

WHAT IS THE HONOLULU RAIL TRANSIT PROJECT?



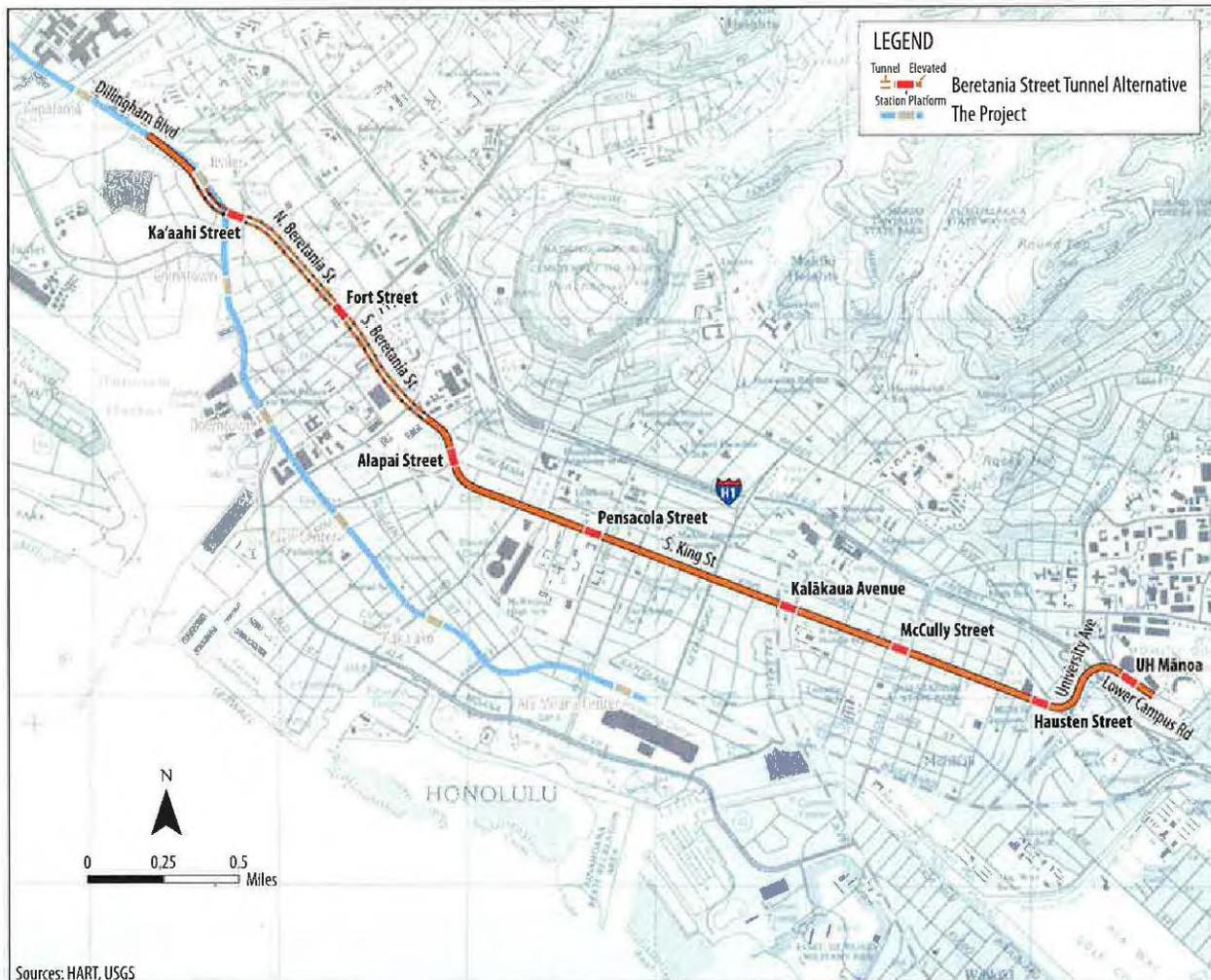
The project is a 20-mile elevated rail line that will connect West O'ahu with downtown Honolulu and Ala Moana Center. The system features electric trains capable of carrying more than 400 passengers each.

Trains can carry more than 8,000 passengers per hour in each direction. New bus routes will provide direct connections to the stations.

The Honolulu Rail Transit Project was approved by the City and County of Honolulu and the Federal Transit Administration.

BERETANIA STREET TUNNEL ALTERNATIVE

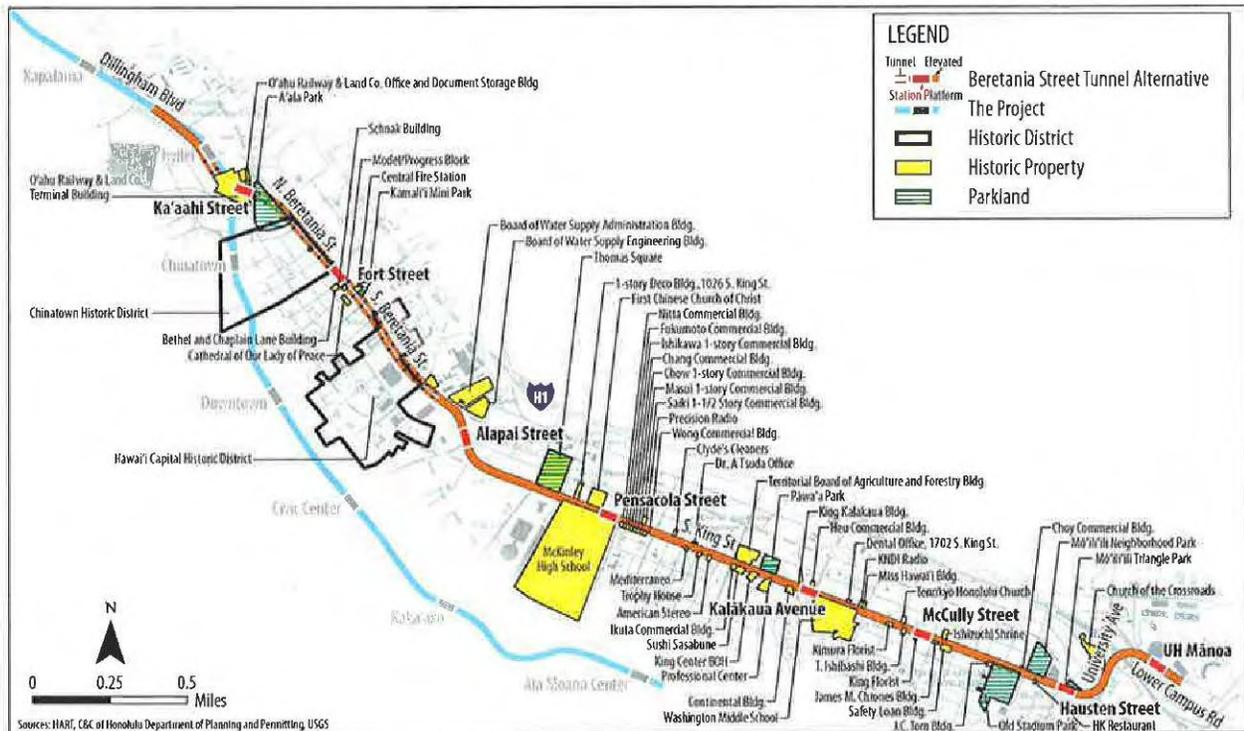
OVERVIEW



The Beretania Street Tunnel Alternative is being reconsidered to determine if it is a feasible and prudent avoidance alternative or is the alternative that has the least overall harm to historic resources in comparison to the Project. This alternative would avoid direct use of the Chinatown Historic District, Dillingham Transportation Building, HECO Downtown Plant/Leslie A. Hicks Building.

BERETANIA STREET TUNNEL ALTERNATIVE

AFFECTED HISTORIC PROPERTIES

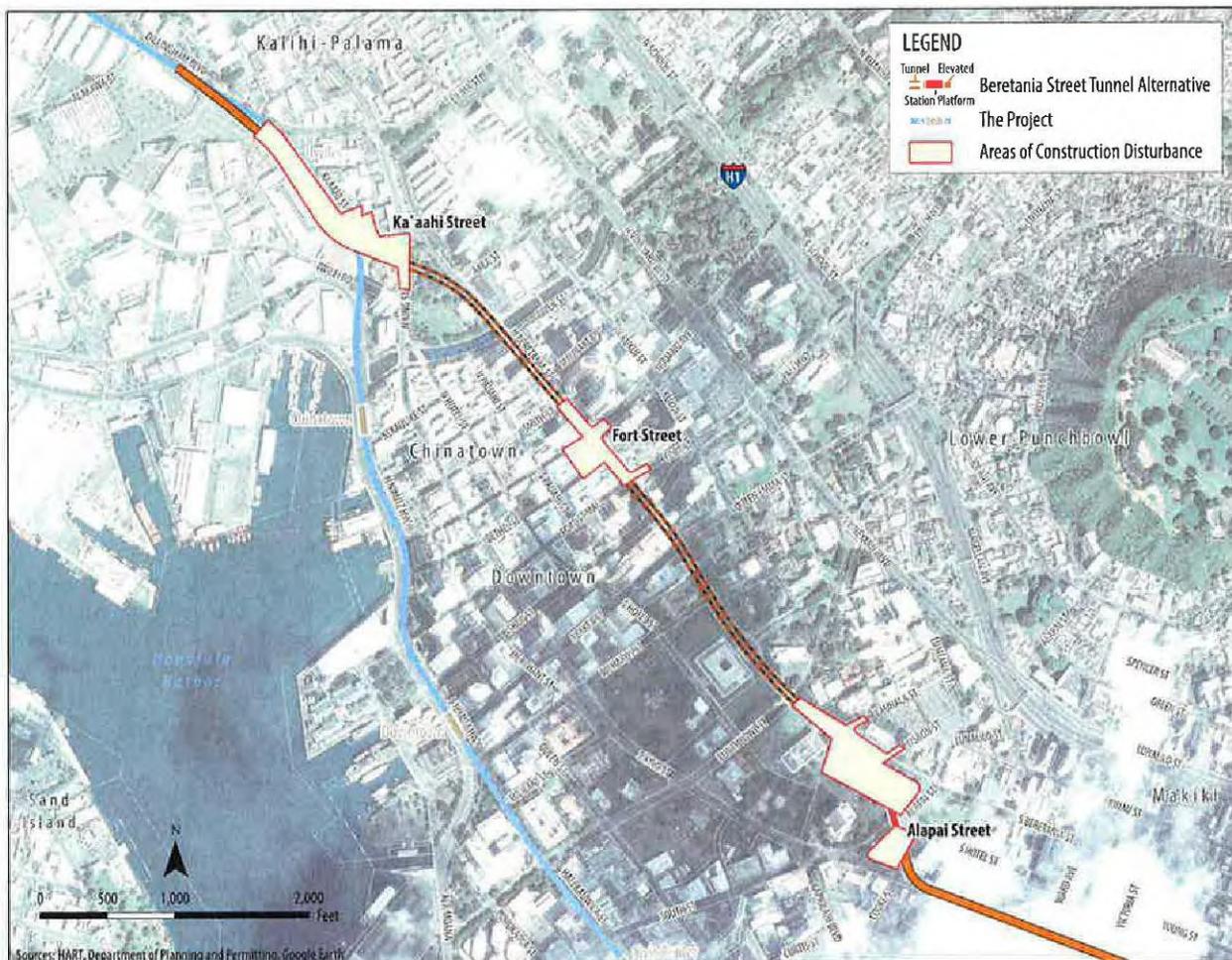


The Beretania Street Tunnel Alternative would incorporate land and directly use two federal and state listed historic properties and two eligible historic properties. Station entrances would be adjacent to two additional eligible properties. The elevated guideway would travel adjacent to an additional two listed and 39 properties treated as eligible for federal and state listing.

RESOURCE	SIGNIFICANCE	IMPACT
OR&L Office/Document Storage Building and Terminal Building	NRHP-listed historic property	Removal, relocation, or alteration to support the OR&L Office/Document Storage Building in place during construction. Substantial disturbance including loss of access to the OR&L Terminal Building during construction. Permanent station entrance within boundary of the historic property.
Former filling station on OR&L property	NRHP-eligible historic property	Removal, relocation, or alteration to support facility in place during construction. Permanent station entrance within boundary of the historic property.
McKinley High School	NRHP-listed historic property	Permanent station entrance within a non-contributing open space within the boundary of the historic property.
King Florist	NRHP-eligible historic property	Demolition of resource and use of property for a permanent station entrance.

BERETANIA STREET TUNNEL ALTERNATIVE

CONSTRUCTION IMPACTS



Tunnel construction would require a large area to launch the tunnel boring machine and support removal and dewatering of soils.

Areas around each underground station would be necessary for station excavation and construction.

BERETANIA STREET TUNNEL ALTERNATIVE

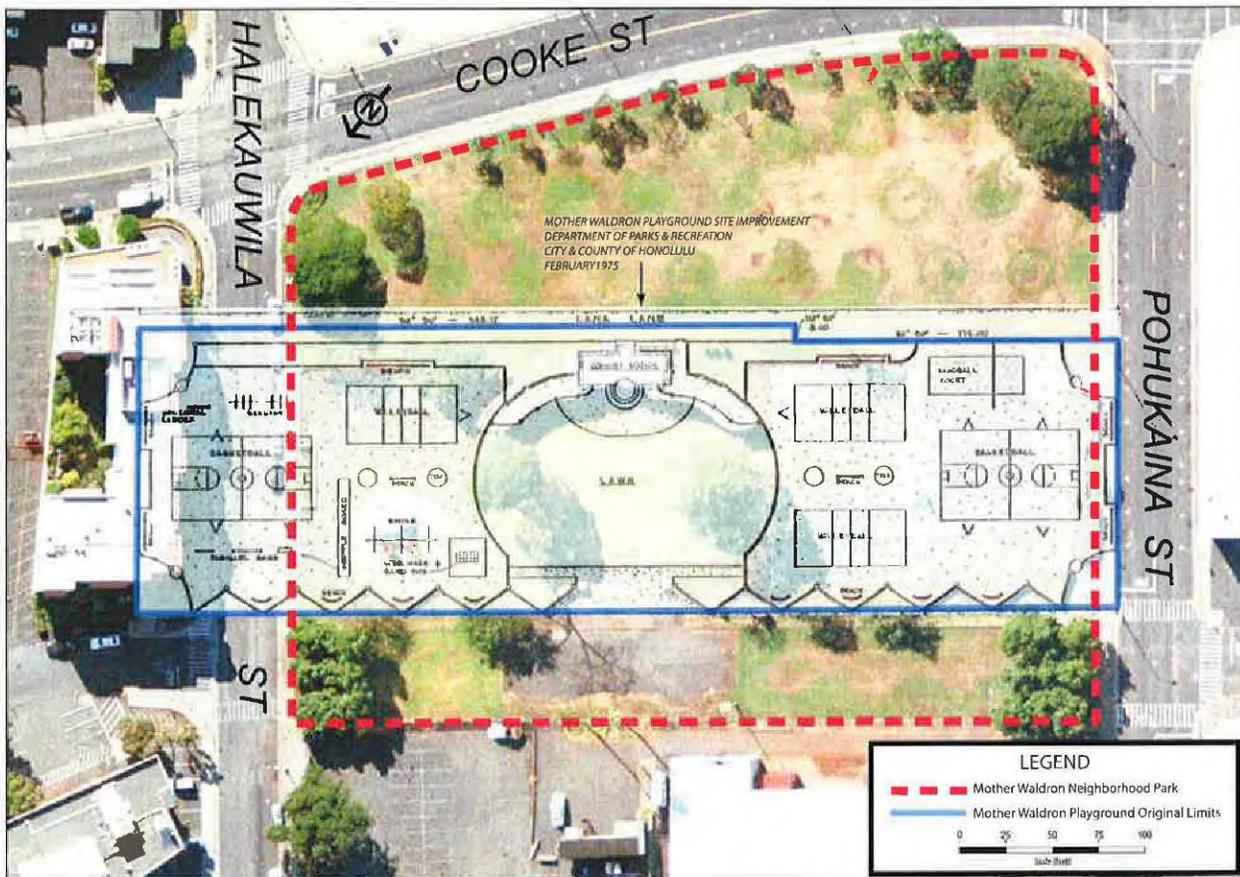
CONSTRUCTION IMPACTS



- Tunnel and underground station excavation would require removal and disposal of approximately 490,000 cubic yards of material
- Construction duration would be 2 years longer than for Project
- Costs an additional \$960 million in year of expenditure (YOE) dollars

MOTHER WALDRON NEIGHBORHOOD PARK AND PLAYGROUND

OVERVIEW

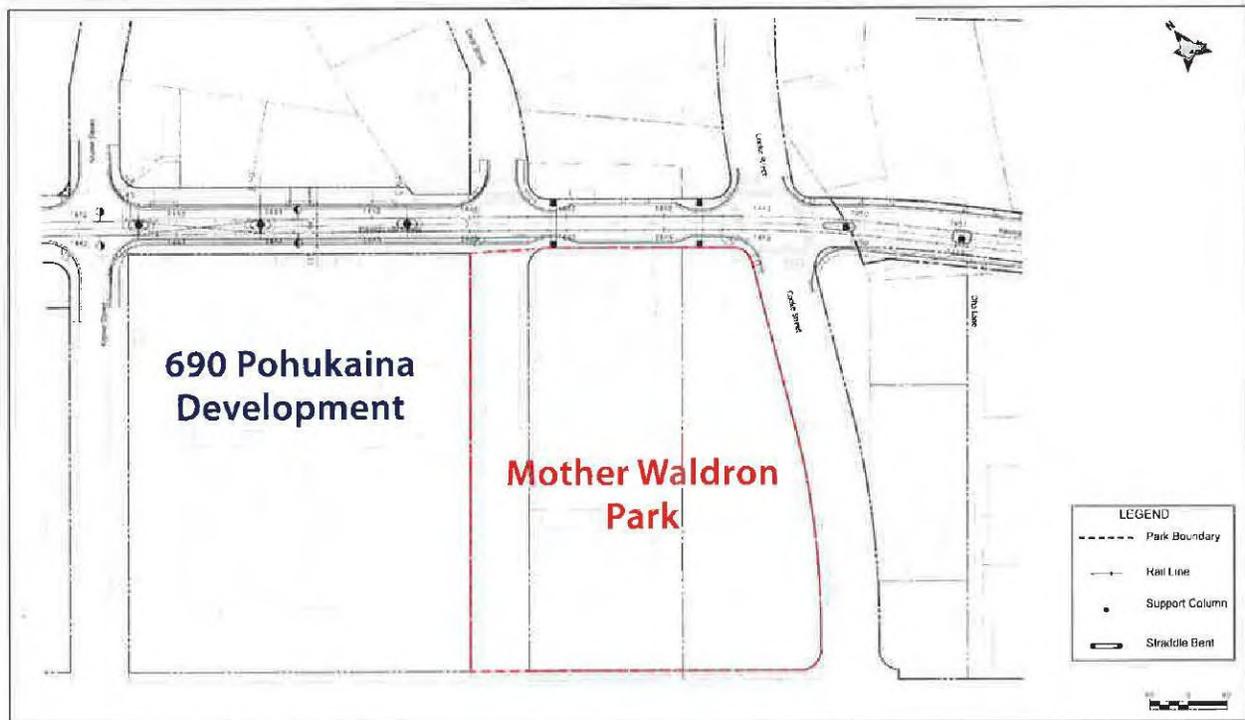


Original Mother Waldron Playground and Current Mother Waldron Neighborhood Park Boundaries.

The playground retains limited integrity and includes substantial non-historic, non-contributing elements, including reconfigured play areas and moved, altered, and reconstructed walls. The use of every surrounding parcel has changed since the playground was developed, diminishing the historic setting.

MOTHER WALDRON NEIGHBORHOOD PARK AND PLAYGROUND

GUIDEWAY LOCATION



There is no direct impact to the property. The Project will be about 10 feet mauka of the park's edge, 50 feet from the playground structure and about 290 feet from the volleyball court, and elevated about 35 to 40 feet high in this location. The mauka most edge of the Art Deco/Art Moderne-style comfort station is 100 feet makai of the alignment. The Project will not affect the park's design elements or aesthetic features that contribute to the park's use and enjoyment. However, there will be an effect to setting.

MOTHER WALDRON NEIGHBORHOOD PARK AND PLAYGROUND

VISUAL SIMULATIONS

The City and County of Honolulu Department of Parks and Recreation identified active and passive recreation as significant activities, features, or attributes of the park. These activities are not highly sensitive to visual setting. The project would not create any noise or vibration impacts.



Existing Views and Simulations Showing Elevated Guideway in Relation to Mother Waldron Neighborhood Park.

DRAFT SUPPLEMENTAL EIS/4(f)

PURPOSE

The Draft Supplemental EIS/4(f) was prepared to address the Judgment and Partial Injunction order of the United States District Court for the District of Hawai'i in the *HonoluluTraffic.com et al. vs. Federal Transit Administration et al.* case.

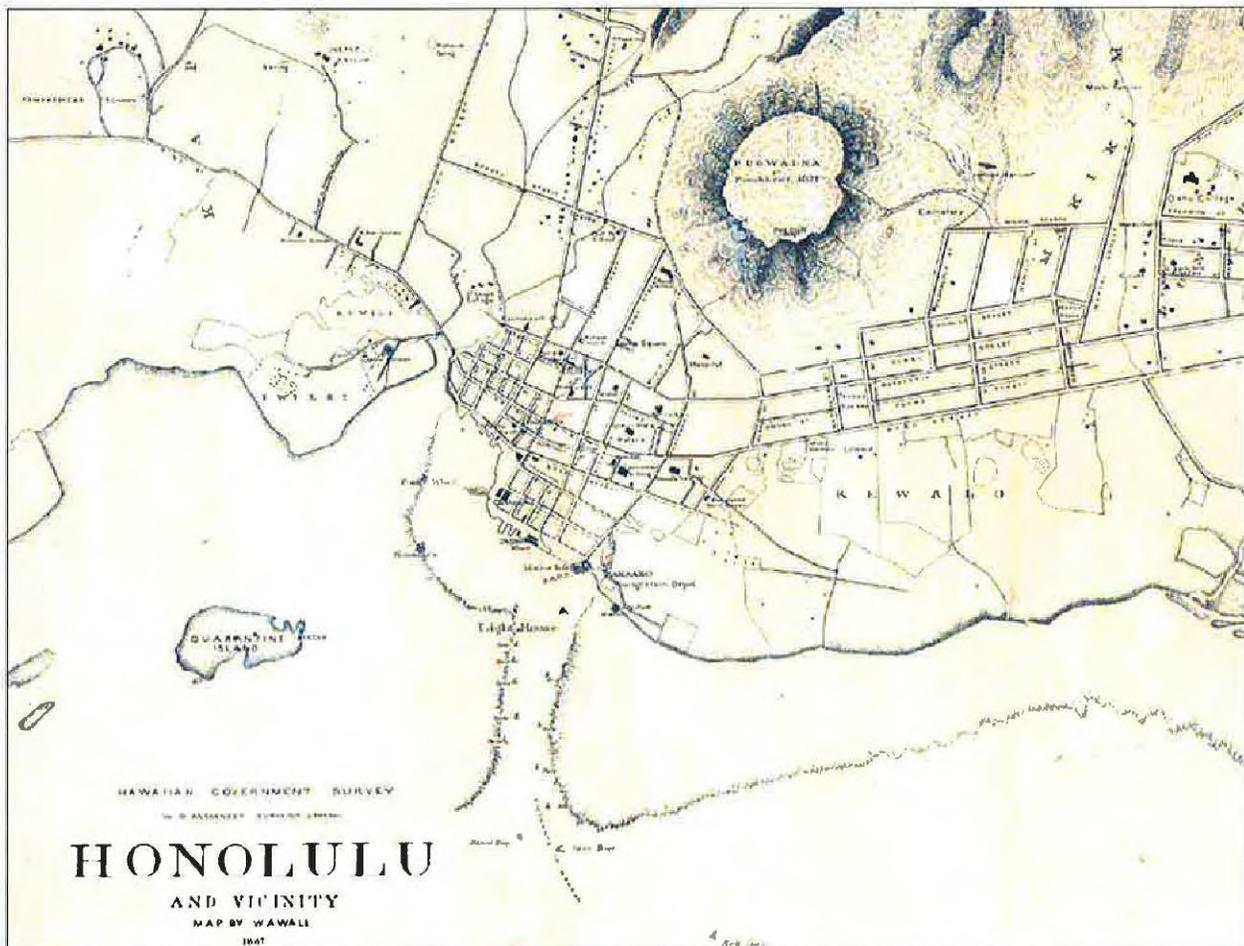
The judgment requires additional analysis regarding:

1. Whether the Beretania Street Tunnel Alternative was a feasible and prudent avoidance alternative under Section 4(f)
2. Whether the H RTP would "use" Mother Waldron Neighborhood Park under Section 4(f)
3. Complete the identification of previously unidentified above ground traditional cultural properties (TCP) and complete a Section 4(f) analysis for any TCPs identified as eligible for the National Register of Historic Places

TCP ANALYSIS

A study to evaluate the presence of previously unidentified Traditional Cultural Properties (TCP) was initiated along the entire corridor pursuant to Stipulation II of the H RTP Programmatic Agreement.

The study is documented in four reports and is available on the project website.



Portion of a Map of Honolulu – Kalihi to Waikīkī (W.A. Wall, 1887) Library of Congress: G4384_H6_1887_W3.

The studies identified a total of 54 sites, 46 that were within the H RTP area of potential effect (APE). Two properties were determined to be eligible for inclusion on the National Register. No adverse effects pursuant to 36 CFR 800.5 were found and no mitigation is warranted. FTA and HART are coordinating with SHPD on the final reports to document the findings.