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Historic Property Name	Eligibility Criteria	Description of Effect of the Project on the Historic Property
Hono`uli`uli Stream Bridge	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.	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.
Waikele Stream Bridge eastbound span and Bridge over OR&L spur	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.	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.
Waiawa Stream Bridge 1932 (westbound lanes)	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.	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.
Waimalu Stream Bridge	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	There is no direct impact to the bridge. The elevated guideway will be constructed in the median of Kamehameha Highway over Waimalu Stream with

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	roadway infrastructure development of Kamehameha Highway in the Pearl City and ‘Aiea areas.	supports placed on either side of the bridge approaches, not within the bridge 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.
Kalauao Springs Bridge	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.	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.
Kalauao Stream Bridge	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.	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.
Commander-in-Chief Pacific Fleet (CINCPACFLT) Headquarters – Facility 250, National Historic	The Commander-in-Chief of the Pacific Fleet (CINCPACFLT) Headquarters was built in 1942 on Makalapa Hill. The building is individually	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

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Landmark	listed in the NRHP, although the NRHP documentation does not address eligibility 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.	above grade. Due to topography and vegetation, the Project will be minimally visible from select vantage points from within the property boundary. The historic setting of the property consists of its immediate surroundings, which include the drive from Kamehameha Highway (which is not part of the NHL) and the surrounding plantings. The rather dense vegetation will screen the Project from the CINCPACFLT Headquarters. 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.
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	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

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	Hawai'i, which followed the "Garden City" concept prevalent at the time. This district is eligible for nomination to the NRHP under Criteria A, B, and C.	views of this architectural features complex. The Project will not affect its design or historic association; however there will be an effect to setting and feeling.
United States Naval Base, Pearl Harbor National Historic Landmark	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.	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

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	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.	mauka side of the busy highway. However, there will be a general effect to this property.
Ossipoff's Aloha Chapel, SMART Clinic, and Navy-Marine Corps Relief Society – Facility 1514	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.	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 Radford Drive.

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		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.
Hawai`i Employers Council	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.	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.
Afuso House	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 lots on one side and a convenience store across the street. Several other historic	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).

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	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.	
Higa Four-plex	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.	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).
Teixeira House	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 new, large commercial building on the adjacent lot; historic setting remains apparent due to the	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).

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	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.	
Lava Rock Curbs	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.	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.
Kapālama Canal Bridge	The bridge is eligible for nomination to the NRHP under Criterion A for its association with the transportation history of the area and the extension of Dillingham Boulevard. It is also eligible for nomination under Criterion C as an	The elevated guideway will be constructed over the bridge. Consistent with the necessary widening of Dillingham 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

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	example of concrete bridge engineering and design in Hawai'i.	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.
Six Quonset Huts	Eligible for the NRHP under Criteria A for its association with the re-use of former military buildings by small businesses as well as Criterion C because it embodies distinctive characteristics of this Quonset building type. This is a relocated grouping of military Quonset huts, which were originally erected by the military on another during WWII and re-erected on this site sometime between 1953 and 1963.	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.
True Kamani Trees	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	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.

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	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.	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.
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 elements of this historic building. However, there will be an effect to setting, feeling and association.
Wood Tenement Buildings behind Tong Fat Co.	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	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&L property, 190 feet ‘Ewa of the buildings. The guideway will cross through

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	was determined eligible for the NRHP under Criterion A for its association with the development of the ʻAʻala 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&L rail yard on a parcel immediately mauka of the former filling station.	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 ʻEwa 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 ʻEwa 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.
O`ahu Railway & Land Co. Office/Document Storage Building	The Oʻahu Railway & Land Company (OR&L) Office and Document Storage Building is a two story, Colonial Revival-style building constructed in 1914. It is set back from North King Street, about 75 feet mauka of the Terminal Building. Both buildings are associated with OR&L, which was an important transportation network serving the sugar and pineapple plantations, the military, and residents of Oʻahu until it discontinued service in December 1947. These properties are	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&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 Project will impact approximately 0.75 acre within this easement.

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	eligible under Criterion A for their association with the railway.	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.
O`ahu Railway & Land Co. Terminal Building	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.	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&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 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.

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		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.
Nu`uanu Stream Bridge	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 rail (Criterion C).	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.
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	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

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	community since the early 20th century, which retains its distinctive cultural surroundings and architectural character.	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 cumulative adverse effects to the district from construction of the elevated guideway and potential development.
Merchant Street Historic District (including Walter Murray Gibson Building/Honolulu Police Station)	The Merchant Street Historic District covers a four block area in Downtown directly 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	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

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	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. The building is approximately 150 feet mauka from the Project, which runs down the center of Nimitz Highway.	in the distance from North Bethel Street and Nu'uanu Avenue. There will be general effects to this property. 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.
Walker Park	Eligible under Criterion A for its association with the development of Downtown Honolulu waterfront and Central Business District and under Criterion C as an "early example of a created greenspace in the Central Business District."	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 nominally affect makai views from the park but not the views of the park from the Central Business District it serves; however, there will be general effects to this property.
DOT Harbors Division Offices	Eligible under Criterion A for its association with the Harbor Commission of the Territory of Hawai'i and for its primary relationship with the water.	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

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		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.
Pier 10/11 Building	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.	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 to this property.
Aloha Tower	Eligible under Criterion A for its association with the development of Hawai'i as a tourist destination and for its role as a harbor control tower during World War II. Eligible under Criterion C as an example of 1920s Art Deco architecture in Hawai'i.	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

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		elements nor alter its historic setting; however, there will be general effects to this property.
Irwin Memorial Park	Eligible under Criterion A for its association with the history of beautification efforts in the Honolulu waterfront passenger terminal area; Under Criterion B for its association with William G. Irwin, noted Hawaiian businessman; and under Criterion C for representing the work of leading Honolulu landscape architect Robert O. Thompson.	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.
Dillingham Transportation Building	The building was constructed in 1930. The NRHP listed building is significant for its association with commercial development of 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.	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 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

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		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.
HECO Downtown Plant and Leslie A. Hicks Building	Eligible under Criterion A for its association with the historic of electric power in Honolulu.	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 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.
Mother Waldron Neighborhood Playground	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 are and not in a residential neighborhood, as its name	There is no direct impact to the property. The Project will be about 10 feet mauka of the park's edge, 150 feet makai of the Art Deco/ Art Moderne-style comfort station and elevated about 35 to 40 feet high in this location. The Project will not affect the park's design elements or aesthetic features that contribute to the park's use and

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	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.	enjoyment. However, there will be an effect to setting.