



DEPARTMENT OF THE NAVY
COMMANDING OFFICER
NAVAL STATION
850 TICONDEROGA ST STE 100
PEARL HARBOR HI 96860-5102

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Ser N00/029
25 Jan 10

Mr. Wayne Yoshioka
Department of Transportation Services
City and County of Honolulu
650 South King Street, 3rd Floor
Honolulu, HI 96813

Dear Mr. Yoshioka:

Thank you for your letter dated December 31, 2009 regarding the Honolulu High-Capacity Transit Corridor Project (Transit Project). The Navy firmly believes a rail station for Joint Base Pearl Harbor Hickam is essential to serve our Sailors, Airmen, and civilian professionals. The Navy's preferred location for this rail station remains the intersection of Kamahameha Highway and Radford Drive as currently proposed.

The Navy's Integrated Cultural Resources Management Plan (ICRMP) provides guidelines for the appropriate treatment of cultural landscape features, buildings, and structures. It looks at ways to integrate the guidelines into the Navy's project and program planning process. While the ICRMP does aid in assessing Navy property eligibility for the National Register of Historic Places, the maps and descriptions contained in the ICRMP should not automatically be assumed to indicate a specific historic or cultural significance.

The Navy's ICRMP for the Pearl Harbor Naval Complex has depicted a single Makalapa Housing Zone, with two distinct sub-areas, since 2002. This resource was available to the City as a publicly available document, and is also well known to the City's agents as the City and Navy share the same historic consultant. On the City's consultant's recommendation, the City chose to evaluate the two housing areas as separate districts rather than a single Makalapa Housing Zone. The Navy does not disagree with the approach taken by the City.

Mason Architects, Inc. (MAI), historic consultant for both Navy and the City, considers the Makalapa Housing area to consist of two separate contributing sub-areas, Makalapa and Little Makalapa, with a small open space and a major thoroughfare, Radford Drive, running between the two areas. Each sub-area is bordered by mature trees and rock croppings that are a remnant of the physical crater land forms. These two distinct sub-areas are spatially and physically separated by natural topography and vehicular circulation. Additionally, MAI feels that although the two housing areas were built about the same time, the housing types are different and the housing areas originally had different populations, with Little Makalapa housing civilians and the Makalapa housing Naval officers. A major thoroughfare exists dividing

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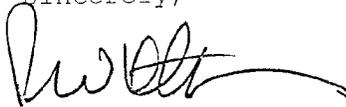
the two housing sub-areas, and the open area where the station will touch down is bordered very closely by Kamehameha Highway to the west, the H-1 Freeway to the east, and Radford Drive to the north. The ICRMP states that the construction of both the H-1 Freeway and Radford Drive has changed the character of the area between the two housing sub-areas. The Navy agrees with MAT's views.

The City has determined that the proposed rail station will have "no adverse effect" on Little Makalapa Housing. The State Historic Preservation Office has concurred with this determination. The Navy has not objected to this determination during previous reviews, nor does it object today.

The Navy feels strongly about its duty to protect and showcase the greater Pearl Harbor National Historic Landmark. Surrounded by historic sites, Navy would like to see this rail station's design and appearance honor the history and architecture of the Landmark in a manner to be appreciated by the entire ridership. Navy would like City's commitment to full partnership to accomplish this objective.

The Navy looks forward to substantial interaction with the City, Federal Transit Administration, and other stakeholders in further advancing progress on the Transit Project. Navy point of contact is CDR Lore Aguayo, at 471-2647.

Sincerely,



R. W. KITCHENS
Captain, U.S. Navy
Commanding Officer

Copy to: US Federal Transit Administration, Mr. Ted Matley
PB Americas, Inc., Mr. Lawrence Spurgeon
State of Hawaii Historic Preservation Office, Ms. Nancy McMahon