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Subject: Honolulu Section 4(f) information

Resource	Eligibility Criteria	General Project Effect	Pages Discussed in the FEIS
Commander-in-Chief Pacific Fleet (CINCPACFLT) Headquarters – Facility 250 National Historic Landmark	Individually listed in the NRHP, though documentation does not address eligibility criteria. Assumed to be important for its historic association with Pearl Harbor Naval Base.	The Project guideway will be approximately 650 feet makai from the building and approximately 40 to 45 feet above grade. Due to topography and vegetation, the Project will be minimally visiable from select vantage points from within the property boundary. The historic setting of the property consists of its immediate surroundings, which include the drive from Kamehameha Highway (which is not part of the NHL) and the surrounding plantings. The rather dense vegetation will screen the Project from the CINCPACFLT Headquarters	5-60
United States Naval Base, Pearl Harbor National Historic Landmark	Pearl Harbor's national significance, critical support of the U.S. Navy Fleet, and establishment of the United States as a major power in the Pacific.	The Project will be located in Kamehameha Highway which is adjacent to the U.S. Naval Base Pearl Harbor NHL. The Pearl Harbor NHL is primarily in and surrounding the South Channel area of Pearl Harbor. The guideway will be a minimum of 30 feet from the mauka edge of the property's boundary. The entrances of the elevated Aloha Stadium Station and the Pearl Harbor Naval Base station were designed to touch down on the mauka side of the highway to avoid taking any of the Pearl Harbor NHL property. The noise analysis found there would be no adverse noise impacts at the World War II Valor in the Pacific National Monument per FTA impact criteria. The visual simulations illustrated that the Project will be barely visible in mauka views from the habor. As a result, the Project will not adversely affect Pearl Harbor's NHL's visual integrity. In addition, the elevated guideway will not eliminate primary views of this historic district nor alter its relationship to the water since the guideway and the stations will be on the mauka side of the busy highway.	5-58
Six Quonset Huts	Eligible for the NRHP under Criteria A for its association with the re-use of former military buildings by small businesses as well as Criterion C because it embodies distinctive characteristics of this Quonset building type. This is a relocated grouping of military	The Project will acquire approximately 10-foot-wide strip of land within the property of the Quonset huts.	5-33

	Quonset huts, which were originally erected by the military on another during WWII. Re-erected on this site sometime between 1953 and 1963.		
Wood Tenement Buildings behind Tong Fat Co.	Property determined eligible under Criterion A for its association with the development of 'A'ala neighborhood and under Criterion C as an example of the typical grouping and construction of early 20th century tenement buildings in Honolulu.	The Project entails construction of an elevated guideway that will run behind this parcel on a planned access easement through the OR&L property, 190 feet 'Ewa of the buildings. The alignment will cross through this block diagonally and connect with Nimitz Highway at Iwilei Road. No significant viewsheds were identified from this property since non-historic industrial buildings are located 'Ewa of the cleared area and constitute the building's viewshed. The Project will not substantially impair the architectural elements and historic associations.	5-63
Merchant Street Historic District		The Project entails the construction of an elevated guideway in the median of the six-lane Nimitz Highway approximately 150 feet makai of the Gibson/Honolulu Police Station Building. The guideway will not affect the primary views of the building which are from Merchant Street, Nu'uanu Avenue, and North Bethel Street. The alignment will be visible from the building only in the distance from North Bethel Street and Nu'uanu Avenue. Although currently unanticipated, there is some concern over the potential for indirect and cumulative adverse effects from changes to transportation access to the historic district.	5-64
Walker Park	Eligible under Criterion A for its association with the development of Downtown Honolulu waterfront and Central Business District and under Criterion C as an "early example of a created greenspace in the Central Business District."	The Project guideway will be approximately 50 feet makai of the park within the median of Nimitz Highway. The project will nominally affect makai views from the park but not the views of the park from the Central Business District it serves.	5-65
DOT Harbors Division Offices	Eligible under Criterion A for its association with the Harbor Commission of the Territory of Hawai'i and for its primary relationship with the water.	The Project guideway will be in the median of the six-lane Nimitz Highway approximately 70 feet mauka of the building. Views of the building from Nimitz Highway and farther mauka will be partially obstructed by the alignment. The building will still be visable from the makai side of the highway and through the columns farther mauka.	5-65
Pier 10/11 Building	Eligible for NRHP under Criterion A for its association with the maritime passenger industry	The Project guideway will be in the median of the six-lane Nimitz Highway approximately 140 feet mauka of the building. The only view that is partially affected as a result of the Project would be the view from Fort Street Mall. The Project will not	5-66

	and under Criterion C as an example of neo-classical architecture of the 1920s in Honolulu. The building derives significance from its relationship to the harbor.	substantially impair views of the building's design elements and historic associations.	
Aloha Tower	Eligible under Criterion A for its association with the development of Hawai'i as a tourist destination and for its role as a harbor control tower during World War II. Eligible under Criterion C as an example of 1920s Art Deco architecture in Hawai'i.	The Project guideway would be in the median of the Nimitz Highway approximately 420 feet mauka of the tower, the Project will not block views, although some views will be altered.	5-67
Irwin Memorial Park	Eligible under Criterion A for its association with the history of beautification efforts in the Honolulu waterfront passenger terminal area; Under Criterion B for its association with William G. Irwin, noted Hawaiian businessman; and under Criterion C for representing the work of leading Honolulu landscape architect Robert O. Thompson.	The Project would be constructed mauka of the park in the median of an adjacent highway. The Project would not obstruct excellent makai views from the park or views of the park from the harbor and Aloha Tower. There will also be no noise and vibration impacts at the park from the Project.	5-67
HECO Downtown Plant and Leslie A Hicks Building	Eligible under Criterion A for its association with the historic of electric power in Honolulu.	Associated features of the transit station, including an at-grade-level entry, escalator, and elevator shaft, as well as electrical, mechanical, and security components, will be located immediately mauka of an in the location of a small addition to the 1929 building at its 'Ewa/mauka corner and within the National Register of Historic Places boundary. These features require that approximately 7,900 square feet of area within the NRHP boundary be acquired and the metal roof of the extension be demolished. The extension is not a contributing element that makes the property eligible for the NRHP.)	5-48