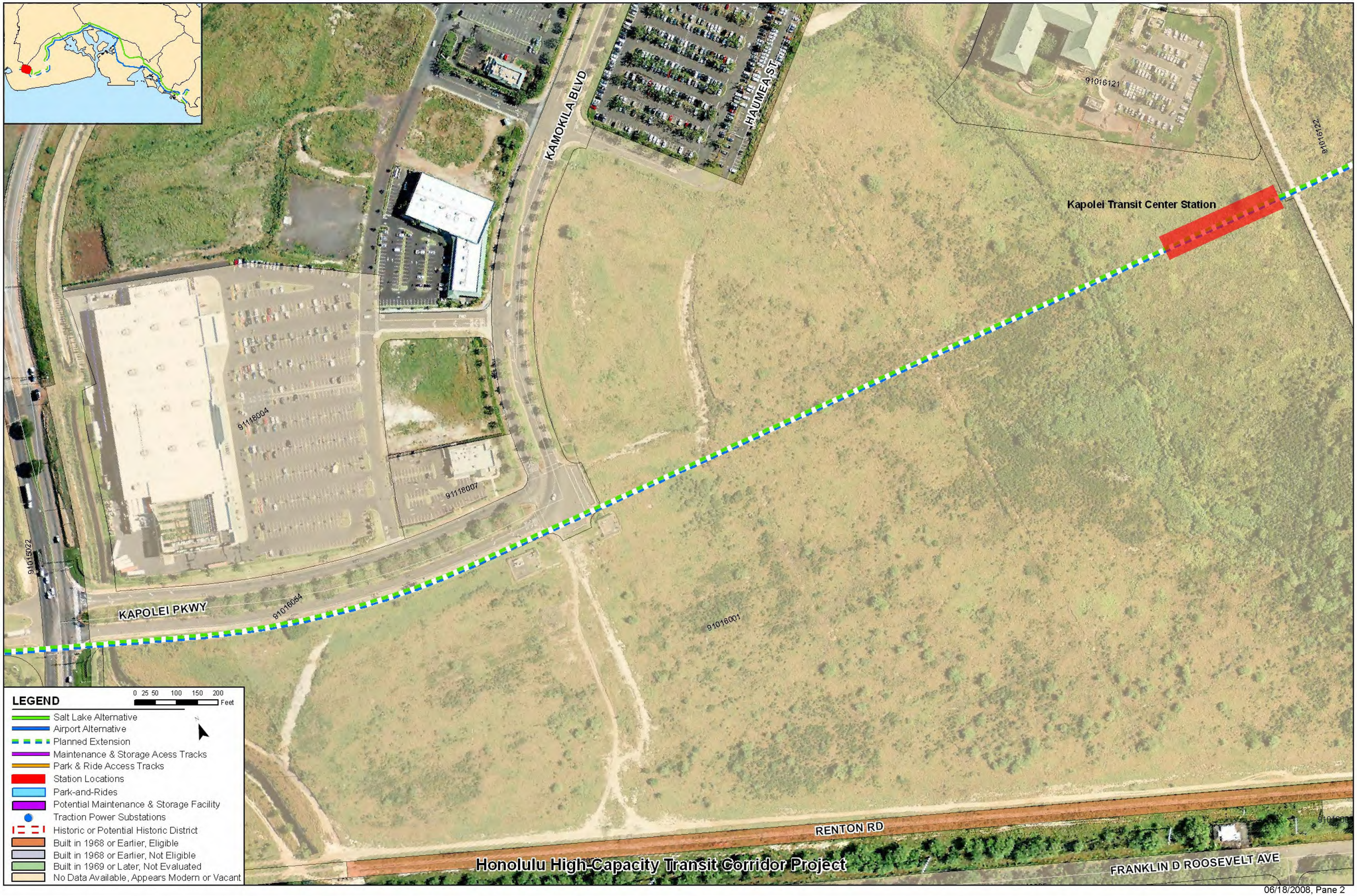
Honolulu High-Capacity Transit Corridor Project
Historic Resources Parcel Map Panes Key

AR00038040



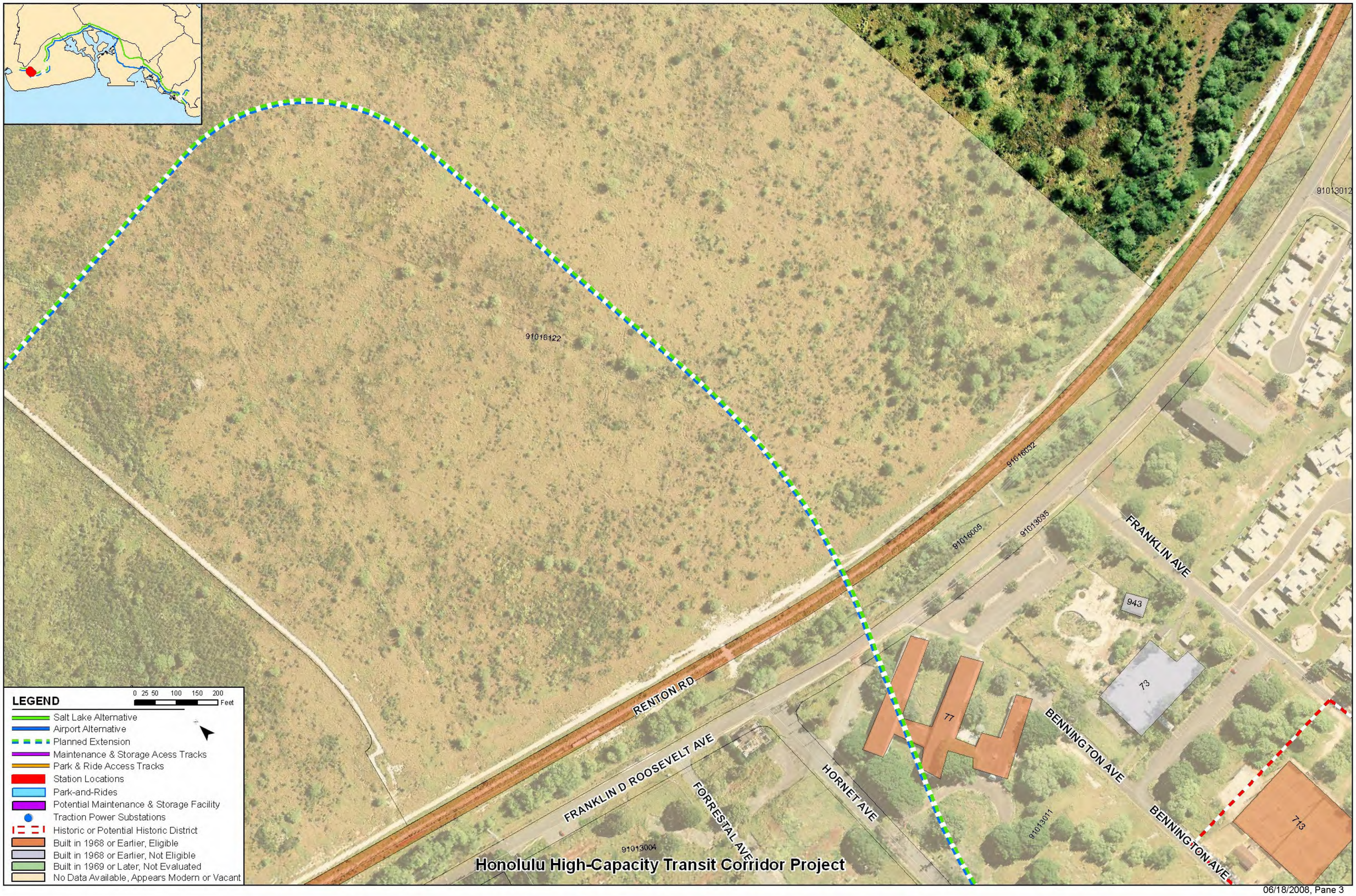
06/18/2008, Pane 1

AR00038041



06/18/2008, Pane 2

AR00038042



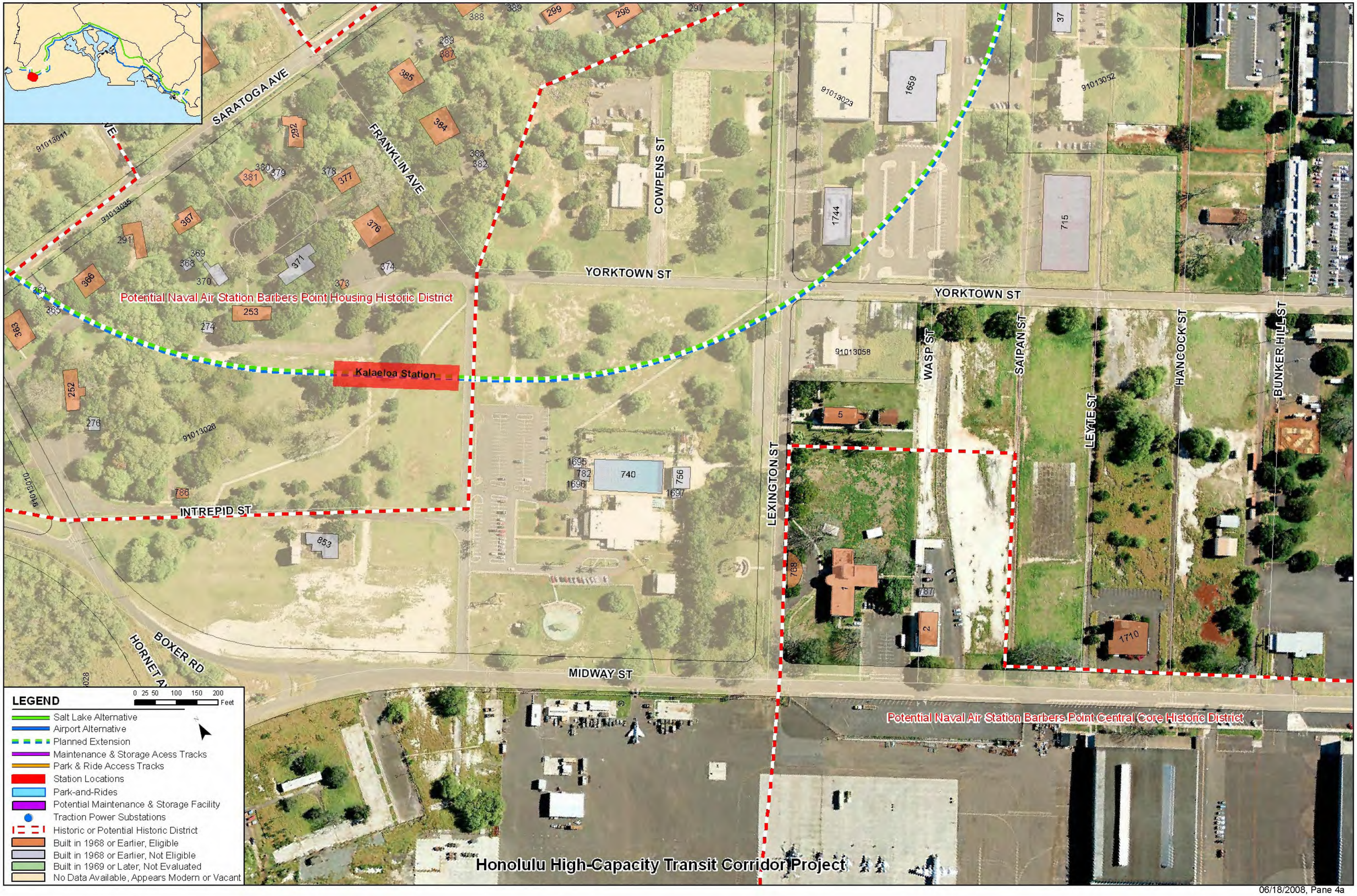
06/18/2008, Pane 3

AR00038043

Honolulu High-Capacity Transit Corridor Project

06/18/2008, Pane 4

AR00038044



06/18/2008, Pane 4a

AR00038045

Honolulu High-Capacity Transit Corridor Project

06/18/2008, Pane 5

AR00038046

Honolulu High-Capacity Transit Corridor Project

06/18/2008, Pane 6

AR00038047

POND ST
POND ST
BAUER ST
ANSON ST
FAULKNER ST
STOUT ST
HENDERSON RD
ARNDT ST
SARLES ST
MCAS Ewa Runways
91013015
91013016
91013035
91013043
1152
1153
1149
1144
1150
1562
1570
1545
1146
972

LEGEND

0 25 50 100 150 200 Feet

N

- Salt Lake Alternative
- Airport Alternative
- Planned Extension
- Maintenance & Storage Acess Tracks
- Park & Ride Access Tracks
- Station Locations
- Park-and-Rides
- Potential Maintenance & Storage Facility
- Traction Power Substations
- Historic or Potential Historic District
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- Built in 1968 or Earlier, Not Eligible
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- No Data Available, Appears Modern or Vacant

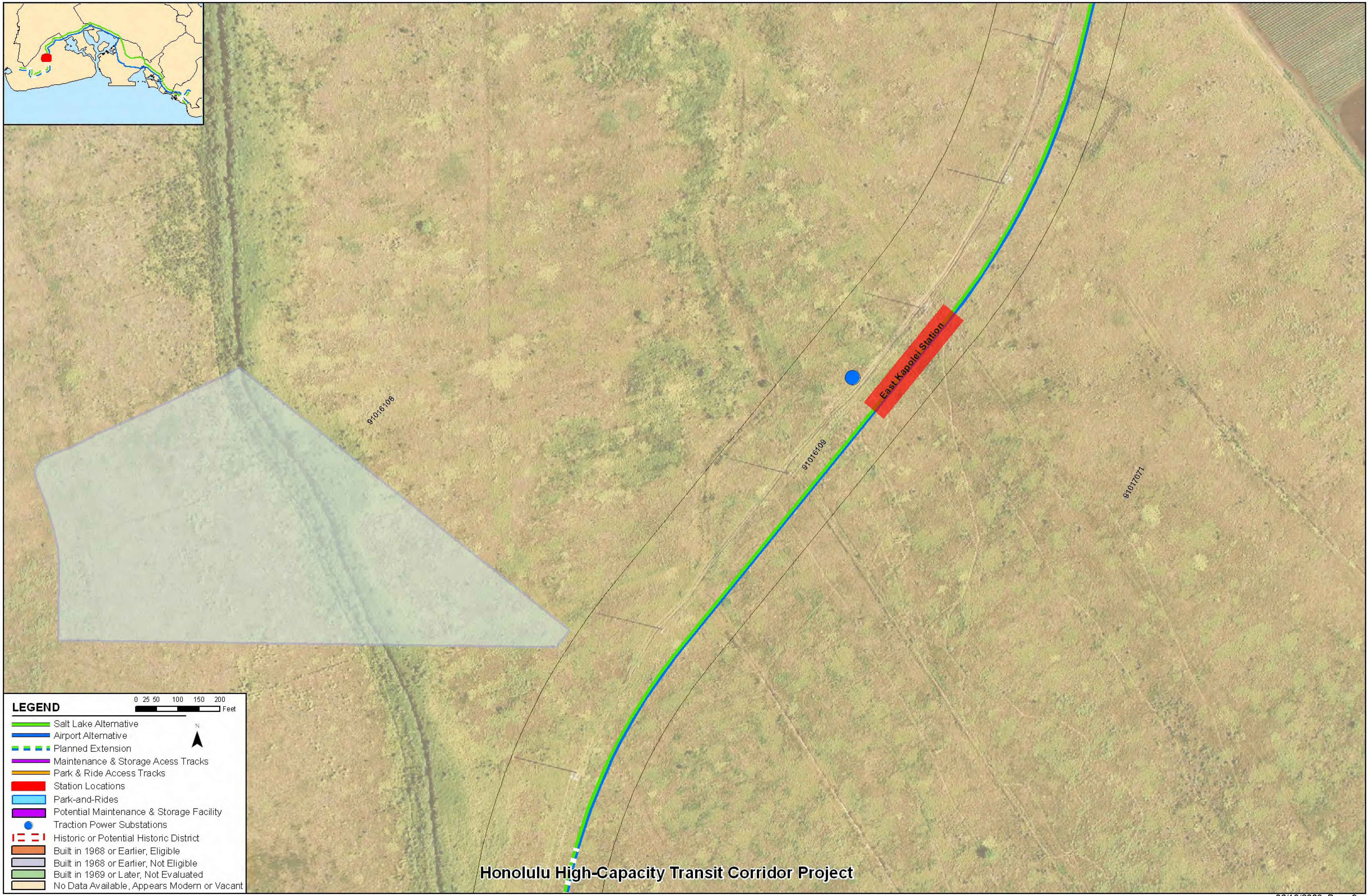
Honolulu High-Capacity Transit Corridor Project

06/18/2008, Pane 7

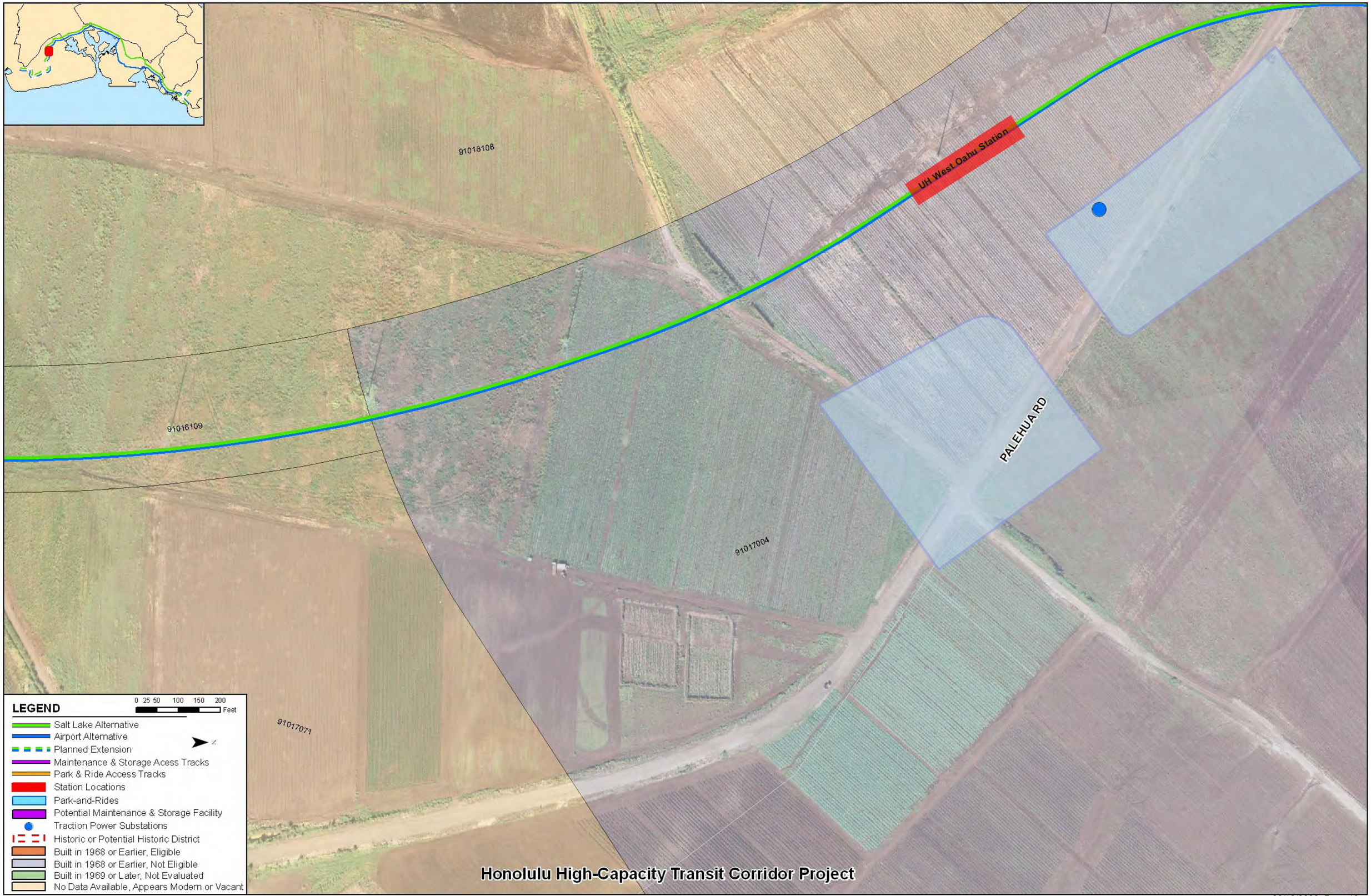
AR00038048

06/18/2008, Pane 8

AR00038049



06/18/2008, Pane 9



06/18/2008, Pane 10

AR00038051

Honolulu High-Capacity Transit Corridor Project

06/18/2008, Pane 11

AR00038052

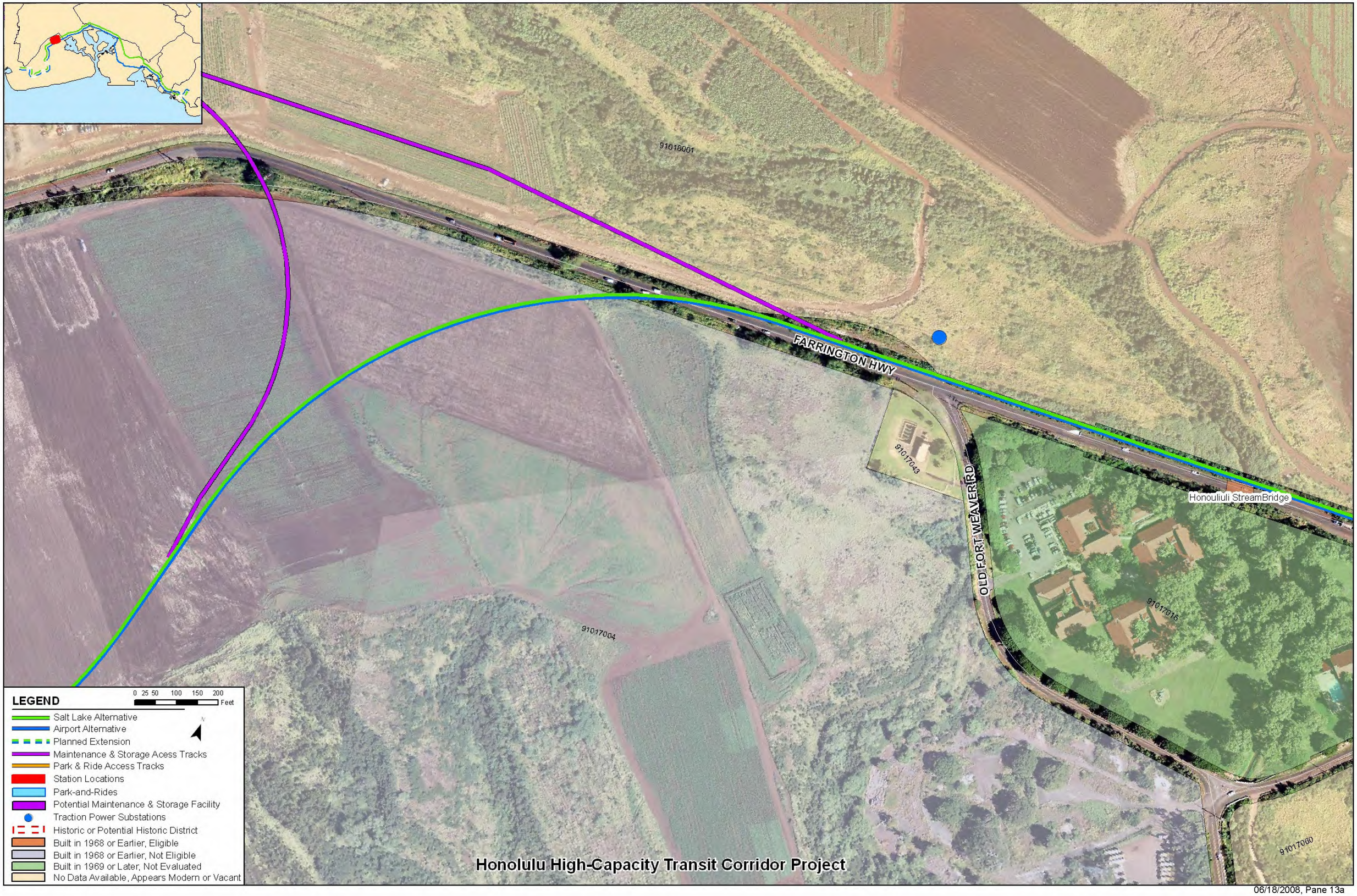
06/18/2008, Pane 12

AR00038053

Honolulu High-Capacity Transit Corridor Project

06/18/2008, Pane 13

AR00038054



06/18/2008, Pane 13a

AR00038055

06/18/2008, Pane 14

AR00038056

06/18/2008, Pane 15

AR00038057

06/18/2008, Pane 16

AR00038058

06/18/2008, Pane 17

AR00038059

FARRINGTON HWY
KAHUAMOKU ST
MOLOALO ST
AWAIKI PL
AWALAI ST
AWAIA ST
AWAIKI ST
POAILANI PL
POAILANI CIR
MAIKAI ST
KAHUALII ST
PAIWA ST
KAHUANANI ST
MOENA PL
AWALAI PL
CANEHAUL RD
MAPIO POINT ACC RD
94017052
94017050
94017047
94017046
94017045
94017044
94017043
94017042
94017041
94017040
94017039
94017038
94017037
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94017032
94017031
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94017029
94017028
94017027
94017026
94017025
94017024
94017017
94018027
94018026
94018025
94018024
94018023
94018022
94018021
94018020
94018019
94018018
94018017
94018016
94018015
94018014
94018013
94018012
94019067
94019068
94019069
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94019011
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94019013
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94019016
94019017
94019018
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94038048
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94036003
94036004
94036005
94036006
94036007
94036008
94036009
94036010
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94036013
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94036030
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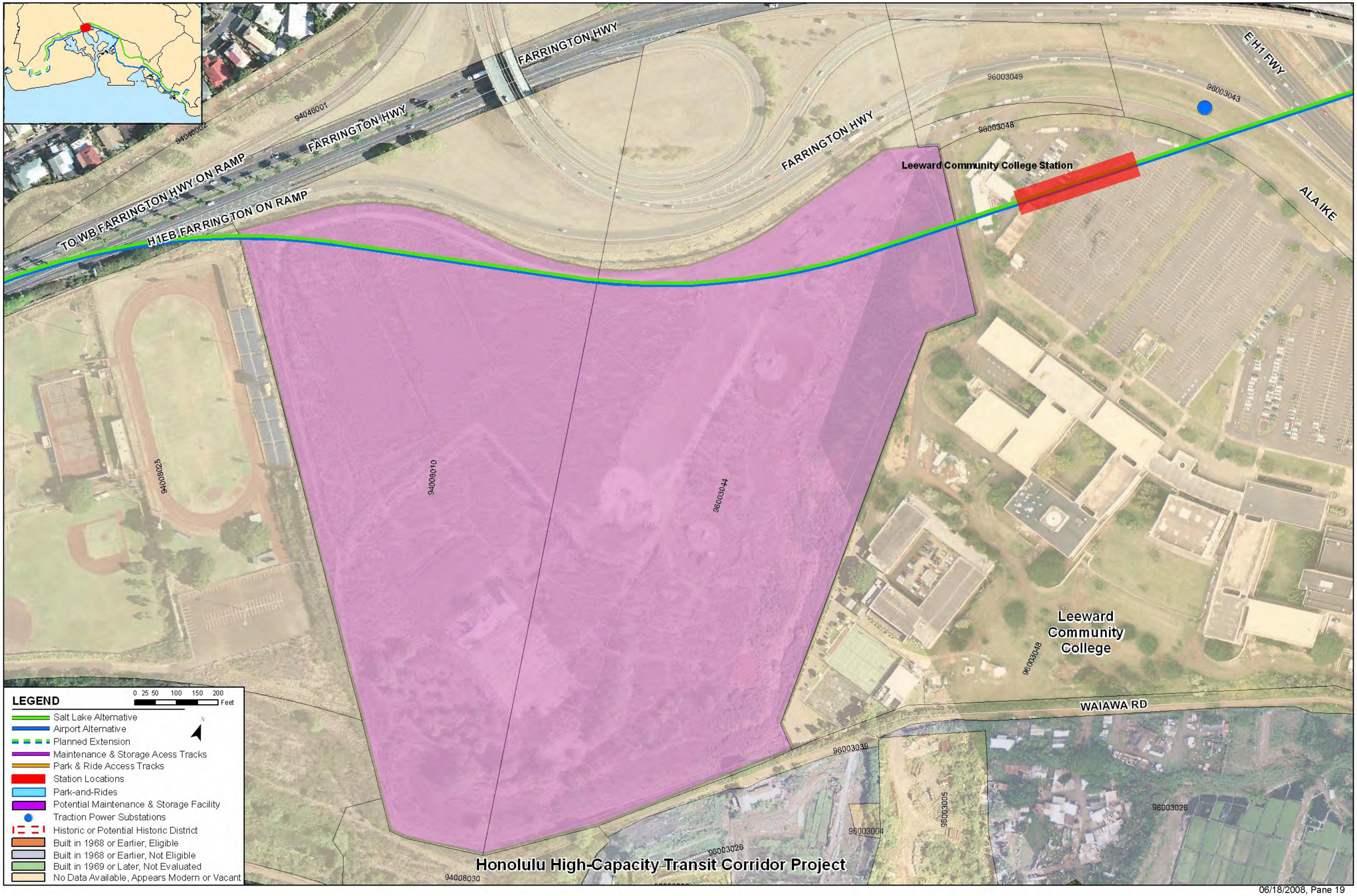
94036037
94036038
94036039
94036040

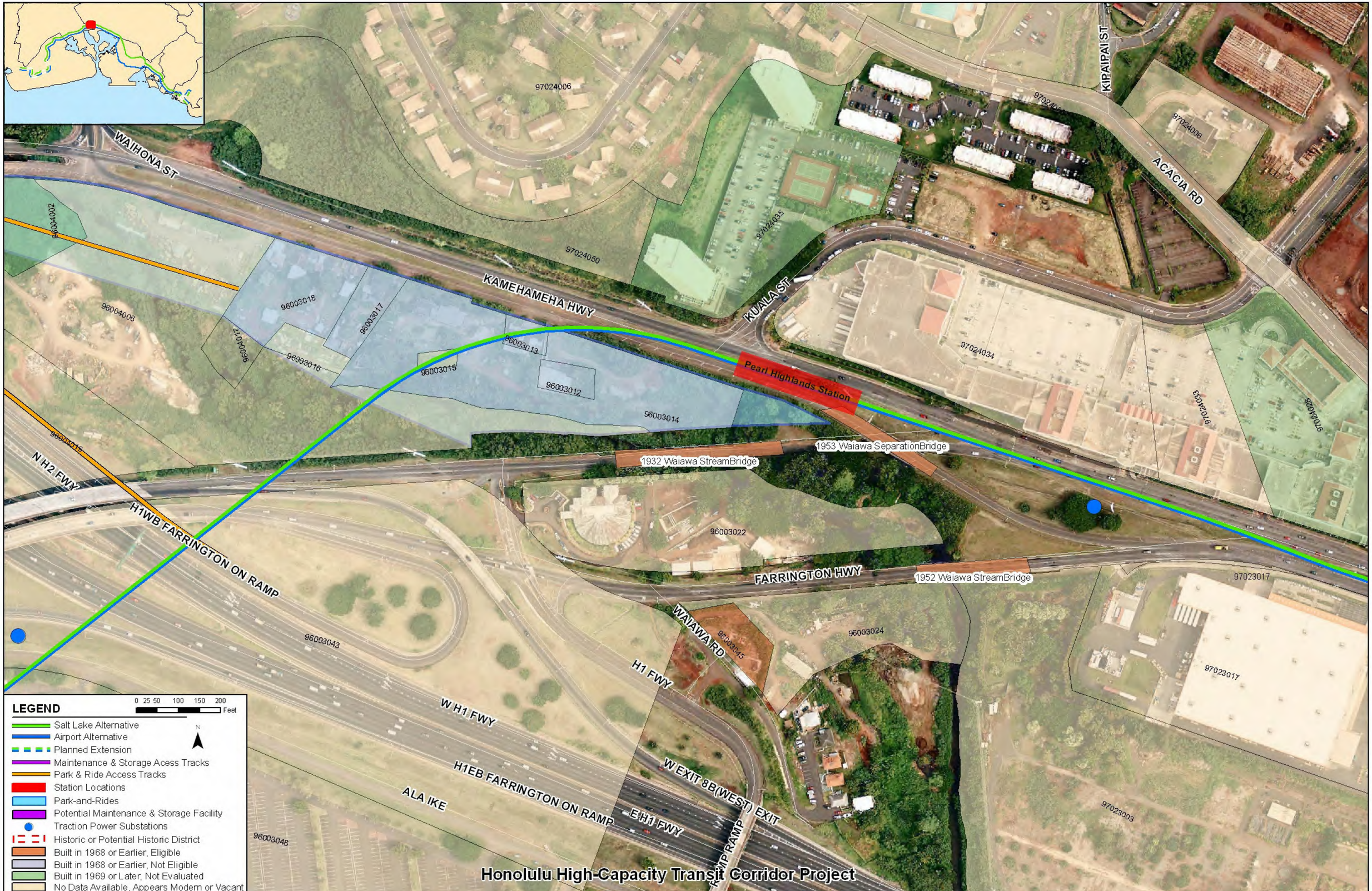
KAHUAMO ST
KAHULIO PL
KAHUAMO PL
KAHUALI ST
KAHUAHELE ST
KAHUAINA ST
KAHUALENA ST
TO WB FARRINGTON HWY ON RAMP
H1EB FARRINGTON ON RAMP
KAHUANANI ST
MOENA PL
LEHOULA PL
FARRINGTON HWY
WAIPIO POINT ACC RD
CANE HAUL RD
PAIWA ST
AWAIKI PL
AWAIKI ST
AWALAI ST
AWANUI ST
POAILANI CIR
Waipahu High School
94036071
94036116
94036001
94045026
94008025
94008020
94008029
94046002
94046001
LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Potential Maintenance & Storage Facility
Traction Power Substations
Historic or Potential Historic District
Built in 1968 or Earlier, Eligible
Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant
Honolulu High-Capacity Transit Corridor Project



Honolulu High-Capacity Transit Corridor Project

06/18/2008, Pane 19

AR00038062



06/18/2008, Pane 20

AR00038063

Honolulu High-Capacity Transit Corridor Project

06/18/2008, Pane 21

AR00038064

LEGEND

0 25 50 100 150 200 Feet

N

- Salt Lake Alternative
- Airport Alternative
- Planned Extension
- Maintenance & Storage Acess Tracks
- Park & Ride Access Tracks
- Station Locations
- Park-and-Rides
- Potential Maintenance & Storage Facility
- Traction Power Substations
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- Built in 1969 or Later, Not Evaluated
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Honolulu High-Capacity Transit Corridor Project

06/18/2008, Pane 22

AR00038065

06/18/2008, Pane 23

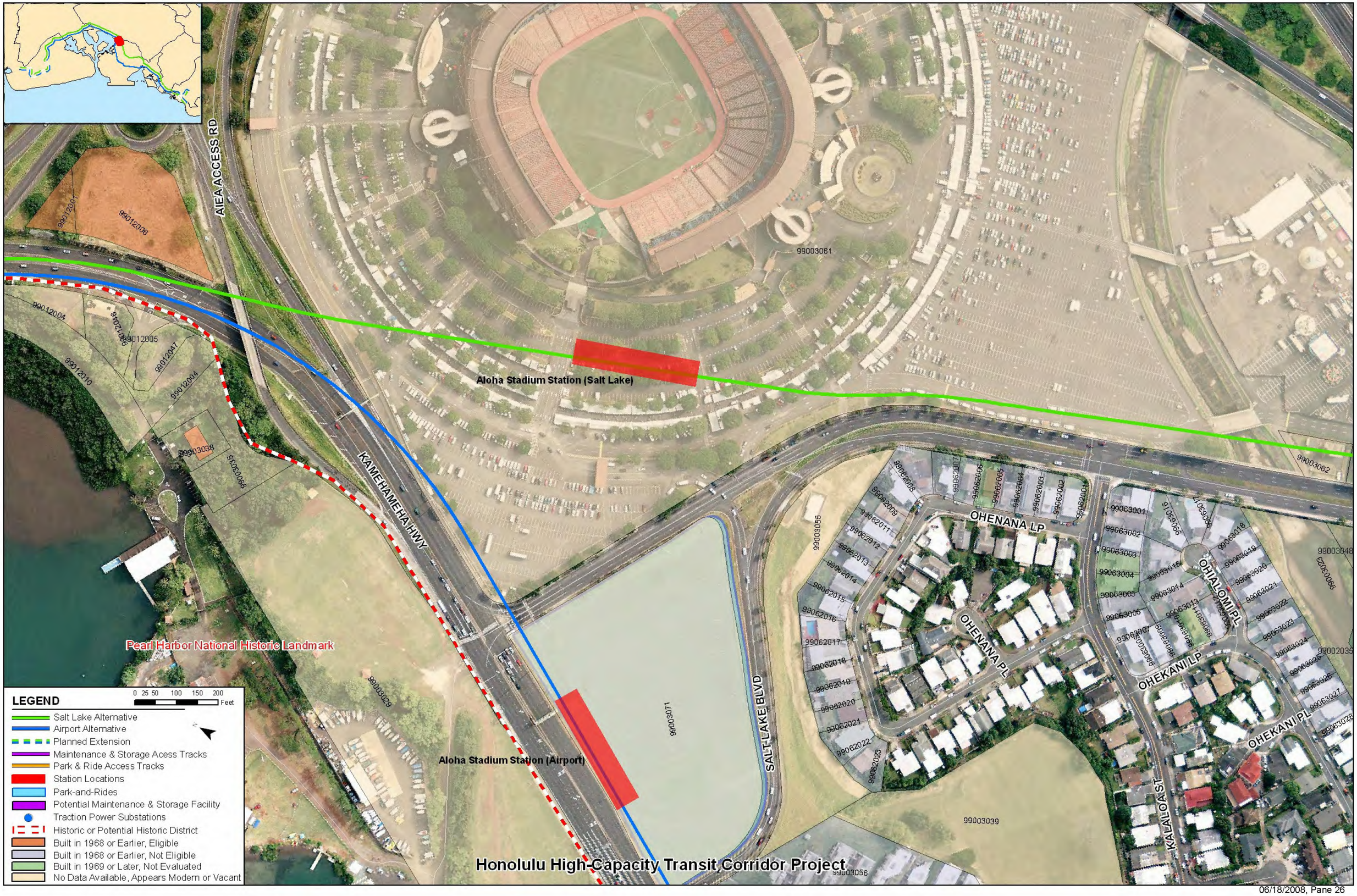
AR00038066

06/18/2008, Pane 24

AR00038067

06/18/2008, Pane 25

AR00038068



06/18/2008, Pane 26

AR00038069

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

MANUWA DR
MAKAALA ST
UKANA ST
MIKO ST
ALA ALOALO
LIKINI ST
WANAKA ST
PUOLO DR
KEAKA DR
MALUNA ST
HULAKUI DR
WILIKI DR
PAKINI ST
LIKINI ST
SALT LAKE BLVD
LAWEHAWA ST
99045003
99045004
99045005
99045006
99045007
99045008
99076003
99002017
99002027
99071052
99071001
99071060
99071030
99071031
99071050
99071002
99071003
11023103
11023101
11023100
11023099
11023098
11022027
11022026
11022025
11022024
11022023
11022022
11022021
11022020
11022019
11022018
11022017
11022016
11022015
11022014
11022013
11022012
11022011
11022010
11022009
11022008
11022007
11022006
11022005
11022004
11022003
11022002
11021020
11021019
11021018
11021018
11021017
11021016
11021015
11021014
11021013
11010011
X 24
LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Potential Maintenance & Storage Facility
Traction Power Substations
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Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
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Honolulu High-Capacity Transit Corridor Project

AR00038071

Honolulu High-Capacity Transit Corridor Project

06/18/2008, Pane 29

AR00038072

06/18/2008, Pane 30

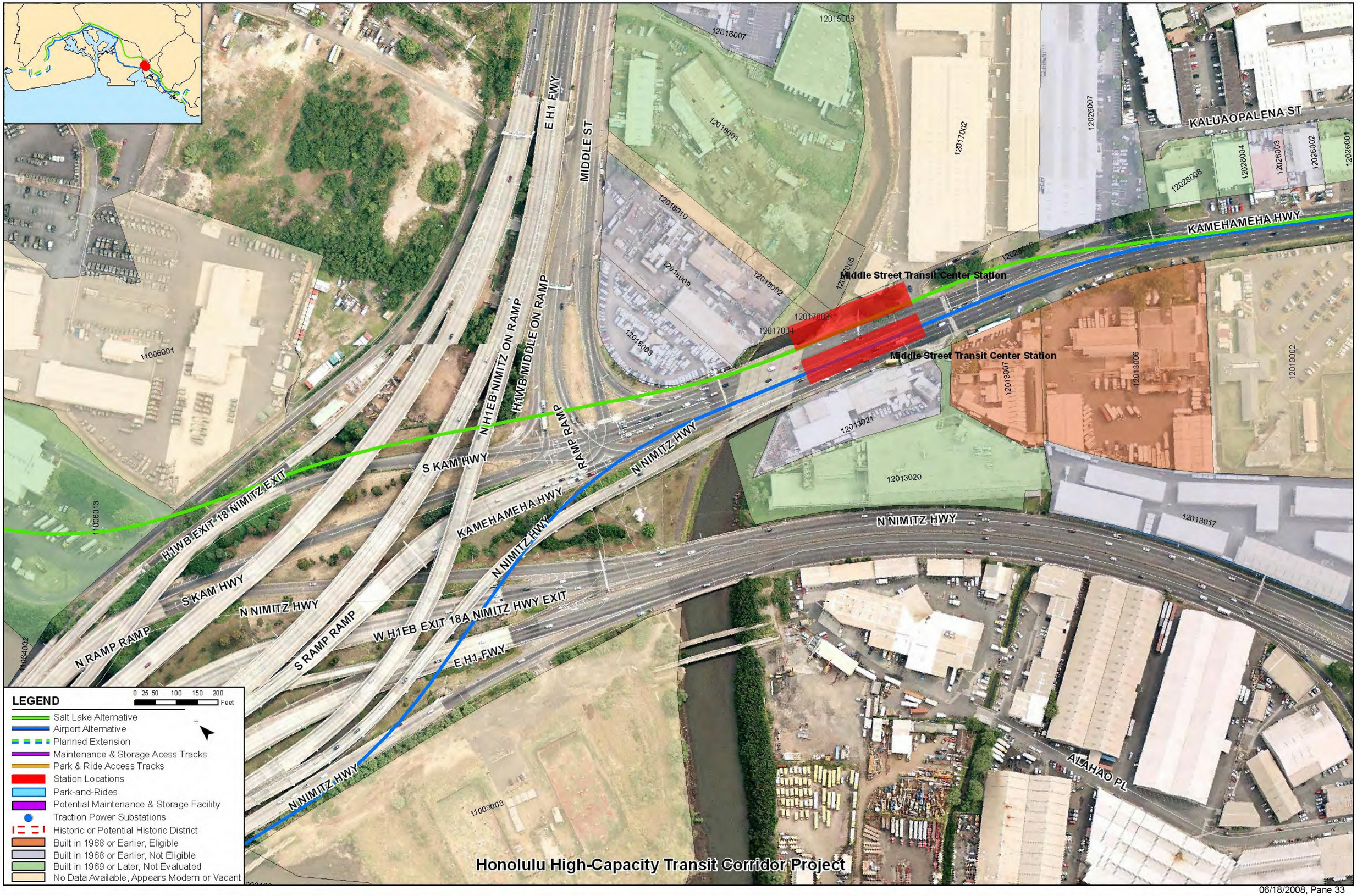
AR00038073

06/18/2008, Pane 31

AR00038074

06/18/2008, Pane 32

AR00038075



Honolulu High-Capacity Transit Corridor Project

06/18/2008, Pane 33

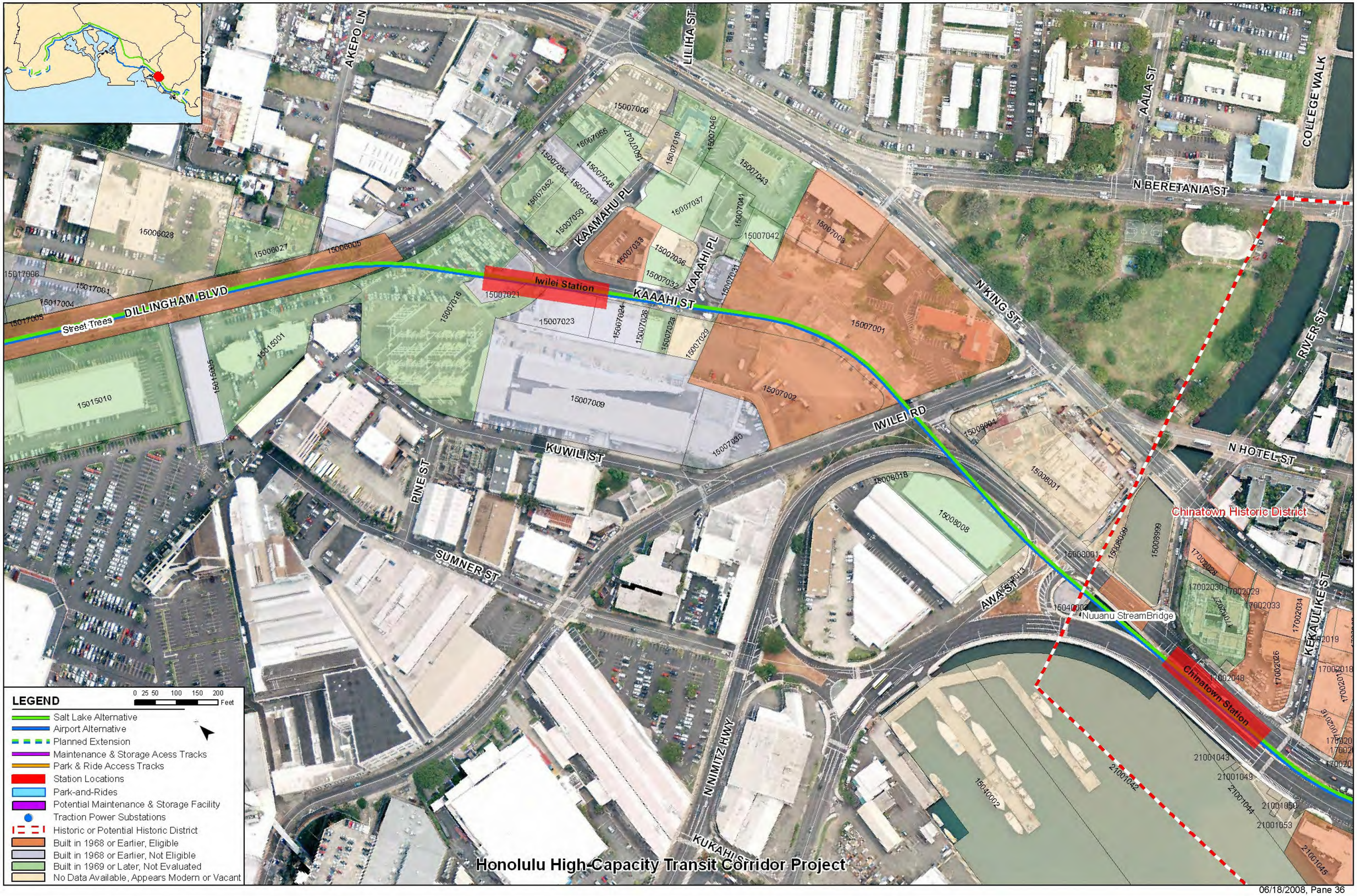
AR00038076

06/18/2008, Pane 34

AR00038077

06/18/2008, Pane 35

AR00038078



06/18/2008, Pane 36

AR00038079

06/18/2008, Pane 37

AR00038080

Honolulu High-Capacity Transit Corridor Project

06/18/2008, Pane 38

AR00038081

06/18/2008, Pane 39

AR00038082

06/18/2008, Pane 39a

AR00038083

Aloha Stadium Station (Airport)
SALT LAKE BLVD
KOHOMUA ST
KAMEHAMEHA HWY
OPUKEA ST
OHAIULA PL
OHEKANI LP
OHIAKEA ST
OHIAKU ST
KALALOA ST
ARIZONA ST
99003039
99003056
99003070
99003029
99003064
99003068
99003057
99003058
99003026
99003066
99003025
99002004
99001001
99001008
S 21
S 20
S 38
550
CINCPAC Headquarters NHL 250
Potential Makalapa Housing Historic District
Arizona Memorial (Airport & Salt Lake)
Halawa StreamBridge
Pearl Harbor National Historic Landmark
LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
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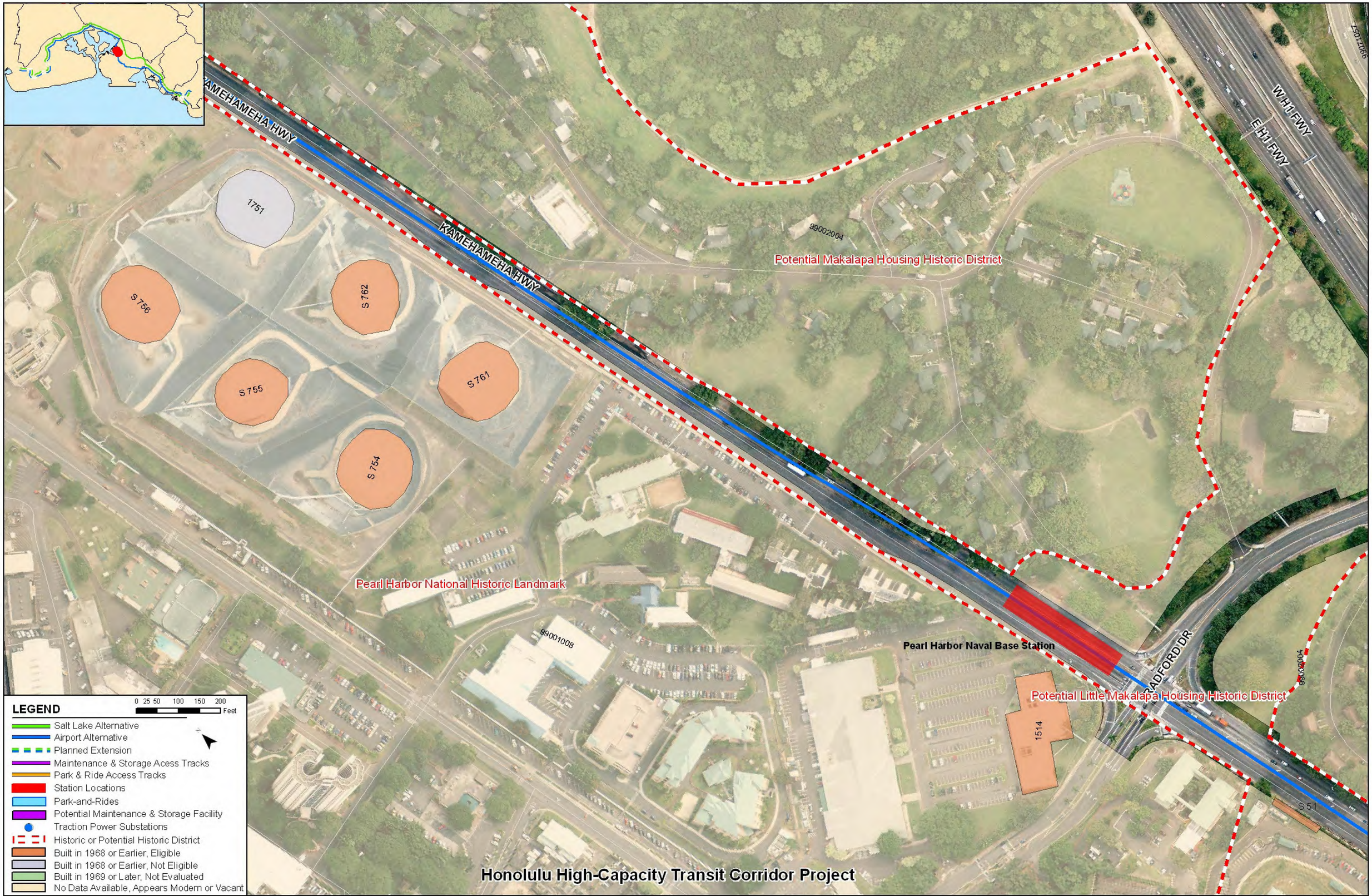
Honolulu High-Capacity Transit Corridor Project

AR00038084



06/18/2008, Pane 41

AR00038085

06/18/2008, Pane 42

11010011
11010004
E H1 FWY
W H1 FWY
W H1WB NIMITZ ON RAMP
KAMEHAMEHA HWY
W H1WB EXIT 15A KAM HWY-99 EXIT
N NIMITZ HWY
W H1WB EXIT 15B PH/HICKAM AFB EXIT
VALKENBURGH ST
N NIMITZ HWY
E H1EB NIMITZ ON RAMP
KAMEHAMEHA HWY
E H1 FWY
KAMEHAMEHA HWY
11002012
11002004
LEGEND
0 25 50 100 150 200
Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Potential Maintenance & Storage Facility
Traction Power Substations
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Honolulu High-Capacity Transit Corridor Project

AR00038087

Honolulu High-Capacity Transit Corridor Project

06/18/2008, Pane 44

AR00038088

06/18/2008, Pane 45

AR00038089

W H1 FWY
E H1 FWY
N NIMITZ HWY
KAMEHAMEHA HWY
KOAPAKA ST
UALENA ST
H1WB AIRPORT ON RAMP
AOPOKO PL
AOWENA WAY
AOWENA PL
AOLELE ST
ÖHOHIA ST
11010004
11010017
11014018
11014015
11014011
11014102
11014101
11014008
11014007
11014006
11014005
11014004
11014002
11014001
11004019
11004018
11004017
11004015
11004014
11004013
11004012
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11004009
11004008
11004007
11004006
11004005
11004003
11003011
11003010
11003009
11003038
11003035
11003001
11003174
11003144
LEGEND
0 25 50 100 150 200 Feet
Salt Lake Alternative
Airport Alternative
Planned Extension
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
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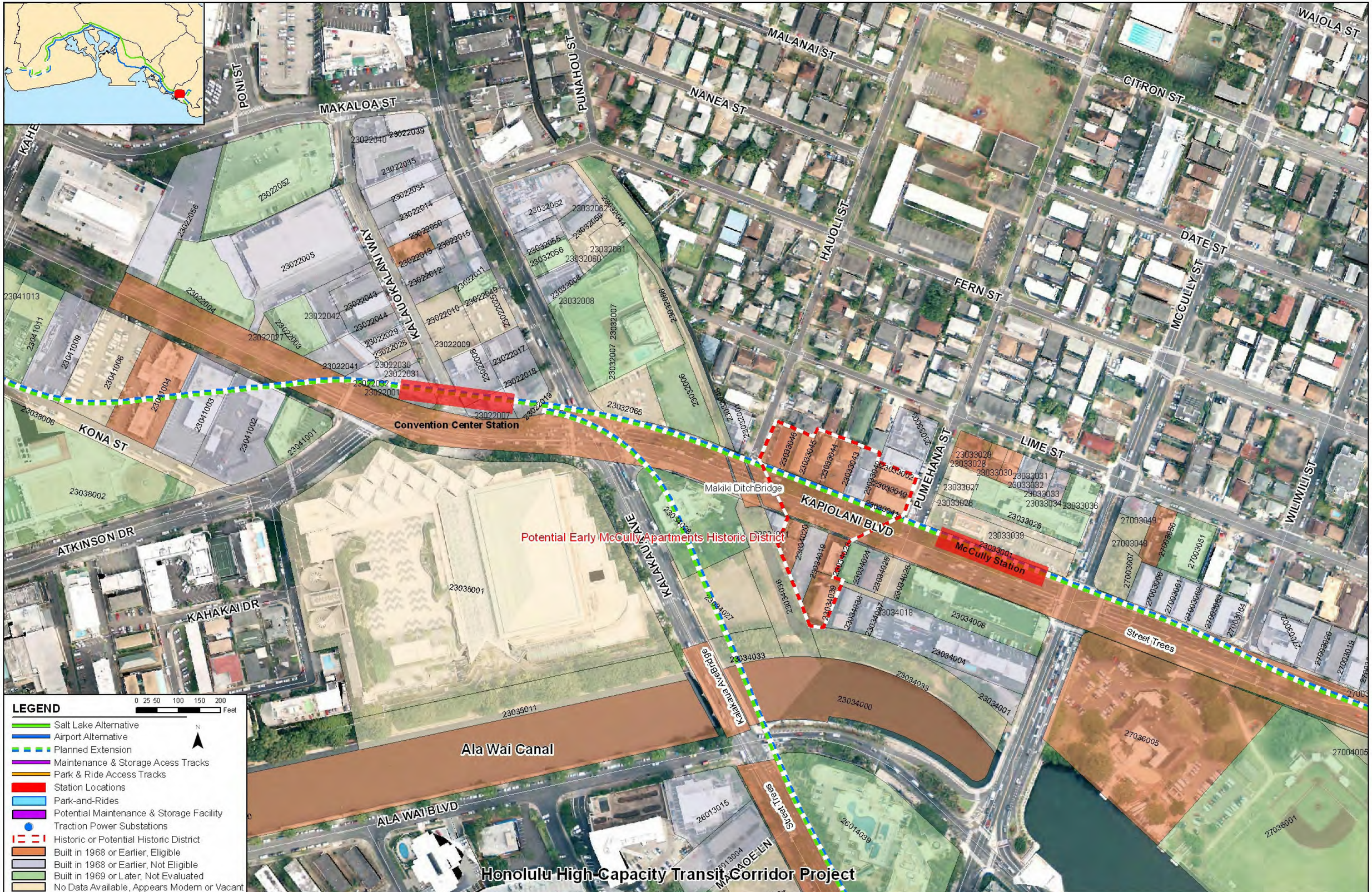
Honolulu High-Capacity Transit Corridor Project

06/18/2008, Pane 47

AR00038091

06/18/2008, Pane 47a

AR00038092


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

AR00038093

06/18/2008, Pane 49

AR00038094

06/18/2008, Pane 50

AR00038095

Honolulu High-Capacity Transit Corridor Project

06/18/2008, Pane 51

AR00038096

06/18/2008, Pane 52

AR00038097