PROGRAMMATIC AGREEMENT

Among the
U.S. Department of Transportation Federal Transit Administration
The Hawai‘i State Historic Preservation Officer
The United States Navy
and the Advisory Council on Historic Preservation
Regarding the
Honolulu High-Capacity Transit Corridor Project
in the City and County of Honolulu, Hawai‘i

WHEREAS, the City and County of Honolulu (City) Department of Transportation Services (DTS) is proposing the Honolulu High-Capacity Transit Corridor Project (Project or Undertaking) on O‘ahu and is seeking financial assistance from the U.S. Department of Transportation Federal Transit Administration (FTA) for the Project, which is therefore a Federal undertaking subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (16 U.S.C. § 470f) and its implementing regulation at 36 C.F.R. pt. 800; and

WHEREAS, the proposed Project is an elevated, electrically powered, fixed guideway transit system in the east-west travel corridor between East Kapolei and the Ala Moana Center via the Honolulu International Airport with an approximate length of twenty (20) miles and twenty-one (21) stations; and

WHEREAS, the City Council has authorized DTS to enter into this Programmatic Agreement (PA) through Resolution 10-305, CD 1 on November 22, 2010; and

WHEREAS, by operation of law, Section 16-129 of the Revised Charter of the City and County of Honolulu 1973, as amended, provides that all lawful obligations and liabilities owed by or to the City relating to the City’s fixed guideway mass transit system shall be assumed by the Honolulu Authority for Rapid Transportation on July 1, 2011; and

WHEREAS, pursuant to 36 C.F.R. pt. 800, the FTA has consulted with the Hawai‘i State Historic Preservation Division (SHPD), which is the State Historic Preservation Office, and the following parties:

- Advisory Council on Historic Preservation (ACHP)
- U.S. Navy (U.S. Naval Base Pearl Harbor)
- Historic Hawai‘i Foundation
- National Park Service (NPS)
- National Trust for Historic Preservation
- University of Hawai‘i Historic Preservation Certificate Program
• AIA Honolulu
• Hawai‘i Community Development Authority
• Office of Hawaiian Affairs
• O‘ahu Island Burial Council
• Hui Mālama I Nā Kūpuna O Hawai‘i Nei
• Royal Order of Kamehameha
• Ahahui Ka‘ahumanu
• Hale O Nā Ali‘i O Hawai‘i
• Māmakakaua: Daughters and Sons of the Hawaiian Warriors
• Association of Hawaiian Civic Clubs
• Ali‘i Pauahi Hawaiian Civic Club
• Ka Lei Maile Ali‘i Hawaiian Civic Club
• King Kamehameha Hawaiian Civic Club
• Nānālkapono Hawaiian Civic Club
• Hawaiian Civic Club of Wahiawa
• Aahahui Siwila Hawai‘i O Kapolei Hawaiian Civic Club
• Waikīkī Hawaiian Civic Club
• Princess Ka‘iulani Hawaiian Civic Club
• Wai‘anae Hawaiian Civic Club
• Merchant Street Hawaiian Civic Club
• Prince Kūhiō Hawaiian Civic Club
• Pearl Harbor Hawaiian Civic Club
• Hawaiian Civic Club of ʻEwa-Pu‘uloa
• Kalihi-Pālama Hawaiian Civic Club
• Hawaiian Civic Club of Honolulu; and

WHEREAS, in accordance with 36 C.F.R. § 800.10, FTA has notified the Secretary of the Interior of the consultation for FTA’s adverse effect determination that the undertaking will have an adverse effect on the United States Naval Base, Pearl Harbor National Historic Landmark (NHL), and the CINCPAC Headquarters Building 250 NHL, and as a result, the NPS has been designated to participate formally in the consultation; and

WHEREAS, the public and consulting parties have been afforded the opportunity to consult and comment on the Project; and
WHEREAS, the FTA, in consultation with the SHPD, has defined the undertaking’s Area of Potential Effects (APE) as depicted in Attachment 1 for the Airport Alternative; and

WHEREAS, the FTA, in consultation with the SHPD, has determined that the proposed Project would have an adverse effect on historic properties listed in the National Register of Historic Places (NRHP) or eligible for listing in the NRHP; and

WHEREAS, the FTA, in consultation with the SHPD, has determined that the following historic properties will be adversely affected by the Project: Honouliuli Stream Bridge; Waikele Stream Bridge and Span over OR&L Spur; 1932 Waiawa Stream Bridge; Waimalu Stream Bridge; Kalula Stream Bridge; US Naval Base, Pearl Harbor NHL; CINCPAC Headquarters Building NHL; Makalapa Navy Housing Historic District; Ossipoffs Aloha Chapel, SMART Clinic, and Navy-Marine Corps Relief Society; Hawai'i Employers Council; Afuso House; Higa Fourplex; Teixeira House; Lava Rock Curbs; Six Quonset Huts; Kapālama Canal Bridge; True Kamani Trees; Institute for Human Services/Tamura Building; Wood Tenement Buildings; Oahu Rail & Land Co. Office and Document Storage Building; Oahu Rail & Land Co. Terminal Building; Nu'uanu Stream Bridge; Chinatown Historic District; HDOT Harbors Division Offices; Pier 10/11 Building; Aloha Tower; Irwin Park; Walker Park; HECO Downtown Plant; Dillingham Transportation Building; and Mother Waldron Playground; and

WHEREAS, an adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for the inclusion in the NRHP in a manner that would diminish the integrity of the property’s location, design, setting, materials, craftsmanship, feeling, or association as summarized in Attachment 2 from the Project’s technical reports and the Project’s Final Environmental Impact Statement (EIS). Adverse effects may include reasonably foreseeable effects caused by the Project that may occur later in time, be farther removed in distance, or be cumulative; and

WHEREAS, the FTA, in consultation with the SHPD, has determined that the Project may adversely affect archaeological sites listed in or eligible for listing in the NRHP, but effects cannot be fully assessed prior to the approval of FTA financial assistance; and

WHEREAS, the FTA and the SHPD have agreed that a phased approach to identification and evaluation of archaeological sites is appropriate, pursuant to 36 C.F.R. § 800.4(b)(2); and

WHEREAS, the timing of activities listed in this PA are estimated based on FTA granting approval to enter final design in 2011, and FTA signing a full-funding grant agreement during 2012. The Project is anticipated to be completed in four construction phases: Phase I: East Kapolei to Pearl Highlands, Phase 2: Pearl Highlands to Aloha Stadium, Phase 3: Aloha Stadium to Middle Street, and Phase 4: Middle Street to Ala Moana Center. The City may request and FTA may approve minor construction on Phase I to begin prior to FTA granting approval for the project to enter final design; and
WHEREAS, the DTS has included minimization and avoidance measures during project design, including, but not limited to, narrow guideway design, route selection, station location selection, and contained station footprints, to avoid and minimize adverse effects on historic properties; and

WHEREAS, all built components will follow the Project’s Design Language Pattern Book; and

WHEREAS, consulting parties and the public will be offered the opportunity to provide ongoing comments on station design and transit-oriented development planning at neighborhood design workshops; and

WHEREAS, the City has implemented zoning “overlay districts” to preserve individual and groupings of historic and cultural resources, through the application of architectural and other design guidelines and standards for developments surrounding them; and such overlay districts are already established for Chinatown, Merchant Street, and the Hawai‘i Capital (civic center) areas; and

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

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

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

WHEREAS, the Project will cross lands controlled or owned by the federal government and is subject to an approval of that crossing by the applicable federal agencies, which may elect to adopt this PA at any time; and

WHEREAS, this PA was developed with public involvement pursuant to 36 C.F.R. § 800.2(d) and 800.6(a), and the public was provided opportunities to comment on the Project and its adverse effects; and
WHEREAS, in accordance with 36 C.F.R. § 800.6(a)(1), FTA has notified the ACHP of its adverse effect determination with the required documentation, and the ACHP has chosen to participate formally in the consultation; and

WHEREAS, the FTA, the ACHP, the U.S. Navy and the Hawaii State Historic Preservation Officer (SHPO) are signatories to this PA; and

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

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

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

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

WHEREAS, any future extensions of the Project with federal involvement would undergo a separate independent review under the National Environmental Policy Act and Section 106 of the NHPA, and any such review will be guided by the approaches to treatment of historic properties included in this PA; and

WHEREAS, unless defined differently in this PA, all terms are used in accordance with 36 C.F.R. § 800.16; and

NOW, THEREFORE, FTA, ACHP, the Hawai‘i SHPO and the U.S. Navy agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the adverse effect of the undertaking on historic properties.
STIPULATIONS

The FTA will ensure that the terms of this PA are carried out and will require, as a condition of any approval of federal funding for the undertaking, adherence to the stipulations set forth herein.

I. Roles and Responsibilities

A. FTA Responsibilities—In compliance with its responsibilities under the NHPA, and as a condition of its funding award to the City under 49 U.S.C. § 5309 and any other subsequently identified FTA funding of the Undertaking, FTA will ensure that the City carries out the stipulated provisions of this PA in accordance with any applicable ACHP policy statements and guidelines.

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

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

D. U.S. Navy Responsibilities—The U.S. Navy will work with the City, FTA, other signatories and consulting parties, and their contractors to coordinate and assist where necessary, in carrying out the stipulations listed below that affect Navy interests and Navy properties.

E. City Responsibilities—The City shall represent the interests of FTA and coordinate all activities described in the PA to carry out the stipulations below. The City will consult with the SHPD and other agency staff, as appropriate, in planning and implementing the stipulations of this PA. The City shall submit all plans and documents required by this PA in a timely and accurate manner to the SHPD and other agencies, as stipulated, for review. The City shall also ensure that all treatment measures developed by the City and as a result of consultation are compliant with government-wide policies and regulations.

F. Qualifications of Personnel—Unless otherwise specified, all work carried out under the terms of this PA shall be conducted and/or supervised by cultural resources professionals (historians, architectural historians, historic architects, and/or archeologists, as appropriate) who meet the Secretary of the Interior’s Professional Qualification Standards set forth in Procedures for State, Tribal, and Local Government Historic Preservation Programs, 36 C.F.R. pt. 61, Appendix A.

G. The City shall provide an architectural historian through the completion of Project construction, who meets the qualifications described in Stipulation I.E for the purpose of coordinating Section 106 Project activities with other City departments (e.g., Department of Planning and Permitting (DPP)) and to ensure consideration of historic preservation in TOD and other development projects along the Project corridor.
H. PA Project Manager
The City shall fund an independent PA Project Manager (Kako‘o) within six (6) months of the PA being signed to assist with the coordination of all reviews and deliverables required under the terms of the PA.

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

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

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

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

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

In addition, the City shall continue to engage, as part of its Project design team, consultant(s) which have professional qualifications meeting Secretary of the Interior’s professional standards in the areas of history, archaeology, architectural history, architecture, or historic architecture, as appropriate, to carry out the specific provisions of this PA. The City shall also continue to be responsible for the performance of further studies, evaluations and other tasks required to meet the Stipulations set forth in this PA.

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

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

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

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

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

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

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

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

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

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

10. Collect any comments from the consulting parties that identify impacts different from those stated in this PA to historic properties located within the APE for City and FTA processing. The Kako'o shall research the issues presented as described in Appendix A and prepare a recommendation for the disposition of the request and action by FTA. The notification process for consulting parties to submit requests for consideration is outlined in Appendix A of this PA.
11. Provide administrative support and technical assistance required by the consulting parties to meet the terms of this PA such as the timely submission of deliverables and the issuance of regular public updates regarding historic preservation issues.

12. Develop a best practice manual related to historic properties and a Section 106 “lessons learned” case study on the Project that may be helpful to future Section 106 processes on this and other projects. The best practice manual and “lessons learned” case study will be made available to the consulting parties and other interested parties within one (1) year of the completion of Phase 1 construction. When complete, FTA will make the best practice manuals available on their public website.

II. Traditional Cultural Properties

A. Through preliminary cultural resources research for the Project, the FTA and the City have only identified one Traditional Cultural Property (TCP), the Chinatown Historic District. Within thirty (30) days of execution of this PA, the City shall undertake a study, at the request of the consulting parties, to determine the presence of previously unidentified TCPs within the APE, which includes cultural landscapes if present. Prior to construction commencement, the City shall meet with the SHPD, consulting parties, and other parties with expertise, including Native Hawaiian organizations (NHOs) to discuss and identify potential TCPs, as defined by the National Register Bulletin 38, Guidelines for Evaluating and Documenting Traditional Cultural Properties. Building on cultural practices analysis already completed to address Act 50, Session Laws of Hawaii 2000 requirements, the City shall undertake studies to evaluate these TCPs for NRHP eligibility in accordance with guidance in National Register Bulletin 38. The TCP study shall be completed by qualified staff with experience in ethnographic studies and TCP assessments for NRHP eligibility.

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

The City shall implement the following archaeological stipulations before each of the four construction phases.

A. Initial Planning

1. The APE for archaeological resources is defined as all areas of direct ground disturbance by the Project. This APE for archaeology includes any areas excavated for the placement of piers to support the elevated structures, foundations for buildings and structures, utility installation, grading to provide parking, or other construction-related ground disturbance, including preparation of construction staging areas. The APE includes the new location of any utilities that will be relocated by the Project.

2. The City shall develop an Archaeological Inventory Survey (AIS) Plan for the APE for each construction phase and shall submit it to the SHPD. The SHPD will provide comments to the City to be taken into account in revising the AIS plan or accept the AIS Plan within thirty (30) days. The AIS Plan shall follow the requirements of Hawai'i Administrative Rules (HAR) Chapter 13-276, Rules Governing Standards for Archaeological Inventory Surveys and Reports.

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

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

1. Within sixty (60) days of execution of this PA, the City shall consult with the OIBC, lineal and cultural descendents, NHOs and other interested parties that are identified in discussion with OIBC, about the scope of investigation for the AIS Plan for construction of Phase 4. The City shall provide preliminary engineering plans and existing utility maps to assist in the scoping process. The AIS Plan will provide for investigation of the entire Phase 4 area, including from Waiakamilo Road to Ala Moana Center. In the portion of Phase 4 with the greatest potential for resources as identified in the Honolulu High-Capacity Corridor Project Archaeological Resources Technical Report (RTD 2008n), the AIS Plan will evaluate all areas that will be disturbed by the Project. The AIS Plan will include a review of historical shoreline location, soil type, and, where indicated by conditions, the survey measures listed in Stipulation III.C, including subsurface testing, for each column location, utility relocation, and major features of each station and traction power substation location based on preliminary engineering design data. The AIS Plan shall be submitted to the SHPD within four (4) months of execution of this PA. SHPD will provide comments on the AIS Plan to the City within sixty (60) days. The City will incorporate any timely
comments in revising the AIS Plan. Archaeological investigation will begin following approval of the AIS Plan by the SHPD.

2. The City shall complete the AIS for Phase 4 (Middle Street to Ala Moana Center) prior to beginning final design for that area.

3. The City shall inform OIBC of the status of the AIS. The City will continue to meet regularly with the OIBC, either as a taskforce, or with the council of the whole, for the duration of the construction period of the Project.

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

5. Dispute Resolution Specific to Stipulation XIV.C: Should the parties identified in this stipulation be unable to resolve elements identified in this stipulation, the parties would first consult with the signatories to this PA for guidance. Should the parties still be unable to resolve the dispute, the provisions of Stipulation XIV.C would take effect.

C. **Fieldwork**—The City shall conduct archaeological fieldwork as presented in the AIS Plan. For construction Phases 1, 2 and 3, the archaeological fieldwork shall be completed in advance of the completion of final design for each phase so that the presence of any sensitive archaeological sites/burials discovered during fieldwork may be considered during final design and measures incorporated to avoid and/or minimize adverse effects on historic properties. The City shall inform OIBC of status of the archaeological investigation. Fieldwork required by the AIS Plan shall include, but not be limited to, the following:

1. **Reconnaissance survey (archival research and visual inspection by pedestrian inventory) within the APE,**
2. A sample survey of subsurface conditions with ground-penetrating radar (GPR), and subsurface inspection as warranted,

3. A subsurface testing regime for locations identified in the AIS Plan,

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

5. Draft and final reports summarizing the results of the fieldwork and analysis shall be submitted to the SHPD for review and approval.

D. Treatment Plans—Based on the results of the AIS fieldwork and in consultation with the SHPD, the City shall develop a specific treatment plan to avoid, minimize, or mitigate adverse effects on historic properties including archeological sites and burials pursuant to applicable state laws, including HRS Chapter 6E, Historic Preservation, and HAR Chapter 13-300, Rules of Practice and Procedure Relating to Burial Sites and Human Remains, for each construction phase. Treatment plans shall be submitted to the SHPD for approval. Upon approval by the SHPD, the City shall implement the treatment plan.

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

2. The City confirms that guideway columns may be relocated a limited distance along the guideway at most column locations, straddle-bent supports may be used, or special sections developed to modify span length allowing for preservation in-place to be viable in those locations. If the OIBC determines that a burial is to be relocated, the City will consult with the OIBC to determine appropriate reinterment, which may include relocation to Project property in the vicinity of the discovery.

E. Mitigation Plans—Subsequent to the archaeological fieldwork and development of the treatment plan, the City, in consultation with the SHPD, shall develop mitigation plans as appropriate. The mitigation plans may include the following:

1. Archaeological Monitoring Plan

   a. The City may develop an archaeological resources monitoring plan specifying the locations within the construction area that require a monitor and describing the level of monitoring necessary. The monitoring plan will be developed and implemented by a qualified archaeologist, meeting the Secretary of the Interior’s Professional Qualification Standards for Archeology, 48 Fed. Reg. 44738-9 (Sept. 29, 1983).

   b. The City shall develop a follow-up monitoring report per HAR § 13-279-5 for the Project and shall submit it to the SHPD for approval. The monitoring report, if it contains the location and description of human...
burial remains discovered during the course of the Project, shall remain confidential. Precise location data may be provided in a separate confidential index. The monitoring report for the construction phase of the Project shall be submitted by the City to the SHPD no later than ninety (90) days after the completion of construction of that phase.

2. Data Recovery Programs
   a. Data Recovery Programs (including Data Recovery Plans and Data Recovery Reports) will be prepared by the City as appropriate in consultation with the SHPD. Data Recovery Programs shall be submitted for review and approval by the SHPD.
   b. Whenever possible, technological means will be used to avoid potential human remains and archaeological resources to minimize disturbance.
   c. Completion of data recovery work must be verified by the SHPD prior to initiation of construction within the area of these sites.
   d. Data recovery plans that specify the disposition of recovered objects shall be submitted by the City, in consultation with the FTA and the Navy (as applicable), to the SHPD for review and approval and shall be in compliance with applicable laws, such as HAR Chapter 13-278, Rules Governing Standards for Archaeological Data Recovery Studies and Reports, and should be consistent with 36 C.F.R. Part 79, Curation of Federally-Owned and administered Archaeological Collections.

F. Curation—The City will curate recovered materials in accordance with applicable laws, such as HAR Chapter 13-278 and 36 C.F.R. 79. The City shall consult with public and private institutions to pursue an opportunity to provide public access to the recovered materials. Interpretive materials as described in Stipulation VII of this PA at one or more stations may incorporate archaeological materials recovered during development of the Project.

Any human remains found on lands owned or controlled by the federal government will be addressed in accordance with NAGPRA in coordination with the affected land management agency.

IV. Design Standards
   A. The City shall develop standards for, and maintain and update the Project’s Design Language Pattern Book for use in all Project elements. The pattern book shall be available electronically. For stations within the boundary of or directly adjacent to an eligible or listed historic property, the City shall comply with The Secretary of the Interior’s Standards for the Treatment of Historic Properties, 36 C.F.R. pt. 68, and will make every reasonable effort to avoid adverse effects on historic properties. If the FTA,
the City and the Kako’o find that the standards cannot be applied, the City shall consult with the consulting parties to develop a treatment plan to minimize and mitigate adverse effects on the historic property.

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

C. At the earliest practicable time during preliminary engineering, prior to Project entry into final design, the City shall provide preliminary engineering design plans for built components of the Project, such as stations, guideway, and directly related Project infrastructure improvements, to consulting parties for review and comment. For stations within boundaries of or directly adjacent to listed or eligible historic properties, the City shall also provide plans during the final design phase. The consulting parties shall provide the City with comments on the plans within 30 days of receipt. The City shall consider and provide written documentation of that consideration on the project website of all comments provided by the consulting parties prior to completing preliminary engineering or final design plans.

V. Recordation and Documentation

A. Within ninety (90) days of execution of this PA, the City shall complete draft historic context studies related to relevant historic themes within the APE. This type of study assists in documenting the history of the affected area and may be used in developing NRHP nominations for historic properties in the area.

1. The City will develop a draft scope of work for the studies describing the context themes, research methodology, report format, photography specifications, and schedule for completion. The City will circulate a draft scope of work to the consulting parties.

2. Any comments received by the City from consulting parties within thirty (30) days of receipt of the draft scope of work will be considered by the City in developing a final scope of work in consultation with the SHPD.

3. Initial field work and photography for each study theme shall be completed prior to construction commencement in relevant geographic areas.

4. The City shall submit draft context studies to the SHPD for review, and all comments provided by the SHPD will be reconciled in consultation with the City within thirty (30) days while preparing the final studies.

5. Copies of the final studies shall be distributed to repositories listed in Stipulation XIV.E.5.
B. The City shall complete Cultural Landscape Reports (CLR) related to historic properties along the Honolulu High-Capacity Transit Corridor.

1. Within ninety (90) days of execution of this PA, the City shall develop a draft scope of work for the CLRs describing the cultural landscapes to be studied, research methodology, report format, photography specifications, and project schedule. All work shall follow NPS guidance and standards, as appropriate, including National Register Bulletin 30, *Guidelines for Evaluating and Documenting Rural Historic Landscapes* and National Register Bulletin 18, *How to Evaluate and Nominate Designed Landscapes*, as well as relevant information presented in NPS, *Guidelines for the Treatment of Cultural Landscapes*. The City shall circulate a copy of the draft scope of work to the consulting parties.

2. Any comments received by the City from consulting parties within thirty (30) days of receipt of the draft scope of work will be considered by the City in developing a final scope of work in consultation with the SHPD.

3. Initial field work and photography for each study area shall be completed prior to construction commencement in that area.

4. The City shall submit draft CLRs to the SHPD and consulting parties for review based upon a distribution list defined in advance in cooperation with the consulting parties. The SHPD will provide comments within thirty (30) days of receipt of draft materials. SHPD will have forty-five (45) days for review if multiple reports come in within ten days of each other. The City will consider all comments from the consulting parties and stakeholder groups while preparing final versions.

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

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

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

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

3. The City shall ensure that final HHH documentation is completed for a property and accepted by NPS prior to commencement of activities that could impact the historic property and/or affect its integrity.
4. The NPS shall provide comments on draft report submittals within 30 days of receipt and will provide comments on final report submittals within 30 days of receipt. If the City includes multiple reports in a submittal or submits multiple reports within a 10-day period, NPS will be allowed 45 days for review.

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

D. The City shall engage a professional photographer to complete archival photography to NRHP standards for all resources that received adverse effect determinations that are not subject to HHH documentation under Stipulation V.C. Photographic documentation will include, at a minimum, representative views of relevant historic structures associated with each historic property, and representative views of the surrounding setting of each historic property. These photographs will be offered to the repositories listed in Stipulation XIV.E.5. Per the schedule established by Stipulation XIV.E.3, the City shall consult with the SHPD to determine an appropriate level of written documentation for each above-ground historic property that is not documented under Stipulation V.C or VI. The SHPD will review this documentation upon completion.

E. The City shall have digital photographs taken by a professional photographer, in conjunction with the input of a supervising architectural historian, to document select resources and view sheds within the APE. These photographs shall be taken prior to construction commencement and shall be used for interpretive materials, publications, cultural landscape reports, and historic context studies. Photographs will focus on NRHP-eligible resources and unique landscape features. Approximately 150 views will be submitted. These photographs will be housed at the City Municipal Library with copies submitted to the SHPD.

F. The City shall take a comprehensive video of the Project corridor prior to construction commencement. Video documentation shall be completed by a professional videographer and will consist of unedited footage filmed from a moving vehicle. The Project corridor shall be filmed from the vehicle in each direction, from Ala Moana to 'Ewa, and 'Ewa to Ala Moana. This film will be housed at the City Municipal Library with a copy submitted to the SHPD.
VI. National Register of Historic Places/National Historic Landmark Nominations

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

1. The City and SHPD will consult with property owners to obtain access and determine their consent to the proposed listing. Listing procedures shall be consistent with HAR Chapter 13-197, Practice and Procedure before the Hawaii Historic Places Review Board and HAR Chapter 13-198, The Hawaii and National Registers of Historic Places Programs. Should owners object to listing or access, the City shall document the properties to the extent possible from public right-of-way and using available research or alternative properties may be selected by the City, in consultation with SHPD, for documentation. The SHPD will determine appropriate listing procedures according to Hawai'i Administrative Rules for the properties whose owners do not consent.

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

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

4. The City shall submit a draft MPS nomination form to the SHPD and NPS for review and comment. The SHPD and NPS will provide any comments within thirty (30) days of receipt. The City shall consider all timely comments while preparing the final MPS documentation.

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

1. The City shall complete NRHP nomination forms and/or amendments for all 31 of the 33 properties (Attachment 2) that received adverse effect determinations located along the Project corridor (note that two resources are NHLs and are addressed in Stipulation VI.B). The City shall complete NRHP nomination forms for the potential Little Makalapa Navy Housing Historic District—although FTA has determined that the Project will have no adverse effect on this potential district. See Section 4.16 of the Project's Final EIS. The City will consult with the SHPD to determine if nomination forms for properties already listed in the NRHP should be updated and/or amended. The City and SHPD will consult with property owners to obtain access and determine their consent to the proposed listing. Should owners object to listing or access, the City shall document the properties to the extent possible from public right-of-way and using available research. This information will be provided to the SHPD, who will determine appropriate listing procedures according to Hawai'i Administrative Rules for owners who do not consent. All work shall conform to guidance presented in relevant National Register Bulletins. The City will complete all appropriate accompanying documentation, including photographs and mapping.

2. The City will submit draft nomination forms to the SHPD for review. The SHPD will provide comments within thirty (30) days of receipt. The City will consider the comments and submit final NRHP nomination forms following the established procedures of the National Park Service under 36 C.F.R. § 60.6(g). Final nomination forms will be completed before the Project begins revenue service operations.

In addition, the City shall complete nomination forms for Makalapa Navy Housing District and the Little Makalapa Navy Housing District, shall provide the forms for review by the SHPD and the Navy, and submit the nominations forms to the National Park Service under 36 C.F.R. § 60.6(g) or, if the Navy chooses, under 36 C.F.R. § 60.9. Final nomination forms shall be submitted to the National Park Service prior to the second Pearl Harbor Station design workshop as described in Stipulation IV.B.

3. The City will also coordinate with the SHPD to nominate these historic properties to the Hawai'i Register of Historic Places if they are not already included.

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

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

F. The City shall develop a searchable database of historic properties within the APE in a format suitable for public use. The database will include an interactive geographic component and include property information (e.g., property name, address, tax map key, construction date, architect, etc.). The City will initiate database development prior to construction commencement and will update and maintain the database for the duration of this PA. The Navy reserves the right to approve the inclusion of any Navy historic properties in any public database.

G. The City will consult with the SHPD to develop a strategy for making this database and its information available to any organization with the authority and ability to develop, maintain, and support a public research database at the end of construction.

VII. Educational and Interpretive Programs, Materials, and Signage

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

A. The City shall complete an interpretive plan for the Project area and install interpretive signage at appropriate locations. The interpretive plan will highlight historical themes (e.g., Native Hawaiian History, Native Hawaiian Culture, Immigrant History, Plantation Culture, Architecture, Government, Agriculture, Transportation, Military, etc.) and will interpret these themes at an appropriate station location. Interpretive signage will be installed at or near relevant transit stations and, where appropriate, inside transit vehicles.

B. The City shall complete a color brochure describing the history of the area along the transit line. All materials shall also be produced in a digital format for electronic and/or online distribution. Upon completion, 1,000 physical copies of the product shall be printed and made available at stations to transit riders.

C. The City shall prepare materials for children, such as a coloring book or child-friendly game that would educate children about relevant local history. The materials shall be prepared by professional historians and a professional illustrator. The City shall solicit student input to propose and develop the content for the materials. All materials shall also be produced in a digital format for electronic and/or online distribution. The materials will be available on the Project website.

D. The City shall establish a Humanities Program that will explore human histories, cultures, and values. This program will enhance visitor and resident exposure to the depth of history and culture in the vicinity of the Project. The Humanities Program will educate the public about important topics in Hawaiian history through conferences/seminars, research fellowships, media programs, exhibits, lectures, and publications. The Humanities Program will also consider conducting select architectural surveys as a component of the potential program that may inform other program
aspects. The City will develop this program's goals in consultation with consulting parties, and the City will provide one hundred thousand dollars ($100,000) to fund this program. The City will establish subcommittees to achieve the goals of the Humanities Program and meet at agreed-upon intervals. In the absence of additional funding from the City, the Humanities Program will continue until all designated funds are exhausted or until revenue service begins, whichever occurs later.

E. The City will develop and implement an educational effort/program to encourage the rehabilitation of historic properties located along the transit route. This effort will include printed and electronic information about proper rehabilitation practices; benefits of historic designation; financial incentives available for eligible properties; and existing resources for assistance in pursuing these options. The City will hold two meetings and/or public workshops with owners of historic properties to disperse this information. The City will invite all owners of eligible or listed properties located within the APE and also within a 2,000-foot radius of station locations to the two meetings/workshops and will also announce the meetings/workshops to the public on the Project website. The meeting/workshops will be completed before revenue service begins. At the conclusion of the effort, the City will submit a summary report to the consulting parties.

F. Based on the content developed in Stipulation VII.A, the City will develop an educational field guide of the historic properties (including historic districts) along the transit route. The City will make the field guide available to the public in both print and electronic formats.

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

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

VIII. Mitigation for Specific Historic Properties

A. All lava rock curbstones removed along the edges of pavement because of Project-related work shall be retained by the City for reuse and reinstallation. The stones will be marked prior to removal, stored securely, and replaced at their approximate original mile-point locations prior to the beginning of revenue service operation. Any stones that are damaged or destroyed during extraction or reinstallation shall be replaced with in-kind materials.
B. The bridge rails on the Kapalama Canal Bridge must be replaced or retrofitted to meet current safety standards. The City will maintain or replace the rails to match the appearance of the historic rails and to maintain existing views to and from the bridge. The City shall consider *The Secretary of the Interior’s Standards for the Treatment of Historic Properties*, 36 C.F.R. pt. 68, in developing draft plans to provide to SHPD for review per Stipulation IV.

C. The City will replace true kamani trees within the corridor as close as feasible to the current location of the group of 28 true kamani trees on the makai side of Dillingham Boulevard that will be removed. The City will replace the trees prior to revenue service operation. In consultation with the SHPD landscape plans will be developed by the City during final design so that new plantings will provide similar advantages to the community. If new plantings do not provide "equitable mitigation" (e.g., older mature trees that are removed), additional younger trees will be planted that will, in time, develop similar benefits.

D. Improvements to Adversely Affected Parks

1. The City will invite consulting parties, property owners, and other stakeholders to participate in a kick-off meeting to discuss improvements to adversely affected historic parks. Based upon design standards contained in Stipulation IV, and considering comments offered at the kick-off meeting, the City will develop and circulate a draft park improvement plan to consulting parties. The City will consider all comments received within thirty (30) days while preparing the final plan in consultation with the SHPD.

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

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

4. Project funds in the sum of seven hundred fifty thousand dollars ($750,000) shall be budgeted for implementation of the parks improvement plan. Should the City, following consultation with consulting parties, property owners, and stakeholders, determine that circumstances preclude improving these parks, Project funds budgeted for parks shall be transferred for use to the Honolulu High-Capacity Transit Corridor Project Historic Preservation Committee (Stipulation IX.B).

IX. Measures to Address Reasonably Foreseeable Indirect and Cumulative Effects Caused by the Project

A. The City shall include a staff position for a qualified Project architectural historian, defined in Stipulation I.F. The architectural historian shall oversee completion of the
stipulations of this PA, coordinate with the SHPD, Kako'o and other consulting parties, and coordinate with the Department of Planning and Permitting (DPP) regarding land use planning activities, including the integration of transit-oriented development with historic preservation in the vicinity of Project stations.

B. The City, in consultation with the consulting parties, shall create, chair, and provide technical, administrative, and financial support for the operation of a Honolulu High-Capacity Transit Corridor Project Historic Preservation Committee (HPC). The City shall allocate two million dollars ($2,000,000) within the Project's budget to fund the program administered by the HPC. The City will create and schedule the first meeting of the HPC within three months after execution of this PA. Prior to the creation of the HPC, the City will submit to the SHPD for approval, a list of the agencies, groups, and organizations that will be invited to be represented and serve on the HPC. The HPC shall comprised the following seven (7) members: the director of DTS, or his designee, to serve as a voting member and chair of the HPC; one representative, or its designee, from each of the following: SHPD, DTS, and DPP; and one representative each from three (3) non-governmental groups or organizations with expertise in historic preservation, cultural resources, architecture, planning, or landscape architecture. The HPC shall establish the goals, criteria, program guidelines, administrative procedures, and funding distribution for the disposition of these funds that will be provided by the City for exterior improvements to both Project related and other eligible or listed historic properties (including contributing resources within historic districts) within the Project's APE consistent with The Secretary of the Interior's Standards for the Treatment of Historic Properties, 36 C.F.R. pt. 68, accomplished through grants provided under this section. The HPC shall also consult with the City and SHPO on the existence of potential unforeseen adverse effects as a result of Project actions on the Chinatown and Merchant Street Historic Districts.

The HPC shall identify and select an entity or entities that will administer the funds for the purposes established. This entity or entities shall be compliant with the requirements of ROH Chapter 6, Article 29, as amended, Standards for the Appropriation of Funds to Private Organizations. The City will dissolve the HPC when the funds are exhausted, but not before six (6) months after completion of the Project and no later than three (3) years after completion of the Project, whichever occurs first.

C. To examine Project impacts related to development along the Project corridor, the City shall monitor the proposed demolition of resources built before 1969 within the APE and within a 2,000-foot radius of each station. This shall occur by monitoring demolition permits. The City shall establish a baseline for demolitions by calculating an annual average and standard deviation of demolitions that occurred within these areas between 2005 and 2008. The City shall include this baseline data and an explanation of its relevance to project planning and implementation in the first six-month report submitted pursuant to Stipulation XIV.E.3. The SHPD shall provide location information on previously identified eligible or listed historic properties within the 2,000-foot radius of each station location. If and when in any year during project construction the number of demolitions of listed or eligible resources within the APE or resources within the
station areas built before 1969 is greater than one standard deviation above the baseline, then the City shall notify the consulting parties during each scheduled quarterly and annual review of the PA.

D. If any Signatory to this PA finds during the duration specified in Stipulation XIV.D that there is likely to be a significant adverse indirect or cumulative effect on a resource determined eligible for the National Register as part of the Section 106 process for this project and that the adverse effect was not evaluated in this PA, that Signatory shall notify FTA. Post-review direct effect discoveries are handled in stipulation XII.A.

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

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

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

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

2. City shall request all City agencies that are constructing projects related to the Project within the Two Historic Districts to submit preliminary documents to the City to allow coordination of the Project activities with such other work and to allow the City’s assessment of the Project to include the potential for unanticipated cumulative adverse effects on the Two Historic Districts.

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

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

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

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

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

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

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

Numeric limits and monitoring measures will be developed to minimize noise and vibration impacts. Vibration criteria included in Table 12-3, Construction Vibration Damage Criteria, of the FTA Guidance Manual will be applied. Note that most historic properties in the corridor are non-engineered timber or masonry; a criterion of 0.2 inches per second of peak particle velocity would be applicable to these structures. Noise and vibration mitigation strategies will be included in the Noise and Vibration Mitigation Plan.

B. Before Project construction begins, the City shall meet with the construction contractor(s) to review and transmit the CMP.

C. The City will monitor Project construction to ensure that the measures in the CMP are implemented and shall provide a record of monitoring activities in progress reports prepared pursuant to Stipulation XIV.E.

D. With the cooperation of the Navy, the City shall complete post-construction noise monitoring as stipulated in the Project’s Final EIS within U.S. Naval Base, Pearl Harbor NHL.

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

XI. City Contractors and Contract Adherence to PA

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

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

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

a) Illegal collection and disturbance of historic and prehistoric cultural materials, including human remains.
b) Scope of applicable laws and regulations.
c) Initial identification and reporting of archeological materials, human remains, and historic buildings or structures that may potentially be discovered during the course of their work.

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

XII. Post-Review Discoveries

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

B. Because of the linear nature of the Project and because any areas excavated for the placement of piers to support the elevated structures, foundations for buildings and structures, utility installation, grading to provide parking, or other construction-related ground disturbance, including preparation of construction staging areas and the new location of any utilities that will be relocated by the Project, will be the subject of a comprehensive AIS, post-review archaeological discoveries after completion of AISs are not anticipated.

In the event of any inadvertent discoveries of burials, the OIBC shall be included in consultation as specified in HAR § 13-300-40. When suspected human skeletal remains are found, the City shall ensure that all work in the vicinity stops and that a City
archaeologist will secure the area to avoid any additional disturbance, pursuant to HRS § 6E-43.6. If the remains are identified to be human, the City will notify SHPD as required by law. (Non-human remains that are determined by the Project archaeologist not to be a protected resource will be documented in Project files and no further action taken.) With confirmed human skeletal remains, the archaeologist must also notify the OIBC, the County Coroner's Office, and the County Police Department. With all inadvertent burial finds, SHPD determines burial treatment, either preservation in place or relocation, in consultation with the landowner, the district representative of the OIBC, and any recognized cultural or lineal descendents or NHOs for the Project. Pursuant to §§ 6E-43.6(c) and (d), SHPD has one (1) day to make its treatment determination for single burials and two (2) days for multiple burials found on O'ahu. Recognizing the extent of the Project and the sensitivity of any discoveries, the Project will allow an extended time for SHPD determination of treatment by an additional three (3) days for a total of four (4) days for single burials and five (5) days for multiple burials; provided that this extension of time shall not affect other obligations, duties, or responsibilities required under HRS Chapter 6E and applicable regulations. Information generated in the AISs in Stipulations III.B, III.C and III.D will assist SHPD and OIBC in identifying and notifying lineal and cultural descendants and defining a treatment plan since background research is an integral component of the AIS. Construction must remain halted in the vicinity of the burial find until SHPD’s treatment decision has been carried out or any other requirements of law have been met.

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

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

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

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

3. The City will document burial treatment in either a “burial site component of an archaeological data recovery plan” for burials that are relocated, or a “burial site component of an archaeological preservation plan” that documents the burial
treatment that was carried out. These plans/reports document the conditions of the discovery, the burial treatment, access and any subsequent measures that have been agreed to by the landowner to safeguard either the relocation site or the preserve site. The City will record preserved or relocated burial sites with the Bureau of Conveyances so that the burial sites are not further disturbed in the future.

D. Any human remains found on lands owned or controlled by the Federal government will be addressed in accordance with NAGPRA in coordination with the affected land management agency.

XIII. Public Information

Elements of public involvement and information are included throughout this PA. In addition, the City shall undertake the following:

A. To keep the public informed about PA implementation, the semi-annual progress reports described in Stipulation XIV.E will be posted on the Project website.

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

C. At any time during implementation of the activities covered in this PA, should an objection pertaining to this PA or the effect of any activity on historic properties be raised by a member of the public, FTA will notify the signatories to this PA and take the objection into account, consulting with the objector, and should the objector so request, with any of the parties of this PA, to resolve the objection.

XIV. Administrative Provisions

A. Implementation Schedule—Within sixty (60) days of the execution of this PA, the City shall develop a schedule for the implementation of the provisions of this PA. The City will submit the schedule to the signatories and concurring parties for review and comment. The final schedule will include timelines and milestones for completion of deliverables and will be posted on the Project website. The City will update the schedule to reflect Project changes and will notify the signatories and concurring parties of any alterations to the schedule.

B. Project Modifications—Should the Project alignment be changed in any way that FTA determines results in a change to the APE, the City shall update the APE maps, and FTA and the City, in consultation with other consulting parties, shall ensure that the requirements of this PA are met, after further consultation and assessment of effects, with regard to the new portions of the APE.
C. Dispute Resolution—Should any Signatory or Invited Signatory to this PA object to any action proposed pursuant to the PA, the FTA shall consult with the objecting party to resolve the objection. If the FTA determines that the objection cannot be resolved, the FTA shall forward all documentation relevant to the dispute, including FTA’s proposed resolution, to the ACHP.

1. Within thirty (30) days after receipt of all pertinent documentation, the ACHP shall provide the FTA with its advice on the resolution of the objection. FTA will then prepare a written response that considers any timely advice offered by the ACHP or by other signatories to the PA. FTA will provide all consulting parties with a copy of this written response and proceed according to its final decision.

2. If the ACHP does not provide its advice regarding the dispute within thirty (30) days of receiving appropriate documentation about the dispute, FTA may make its final decision on the dispute and proceed accordingly. Prior to reaching a final decision, FTA shall prepare a written response that considers any timely comments by other signatories to the PA and provide them and the ACHP with a copy of that response.

3. The responsibility of the FTA and the City to carry out all actions that are required by this PA and are not affected by the dispute remains unchanged.

D. Duration

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

E. Monitoring and Reporting

1. Any Signatory to this PA may request, at any time, a review of the implementation of the terms of this PA.

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

3. Every six (6) months following the execution of this PA, until it expires or is terminated, the City shall provide all signatories to this PA a summary report detailing the work undertaken pursuant to its terms. Such report shall include
any scheduling changes proposed, any problems encountered, and any disputes
or objections received during efforts to carry out the terms of the PA.

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

5. Work products not containing sensitive information will be submitted to the
following repositories so that the information generated is made available to the
public: SHPD, State Publications Distribution Center (15 copies), University of
Hawai'i, and the Municipal Library (3 copies).

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

G. Coordination with Other Federal Involvement—In the event that the City or
other agency applies for additional federal funding or approvals for the Honolulu High-
Capacity Transit Corridor Project and the undertaking remains unchanged, such funding
or approving agency may comply with Section 106 of the NHPA by agreeing in writing to
the terms of this PA and notifying the signatories. Any necessary amendments will be
considered in accordance with Stipulation XIV.H.

H. Amendments—Any Signatory to this PA may propose that this PA be amended,
whereupon the signatories to the PA shall consult to consider such amendment. Any
amendment must be agreed to in writing by all signatories. The amendment will be
effective on the date a copy with all signatures is filed with the ACHP.

I. Termination—If any Signatory to this PA determines that its terms will not or
cannot be carried out, that party shall immediately consult with the other Signatory
parties to attempt to develop an amendment per Stipulation XIV.H. If within thirty (30)
days (or another time period agreed to by all signatories) an amendment cannot be
reached, any Signatory may terminate the PA upon written notification to the other
signatories. Once the PA is terminated and prior to work continuing on the undertaking,
FTA must either: (1) execute a new agreement pursuant to 36 C.F.R. § 800.6; or (2)
request, take into account, and respond to comments of the ACHP under 36 C.F.R. §
800.7. FTA shall notify the signatories as to the course of action it will pursue. This PA
may be terminated by the execution of a subsequent agreement that explicitly
terminates this PA or supersedes its terms.

Execution of this PA by FTA, SHPD, and the ACHP and implementation of its terms
evidence that FTA has taken into account the effects of this undertaking on historic
properties and afforded the ACHP an opportunity to comment.
J. Native Hawaiian Organization (NHO) — If, at any time during implementation of the provisions of this PA, an NHO informs the City or FTA that it attaches religious and cultural significance to properties within the APE, FTA shall invite that NHO to participate in reviews and consultation carried out under the terms of this PA.

SIGNATORY PARTIES

Federal Transit Administration

Leslie T. Rogers, Regional Administrator

Date: ______________

Hawai'i State Historic Preservation Officer

William J. Aila, Jr., Interim Chairperson of the Board of Land and Natural Resources

Date: ______________

United States Navy

Rear Admiral Dixon R. Smith, Commander, Navy Region, Hawaii

Date: ______________

Advisory Council on Historic Preservation

John M. Fowler, Executive Director

Date: ______________

INVITED SIGNATORY PARTIES

City and County of Honolulu

Wayne Y. Yoshioka, Acting Director, Department of Transportation Services

Date: ______________

National Park Service

Christine S. Lehnertz, Regional Director, Pacific West Region

Date: ______________
CONCURRING PARTIES

Historic Hawai'i Foundation

________________________________________ Date: _____________

National Trust for Historic Preservation

________________________________________ Date: _____________

University of Hawai'i Historic Preservation Certificate Program

________________________________________ Date: _____________

AIA Honolulu

________________________________________ Date: _____________

Hawai'i Community Development Authority

________________________________________ Date: _____________

Office of Hawaiian Affairs

________________________________________ Date: _____________

O'ahu Island Burial Council

________________________________________ Date: _____________

Royal Order of Kamohamaha

________________________________________ Date: _____________

The Ahahui Ka'ahumanu

________________________________________ Date: _____________

Hui Mālama I Nā Kūpuna O Hawai'i Nei

________________________________________ Date: _____________
HHCTCP Programmatic Agreement
Final – January 2011

Hale O Na Ali`i O Hawai`i

________________________________________________________________________

Date: __________________

Mamakakaua: Daughters and Sons of the Hawaiian Warriors

________________________________________________________________________

Date: __________________

Association of Hawaiian Civic Clubs

________________________________________________________________________

Date: __________________

Ali`i Pauahi Hawaiian Civic Club

________________________________________________________________________

Date: __________________

Ka Lei Maile Ali`i Hawaiian Civic Club

________________________________________________________________________

Date: __________________

King Kamehameha Hawaiian Civic Club

________________________________________________________________________

Date: __________________

Nanakapono Hawaiian Civic Club

________________________________________________________________________

Date: __________________

Hawaiian Civic Club of Wahiawa

________________________________________________________________________

Date: __________________

Ahahui Siwila Hawai`i O Kapolei Hawaiian Civic

________________________________________________________________________

Date: __________________

Waikiki Hawaiian Civic Club

________________________________________________________________________

Date: __________________
Princess Ka'īulani Hawaiian Civic Club

__________________________________________  Date: ____________

Wa'ianae Hawaiian Civic Club

__________________________________________  Date: ____________

Merchant Street Hawaiian Civic Club

__________________________________________  Date: ____________

Prince Kūhiō Hawaiian Civic Club

__________________________________________  Date: ____________

Pearl Harbor Hawaiian Civic Club

__________________________________________  Date: ____________

Hawaiian Civic Club of 'Ewa-Pu'uloa

__________________________________________  Date: ____________

Kalihi-Pālama Hawaiian Civic Club

__________________________________________  Date: ____________

Hawaiian Civic Club of Honolulu

__________________________________________  Date: ____________
APPENDIX A - Consulting Party Comment Review and Disposition Process

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

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

NOTIFICATION PROCESS

1. Notification letter must come from a consulting party.

2. Notification letter should include the following information:

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

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

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

   Ted Matley
   FTA Region IX
   P.O. Box 21648
   201 Mission Avenue, Suite 1650
   San Francisco, CA 94105
4. DTS and FTA will share the letter with the Kako’o. Within 30 calendar days of DTS and FTA receiving the notification letter, the Kako’o shall research or cause to be researched the issues listed in the notice, and write a recommendation for the disposition of the request for action by FTA.

5. The Kako’o, the City and the FTA shall consult with the Consulting Parties regarding the notification and appropriate action.

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

Attachment 1: APE for Historic Resources; APE for Archaeological Resources (CD enclosed)

Attachment 2: Information on Resources with Adverse Effect Determinations
J. Native Hawaiian Organization (NHO)—If, at any time during implementation of the provisions of this PA, an NHO informs the City or FTA that it attaches religious and cultural significance to properties within the APE, FTA shall invite that NHO to participate in reviews and consultation carried out under the terms of this PA.

SIGNATORY PARTIES

Federal Transit Administration
Leslie T. Rogers, Regional Administrator

Hawaii State Historic Preservation Officer

William J. Alla, Jr., Interim Chairperson of the Board of Land and Natural Resources

United States Navy

Rear Admiral Dixon R. Smith, Commander, Navy Region, Hawaii

Advisory Council on Historic Preservation

John M. Fowler, Executive Director

INVITED SIGNATORY PARTIES

City and County of Honolulu

Wayne Y. Yoshioka, Acting Director, Department of Transportation Services

National Park Service

Christine S. Lehnertz, Regional Director, Pacific West Region
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SIGNATORY PARTIES

Federal Transit Administration

Leslie T. Rogers, Regional Administrator

Date:

Hawai‘i State Historic Preservation Officer

William J. Alia, Jr., Interim Chairperson of the Board of Land and Natural Resources

Date: 11/3/11

United States Navy

Rear Admiral Dixon R. Smith, Commander, Navy Region, Hawaii

Date:

Advisory Council on Historic Preservation

John M. Fowler, Executive Director

Date:

INVITED SIGNATORY PARTIES

City and County of Honolulu

Wayne Y. Yoshikawa, Acting Director, Department of Transportation Services

Date: 11/10/11

National Park Service

Christine S. Lehnertz, Regional Director, Pacific West Region

Date:
HHCTCP Programmatic Agreement
Final – January 2011

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

SIGNATORY PARTIES

Federal Transit Administration

Leslie T. Rogers, Regional Administrator
Hawaii State Historic Preservation Officer

William J. Allie, Jr., Interim Chairperson of the Board of Land and Natural Resources

UNITED STATES NAVY
Rear Admiral Dixon R. Smith, Commander, Navy Region, Hawaii
Advisory Council on Historic Preservation

John M. Fowler, Executive Director

INVITED SIGNATORY PARTIES

City and County of Honolulu

Wayne Y. Yoshioka, Acting Director, Department of Transportation Services

National Park Service

Christine S. Lehnertz, Regional Director, Pacific West Region
FINAL PROGRAMMATIC AGREEMENT

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

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

January 2011

Historic Resources Parcel Map Panes on disc attached
Ms. Laura H. Thielen  
State Historic Preservation Officer and Chairperson  
Department of Land and Natural Resources  
State Historic Preservation Division  
Kakuhihewa Building, Room 555  
601 Kamokila Boulevard  
Kapolei, Hawai‘i 96707

Dear Ms. Thielen:

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

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

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

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

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

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

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

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

Sincerely,

[Signature]

Leslie T. Rogers
Regional Administrator

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

cc: Administrator, State Historic Preservation Division

Mr. Toru Hamayasu, DTS (w/o enclosures)
February 4, 2008

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

Dear Ms. Rogers:

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

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

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

Upon review of the proposed APE, for archaeological resources, in addition to all areas of direct ground disturbance, the area of potential effect should include a greater area, to be determined through consultation with native Hawaiian organizations, as well as other knowledgeable individuals of the community, to account for any visual effects the proposed undertaking may have on traditional cultural properties (TCP’s). We suggest consulting native Hawaiian organizations and other knowledgeable community members to identify any traditional cultural properties that may be adversely affected by the proposed undertaking.
For historic architectural resources of the built environment, the APE is proposed to extend one parcel deep from the project alignment and traction power sub-stations. In the vicinity of transit stations, park-and-ride lots, and maintenance and storage facilities, the APE is proposed to extend the entire block on which stations or facilities are located or to a maximum of 500 feet in less developed areas. For portions of the proposed alignment within or adjacent to historic districts, the APE will also extend one block, rather than one parcel, deep.

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

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

Sincerely,

[Signature]

Laura H. Thielen
State Historic Preservation Officer and Chairperson

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

Notes:
The maps represent the Area of Potential Effect (APE) definition which was concurred by the SHPO on February 4, 2008.

Tax Map Key (TMK) numbers are noted as shown on the parcels.
APE boundary extends beyond pane maps for large parcels.
Honolulu High-Capacity Transit Corridor Project

Station Locations
- Park-and-Rides
- Maintenance and Storage Facility Option
- Traction Power Substation

LEGEND
- Station Locations
- Maintenance & Storage Access Tracks
- Park-and-Rides
- Maintenance and Storage Facility Option
- Traction Power Substation
- Historic Architecture APE Boundary
- Historic or Potential Historic District
- Historic Properties with Adverse Effect
- 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 International Airport Station

Honolulu High-Capacity Transit Corridor Project

Historic Architecture APE Boundary

Station Locations
Park-and-Rides
Maintenance and Storage Facility Option
Traction Power Substation

LEGEND
- Park & Ride Access Tracks
- Station Locations
- Park-and-Rides
- Maintenance and Storage Facility Option
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- Built in 1968 or Earlier, Not Eligible
- Built in 1969 or Later, Not Evaluated
- No Data Available, Appears Modern or Vacant
- Historic Architecture APE Boundary
Historic Architecture APE Boundary

Station Locations
- Park-and-Rides
- Maintenance and Storage Facility Option
- Traction Power Substation

Airport Alignment
- Maintenance & Storage Access Tracks
- Station Locations
- Park-and-Rides
- Maintenance and Storage Facility Option
- Traction Power Substation

Historic or Potential Historic District
- Historic Properties with Adverse Effect
- 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
- Historic Architecture APE Boundary

Kaka'ako Station
- KAMAKEE ST
- KAWAIAHAO ST
- PENSACOLA ST
- KONA ST

Honolulu High-Capacity Transit Corridor Project

LEGEND

0 25 50 100 150 200 Feet
Honolulu High-Capacity Transit Corridor Project

LEGEND
- Airport Alignment
- Maintenance & Storage Access Tracks
- Park & Ride Access Tracks
- Station Locations
- Park-and-Rides
- Maintenance and Storage Facility Option
- Traction Power Substation
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Feet
FINAL PROGRAMMATIC AGREEMENT

Honolulu High-Capacity Transit Corridor Project
in the City and County of Honolulu, Hawaiʻi

Attachment 2: Information on Resources with Adverse Effect Determinations

January 2011
<table>
<thead>
<tr>
<th>Historic Property Name</th>
<th>Eligibility Criteria</th>
<th>Description of Effect of the Project on the Historic Property</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hono<code>uli</code>uli Stream Bridge</td>
<td>The bridge built in 1939 is eligible for inclusion in the NRHP under Criterion A because of its association with construction of Farrington Highway and under Criterion C because of its elongated Greek-cross voids, typical of the time period.</td>
<td>There is no direct impact to the bridge. The elevated guideway will be mauka and about 40 feet above this bridge. While the Project would not eliminate views of the architectural features of this bridge or alter its relationship to the existing transportation corridor, there will be an effect to integrity of setting, feeling and association.</td>
</tr>
<tr>
<td>Waiekele Stream Bridge eastbound span and Bridge over OR&amp;L spur</td>
<td>This pair of vehicular bridges was built in the late 1930’s. It is eligible for nomination in the NRHP under Criterion A because of its association with the development of the Waipahu community and the transportation history of the area and under Criterion C for its design.</td>
<td>There is no direct impact to the bridge. The guideway will be constructed between these two bridges along Farrington Highway, 10 feet mauka of the Koko Head-bound span. While the Project will not eliminate views of the architectural features of this bridge or alter its relationship to the existing transportation corridor, there will be an effect to integrity of setting, feeling and association.</td>
</tr>
<tr>
<td>Waiawa Stream Bridge 1932 (westbound lanes)</td>
<td>The bridge built in 1932 is eligible for nomination to the NRHP under Criterion A because of its association with the history of transportation in the area and also under Criteria C as it is an example of concrete bridge engineering and design.</td>
<td>There is no direct impact to the bridge. The elevated guideway and Pearl Highlands Station will be about 20 feet mauka and 65 feet above the Koko Head bridge approach. While the Project will not eliminate views of the architectural features of this bridge or alter its relationship to the existing transportation corridor, there will be an effect to integrity of setting, feeling and association.</td>
</tr>
<tr>
<td>Waimalu Stream Bridge</td>
<td>The bridge built in 1936 and modified in 1945 is eligible for nomination to the NRHP under Criterion A because of its association with the roadway infrastructure development of</td>
<td>There is no direct impact to the bridge. The elevated guideway will be constructed in the median of Kamehameha Highway over Waimalu Stream with supports placed on either side of the bridge approaches, not within the bridge.</td>
</tr>
<tr>
<td>Historic Property Name</td>
<td>Eligibility Criteria</td>
<td>Description of Effect of the Project on the Historic Property</td>
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<tr>
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</tr>
<tr>
<td>Kamehameha Highway in the Pearl City and ‘Aiea areas.</td>
<td></td>
<td>structure. While the Project will not eliminate primary views of the bridge or alter its relationship to the existing transportation corridor, there will be an effect to integrity of setting, feeling and association.</td>
</tr>
<tr>
<td>Kalauao Springs Bridge</td>
<td>The bridge was built in the late 1930’s is considered eligible for nomination to the NRHP under Criteria A for its association with the roadway infrastructure development of Kamehameha Highway and development in the Pearl City and ‘Aiea area and its historic associations.</td>
<td>There is no direct impact to the bridge. The elevated guideway will be constructed in the median of Kamehameha Highway with supports beyond the stream and not within the bridge structure. The guideway will be approximately 30 feet above the bridge. While the Project will not impact primary views of this bridge, there will be an effect to integrity of setting, feeling and association.</td>
</tr>
<tr>
<td>Kalauao Stream Bridge</td>
<td>The bridge was built in the late 1930’s is considered eligible for nomination to the NRHP under Criteria A for its association with the roadway infrastructure development of Kamehameha Highway and development in the Pearl City and ‘Aiea area and its historic associations.</td>
<td>There is no direct impact to the property. The Project elevated guideway will be in the median of Kamehameha Highway with supports beyond the stream and not within the bridge structure. The guideway will be approximately 30 feet above the bridge and will not impact primary views of this bridge nor alter its relationship to the existing transportation corridor; there will be an effect to integrity of setting, feeling and association.</td>
</tr>
<tr>
<td>Commander-in-Chief Pacific Fleet (CINCPACFLT) Headquarters – Facility 250, National Historic Landmark</td>
<td>The Commander-in-Chief of the Pacific Fleet (CINCPACFLT) Headquarters was built in 1942 on Makalapa Hill. The building is individually listed in the NRHP, although the NRHP documentation does not address eligibility</td>
<td>There is no direct impact to the property. The Project guideway will be constructed approximately 650 feet makai from the building and approximately 40 to 45 feet above grade. Due to topography and vegetation, the Project will be minimally visible from select vantage points from within</td>
</tr>
<tr>
<td>Historic Property Name</td>
<td>Eligibility Criteria</td>
<td>Description of Effect of the Project on the Historic Property</td>
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<tr>
<td>----------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
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</tr>
</tbody>
</table>
| Potential Makalapa Navy Housing Historic District | This housing area is significant under several National Register criteria—under Criterion A for its association with the buildup of officers’ housing just prior to World War II; under Criterion B for its association with Admiral Chester Nimitz, CINCPACFLT, who lived in the neighborhood for most of the war; and under Criterion C, both for its association with the firm of master architect C.W. Dickey, designer of the houses and the neighborhood, and as an example of military residential planning in Hawai‘i, which followed the “Garden City” criteria. It is also individually designated as an NHL. It is assumed to be important for its historic association with development of the Pearl Harbor Naval Base. | The property boundary. The historic setting of the property consists of its immediate surroundings, which include the drive from Kamehameha Highway (which is not part of the NHL) and the surrounding plantings. The rather dense vegetation will screen the Project from the CINCPACFLT Headquarters. The elevated guideway will be far enough away so that the Project will not eliminate primary views of this historically significant building; however, there will be a general effect to this property. There is no direct impact to the district. The elevated guideway will be constructed along the median of the multiple-lane Kamehameha Highway approximately 10 to 25 feet makai from the district. The elevated guideway will be approximately 30 to 45 feet above grade, and the Pearl Harbor Naval Base Station will be located at the intersection of the highway with Radford Drive. The station entrance will be approximately 25 feet Koko Head from the district boundary on the mauka side of the highway. The elevated guideway will not substantially affect primary views of this architectural features complex. The Project will...
<table>
<thead>
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</tr>
</thead>
<tbody>
<tr>
<td>United States Naval Base, Pearl Harbor National Historic Landmark</td>
<td>The U.S. Naval Base Pearl Harbor NHL was listed in the NRHP in 1974 (with boundaries accepted in 1978) and designated as an NHL in 1964. This property includes the USS Arizona Memorial and the USS Bowfin. Portions of Pearl Harbor were designated as part of the World War II Valor in the Pacific National Monument in 2008. These designations attest to Pearl Harbor’s national significance, its critical support of the U.S. Navy fleet, and establishment of the United States as a major power in the Pacific. The NRHP Inventory–Nomination Form for the U.S. Naval Base Pearl Harbor NHL defines the boundary of the NHL. The boundaries of the landmark include those water and land areas historically, intimately, and directly associated with the property’s use as a historic naval base, with mission to support the U.S. fleet, and the attack on December 7, 1941.</td>
<td>There is no direct impact to Pearl Harbor NHL. The Project will be constructed in the median of Kamehameha Highway which is adjacent to the U.S. Naval Base Pearl Harbor NHL. The NHL is primarily in and surrounding the South Channel area of Pearl Harbor. The guideway will be a minimum of 30 feet from the mauka edge of the property’s boundary. The entrances of the elevated Aloha Stadium Station and the Pearl Harbor Naval Base station were designed to touch down on the mauka side of the highway to avoid taking any of the Pearl Harbor NHL property. The noise analysis found there would be no adverse noise impacts at the World War II Valor in the Pacific National Monument per FTA impact criteria. The visual simulations illustrated that the Project will be barely visible in mauka views from the harbor. As a result, the Project will not adversely affect Pearl Harbor’s NHL’s visual integrity. In addition, the elevated guideway will not eliminate primary views of this historic district nor alter its relationship to the water since the guideway and the stations will be on the mauka side of the busy highway. However, there will be a...</td>
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<td>Ossipoff’s Aloha Chapel, SMART Clinic, and Navy-Marine Corps Relief Society – Facility 1514</td>
<td>Facility 1514 was built in 1975 and is constructed of split concrete and brick. It is an excellent example of architect Vladimir Ossipoff’s modern architecture. The building is a landmark at Makalapa Gate. Although this building is less than 50 years old, it meets National Register Criteria Consideration G for properties of exceptional importance built within the last 50 years.</td>
<td>There is no direct impact to the property. The elevated guideway would be constructed in the median of Kamehameha Highway. It will be approximately 100 feet makai from the structure (approximately 45 feet above grade), and the station will be about 40 feet away (on the mauka side of the highway). Facility 1514 was built out-of-period for the Pearl Harbor NHL, is not associated with the historic events there, and is not considered a contributing element. It is located within the Pearl Harbor Naval Base, diagonally at the corner of Kamehameha Highway and</td>
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<td>The boundary excludes much of the land areas added during World War II. Portions of land areas added during World War II are now being diverted piecemeal to civilian or non-governmental uses, but all or parts of these land areas may lie within the setting of the NHL. All of the water areas of Pearl Harbor are included within the boundaries along with certain adjacent lands. Pearl Harbor’s national significance, critical support of the U.S. Navy Fleet, and establishment of the United States as a major power in the Pacific.</td>
<td>There is no direct impact to this property.</td>
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<tr>
<td>Radford Drive.</td>
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<td>The elevated guideway will not eliminate primary views of the architectural features of this historic building, however, there will be an effect to the setting.</td>
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<tr>
<td>Hawai‘i Employers Council</td>
<td>This property is eligible for nomination to the NRHP and is significant under Criterion A for its association with the history of labor relations in Hawai‘i and under Criterion C for its association with the architectural firm of Wimberly and Cook.</td>
<td>There is no direct impact to this property. The two-story building is oriented makai toward Ke‘ehi Lagoon Beach Park, and other industrial and light industrial type properties surround the other building sides. The elevated guideway and support columns will be constructed though the mauka perimeter of Ke‘ehi Lagoon Beach Park. These elements will be about 40 feet makai of the building, with the bottom of the guideway about 22 feet above ground level. Views of the architectural elements and historic associations will not be impacted by the Project; however, there will be an effect to setting, feeling and association.</td>
</tr>
<tr>
<td>Afuso House</td>
<td>This structure embodies the distinctive characteristics of a type and period of construction and retains a high degree of integrity of location, design, materials, workmanship, feeling, and association. The integrity of its original setting has changed substantially, as there are now adjacent vacant</td>
<td>To construct the guideway Dillingham Boulevard will be widened ten feet. The Project will require acquisition of the properties (including demolition of the Afuso House, Higa Four-plex and Teixeira House).</td>
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</tbody>
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## HHCTCP Programmatic Agreement

### Attachment 2

**Information on Historic Properties with Adverse Effect Determinations Under Section 106**

<table>
<thead>
<tr>
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<td>lots on one side and a convenience store across the street. Several other historic residential buildings are present in the immediate area, also on Dillingham Boulevard. The added carport and jalousie windows are apparent non-historic alterations; most of the other features are historic and part of the design history of the house.</td>
<td>To construct the guideway Dillingham Boulevard will be widened ten feet. The Project will require acquisition of the properties (including demolition of the Afuso House, Higa Four-plex and Teixeira House).</td>
</tr>
<tr>
<td>Higa Four-plex</td>
<td>This structure is also associated with Dillingham Boulevard’s historic development and its effect on the Kalihi Kai neighborhood, which originally consisted of mostly single-family residences. The building has a high degree of integrity, and all alterations appear to be historic and are considered part of the building’s design history.</td>
<td></td>
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<tr>
<td>Teixeira House</td>
<td>This structure embodies the distinctive characteristics of a type, period, and method of construction and is a good example of a 1940s, single-wall, plantation style house. There have been some changes made to the structure, but it retains sufficient integrity to qualify for the NRHP. Integrity of setting is compromised from its historic dense residential character due to a</td>
<td>To construct the guideway Dillingham Boulevard will be widened ten feet. The Project will require acquisition of the properties (including demolition of the Afuso House, Higa Four-plex and Teixeira House).</td>
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<td>new, large commercial building on the adjacent lot; historic setting remains apparent due to the presence of other historic residential buildings In the immediate area. There has been some non-historic design changes made to the structure, including installation of jalousies and removal of a rock wall fronting the lot.</td>
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<td>Lava Rock Curbs</td>
<td>The lava rock curbs are eligible as a single property under Criterion A for their association with roadway infrastructure development in Honolulu. They also are eligible under Criterion C as examples of the distinctive method of street construction in Honolulu during the late 1800s and early 1900s. The curbs are located at various places along Dillingham Boulevard and Halekauwila Street.</td>
<td>During construction of the Project lava rock curbs in two locations—on Dillingham Boulevard and Halekauwila Street will be impacted. Widening Dillingham Boulevard 10 feet to the makai side of the Kapālama Canal Bridge and widening Halekauwila Street will require the removal of the curbs during construction. After construction, the lava rock curbs will be replaced as practicable. There will be an effect to location, design, setting, materials, workmanship, feeling and association. To mitigate for this effect, all affected lava rock curbs will be marked prior to removal, stored securely, and replaced at their approximate original milepoint locations. Any stones that are damaged or destroyed during extraction or re-installation will be replaced with in-kind materials.</td>
</tr>
<tr>
<td>Kapālama Canal Bridge</td>
<td>The bridge is eligible for nomination to the NRHP under Criterion A for its association with</td>
<td>The elevated guideway will be constructed over the bridge. Consistent with the necessary widening of Dillingham</td>
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</table>
## HHCTCP Programmatic Agreement
### Attachment 2

## Information on Historic Properties with Adverse Effect Determinations Under Section 106

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<td>the transportation history of the area and the extension of Dillingham Boulevard. It is also eligible for nomination under Criterion C as an example of concrete bridge engineering and design in Hawaiʻi.</td>
<td>Boulevard, construction of the guideway will require widening of the bridge on its makai side to accommodate a new median within which the guideway will be built. Two support columns will be placed in the roadway median beyond the bridge. The bridge will need to be upgraded to current standards, although it has previously been seismically retrofitted. To mitigate adverse effects to setting, feeling and association, the City will maintain or replace the bridge rails to match the appearance of the historic rails and consider the Secretary of Interior Standards for the Treatment of Historic Properties in developing these design plans.</td>
</tr>
<tr>
<td>Six Quonset Huts</td>
<td>Eligible for the NRHP under Criteria A for its association with the re-use of former military buildings by small businesses as well as Criterion C because it embodies distinctive characteristics of this Quonset building type. This is a relocated grouping of military Quonset huts, which were originally erected by the military on another during WWII and re-erected on this site sometime between 1953 and 1963.</td>
<td>The Project will acquire approximately 10-foot-wide strip of land within the property boundary of the Quonset huts along the makai edge of Dillingham Boulevard. In addition, a small area will also be acquired at the ‘Ewa corner of the property, extending makai approximately 25 feet. A portion of this property will be converted to roadway and sidewalk to accommodate installation of the median and guideway on Dillingham Boulevard. The huts will not be impacted by the Project. However, there will be a general effect to this property.</td>
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<tr>
<td>True Kamani Trees</td>
<td>Mature true kamani trees, planted in the mid-1930s, still line both sides of Dillingham Boulevard. They stand approximately 30 feet tall and are spaced about 55 to 75 feet apart. Many have asymmetrical canopies as a result of pruning to avoid nearby utility lines. The trees are associated with the 1930s roadway infrastructure development of Dillingham Boulevard and the history of street tree plantings in Honolulu. They remain unaltered, except for necessary maintenance pruning.</td>
<td>The Project requires that Dillingham Boulevard be widened by 10 feet to accommodate a median within which the fixed guideway will be placed. As a result, approximately 28 true kamani trees will be removed from the makai side of the street. During Final Design and construction, the City landscape architect will develop a planting plan to mitigate effects to these and other street trees affected by the Project on Dillingham Boulevard. The City will replace the true kamani trees within the corridor as close as feasible to the current location of the trees to be removed on the makai side of Dillingham Boulevard.</td>
</tr>
</tbody>
</table>
| Institute for Human Services/Tamura Building | This property is eligible for nomination to the NRHP as an example of an International-Style building (Criterion C). | There is no direct impact to the property. The elevated guideway will be constructed on a diagonal at this point between Dillingham Boulevard and Nimitz Highway, and near the Iwilei Station. The station will be the most prominent feature of the Project for this property, although it will not substantially affect views. The Iwilei Station will be constructed about 50 feet makai of the building and 35 to 40 feet above grade. Since the surrounding area is an urban environment with many other buildings that block longer range views, the Project will not substantially impair the visual and architectural.
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<td>Wood Tenement Buildings behind Tong Fat Co.</td>
<td>The Wood Tenement Buildings behind the Tong Fat Co. are a group of three two-story four-plex residential buildings and one single-story duplex constructed in 1914. The property was determined eligible for the NRHP under Criterion A for its association with the development of the ‘A’ala neighborhood and under Criterion C as an example of the typical grouping and construction of early 20th-century tenement buildings in Honolulu. The buildings overlook the cleared, former OR&amp;L rail yard on a parcel immediately mauka of the former filling station.</td>
<td>There is no direct impact to the property. The elevated guideway will be constructed behind this parcel on a planned access easement through the OR&amp;L property, 190 feet ‘Ewa of the buildings. The guideway will cross through this block diagonally and connect with Nimitz Highway at Iwilei Road. No significant viewsheds were identified from this property since non-historic industrial buildings are located ‘Ewa of the cleared area and constitute the building’s viewshed. Therefore, the guideway will have no impact to existing views of or from the historic tenement grouping. Primary views of the buildings are from behind the Tong Fat Co. building, and the elevated guideway will not interfere with these since it is ‘Ewa of the tenement buildings. The Project will not impact the architectural elements and historic association of this property. However, there will be general effects to this property.</td>
</tr>
<tr>
<td>O‘ahu Railway &amp; Land Co. Office/Document Storage Building</td>
<td>The O‘ahu Railway &amp; Land Company (OR&amp;L) Office and Document Storage Building is a two story, Colonial Revival-style building constructed in 1914. It is set back from North O‘ahu Railway &amp; Land Co. Office/Document Storage Building</td>
<td>There is no direct impact to the building. The elevated guideway will be constructed on a planned access easement that crosses the back section of this large parcel. The alignment is on the site of the former OR&amp;L rail yard, an area</td>
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<td>King Street, about 75 feet mauka of the Terminal Building. Both buildings are associated with OR&amp;L, which was an important transportation network serving the sugar and pineapple plantations, the military, and residents of O'ahu until it discontinued service in December 1947. These properties are eligible under Criterion A for their association with the railway.</td>
<td>behind the buildings and their associated parking lots that has been cleared and paved. The City Department of Planning and Permitting (DPP) approved an easement for utility and access purposes through this property. The Project will impact approximately 0.75 acre within this easement. The alignment will be approximately 150 feet makai from the Office and Document Storage Building, 100 to 150 feet makai from the Terminal Building, and approximately 45 feet aboveground. Approximately five guideway support columns will be located in this segment of the alignment. The structure will be taller than both buildings, and the visibility and connection to the former rail yard area will be maintained; however, there will be an effect to integrity of location, design, setting, feeling and association.</td>
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<tr>
<td>O’ahu Railway &amp; Land Co. Terminal Building</td>
<td>The terminal building is also eligible under Criterion C as an example of Spanish Mission Revival Style with high artistic value. Both are now office buildings with associated parking lots and open areas in back.</td>
<td>There is no direct impact to the building. The elevated guideway will be constructed on a planned access easement that crosses the back section of this large parcel. The alignment is on the site of the former OR&amp;L rail yard, an area behind the buildings and their associated parking lots that has been cleared and paved. The City Department of Planning and Permitting (DPP) approved an easement for utility and access purposes through this property. The</td>
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<td>Nu‘uanu Stream Bridge</td>
<td>Nu’uanu Stream Bridge is eligible for nomination to the NRHP for its association with the history of transportation along the Honolulu waterfront and Queen Street before it was renamed Nimitz Highway (Criterion A). This bridge carries the ‘Ewa-bound traffic of Ala Moana Boulevard/Nimitz Highway out of Downtown and is an important transportation link between Iwilei and Downtown. It is also significant as a late example of a concrete bridge with solid parapet design, incorporating unusual molded detailing and a rounded top.</td>
<td>There is no direct impact to the property. The elevated guideway will be constructed in the median of Nimitz Highway makai of the Chinatown Station, 250 feet Koko Head of the bridge. The bridge is in Downtown Honolulu and is surrounded by major urban highways. The guideway elevation at about 35 feet above bridge and will not change the appearance of its design elements nor alter its relationship to the existing transportation corridor. However, there will be an effect to integrity of setting, feeling and association.</td>
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| Chinatown Historic District | The thirty-six acre historic district was listed on the NRHP on January 17, 1973. The makai boundary of the district expresses the importance of Chinatown’s connection with the harbor and its historic ties to the waterfront, a factor of great importance in its origin and evolution. It is recognized as a place of cultural importance to the City’s Asian community since the early 20th century, which retains its distinctive cultural surroundings and architectural character. | The Project guideway will be constructed 30 to 42 feet above ground within a median on Nimitz Highway at the ‘Ewa edge of the district. The Chinatown Station entrance will touch down in a parking lot that is on a parcel containing properties that are contributing elements to the Chinatown Historic District associated with the non-historic Chinatown Marketplace. The Project will require acquisition of 0.3 acre of this property parking lot. There is no direct impact to the building.  

The district’s NRHP eligibility includes the relationship between the district’s elements, including architecture, and Honolulu Harbor within the district. The Project will not substantially impair the physical connection to the waterfront. The Project will be a dominant visual element that contrasts in scale with the pedestrian environment and substantially changes makai views of Honolulu Harbor from Chinatown. There will be an adverse effect to integrity of design, setting, feeling and association.  

Although currently unanticipated as described in the cumulative effects section of the FEIS, there is some concern that the Project will have potential for indirect and... |
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<td>Merchant Street Historic District (including Walter Murray</td>
<td>The Merchant Street Historic District covers a four block area in Downtown directly</td>
<td>There is no direct impact to the district. The Project will be constructed 40 feet above grade in the median of the six-lane Nimitz Highway approximately 150 feet makai of the Gibson/Honolulu Police Station Building. The guideway will not affect the primary views of the building, which are from Merchant Street, Nu’uanu Avenue, and North Bethel Street. The alignment will be visible from the building only in the distance from North Bethel Street and Nu’uanu Avenue. There will be general effects to this property.</td>
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<tr>
<td>Gibson Building/Honolulu Police Station)</td>
<td>Koko Head of Chinatown, the only contributing property in this commercial district within the Project’s APE is the Walter Murray Gibson Building/Honolulu Police Station (on Merchant Street near Nu’uanu Avenue). The four-story Gibson Building/Honolulu Police Station was built in 1930 and 1939. It was individually evaluated and found to be eligible for the NRHP under Criterion A for its association with the history of the City’s police department and under Criterion C as an excellent example of Hawaiian Mediterranean-style architecture of the 1930s.</td>
<td>Although currently unanticipated, there is some concern that the Project will have potential for indirect and cumulative adverse effects to the district from construction of the elevated guideway and potential development.</td>
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<td>The building is approximately 150 feet mauka from the Project, which runs down the center of Nimitz Highway.</td>
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<td>Walker Park</td>
<td>Eligible under Criterion A for its association with the development of Downtown Honolulu waterfront and Central Business District and</td>
<td>There is no direct impact to the property. The Project guideway will be approximately 50 feet makai of the park within the median of Nimitz Highway. The project will</td>
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<td>with the development of Downtown Honolulu waterfront and Central Business District and</td>
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<td>DOT Harbors Division Offices</td>
<td>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.</td>
<td>There is no direct impact to the property. The Project guideway will be in the median of the six-lane Nimitz Highway approximately 70 feet mauka of the building. Views of the building from Nimitz Highway and farther mauka will be partially obstructed by the alignment. The building will still be visible from the makai side of the highway and through the columns farther mauka. The property’s historically important ‘Ewa/makai viewshed toward Honolulu Harbor will not be affected. The Project will not impact its association with the Harbor Commission of the Territory of Hawai‘i and for its primary relationship with the water; however, there will be general effects to this property.</td>
</tr>
<tr>
<td>Pier 10/11 Building</td>
<td>Eligible for NRHP under Criterion A for its association with the maritime passenger industry and under Criterion C as an example of neo-classical architecture of the 1920s in Honolulu. The building derives significance from its relationship to the harbor.</td>
<td>There is no direct impact to the property. The Project guideway will be in the median of the six-lane Nimitz Highway approximately 140 feet mauka of the building. The only view that is partially affected as a result of the Project would be the view from Fort Street Mall. The Project will not affect views of the building’s design elements and historic associations; however, there will be general effects</td>
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<tr>
<td>Aloha Tower</td>
<td>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.</td>
<td>There is no direct impact to the property. The Project guideway would be in the median of the Nimitz Highway approximately 420 feet mauka of the tower. Aloha Tower will still be able to be viewed from many vantage points without seeing the Project. The tower’s visual setting is dominated by the surrounding marketplace and less by the highway, which is already a major transportation corridor. The Project will be visible in views from the observation deck, but it will not impact views of the tower’s design elements nor alter its historic setting; however, there will be general effects to this property.</td>
</tr>
<tr>
<td>Irwin Memorial Park</td>
<td>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.</td>
<td>There is no direct impact to the property. The Project would be constructed mauka of the park in the median of an adjacent highway. The Project would not obstruct excellent makai views from the park or views of the park from the harbor and Aloha Tower. There will also be no noise and vibration impacts at the park from the Project. However, there will be general effects to this property.</td>
</tr>
<tr>
<td>Dillingham Transportation Building</td>
<td>The building was constructed in 1930. The NRHP listed building is significant for its association with commercial development of</td>
<td>There is a minor parcel acquisition, but no impact to building. The Project elevated guideway will be constructed in the median of Nimitz Highway, approximately 40 feet</td>
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### Information on Historic Properties with Adverse Effect Determinations Under Section 106

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<td>the time, Dillingham family’s business empire as well as for its architectural design. While there have been changes to the structure particularly to the ground floor, the building maintains much of its original integrity.</td>
<td>makai of the building. The Downtown Station entrance will be sited on a modern plaza next to the Dillingham Transportation Building on the same parcel. This station will serve the Central Business District and is projected to be the second highest volume station in the system. Approximately 3,000 square feet of the plaza will be used by the project for the station entrance. This landscaped plaza is not a contributing element to the NRHP listed building but is part of the parcel listed on the NRHP with extends into the Nimitz Highway roadbed. The plaza is privately owned and is currently used as open space for neighboring office buildings featuring chairs, tables and walkways. The station entrance will be located at the makai end of the plaza and will not alter the existing use of open space. The station entrance will be designed to be compatible with the use of the open space. There will be an effect to integrity of setting, feeling and association.</td>
</tr>
<tr>
<td>HECO Downtown Plant and Leslie A. Hicks Building</td>
<td>Eligible under Criterion A for its association with the historic of electric power in Honolulu.</td>
<td>There is no direct impact to the property. Associated features of the transit station, including an at-grade-level entry, escalator, and elevator shaft, as well as electrical, mechanical, and security components, will be located immediately mauka of an in the location of a small addition to the 1929 building at its ‘Ewa/mauka corner and within the National Register of Historic Places boundary. These</td>
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<td>Mother Waldron Neighborhood Playground</td>
<td>Mother Waldron Neighborhood Playground is situated within Mother Waldron Neighborhood Park, a one-acre park located in the mixed-use area of Kaka’ako. This park is in a mixed commercial and industrial area and not in a residential neighborhood, as its name implies. The park is surrounded by vacant lots, warehouses, commercial buildings, and high-rise apartment buildings. It was listed on Hawaii Register of Historic Places on June 9, 1988 as an element of the thematic group, “City and County of Honolulu Art Deco Parks.” It is significant for its associations with the playground movement and architectural and landscape design by Harry Sims Bent and this meets Criterion A and C of NRHP.</td>
<td>features require that approximately 7,900 square feet of area within the NRHP boundary be acquired and the metal roof of the extension be demolished. The extension is not a contributing element that makes the property eligible for the NRHP; however, there will be a general effect to this property.</td>
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Historic Properties in Area of Potential Effects (East Kapolei to Fort Weaver Road)
Figure 4-75

Historic Properties in Area of Potential Effects (Fort Weaver Road to Aloha Stadium)
Historic Properties in Area of Potential Effects (Aloha Stadium to Kalihi):

- Bombproof Switch Station – Fac. B-6
- Richardson Recreation Center Pool Complex
- Kamehameha Highway Bridge over Hālawa Stream
- Fuel Oil Pump-out Pump House – Fac. S-386
- Publications Printing Office and Plant – Fac. S-500/District Printing Plant
- Navy Upper Tank Farm (fuel storage)
- Pearl Harbor Naval Base (National Historic Landmark)
- Pearl Harbor Naval Base
- Ossipoff’s Aloha Chapel, SMART Clinic, and Navy-Marine Corps Relief Society – Fac. 1514
- Navy WWII Splinterproof Shelter – Fac. S-51
- Navy Rehab Center/former Fire Station – Fac. 199
- Potential Little Makalapa Navy Housing Historic District
- Potential Makalapa Navy Housing Historic District
- `Aiea Cemetery/Honolulu Plantation Cemetery
- Ossipoff’s Aloha Chapel, SMART Clinic, and Navy-Marine Corps Relief Society – Fac. 1514
- Gaspro Store
- Foremost Dairy
- Hawaii Employers Council
- CINCPACFLT Headquarters – Fac. 250, National Historic Landmark
- Pearl Harbor Naval Base (National Historic Landmark)
- Makalapa Navy Housing Historic District

Legend:
- Historic Properties with No Effect
- Historic Properties with No Adverse Effect
- Historic Properties with Adverse Effect
- Fixed Guideway Station
- The Project
- Traction Power Substation (size exaggerated, for location only)
- Maintenance and Storage Facility Option
- Park-and-Ride Access Ramp
- Park-and-Ride Facilities and Transit Center

Figure 4-76
See Figure 4-77
See Figure 4-75
Prepared by Mason Architects            October 2008

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

Historic Status:  Evaluated Eligible

Resource Name/Historic Name:  Hono‘uli‘uli Stream Bridge

Location:  Farrington Highway at Hono‘uli‘uli Stream

Owner:  State of Hawaii

Date-Original:  1939

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

Present Use/Historic Use:  Bridge

Architectural Description:

This is a one-span, reinforced-concrete tee beam structure, measuring 54' in total length, 32' in height, and about 10' in height above the stream bed. The concrete parapets of the bridge are pierced to form balustrades with vertically oriented openings in the form of a thick cross (commonly referred to as a "Greek-cross void"), which was a standardized pattern for bridge railings of that period.

Integrity:

Bridge has high integrity. Parapets and abutments are unaltered

Significance:

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

TMK:  none

Portion of Alignment:  ‘Ewa portion

Sector:  08 Ho‘opili Station Sector

Station Block:

Prepared by Mason Architects
HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

Historic Status: Evaluated Eligible

Resource Name/Historic Name: Waikele Stream Bridge east-bound span and Bridge over OR&L spur

Location: Farrington Highway at Waikele Stream

Owner: State of Hawaii

Date-Original: 1939

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

Present Use/Historic Use: Bridge

Architectural Description:
Both are concrete deck girder bridges. The one over the stream has three spans with a combined length of about 130’. At the ends of the bridge the spans are supported on board-formed concrete abutments. Two rows of four slender concrete columns carry the spans across Waikele Stream. The bridge girders become thicker as they approach the columns, increasing to about 3’ in height where they rest on the columns. The columns are about 30’ tall with a cross section of about 16” square. Each row of four columns rests on a narrow beam (about 10’ above the channel bed) supported by four wider posts (the outer ones have slightly widening ends) which rise from the stream bed at its concrete-lined banks. The concrete parapets of the bridge are pierced to form balustrades with vertically oriented openings in the form of a thick cross (commonly referred to as a "Greek-cross void"), which was a standardized pattern in that period of Territorial Highway Department bridges.

Integrity:
Bridges have high integrity. Parapets, girders, columns, and piers are unaltered.

Significance:
Criterion "A" for its association with the development of the Waipahu community and the transportation history of the area. Criterion "C" as an example of concrete bridge engineering and design in Hawaii. These bridges are good examples of concrete deck girder bridges of the late 1930s period. Originally, Waikele Stream ran eastward from a point mauka of the bridge and joined Kapakahi Stream before emptying into Pearl Harbor. This natural drainage pattern created frequent flooding in the Waipahu business district, centered around Waipahu Depot Road. In the 1930s the present drainageway that the bridge spans was cut to drain Waikele Stream directly into the harbor (the stream was lined with concrete at a later date). The excavated material became a ramp for the future Farrington Highway, and also allowed the grade separation over the OR&L right-of-way, just east of Waikele Stream. These bridges are associated with several important community improvement projects, the stream realignment and the construction of Farrington Highway, which greatly affected the history of Waipahu. (Source: Waipahu: Its People and Heritage 1997, p. 9-11.)

Prepared by Mason Architects March 2008
HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

Historic Status: Evaluated Eligible

Resource Name/Historic Name: Waiawa Stream Bridge 1932 (west-bound lanes)

Location: Farrington Highway west-bound over Waiawa Stream

Owner: 

Date-Original: 1932

Source: Thompson (1983) VII-129 and inscription

Present Use/Historic Use: Bridge

Architectural Description:

This six-span, reinforced-concrete bridge is a continuous deck girder type, measuring 332 feet in length, about 34 feet in width, and approximately 30 feet in height above the stream bed. The concrete parapets of the bridge are pierced to form balustrades with arched-topped openings. This arched-top design was a standardized pattern of Territorial Highway Department bridges of the early 1930s. The balustrades on this bridge are divided by stanchions into six segments, each about 20' long. Each segment has cast end pieces with a recessed panel, each pair of end pieces forms a stanchion. The end segments of parapets are slightly curved as they approach the larger end stanchions. These end stanchions are rectangular, and have rectangular panels with an incised border. The panels are inscribed “Waiawa” and, on the opposite end stanchion, “1932.”

Significance:

Criterion "A" - for its association with the transportation history of the area. Criterion "C" - as an example of concrete bridge engineering and design in Hawaii. This bridge originally carried Kamehameha Highway to the Ewa Junction and represents a road straightening improvement project that replaced an earlier, more winding, road segment and smaller bridge crossing of Waiawa Stream. Merritt A. Trease was the design engineer. This bridge carried Kamehameha Highway until the bypass was built about 1940, when this bridge and road segment became an extension of Farrington Highway. It is a good example of an early 1930s continuous deck girder bridge. Its relatively long length indicates the importance of this transportation link in the circle-island main road system.

Parapets and abutments are unaltered.

Prepared by Mason Architects July 2008
HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

Historic Status:  Evaluated Eligible

Resource Name/Historic Name:  Waimalu Stream Bridge

Location:  Kamehameha Hwy at Waimalu Stream (near Ka'ahumanu St)

Owner:  State of Hawaii - DOT
Date-Original:  1936, 1945, 1966
Source:  Inscriptions
Present Use/Historic Use:  Bridge

Architectural Description:

The two center parapets of the bridge are identical -- concrete balustrades pierced by vertically oriented openings in the form of a thick cross (commonly referred to as a "Greek-cross void"). This was a standardized pattern for Territorial Highway Department bridges of that period. End stanchions (1936 & 1945) are also quite similar, massive rectangular blocks of concrete with a stepped pattern along their edges. However, the stanchions marked “1936” (makai) are longer and curved outward slightly, away from the traffic lanes. The two outer parapets (1966) are each formed of a high concrete curb (approximately 18”) with an incised horizontal line. On top of the curbs are metal brackets supporting two tubular metal rails. Stanchions at the ends of the 1966 sections are rectangular blocks of concrete with two incised horizontal lines.

Significance:

Criterion "A" - associated with the roadway infrastructure of Kamehameha Hwy in the Pearl City/'Aiea area. Kamehameha Hwy has been a major transportation route through the Pearl City/'Aiea area since the early decades of the 20th century. The bridges constructed over this crossing at Waimalu Stream have been significantly integral to its development as an effective transportation route and have contributed meaningfully to development of this geographic area. They also have facilitated major passage through the area to points east and west that are served by the highway and are representative of important public works projects initiated by the Territorial and State governments.

Integrity:

Parapets and stanchions of all sections of the bridge are unaltered except for the addition of guardrails (W-beams and Thrie-beams) at some end stanchions.

Prepared by Mason Architects  July 2008
HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT  
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

Historic Status:  Evaluated Eligible

Resource Name/Historic Name: Kalauao Spring Bridge

Portion of Alignment: Ewa portion

Sector: 13 Pearlridge Station Sector

Location: Kamehameha Hwy at Kalauao Spring (west of Pali Momi St)

Owner:

Date-Original: 1936, 1945, 1966

Source: Inscription

Present Use/Historic Use: Bridge

Architectural Description:

The two center parapets of the bridge are identical, concrete balustrades pierced by vertically oriented openings in the form of a thick cross (commonly referred to as a "Greek-cross void"). This was a standardized pattern for Territorial Highway Department bridges of that period. End stanchions (1936 & 1945) are also quite similar, massive rectangular blocks of concrete with a stepped pattern along their edges. However, the stanchions marked "1936" (makai) are curved outward slightly, away from the traffic lanes. The two outer parapets (1966) are each formed of a high concrete curb (approximately 18") with an incised horizontal line. On top of the curbs are metal brackets supporting two tubular metal rails. Stanchions at the ends are rectangular blocks of concrete with two incised horizontal lines.

Significance:

Criterion "A" - associated with the roadway infrastructure of Kamehameha Hwy in the Pearl City/Aiea area. Kamehameha Hwy has been a major transportation route through the Pearl City/Aiea area since the early decades of the 20th century. The bridges constructed over this crossing at Kalauao Spring have been significantly integral to its development as an effective transportation route and have contributed meaningfully to development of this geographic area. They also have facilitated major passage through the area to points east and west that are served by the highway and are representative of important public works projects initiated by the Territorial and State governments.
HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

Historic Status:  Evaluated Eligible

Resource Name/Historic Name:  Kalauao Stream Bridge

Location:  Kamehameha Hwy at Kalauao Stream (at Pali Momi St)

Owner:

Date-Original:  1936, [1945], 1966

Source:  Inscriptions

Present Use/Historic Use:  Bridge

Architectural Description:

The two center parapets of the bridge are identical, concrete balustrades pierced by vertically oriented openings in the form of a thick cross (commonly referred to as a "Greek-cross void"), which was a standardized pattern of Territorial Highway Department bridges. End stanchions (makai section is marked 1936 & mauka section is like those on nearby 1945 bridges, but has no readable inscription since that area of stanchion is covered by a W-beam) are also quite similar, massive rectangular blocks of concrete with a stepped pattern along their edges. However, the stanchions marked "1936" (makai) are curved outward slightly, away from the traffic lanes. The two outer parapets (1966) are each formed of a high concrete curb (approximately 18") with an incised horizontal line. On top of the curbs are metal brackets supporting two tubular metal rails. Stanchions at the ends are rectangular blocks of concrete with two incised horizontal lines.

Integrity:

Parapets and stanchions of all sections of the bridge are unaltered except for the addition of guardrails (W-beams and Thrie-beams) at some end stanchions.

Significance:

Criterion "A" - associated with the roadway infrastructure of Kamehameha Hwy in the Pearl City/Aiea area. Kamehameha Hwy has been a major transportation route through the Pearl City/Aiea area since the early decades of the 20th century. The bridges constructed over this crossing at Kalauao Stream have been significantly integral to its development as an effective transportation route and have contributed meaningfully to development of this geographic area. They also have facilitated major passage through the area to points east and west that are served by the highway and are representative of important public works projects initiated by the Territorial and State governments.
HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: 99003029

Historic Status: PH NHL

Resource Name/Historic Name: Richardson Recreation Center Pool Complex
(Swimming Pool - Fac. S-21; Recreation Facility - Fac. 1; Bath House/Locker Room - Fac. 2; Handball Court - Fac. S-20)

Location: Kamehameha Hwy & Salt Lake Blvd.
Owner: U. S. Navy
Date-Original: 1941
Source: Paradise of the Pacific (Dec. 1941, 103)
Present Use/Historic Use: Military

Architectural Description:
Fac. S-21, the swimming pool, is concrete, 100 feet square. Fac. 1, the Recreation Facility, is a two-story concrete building on the southeast side of the pool. The first floor, at pool level, was designed to provide lavatories, showers, a women’s locker room, and storage. The second floor was designed to contain a lounge open on the pool side, with ship’s service (bar), lavatories, and women’s toilet/ powder room. Steps on both sides of the building lead down to the pool area. Fac. 2, the Bath House/Locker Room, on the northwest side of the pool, is a single-story concrete building with a flat roof and high windows on the sides facing the pool and the Handball Court. The latter is Fac. S-20, and its concrete back wall parallels the Locker Room’s southwest side. Projecting at right angles from that wall are five sloping walls, which form the four bays of the court. Fac. 51 is the ballfield to the south of the swimming pool complex. It once contained three softball diamonds but is now an open grassy field dotted with pavilions.

Integrity:
The Richardson Recreation Center Pool Complex maintain its integrity, although the overall recreation area has been changed in recent decades. The overall function of the pool complex remains the same and the main structures have not been greatly altered. The upper floor of the clubhouse (Fac. 1) was enclosed. Nearby recreational elements such as tennis courts, baseball and softball diamonds, bleachers, and a few restrooms have been removed, but this does not diminish the overall resource’s contribution to the Pearl Harbor National Historic Landmark. The biggest change to the recreational center was the construction of the bridge to Ford Island in 1999. Fac. 51, the open grassy area to the south of pool, contributes to the integrity of the resource’s setting, although altered from its WWII ballfield configuration.

Significance:
Richardson Recreation Center, located on the eastern shore of Pearl Harbor, was built to serve Navy personnel on visiting ships as well as those based at the installation. During the war years, ships ran hourly liberty boats to this center, which was open from 0900 to 1800 daily. The center offered the largest freshwater swimming pool on the island, as well as playing fields and facilities for baseball, softball, track, tennis, handball, archery, boxing, and wrestling. Intramural teams from the ships played baseball or softball in the morning, barbecued food brought from the ships and picnicked in areas adjacent to the playing fields, then swam in the pool. The clubhouse also had a canteen and dance floor, and dances were held every two weeks. The recreational facilities are significant for their role in building morale among Pearl Harbor personnel during WWII (Criteria A).

Prepared by Mason Architects July 2008
NR-NHL/CINCPAC Headquarters NHL, Site # 80-13-1384

Commander-in-Chief Pacific Fleet (CINCPACFLT) Headquarters - Fac. 250

Halawa Drive (overlooking Kamehameha Hwy.)

U.S. Navy

1941

Navy records

Military

See NHL nomination form

See NHL nomination form

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

Prepared by Mason Architects

July 2008
The neighborhood has high integrity in all aspects, although a few detracting features and additions have been made to some houses. Current revitalization programs to upgrade the units and bring them up to modern housing standards are being undertaken in a historically sensitive manner.

**Significance**

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

There are 14 types (and minor variations within several types) of single-family and duplex homes, ranging in size from 1748 to 3602 s.f., among the 89 residential buildings (97 units) at Makalapa. Remodeling has created further variety, but typical characteristics of houses include two-stories, asphalt-shingled hip roofs with 3'-wide eaves, concrete brick and/or horizontal board-drop siding, entry porches, pent roofs or concrete ledges over first-floor windows, wood-sash windows (double-hung, sliding, and hopper), plywood interior walls, and canec ceilings. Carports are incorporated into 14 houses, but detached carports are the norm.
The floor plan of Facility 1514 consists of three roughly rectangular single-story sections, two of which include courtyards. These sections have flat roofs except the northernmost portion of the roofs, for two of the sections, incorporate a row of twelve parallel barrel vaults. The six northernmost vaults cover the Aloha Jewish Chapel and have large openings over its adjoining courtyard. There are six-pointed stars in the courtyard wall and in one of the barrel vault ends. The other six vaults were originally designed to provide natural lighting to the central library space (now the SMART clinic). The flat-roofed southern section houses the Navy-Marine Corps Relief Society. The clinic and the Society share the second courtyard, and their entrances are located there. The exterior walls of the building are split concrete brick; the vaults and upper walls are concrete.

Significance:

Although this building is less than 50 years old, it meets National Register Criteria Consideration G for exceptional importance. This building is an exceptional example of the work of a master architect, Vladimir Ossipoff (1907-1998), who was the subject of a recent exhibition and publication of the Honolulu Academy of Arts. Also, the building is believed to be the first chapel built on a military base specifically as a Jewish place of worship. This building is a landmark at Makalapa Gate.
HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

Historic Status: Evaluated Eligible

Resource Name/Historic Name: Hawaii Employers Council

Location: 2682 WAIWAI LOOP
Owner: HAWAII EMPLOYERS COUNCIL
Date-Original: 1961
Source: Tax Office
Present Use/Historic Use: Commercial

Architectural Description:

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

Integrity:

Appears unaltered.

Significance:

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

Historic Status:  Evaluated Eligible

Resource Name/Historic Name:  Afuso House

Location:  1933 DILLINGHAM BLVD
Owner:  AFUSO, TSUYOSHI
Date-Original:  1914 & 1939
Source:  Tax Office and inventory form from 1970s transit project
Present Use/Historic Use:  Residential

Architectural Description:

Single-story plantation-style residence with hip roof and hip-roof dormers, one on each roof slope. Constructed of vertical tongue and groove with a mid-wall girt on a post-and-beam foundation with horizontal board screening, except for concrete-hollow-tile foundation walls near concrete entry stair. The stair leads to a central recessed entry porch, which resulted from the 1939 enclosure of a portion of the original corner porch.

Integrity:

Retains a high degree of integrity of location, design, materials, workmanship, feeling and association. Integrity of setting, with adjacent vacant lots on one side, is somewhat changed from its historic dense residential character, but is still apparent, due to the presence of other historic residential buildings in the immediate area. Jalousie windows and an added carport are the most apparent non-historic alterations. The porch enclosure, concrete entry stair and metal railing were built in 1939 and are considered historic alterations, and part of the design history of the house.

Significance:

Criterion "A" – associated with the residential development of the Kalihi Kai neighborhood in the early 1900s and with this road's (formerly North Queen Street) period of transition to a mixed commercial-residential area, when it was extended in the 1930s, with extensions connecting to downtown and to Kamehameha Highway. (North Queen Street was renamed Dillingham Boulevard a few years after the extensions.) Criterion "C" – embodies the distinctive characteristics of a type and period of construction, as an early urban house in a plantation style with some unusual features, such as the hipped dormers.
HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT  
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

Historic Status:  Evaluated Eligible

Resource Name/Historic Name:  Higa Four-plex

Location:  1945 DILLINGHAM BLVD
Owner:  AFUSO, TSUYOSHI
Date-Original:  1941 & 1944
Source:  Tax Office
Present Use/Historic Use:  Residential

Architectural Description:
Two-story plantation-style four-plex residence with a hip roof. Constructed with CMU walls on the ground floor, and with vertical tongue-and-groove siding and double girts at the second floor. Windows are original three-light sliding sash and 1/1 double hung. The front entries have concrete stairs with decorative metal railings to the second floor. There is also a 1940 two-story residence at the rear of the lot that was not visible from the street.

Integrity:
This building has a high degree of integrity. Tax office records and the different construction materials suggest that the building house was raised in 1944, soon after it was built in 1941. Since the first floor addition of CMU and the concrete entry stairs with metal railing appear to be historic alterations, they are considered part of the building's design history.

Significance:
Criterion "A" – associated with the residential development of the Dillingham Boulevard area in the 1940s when there was increased demand for housing in the build-up period before WWII. Criterion "C" – a distinctive example of a plantation style duplex design (the top story) transmuted into a four-plex in an urban neighborhood. It is associated with the history of Dillingham Boulevard, whose development affected the Kalihi Kai neighborhood, originally consisting mostly of single-family residences.
Historic Status: Evaluated Eligible

Resource Name/Historic Name: Teixeira House

Location: 1927 DILLINGHAM BLVD
Owner: RODRIGUES, BEVERLY P S TR
Date-Original: 1945
Source: Tax Office
Present Use/Historic Use: Residential

Architectural Description:
Single-story plantation-style house with a hip roof covered in asphalt roll roofing. Single-wall, vertical tongue-and-groove construction with two horizontal girts and outset window frames on a post-and-beam foundation that is screened with horizontal boards. Original windows are 1/1 double hung.

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

Integrity:
Although there have been some changes, the house retains sufficient integrity to qualify for the National Register. Integrity of setting is compromised from its historic dense residential character due to large new commercial building on the consolidated adjacent lot. The historic setting is still apparent, due to the presence of other historic residential buildings in the immediate area. Design changes include replacement of some original windows with jalousies, and of lattice foundation screening with boards, and removal of rock wall at front of lot.

Significance:
Criterion "A" – associated with the residential development of the Kalihi Kai neighborhood in the first half of the 20th century and with this road’s (formerly North Queen Street) period of transition to a mixed commercial-residential area, when it was extended in the 1930s with extensions connecting to downtown and to Kamehameha Highway. (North Queen Street was renamed Dillingham Boulevard a few years after the extensions.) Criterion "C" – embodies the distinctive characteristics of a type, period, and method of construction, as a good example of a 1940s, single-wall, plantation-style dwelling.
HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

Resource Name/Historic Name: Lava Rock Curbs
Location: From about Laumaka St to South St (except not along Nimitz Hwy)
Owner: CITY AND COUNTY OF HONOLULU
Date-Original: ca. 1889 to 1949

Architectural Description:
These curb stones are dense sections of (basalt) lava rock that are rough-hewn below grade, but squared at their exposed surfaces. The width and height of the exposed surfaces are typically about 6 inches, but the buried depth is several feet. They are of varying lengths, from 2' to over 5'. Some curbs at intersections exhibit a slight curvature to follow the contour of the street corner.

Integrity:
Unaltered.

Significance:
Criterion "A" – these objects are associated with the roadway infrastructure development of Honolulu. Criterion "C" – these objects qualify as examples of the distinctive method of street construction in Honolulu during the late 1800s and the early 1900s. The lava rock curbs are an important and labor-intensive part of the history of Honolulu's street and road infrastructure. Some of the lava rock used for curbstones was taken from the Mo'ili'ili quarry which operated from 1889 to 1949. The stone from this quarry was considered to be high quality.
HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

Historic Status: Evaluated Eligible

Resource Name/Historic Name: Six Quonset Huts

Location: 1001 DILLINGHAM BLVD
Owner: URBAN INVESTMENTS
Date-Original: 1954
Source: Tax Office
Present Use/Historic Use: Commercial

Architectural Description:

Six Quonset huts with 40' x 100' footprint, constructed of corrugated metal with sliding doors on their southeast ends. The one closest to Dillingham Boulevard has added large-scale doors on its long side, and some have roofs have been altered by the addition of round vents or raised roof sections for ventilation.

A Butler Manufacturing pre-fabricated metal warehouse building with four gables and a three-story building of concrete masonry units are also on the parcel.

Integrity:

The basic integrity of the grouping, after re-erection on this site, remains high, despite the addition of the three-story building ca. 1970. Most of the Quonset huts are unaltered since they were erected on this site. Some have added doors or ventilation openings.

Significance:

Criterion "A" - associated with the re-use of former military buildings by small businesses and others on Oahu. Criterion "C" – they embody the distinctive characteristics of this notable building type. They are a rare extant grouping of re-located military Quonset huts. These Quonsets huts were originally erected and used by the military on another site during WWII. According to aerial photos they were re-erected on this site sometime between January 1953 and January 1963. They are associated with the economic development of Oahu after WWII, some of which was spurred by the release of excess military buildings to the civilian Oahu population after the war, and the resulting use of these excessed buildings by small businesses and others.

Prepared by Mason Architects  July 2008
HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

Historic Status:  Evaluated Eligible

Resource Name/Historic Name:  Kapalama Canal Bridge

Location:  Dillingham Blvd
Owner:  City and County of Honolulu
Date-Original:  1930


Present Use/Historic Use:  Bridge

Architectural Description:

This bridge is a five-span, reinforced-concrete, tee-beam deck-girder bridge, about 113' in length. It was built for the City & County of Honolulu, under the tenure of Bureau Engineer D. Balch and design engineer George Dawson. Its concrete parapets are pierced to form balustrades with arched-topped vertically oriented openings. This arched-top design pattern for balustrades was a standardized pattern of Territorial Highway Department bridges of this period. The balustrades of this bridge are divided by four regularly spaced stanchions that have thick rectangular tops with a very-low-slope hipped cap. The face of each stanchion has a recessed rectangular panel with a raised pyramidal design. The end stanchions are similar but slightly larger with flat panels that are inscribed "Kapalama Canal" and on the opposite stanchion, "1930." There are 10' sidewalks on both sides of the bridge.

Integrity:

Integrity appears high, parapets and stanchions are unaltered.

Significance:

Criterion "A" - for its association with the transportation history of the area and the extension of Dillingham Boulevard from the Kalihi Kai neighborhood to downtown. Criterion "C" - as an example of concrete bridge engineering and design in Hawaii. This bridge was an important transportation link between Kalihi and downtown Honolulu and an important aspect of the construction of Dillingham Boulevard between Waiakamilo and King Street in the early 1930s.
HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

Historic Status:  Evaluated Eligible

Resource Name/Historic Name:  Kamani Trees

Location:  From about Kapalama Drainage Canal to Ka'aahi Street

Owner:  CITY AND COUNTY OF HONOLULU

Date-Original:  ca. 1934

Source:  Hawaii State Archives photograph collection, folder PP58-11, neg #hc 31,847.

Present Use/Historic Use:  Street trees/ Urban landscape element

Architectural Description:

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

Significance:

This designed historic landscape qualifies under Criterion "A" for its association with the 1930s roadway infrastructure development of Dillingham Boulevard and the history of street tree plantings in Honolulu. More research may reveal that it also qualifies under Criterion “C” for its embodiment of distinctive characteristics of 1930s street tree planting and landscaping.

Integrity:

Unaltered, except for maintenance pruning.

Prepared by Mason Architects  July 2008
This three-story International-Style building has a prominent rounded corner where its two street-facing sides join at Ka'aahi Street and Ka'amahu Place. The building has exterior walls of CMU in a grid pattern, a flat roof, and cantilevered concrete canopies above the storefronts and the second and third story windows. Storefronts have aluminum-framed double doors and fixed light windows, both with jalousie transoms. Upper-floor windows are jalousies. Some windows and transoms have window air conditioners. Two cargo bays provide access to an open area behind the building. According to Tax Office records the building has ten storefronts on the ground floor and thirteen apartment units on each of the second and third floors.
Historic Status: Evaluated Eligible

Resource Name/Historic Name: Wood Tenement Buildings behind Tong Fat Co.

Location: 425 N. King St.
Owner: Cupboard LLC
Date-Original: 1914
Source: Tax Office
Present Use/Historic Use: Residential

Architectural Description:

Three of the four buildings are two-story four-plexes and one is a single-story (duplex). These are built of vertical tongue and groove boards on post and beam foundations. The two-story buildings have gable-on-hip roofs and concrete stairs with lava-rock cheekwalls at the entries to the first-floor apartments. The single-story building has a gable roof and concrete stairs with wood railings at the entries. Wooden stairs provide access to the second floors. Jalousie windows have replaced the original double-hung ones. The single-story building was apparently altered by removing the second floor.

Significance:

Criterion "A" - associated with the development of the A'ala neighborhood. Criterion "C" - an example of typical grouping and construction of early twentieth century tenement buildings in Honolulu. The tenement buildings are a very rare example of an early-20th-century, high-density, wood-framed, residential cluster, typical in the A'ala area and Chinatown before massive urban renewal of the 1960s replaced the wooden buildings and narrow lanes with public housing.
HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

Historic Status: HR, Site No. 80-14-1380 (NRHP Determined Eligible 2/12/79)

Resource Name/Historic Name: Oahu Railway & Land Co. Office & Document Storage Building

Location: 355 N. KING ST.
Owner: STATE OF HAWAII
Date-Original: 1914
Source: Mason, Glenn [1978] Inventory Form

Present Use/Historic Use: Offices

Architectural Description:

This two-story Colonial Revival Style building is built of stuccoed concrete with a gable roof. A heavy molded pediment is found at the southeast gable, the molding continuing along the eaves at the sides of the building. The building has a sill course at the bottom of the second-floor windows and a string course between the first and second stories. The entry, on the southeast end, is topped with a pediment and flanked by small two-light windows. At the southeast side of the building is a projecting platform supported by solid curved brackets. A double door provides access to this platform from the second floor. The entry, on the southeast end, is topped with a pediment and flanked by small two-light windows with label moldings. At the rear of the building is a walk-in concrete vault.

Integrity:

The buildings on this lot all have a high degree of integrity, with the facades of the buildings essentially unchanged. The primary alterations are to the windows -- some have been changed to jalousies and some sealed with solid panels. The grade-level rail yard on the property has been replaced by paved grounds, but the open feeling around the buildings is similar to that of its past. NOTE: See additional form for these two TMKs for information on historic paving which is also located on this property.

Significance:

Criterion "A" - associated with the Oahu Railway & Land Co., an important force in the development of Oahu. Criterion "C" - it embodies the distinctive characteristics of a type and period of construction. The unknown designer of this building crafted a building in a style typical of public structures of the early 20th century in Hawaii; it is now a rare surviving example of Colonial Revival architecture in Honolulu.
HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

Historic Status:   HR, Site No. 80-14-1380 (NRHP Determined Eligible 2/12/79)

Resource Name/Historic Name:  Oahu Railway & Land Co. Terminal Building

Location:  355 N. KING ST.
Owner:  STATE OF HAWAII
Date-Original:  1925
Source:  Honolulu Advertiser May 14, 1925, p. 1

Present Use/Historic Use:  Offices / Train Station

Architectural Description:

This two-story Spanish Mission Revival Style building is constructed of stuccoed concrete with a gable-on-hip roof covered in red tile. An outset arcade with arched openings extends around most of the building. The arcade has a thin projecting band at its cornice and at the spring line of the arches. There is a porte cochere on the southeast side, and a large clock tower with a crenelated battlement is located on the northeast side. The clock tower extends about a full story above the roof and at its base is the main entry to the building. Windows are 1/1 double-hung and eight-light casement types.

Integrity:

The buildings on this lot all have a high degree of integrity, with the facades of the buildings essentially unchanged. The primary alterations are to the windows -- some have been changed to jalousies and some sealed with solid panels. The grade-level rail yard on the property has been replaced by paved grounds, but the open feeling around the buildings is similar to that of its past. NOTE: See additional form for these two TMKs for information on historic paving which is also located on this property.

Significance:

Criterion "A" - associated with the Oahu Railway & Land Co., an important force in the development of Oahu. Criterion "C" - an example of Spanish Mission Revival Style with high artistic value. The terminal building which opened in May 1925, was designed by Honolulu architect Guy N. Rothwell. It embodies the distinctive characteristics of public buildings during the 1920s period in Honolulu. The terminal building is associated with the Oahu Railway & Land Co., a very important transportation network for the sugar and pineapple plantations, the military, and the residents of Oahu, until it stopped service in December 1947.
HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

Historic Status:  Evaluated Eligible (also within NR/Chinatown Historic District)

Resource Name/Historic Name: Nu'uanu Stream Bridge

Location:  N NIMITZ HWY
Owner:
Date-Original:  1932
Source:  date on bridge
Present Use/Historic Use:  Bridge

Architectural Description:

This concrete bridge has a solid parapet with molding at its base and under its rounded top rail. The concrete abutments supporting the bridge show the impressions of their board-forming. Four rounded concrete piers with molded bases rise out of Nu'uanu Stream to support the span. The parapet on the mauka side curves about 90 degrees at its ends to run parallel with the stream. Each end is inscribed "Nuuanu Stream 1932."

Integrity:

Parapets and piers appear unaltered.

Significance:

Criterion "A" - associated with the transportation history of the Honolulu waterfront and Queen Street before it was renamed Nimitz Highway. Criterion "C" - as a late example of a concrete bridge with solid parapet design, incorporating unusual molded detailing and a rounded top rail. The solid parapet is somewhat unusual for its 1932 construction date, since most bridges constructed in that period by the Territory had balustrades pierced with vertically-oriented openings. This bridge carries the 'Ewa-bound traffic of Ala Moana Boulevard/ Nimitz Highway out of downtown and is an important transportation link between Iwilei and downtown. Also, this building is within the Chinatown Historic District and is considered a contributing resource.
HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: 17002, 17003, & 17004 plats
Portion of Alignment: Koko Head portion
Sector: 23 Chinatown Station Sector
Station Block: Chinatown Station Block

Historic Status: Listed on National Register, Site No. 80-14-9986
Resource Name/Historic Name: Chinatown Historic District
Location: Roughly bounded by Nuuanu Stream, Beretania St., Nu'uanu Ave., & Honolulu Harbor
Owner: Multiple public/private
Date-Original: ca. 1900 – ca. 1968
Source: Tax Records
Present Use/Historic Use: Various commercial, residential & public uses

History/Description of District:
The district has an abundance of architecturally notable buildings of varied ages which combine with plainer, vernacular ones to yield a distinct streetscape. This is unified by the use of sidewalk canopies and storefront entries with either wide opening doors for maximum shop exposure or with recessed doorways with splayed shopfront windows. The makai areas of the district still enjoy some unobstructed views of Honolulu Harbor, from Maunakea Street (Fox 1971, NR Property Photography Form, SHPD files) and other mauka/makai streets.

This historic district, covering about 36 acres, was listed on the National Register on January 17, 1973. The district boundaries, as mapped and described in the National Register nomination form, run in a line 50’ Ewa (north) of Nuuanu Stream, along the mauka (east) side of Beretania Street, 50’ Diamond Head (south) of Nuuanu Avenue, and extend into the waters of Honolulu Harbor, 50’ makai (west) of the longest pier.

Significance:
The makai boundary of the district expresses the importance of Chinatown’s connection with the harbor and its historic ties to the waterfront, a factor of great importance in its origin and evolution. “The major reason for its [Chinatown’s] early development and continuous history as a commercial area was due to the close proximity to Honolulu Harbor” (Riconda 1973, National Register Nomination form for Chinatown Historic District, SHPD files).

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

In the Chinatown Historic District buildings from the early 20th century are combined with later, mid-century construction (often in International Style) to yield a significant concentration of buildings that are united historically and aesthetically by physical development.

Integrity:
The district retains levels of integrity which qualify it for inclusion in the National Register. Alterations have included changes to streets, new high-rise construction and other non-contributing buildings, and alteration of waterfront elements, including walls and piers.

NOTE: Dashed line shows the district boundaries as indicated on NR nomination form, within the makai portion of the Chinatown Historic District which is traversed by the proposed rail line.

Prepared by Mason Architects July 2008
**NATIONAL REGISTER OF HISTORIC PLACES**
**INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

1. **NAME**
   - Merchant Street Historical District (80-14-9905)

2. **LOCATION**
   - **STREET AND NUMBER:**
     - Individual addresses for buildings are shown on the attached map of the area.
   - **CITY OR TOWN:** Honolulu
   - **STATE:** Hawaii
   - **TOWN CODE:** 15
   - **COUNTY CODE:** 03

3. **CLASSIFICATION**

<table>
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<th>CATEGORY (Check One)</th>
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<th>STATUS</th>
<th>ACCESSIBLE TO THE PUBLIC</th>
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<td>☑ Being Considered</td>
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</table>
   - **PRESENT USE** (Check One or More as Appropriate)
     - Agricultural
     - Commercial
     - Educational
     - XX Entertainment
     - Government
     - Industrial
     - Military
     - Religious
     - Museum
     - Scientific
     - Transportation
     - Other (Specify)
     - Comments

4. **OWNER OF PROPERTY**
   - **OWNER'S NAME:** Multiple Ownership

5. **LOCATION OF LEGAL DESCRIPTION**

   - **COURTHOUSE, REGISTRY OF DEEDS, ETC.:**
     - Bureau of Conveyances
   - **STREET AND NUMBER:** Tax Office Annex P.O. Box 2867
   - **CITY OR TOWN:** Honolulu
   - **STATE:** Hawaii
   - **TOWN CODE:** 15
   - **COUNTY CODE:** 03

6. **REPRESENTATION IN EXISTING SURVEYS**

   - Most of the buildings appear in the survey done by the Historic Buildings Task Force and are mentioned in their publication, Old Honolulu.
   - **DATE OF SURVEY:**
   - **DEPOSITORY FOR SURVEY RECORDS:** Archives of Hawaii
   - **STREET AND NUMBER:** Iolani Palace Grounds
   - **CITY OR TOWN:** Honolulu
   - **STATE:** Hawaii
   - **TOWN CODE:** 15
   - **COUNTY CODE:** 03
The Merchant Street Historical District, occupying four square blocks in downtown Honolulu, contains a variety of interesting old buildings. The area is what remains of "old" Honolulu. Merchant Street, once the main street of the financial and governmental part of the city, bisects the district and is lined with low-rise, well maintained buildings of character and distinction (see attached map).

Beginning at Fort Street and heading down Merchant toward Nuuanu, on the left is the old Bishop Estate building, constructed in 1896. This small two story building, with its fortress-like appearance creates an illusion of being larger than it is. It is constructed of dark grey lava stone taken from the quarries found on Bishop Estate land. Next to this building is the old Bishop Bank building, built in 1878 to house the Bank of Bishop. Of brick construction, it has been stuccoed over and some of the first floor windows have been covered over to add wall space on the interior. Sensitive treatment would easily restore it to its original character.

Across Merchant Street from these two buildings is a large empty space which up until June 1972 was occupied by the Hawaiian Gazette building. This empty space is also the site of the original Honolulu Hale (Honolulu City Hall). Next to this empty space, still heading toward Nuuanu Avenue, is the Kamehameha V Post Office. This building was previously nominated to and placed on the National Register. Across Merchant Street from Kamehameha V Post Office is the Melchers Building, now the home of the Honolulu Prosecuting Attorney's offices. This is the oldest commercial building still standing in Honolulu, having been constructed in 1854. It is constructed of coral blocks, but the texture has been lost under layers of stucco and paint. It is a very simple two story structure, reflecting the simplicity and pragmatism of construction in mid-nineteenth century Hawaii.

Across Bethel Street from the Melchers Building is the Old Honolulu Police Station. While not as old as the other buildings in the District, its low-rise Mediterranean style is harmonious with the rest of the buildings. Across Merchant Street from the Old Police Station is the Yokohama Specie Bank building. This building, built in 1909, is a major contributor to the character of Merchant Street. It is a two-story, eclectic style building with an elaborate corner entry way. The building is further embellished by an ornate frieze with portals decorated by classic wreath and floral carvings above the second floor. Heading up Bethel Street from Merchant Street are two other valuable buildings, the Friend building and the McCandless building. Both of these buildings contribute to the overall scale and character of the District.
Returning to Merchant Street and again continuing toward Nuuanu Avenue, the Waterhouse building and the Old Royal Saloon occupy the right side of the street. The Waterhouse building is a simple two story building with a peeling stucco over brick facade. The Old Royal Saloon, the last reminder of Honolulu's once thriving waterfront community, has been successfully turned into a restaurant and has been renovated in a harmonious eclectic style. It occupies the corner of Merchant Street and Nuuanu Avenue.

Across Nuuanu Avenue from the Old Royal Saloon is the T.R. Foster building. This building, now known as Alfie's Pub to much of the downtown community, was the first building in the Merchant Street area to be recognized for its potential economic value because of age, style and character. The stucco exterior was removed to reveal one of the finest examples of brick artistry and craftsmanship existing in Honolulu. The T. R. Foster building and the small brick warehouse behind it (now also a small restaurant) were built in 1891. While actually geographically situated within the area designated as the Chinatown Historical District, in character and in style, both of these buildings belong with the Merchant Street buildings.
The buildings along Merchant Street between Nuuanu and Bishop Streets provide a unique opportunity to preserve a significant aspect of Honolulu's architectural heritage. Dating from 1854, these buildings portray tangible evidence of the growth and development of Honolulu's professional and business community.

A great deal of the economic and political history of Hawaii was created and written by the previous occupants of these buildings. Ranging from banks to bars and post office to newspapers, they have paid silent witness to the creation of present day Hawaii.

Individually, the buildings along Merchant Street are of great architectural and historical value. The oldest existing commercial building in Honolulu, (Melchers Building, 1854) first use of precast concrete block construction, (Kamehameha V Post Office, 1871), the "romantic" old Honolulu Police Station.

As a group, they represent an incalculable asset as an historic record of Honolulu's past. The variety of architectural styles depict the changing attitudes and living patterns during the emergence of Honolulu as a major city. The loss of even the simplest of these buildings would lead to the destruction of the harmony and continuity created by their combined existence.

The variety of styles, forms and materials create an unplanned character of great value, unified by the common element of human scale. Being adjacent to the vertical growth area of Bishop Street, the need to preserve this small scale human environment becomes all the more apparent.

The recent interest and restoration of many of these buildings gives evidence to the growing concern and reappraisal being directed towards Honolulu's architectural heritage. The need to establish a sense of identity and permanency in the downtown area is becoming increasingly evident as in recent years many of the finest historic buildings have been needlessly lost.

It is fortunate to have such a valuable group of buildings in sound condition that require no great effort than recognition.
8a.

Merchant Street allows Honolulu the opportunity to create an Historic District that would provide a permanent area for future generations to participate in a living element of Hawaii's heritage. The outer limits of this historical district are: Nuuanu Avenue, King Street, Fort Street, and Queen Street (extended in a straight line to intersect with Nuuanu Avenue).
"Merchant Street Notes" by Richard Greer in Hawaii Historical Review, Honolulu, 1969, pp.183-199.
**Architectural Description:**

This three-story building is built with an International-style façade that is typified by its bands of metal-frame multi-light windows at the upper two floors, unadorned cornice, and lack of decorative detailing. The first floor has a recessed entry and flanking fixed-light windows which are the full height of the first story and are protected by a cantilevered canopy. To the sides of the canopy are fixed-light windows of slightly lesser height. At both ends of the building are open stairways accessed from the building's interior that have a perforated-pattern wall at the first floor and solid panel railings at the upper floors.

**Integrity:**

Appears unaltered.

**Significance:**

Criterion "A" - for its association with the Harbor Commission of the Territory of Hawaii in the period after WWII and before the 1959 advent of jet airliners. This building replaced an earlier section of the 1926 Pier 11 building (containing offices and storage) that was destroyed when Nimitz Highway was realigned/widened.
HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

Historic Status: Evaluated Eligible

Resource Name/Historic Name: Pier 10/11

Location: 600 Fort Street
Owner: STATE OF HAWAII
Date-Original: 1926
Source: Tax Office
Present Use/Historic Use: Maritime passenger terminal

Architectural Description:

This single-story passenger terminal building is about 550' long and extends most of the length of Piers 10 & 11. Viewed from the harbor side, it has a gable roof covered with clay tiles at the Pier 11 facade, and an unadored stepped cornice at Pier 10. There are numerous large-scale metal roll-up doors along its harbor-side length at the first story. The second story has an inset covered walkway with numerous openings to allow passengers access to the upper decks of large vessels. These second story openings are rectangular at Pier 10, and at Pier 11 they have arched tops. The railing at Pier 11 is also more decorative with metal railings and solid sections alternating, the latter with diamond-pattern decorations. Near the mid point of the second story of the building is a larger rectangular opening with shed roof that holds the movable gangway for access to vessels. Near the mid-point of Pier 11 is a hip-roofed clerestory. The Fort Street side of the building has pilasters with simple capitals and bases that define the bays and support a simple cornice with a projecting band. At the second story each bay has a segmental-arched opening that is filled with multi-light windows with pivot sash sections. The first floor bays typically have large fixed-light windows and double entry doors with large single lights. Some bays have large-scale roll-up doors for vehicle access. Continuous canopy.

Significance:

Criterion "A" - for its association with the maritime passenger industry. Criterion "C" - as an example of neo-classical architecture of the 1920s in Honolulu. This building is associated with the maritime passenger industry in Hawaii; its construction date of 1926 corresponds with Matson Navigation's construction (with Castle & Cooke) of the opulent Royal Hawaiian Hotel and their new luxury flagship, the Malolo. During the 1920s and 1930s passenger steamships brought wealthy tourists to Honolulu. "The commodity of the day was the tourist who could afford about what he wanted [sic]. For him, there must be great ships and great hotels" (Worden, Cargoes: Matson's first Century in the Pacific, 1981).

Prepared by Mason Architects July 2008
This 184' tower has an elongated eight-sided convex-curved spire for its main roof. This main spire is topped by a small, eight-sided deck with a thin railing and a "t"-shaped mast. Each of the cardinal faces of the main spire have an engaged elongated feature with a small gabled cap and narrow arched opening that appears to contain windows or vents. At the base of the main spire, at each of the building's four corners, is a convex-curved hip roof atop each of the vertical members that form the structure of the tower. Each spire has a gable-shaped decoration below its peak, and below that a narrow arched opening filled with awning windows. On each side of the tower, between the four spires, are the inset observation decks, with the word "Aloha" cut through the solid panel railings. Just above each observation deck opening is a narrow molded projection that is supported by two brackets. Below the observation-deck level are large clock faces, one on each side of the tower. On the nine floors of the tower below the clocks, between the four vertical corner members, are three vertical bands of alternating awning windows and solid panels. The base of the tower has a tall arched opening with molded imposts on each of its four sides. The top portion of these openings is filled with metal grilles and a sign with the word "Aloha."

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

Criterion "A" - for its association with the development of Hawaii as a tourist destination for travelers from the mainland, and for its role as a harbor-control tower during WWII. Criterion "C" - as an example of 1920s Art Deco architecture in Honolulu. Aloha Tower is probably the most famous architectural landmark in Honolulu. It was designed by Arthur Reynolds in Art Deco style.
HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

Historic Status: HR Site No. 80-14-9829

Resource Name/Historic Name: Irwin Park

Location: Nimitz Highway, between Bishop and Fort Streets

Owner:

Date-Original: 1930

Source: Tax Office

Present Use/Historic Use: Parking lot

Architectural Description:

This two-acre park is unique in Hawaii, because it is largely a parking lot with grass medians and numerous mature monkeypod trees and coconut palms. At its northern end is the commemorative part of the park. This includes a wide sunken sidewalk leading from the corner of the park to a circular fountain (currently dry) with seating and tables.

Integrity:

Re-alignment of Nimitz Highway has altered the mauka boundary, but the historic configuration of parking spaces among the mature trees remains.

Significance:

Criterion "A" - associated with the history of beautification efforts in of the Honolulu waterfront passenger terminal area, as well as the site of welcome for visiting dignitaries and other ship passengers in the 1930s and 1940s. Criterion "B" - the NR nomination form notes the association with William G. Irwin. Criterion "C" - represents the work of the leading Honolulu landscape architect, Robert O. Thompson.
This triangular parcel, bounded by Fort Street Mall, Queen Street, and Nimitz Highway, has no listed TMK number. It is landscaped with an undulating lawn planted with numerous mature coconut palms and four mature monkeypod trees. Along the east side, facing Fort Street Mall, are a fountain and sculpture in memory of Henry A. Walker Sr. and his wife Una. Also on the parcel are items with commemorative plaques: stones from the original H. Hackfeld Co. building, coral blocks from the courthouse that originally stood on the H. Hackfeld property, a monkeypod tree originally sprouted on the grounds, the original gates to H. Hackfeld, and a plaque to Henry A. Walker, Jr. Also on the grounds is a muzzle-loading cannon on a wooden carriage.

Setting has been changed by the conversion of Fort Street to a pedestrian mall and by the addition of a paved area and fountain.

Criterion "A" - for its association with the development of the downtown Honolulu waterfront and central business district. Criterion "C" - as an early example of a created greenspace in the central business district. Under Criteria Consideration "F" - the associated memorial items and plaques are understood to be commemorative in nature, and do not constitute NR-eligible objects. The park was created in 1951 from the realignment and widening of Queen Street and Nimitz Highway. Since that time it has become an important visual signpost at the edge of Honolulu's central business district, and a complement and gateway from downtown to historic Irwin Park and Aloha Tower. The memorial items and plaques in the park are commemorative in nature, without their own historic significance. They are not themselves eligible for the National Register, but they do not add to or detract from the park's eligibility for its own significance. The park is an early example of a created greenspace in Honolulu's central business core, an idea begun in Honolulu with 1930s Irwin Park and continued through Wilcox Square on Fort Street Mall, and Tamarind Square.
HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

Historic Status:  Evaluated Eligible

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

Location:  222 ALA MOANA

Owner:  HAWAIIAN ELECTRIC CO INC

Date-Original:  1929 & 1955


Present Use/Historic Use:  Electric power generation

Architectural Description:

The 1929 building has stepped-back massing at the upper levels, and has a stucco coating with most of the original windows sealed. The building features two arched tops of original openings (now sealed) and horizontal banding. Small additions of corrugated metal and an exterior stair are found on the Diamond Head side of the building. The 1955 building has a three-step massing; the lower walls are 2”x 12” brick in a running bond pattern, while the taller sections have concrete walls with a pattern of vertical scored lines. One the side walls vertical bands of metal louvers provide ventilation.

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

Integrity:

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

Significance:

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

The 1955 building was named for Leslie A. Hicks, HECO president at the time the building was opened (Pratt, Dudley. HEI – The Start of a New Tradition. Newcomen Society: New York, 1988: 16).
This four-story, Italian Renaissance Revival-style building has many typical high-style elaborations: rusticated stonework (joints emphasized) at the first story, quoins (at the upper floor corners), arcaded entry, and upper-story setback sections with simulated second-story porches. In addition, the building displays many other features which typify the style: low-pitch hip roof covered in tile, widely overhanging eaves with decorative brackets, and arched windows and doors at the first story. The entry lobby has elaborate Art Deco embellishments on walls, floors, fixtures, and ceiling, featuring geometric, nautical, and tropical motifs, along with a memorial plaque to Benjamin F. Dillingham.

Retains high integrity. Only major changes involve first-floor storefronts and the creation of two arcades by removal of some store spaces, to provide Bishop Street access (and addresses) for the ca. 1980 Grosvenor Center (now Pacific Guardian Center) towers.

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

TMK: 21051005 & 21051006
Portion of Alignment: Koko Head portion
Sector: 25 Civic Center Station Sector
Station Block:

Historic Status: HR/ Site No. 80-14-1388 (Art Deco Parks)

Resource Name/Historic Name: Mother Waldron Playground

Location: Halekauwila, Coral & Pohukaina Sts.
Owner: STATE OF HAWAII
Date-Original: 1937
Source: Tax Office

Present Use/Historic Use: Park

Architectural Description:

This almost two-acre park has a zig-zag painted brick perimeter wall, with circular piers articulating the corners and entries. The inner angles of the wall also have rounded ends. Poinciana trees are planted in the spaces outside the walls to shade the red-tile-topped benches inside the walls. The comfort station pavilion design incorporates a stage and has covered, curving pergolas extending from it. These are also built of brick with rounded forms. Sandstone paving is used in this area of the park.

Integrity:

Retains high integrity.

Significance:

Listed on the Hawaii Register of Historic Places on June 9, 1988 as an element of the thematic group "City & County of Honolulu Art Deco Parks." This park, along with Ala Moana Park, Ala Wai Park Clubhouse, Haleiwa Beach Park, and Kawananakoa Playground are listed on the Hawaii Register of Historic Places (site # 80-14-1388) as the thematic group “City & County of Honolulu, Art Deco Parks.” Criterion "A" - significant for its associations with the playground movement, both nationally and locally. Criterion "C"- for its architectural and landscape design by Harry Sims Bent. This park is considered one of Bent's best playground design and a good example of Art Deco/Art Moderne styles in hardscape.