Final
Supplemental Archaeological Inventory Survey Plan
for the City Center (Section 4) of the
Honolulu Rapid Transit Project,
Kalihi, Kapālama, Honolulu, and Waikīkī Ahupuaʻa‘a,
Honolulu (Kona) District, Oʻahu
Addressing Changes from the Vicinity of Ward Avenue and Halekauwila
Street to the Vicinity of Queen and Kamakeʻe Streets
TMK: [1] 2-1, 2-3 (Various Plats and Parcels)

Prepared for
The City and County of Honolulu
and
The Federal Transit Administration

On Behalf of
PB Americas, Inc.

Prepared by
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and
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Cultural Surveys Hawaiʻi, Inc.
Kailua, Hawaiʻi
(Job Code: KAKAAKO 123)

June 2014
## Management Summary

| Reference | Supplemental Archaeological Inventory Survey Plan for the City Center (Construction Section 4) of the Honolulu Rapid Transit Project, Kalihi, Kapālama, Honolulu, and Waikīkī Ahupua’a, Honolulu (Kona) District, O’ahu, TMK: [1] 2-1, 2-3 (Various Plats and Parcels). Addressing Changes from the Vicinity of Ward Avenue and Halekauwila Street to the Vicinity of Queen and Kamake’e Streets (Humphrey and McDermott 2014) |
| Date | June 2014 |
| Project Number(s) | Cultural Surveys Hawai‘i, Inc. (CSH) Job Code: KAKAAKO 123 |
| Project Location and Planned AIS Study Area | The proposed Honolulu Rapid Transit Project (HRTP), previously known as the “Honolulu High-Capacity Transit Corridor Project (HHCTCP),” extends approximately 32.0 km (20 miles) from Kapolei in the west to Ala Moana Center in the east. The focus of this supplemental archaeological inventory survey (AISP) is in the immediate vicinity of the Kaka‘ako Station in the City Center (Section 4) of the HRTP, beginning approximately 30 m (100 ft) east (Diamond Head) of Ward Avenue, in the parking lot near the northeast corner of Ross Dress For Less, and ending in the middle of Queen Street approximately 100 m (330 ft) southeast (Diamond Head) of Kamake’e Street, TMK: [1] 2-1, 2-3 (Various Plats and Parcels). This area is depicted on the 1998 Honolulu U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle. |
| Land Jurisdiction | The study area addressed in this Supplemental AISP includes excavations in Howard Hughes Corporation lands on the eastern side of Ward Avenue, and State of Hawai‘i (Hawaii Community Development Authority) lands along Queen Street. |
| Agencies | City and County of Honolulu (City), Honolulu Authority for Rapid Transit (HART); Federal Transit Administration (FTA), Hawai‘i State Historic Preservation Division (SHPD) |
| Project Funding | FTA; City/HART |
| Project Description and Related Ground Disturbance | The purpose of the HRTP is to provide high-capacity rapid transit in the highly congested east-west transportation corridor between Kapolei and Ala Moana Center via a fixed guideway rail transit system. In addition to the guideway, the project will require construction of transit stations and ancillary support facilities. Project construction will also require relocation of existing utility lines within the project corridor that conflict with the proposed project design. Minimally, land-disturbing activities would include grading of facility locations and excavations for guideway column foundations, subsurface utility relocation and installation, and station and ancillary facility foundation construction. The vast majority |

Supplemental AISP for HRTP, Kalihi, Kapālama, Honolulu, and Waikīkī, Honolulu, O‘ahu  
TMK: [1] 2-1, 2-3 (Various Plats and Parcels)
Area of Potential Effect and Project Area Acreage

<table>
<thead>
<tr>
<th>Component</th>
<th>Acreage</th>
</tr>
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<tbody>
<tr>
<td>Roadway Construction</td>
<td>Approximately 0.6 acres</td>
</tr>
<tr>
<td>Column Construction</td>
<td>Approximately 0.1 acres</td>
</tr>
<tr>
<td>Station Construction</td>
<td>Approximately 0.9 acres</td>
</tr>
</tbody>
</table>

Historic Preservation Regulatory Context and Document Purpose

Per the HRTP’s Programmatic Agreement Stipulation III, CSH completed an AISP for the HRTP’s City Center Construction Segment (Section 4) for the City/HART and FTA, and on behalf of PB Americas (PB) (Hammatt et al. 2011). The AISP City Center study area extends from Kalihi Stream to Ala Moana Center, located within Kalihi, Kapalama, Honolulu, and Waikiki Ahupua’a, Honolulu (Kona) District, O‘ahu, Tax Map Key (TMK): [1] 2-1, 2-3 (Various Plats and Parcels). The AISP was reviewed and accepted by the SHPD in a National Historic Preservation Act (NHPA) Section 106 review of 25 October 2011 (Log No.: 2011.2379; Doc. No.: 1110NN08; see Appendix A).

In subsequent consultations between HART and the landowner, Howard Hughes Corporation, the proposed Kaka’ako Station, one of nine proposed transit stations in the City Center section, was relocated approximately 50 m northeast (mauka) of the location identified in the SHPD-approved AISP for City Center. This alternate Kaka’ako Station site, and associated minor changes to the immediately adjacent guideway alignment (on average, an approximately 20 m shift to the north), were addressed in an Addendum AISP (Hammatt et al. 2013). The Addendum AISP was accepted by SHPD on 1 March 2013 (Log No.: 2013.1958, Doc. No.: 1302SL28; see Appendix B).

Following the approved City Center AISP (Hammatt et al. 2011), as amended in the City Center Addendum AISP (Hammatt et al. 2013), the City Center AIS investigation was completed (Hammatt 2013). Subsurface archaeological testing for the proposed Kaka’ako Station was conducted to conform to the Kaka’ako Station redesign outlined in the approved Addendum AISP. The overall City Center AIS investigation...
identified 19 archaeological historic properties within, or immediately adjacent to, the City Center AIS project area. (One of these historic properties, State Inventory of Historic Properties [SIHP] # 50-80-14-7429, is located within the immediate Kaka‘ako Station vicinity and is addressed in this Supplemental AISP.) The AIS Report recommended mitigation measures for the City Center section including a data recovery program, an archaeological monitoring program, and a burial treatment plan. The City Center AIS report (AISR) was accepted in the SHPD Hawai‘i Revised Statutes (HRS) §6E-8 and NHPA Section 106 review letter of 26 August 2013 (Log No.: 2013.2564, 2013.4338; Doc. No.: 1308SL21; see Appendix C.)

After approval of the City Center AISR, an HRTP-wide archaeological historic property identification effort, including significance evaluations, project effect determination, and mitigation commitments (as described in the four AIS reports, one for each construction section), was accepted in the SHPD NHPA Section 106 and HRS §6E-8 review letter of 27 August 2013 (LOG NO: 2013.4987, DOC NO: 1308SL23).

Following the City Center AIS fieldwork, an interim protection plan (IPP) for the HRTP was completed (Hammatt and Shideler 2013). The plan addressed interim protection measures for all the archaeological historic properties identified within the four HHCTCP sections. It stipulates that City Center construction can proceed only after the following conditions have been met for City Center: 1) a data recovery plan has been accepted by SHPD; 2) a data recovery end-of-fieldwork letter is accepted by SHPD; and 3) an archaeological monitoring plan that includes construction buffers for the four City Center burial sites is accepted by the SHPD. The IPP was accepted in the SHPD HRS §6E-8 review letter of 29 August 2013 (Log. No.: 2013.5066A, Doc. No.: 1308PA01; see Appendix D).

In recent discussions between HART and the Howard Hughes Corporation, both parties agreed to further revise the Kaka‘ako Station and alignment of its immediately adjacent guideway. These proposed revisions include a reconfiguration of the Kaka‘ako Station transit facility structures and a further slight shift mauka (approximately 12 m [39.4 ft] at its widest) of the transit alignment beginning approximately 45 m (147.7 ft) east of the revised location of the Kaka‘ako Station and ending in the middle of Queen Street, approximately 100 m (330 ft) southeast (Diamond Head) of Kamake‘e Street, where the transit alignment once more corresponds closely to the previous transit alignment. The present Supplemental AISP addresses these proposed revisions to the Kaka‘ako Station and associated HRTP infrastructure.

This Supplemental AISP was prepared to support the proposed project’s historic preservation review under HRS §6E-8 and Hawai‘i
Administrative Rules (HAR) §13-275. The Supplemental AIS investigation described in this Supplemental AISP will comply with HAR §13-276 “Rules Governing Standards for Archaeological Inventory Surveys and Reports.”

| Cultural Resources¹/Historic Properties² | Additional test excavations proposed in this Supplemental AISP may affect portions of State Inventory of Historic Properties (SIHP) # 50-80-14-7429, consisting of a subsurface cultural deposit, six pits, and a human skeletal element, and determined significant under HAR §13-275-6 significance criteria “d” and “e” and eligible to the National Register under Criterion D. (AIS test locations: T-167, T-168, T-168A, T-168B, T-169, T-170, and T-170A.) |

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¹ In historic preservation parlance, cultural resources are the physical remains and/or geographic locations that reflect the activity, heritage, and/or beliefs of ethnic groups, local communities, states, and/or nations. Generally, they are at least 50 years old, although there are exceptions, and include buildings and structures; groupings of buildings or structures (historic districts); certain objects; archaeological artifacts, features, sites, and/or deposits; groupings of archaeological sites (archaeological districts); and, in some instances, natural landscape features and/or geographic locations of cultural significance.

² Historic properties, as defined in 36 CFR 800.16, are any prehistoric or historic districts, sites, buildings, structures, or objects included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior. This includes artifacts, records, and remains related to and located within such properties, as well as properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria. Determinations of eligibility are generally made by a federal agency official in consultation with the SHPO. Under federal legislation, a project’s (undertaking’s) potential effect on historic properties must be evaluated and potentially mitigated. Under Hawai‘i State historic preservation legislation, historic properties are defined as any cultural resources that are 50 years old, regardless of their historic/cultural significance under state law, and a project’s effect and potential mitigation measures are evaluated based on the project’s potential impact to “significant” historic properties (those historic properties determined eligible, based on their integrity and historic/cultural significance in terms of established significance criteria, for inclusion in the Hawai‘i Register of Historic Places). Determinations of eligibility to the Hawai‘i Register result when a state agency official’s historic property “significance assessment” is accepted by SHPD, or when SHPD itself makes an eligibility determination for a historic property.
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TMK: [1] 2-1, 2-3 (Various Plats and Parcels)
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Section 1  Background to City Center Supplemental AISP: AISP, Addendum AISP, and AIS

1.1 Introduction

This supplemental archaeological inventory survey plan (Supplemental AISP) addresses the latest proposed changes to the configuration of the Kaka'ako Station transit facility structures and the alignment of its immediately adjacent transit corridor, both located within the City Center Construction Segment (Section 4) of the Honolulu Rapid Transit Project (HRTP). The HRTP’s purpose is to provide high-capacity rapid transit in the highly congested east-west transportation corridor between Kapolei in the east and Ala Moana Center in the west via an approximately 32.0 km (20 miles) fixed guideway rail transit system. The City Center section comprises the easternmost approximately 6.9 km (4.3 miles) of the HRTP corridor and contains nine proposed transit stations. The Kaka'ako Station is the second to last station along the east-west trajectory of the City Center section transit route (Figure 1).

The proposed configuration of Kaka'ako Station and alignment of its immediately adjacent transit route has undergone several shifts since the original archaeological inventory survey plan (AISP) for City Center was produced (Hammatt et al. 2011). In recent discussions between the Honolulu Authority for Rapid Transportation (HART) and the landowner, the Howard Hughes Corporation, both parties agreed it would be mutually beneficial to further revise the configuration and alignment of the Kaka'ako Station and its immediately adjacent transit corridor as follows:

1. Combine two previously separate ground-level transit facility structures into one structure,
2. Slightly reduce the size of the Station’s proposed elevated transit facility,
3. Move the footprints of the revised ground-level and elevated transit facility structures slightly (about 10 m) south (makai) and west of their previous proposed location(s), and
4. Shift slightly (0-12 m) to the north (mauka) the alignment of the transit route extending east from the Kaka'ako Station to the middle of Queen Street about 100 m (330 ft) east of Kamake'e Street

The specific area containing these proposed revisions begins in the parking lot on the eastern side of Ward Avenue near the northwest corner of the Ross Dress For Less and ends in the middle of Queen Street approximately 100 m (330 ft) southeast (Diamond Head) of Kamake’e Street. Figure 1 shows the general proposed area of realignment for the transit corridor. The portion of the City Center project area discussed in this document, shown in Figure 2 extending from Ward Avenue to Queen Street southeast of Kamake’e Street, is estimated by HRTP project engineers at 4.7 acres.

Figures 3 through 5 provide more detailed views of the eastern, central, and western sections of the proposed transit route realignment. Figure 3 also shows the proposed reconfiguration of the Kaka'ako Station ground-level and elevated transit facility structures.

The HRTP area of potential effect for archaeological cultural resources is defined in the HRTP final Programmatic Agreement (Stipulation II.A.1.) as all areas of direct ground disturbance. For the City Center Supplemental AISP project area discussed in this plan, HRTP project engineers estimate that the project’s area of direct ground disturbance is approximately 69,696 square feet.
(or 1.6 acres), including utility relocation. This area of direct ground disturbance comprises the following components:

1. Roadway Construction  Approximately 0.6 acres
2. Column Construction  Approximately 0.1 acres
3. Station Construction  Approximately 0.9 acres

As detailed in this Supplemental AISP, these proposed changes to the Kaka‘ako Station transit facility structures and nearby transit alignment necessitate 14 supplemental archaeological inventory test excavations to identify, assess significance, and consider mitigation for potential project effect to valuable archaeological cultural resources during the upcoming construction phase. The results of these 14 supplemental archaeological test excavations will also inform specific data recovery efforts planned for the upcoming construction phase, detailed most recently in the draft archaeological monitoring plan (AMP) for the City Center (Hammatt 2014).
Figure 1. 1998 Honolulu USGS 7.5-minute topographic quadrangle showing the location of the City Center (Section 4) study area including the transit stations and transit corridor; current proposed area of realignment for the Kaka‘ako Station shown in blue
Figure 2. Aerial of the full City Center project area detailed in this Supplemental AIS, estimated at approximately 4.7 acres
Figure 3. Aerial of the western portion of the Kaka'ako Station area showing the current proposed realignment location of the transit facility structures (black), realignment of the transit corridor (green), and associated planned Supplemental AIS test excavations (red) (note previously-defined Addendum AISP transit facility locations, transit corridor alignment, and AIS-completed test excavations are shown in blue and gray).
Figure 4. Aerial of the central portion of the Kaka‘ako Station area showing the current proposed realignment of the transit corridor (green) and associated planned Supplemental AIS test excavations (red) (note previously-defined Addendum AISP transit corridor alignment and associated completed AIS test excavations are shown in blue and gray)
Figure 5. Aerial of the eastern portion of the Kakaʻako Station area showing the current proposed realignment of the transit corridor (green) and associated proposed Supplemental AIS test excavations (red) (note previously-defined Addendum AISP transit corridor alignment and associated completed AIS test excavations are shown in blue and gray)
1.2 The City Center AIS (2011) and Addendum AIS (2013)

The configuration and alignment of the proposed Kaka‘ako Station and its immediately adjacent transit corridor have undergone re-design prior to those presented in this Supplemental AIS. The original infrastructure for the entire HRTP corridor, including the Kaka‘ako Station, was detailed in an AIS for City Center (Section 4) prepared per the Project’s Programmatic Agreement Stipulation III by Cultural Surveys Hawai‘i, Inc. (CSH) for the Honolulu Authority for Rapid Transportation (HART) and the Federal Transit Administration (FTA) on behalf of Parsons Brinkerhoff (PB) (Hammatt et al. 2011).

An AIS defines the scope of work and details the proposed methods and sampling strategy for a subsequent archaeological inventory survey (AIS), per Hawai‘i Administrative Rules (HAR) §13-13-275-5(c). The City Center AIS (Hammatt et al. 2011) was approved by the State Historic Preservation Division (SHPD) in a National Historic Preservation Act (NHPA) Section 106 review letter of 25 October 2011 (Log No.: 2011.2379; Doc. No.: 1110NN08; see Appendix A).

Subsequent consultations between HART and the landowner, the Howard Hughes Corporation, led to an addendum to the AIS for City Center proposing that the Kaka‘ako Station facility structures be reconfigured and a portion of the immediately adjacent transit corridor (the route of the rail) be realigned (Hammatt et al. 2013). Proposed changes in this Addendum AIS included the following:

1. The reduction of the ground-level footprint of the Kaka‘ako Station (consisting of a station entrance building and an ancillary building) and the relocation of the Kaka‘ako Station approximately 50 m northeast (mauka) of its previously proposed location, and
2. The shifting of the Station’s immediately adjacent transit route alignment about 20 m mauka (on average) of its previously-proposed trajectory. The affected section of this transit alignment began approximately 30 m (100 ft) northwest (‘Ewa) of Ward Avenue (on the northeast or mauka side of Halekauwila Street) and ended 100 m (330 ft) southeast (Diamond Head) of Kamake‘e Street in the middle of Queen Street, where the newly-proposed transit route rejoined the previously proposed alignment outlined in the AIS (Hammatt et al. 2011).

The Addendum AIS was accepted by SHPD on 1 March 2013 (Log No.: 2013.1958, Doc. No.: 1302SL28; see Appendix B). See Hammatt (2013) for a detailed presentation of the contrasts between the original Kaka‘ako Station configuration and nearby transit route alignment (proposed in the City Center AIS) and the subsequent changes (proposed in the Addendum AIS).

Figures 2 through 4 in this current plan show the contrast between the configuration of the Kaka‘ako Station and transit route alignment proposed in the Addendum AIS and the current proposed Kaka‘ako Station reconfiguration and transit realignment addressed in this Supplemental AIS.

1.3 The City Center AIS (2013)

An archaeological inventory survey (AIS) for the City Center (Section 4) was carried out during 2011–2013. During the City Center AIS, subsurface archaeological testing for the Kaka‘ako Station area and nearby transit route was readjusted from the original AIS (Hammatt et al. 2011)
to conform to the Kakaʻako Station redesign outlined in the Addendum AISP (Hammatt et al. 2013).

1.3.1 Completed AIS and Addendum AIS Testing Locations

The original City Center AISP proposed test excavation of each “single” column location and of one of the two “straddle bent” column locations in the transit route (Hammatt et al. 2011). The Addendum AISP proposed the same test excavation strategy (Hammatt et al. 2013). Hammatt (2013, vol. 1) summarizes the City Center AIS and Addendum AIS testing strategies and field and laboratory data results.

1.3.2 Historic Property SIHP # 50-80-14-7429

The AIS test excavations conducted in the Kakaʻako Station area newly identified a subsurface cultural deposit and seven associated features (an isolated human cranial fragment and six pits) in the Ross Dress for Less store parking lot and the adjacent throughway parking lot near the intersection of Ward Avenue and Queen Street. This subsurface cultural deposit and seven associated features were designated as SIHP # 50-80-14-7429.

SIHP # -7429 was uncovered following seven AIS test trenches in the immediate vicinity of the proposed Kakaʻako Station: T-167, T-168, T-168A, T-168B, T-169, T-170, and T-170A. The isolated human cranial fragment was found in T-170. Figure 6 shows the location of these seven AIS test excavations and as the interpolated boundary of SIHP # -7429. The current Supplemental AIS proposes excavation of the realigned column adjacent to previously-excavated AIS T-170 and T-170A.
Figure 6. Kaka‘ako Station testing plan showing three planned Supplemental AISP test trenches (green) within the reconfigured station footprint (black) and one planned Supplemental AISP column trench (green) adjoining completed AIS trenches T-170 and T-170A (red); T-170 contained a human cranial fragment within SIHP # -7429. Other completed AIS trenches (red) were excavated within or near the former station footprint (blue).
Section 2  City Center Supplemental AISP: Proposed Changes to Kakaʻako Station and Nearby Transit Corridor

The current Supplemental AISP supports a recent agreement between HART and the Howard Hughes Corporation to further revise the configuration of the Kakaʻako Station and the realignment of the adjacent rail transit corridor. These proposed revisions necessitate additional archaeological inventory survey testing to mitigate adverse effects of construction-related activities on significant previously-identified archaeological cultural resources (including SIHP # -7249) and/or potential archaeological cultural resources.

Figures 2 through 5 show the currently-proposed reconfiguration of the Kakaʻako Station, realignment of the transit corridor, and the locations of the proposed 14 Supplemental AIS test excavations associated with the current proposed Kakaʻako Station reconfiguration and adjacent transit route realignment (as well as the previously completed AIS test excavations. They also show the locations of the former station and transit corridor footprints and the previous AIS test excavations.

Excavation, data collection, and laboratory analysis methods used for testing locations in this Supplemental AISP will be the same as those utilized in the SHPD-accepted City Center AISP and Addendum AISP.

2.1.1 Planned Supplemental AIS Testing Locations

The currently proposed reconfiguration of Kakaʻako Station and adjacent transit corridor necessitates supplemental archaeological inventory survey testing. The 14 proposed supplemental test excavations are listed in Table 1, and are anticipated to involve three weeks to complete. The number and location of these proposed supplemental test excavations was determined through consultation involving CSH, SHPD, HART, OIBC, and recognized cultural descendants. This consultation occurred in December 2013 and in January through March 2014, and resulted in consensus among all consulting parties.

Table 1. Proposed Supplemental Test Excavations for Reconfigured Kakaʻako Station and Adjacent Realigned Transit Route (Listed in Direction from West to East)

<table>
<thead>
<tr>
<th>Test Excavation No.</th>
<th>Location</th>
<th>Planned Subsurface Testing</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-162A</td>
<td>Ground-level Kakaʻako Station Facility</td>
<td>2 ft x 20 ft test trench</td>
</tr>
<tr>
<td>T-162B</td>
<td>Ground-level Kakaʻako Station Facility</td>
<td>2 ft x 20 ft test trench</td>
</tr>
<tr>
<td>T-162C</td>
<td>Ground-level Kakaʻako Station Facility</td>
<td>2 ft x 20 ft test trench</td>
</tr>
<tr>
<td>T-170B</td>
<td>Column foundation area along revised transit route</td>
<td>6 ft x 8 ft test excavation, to complete entire column foundation area testing initiated with previous AIS testing locations T-170 and T-170A</td>
</tr>
<tr>
<td></td>
<td>(adjacent to previous AIS test excavations T-170 and T-170A; located within SIHP # -7249)</td>
<td></td>
</tr>
<tr>
<td>Test Excavation No.</td>
<td>Location</td>
<td>Planned Subsurface Testing</td>
</tr>
<tr>
<td>---------------------</td>
<td>----------------------------------------------------</td>
<td>-----------------------------------------------------------------</td>
</tr>
<tr>
<td>T-171A</td>
<td>Column foundation area along revised transit route</td>
<td>3 ft x 10 ft column foundation test excavation</td>
</tr>
<tr>
<td>T-172B</td>
<td>Column foundation area along revised transit route</td>
<td>3 ft x 10 ft column foundation test excavation</td>
</tr>
<tr>
<td>T-173A</td>
<td>Column foundation area along revised transit route</td>
<td>3 ft x 10 ft column foundation test excavation</td>
</tr>
<tr>
<td>T-175B</td>
<td>“Straddle bent” column foundation area (makai-side column) along revised transit route</td>
<td>3 ft x 10 ft “straddle bent” column foundation test excavation</td>
</tr>
<tr>
<td>T-175C</td>
<td>“Straddle bent” column foundation area (mauka-side column) along revised transit route</td>
<td>3 ft x 10 ft “straddle bent” column foundation test excavation</td>
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<tr>
<td>T-176A</td>
<td>Column foundation area along revised transit route</td>
<td>3 ft x 10 ft column foundation test excavation</td>
</tr>
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<td>T-177A</td>
<td>Column foundation area along revised transit route</td>
<td>3 ft x 10 ft column foundation test excavation</td>
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<td>T-179A</td>
<td>Column foundation area along revised transit route</td>
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<tr>
<td>T-180A</td>
<td>Column foundation area along revised transit route</td>
<td>3 ft x 10 ft column foundation test excavation</td>
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<tr>
<td>T-181A</td>
<td>Column foundation area along revised transit route</td>
<td>3 ft x 10 ft column foundation test excavation</td>
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</tbody>
</table>

The 14 proposed supplemental AISP test excavations are largely, but not entirely, in keeping with the “one-to-one” excavation strategy applied in the Addendum AISP in order to match the original AISP proposed test excavations in size and number. Unless not possible because of safety concerns, Supplemental AIS test excavations will be excavated to the underlying coral shelf or the water table. The 14 proposed testing locations are briefly summarized below.

- **Testing Locations T-162A, T-162B, T-162C**: The three test trenches within the reconfigured footprint of the Kaka‘ako Station ground-level transit facility (entrance building) match the size (2 ft by 20 ft) of previous AISP test excavations located in the former station footprint (see Figure 6).

- **Testing Location T-170B**: Testing location T-170B will be immediately adjacent to AIS trenches T-170 and T-170A and complete the investigation of the guideway column foundation area that these two AIS trenches began. Unlike the other previously proposed column foundation test excavations in the area, T-170B will measure 6 feet by 8 feet. In light of the discovery of a human cranial fragment in T-170 in the previous AIS, the planned T-170B will be important in determining if other human remains occur within the T-170 area of the column.
footprint. T-170B will also allow the opportunity to gather further data pertaining to the cultural layer component of SIHP # -7429 (see Figure 5).

- **Testing Locations T-175B and T-175C**: Per the original AISP sampling strategy, both of the two “straddle bent” guideway column foundation areas belonging to the “straddle bent” elevated guideway structure straddling Queen Street west of Kamake‘e Street will be tested, each via a 3 ft by 10 ft trench (see Figure 5).

- **Testing Locations T-171A, T-172B, T-173A, T-176A, T-177A, T-180A, and T-181A**: Per the original AISP sampling strategy, these seven guideway column foundations along the proposed realigned transit route will each be tested with a 3 ft by 10 ft trench (see Figures 2 through 4).

- **Testing Location T-179A**: This proposed location is at the mauka-side column foundation area of a “straddle bent” elevated guideway structure straddling Queen Street just east of Kamake‘e Street. The second, makai-side column foundation belonging to this same “straddle bent” guideway structure previously underwent substantial investigation during the AIS (see Figure 4).
Section 3 Overview of Changed Testing Locations on the Historic Landscape

The following five figures (Figure 7 through Figure 11) provide overlays of the former and newly-realigned Kaka‘ako Station location and transit corridor on various historic maps and aerial photographs from the 1884-1970 period. The current realignment of the transit corridor about 0–12 m north of the earlier alignment in the Addendum AISP (which was itself on average 20 m north of the alignment in the original AISP) is so slight that there appears to be little reason to expect any significant change in anticipated finds. The likelihood of subsurface cultural layers, traditional Hawaiian or post-Contact artifacts, and burials or isolated human skeletal remains is regarded as much the same as detailed in the original AISP for City Center (Hammatt et al. 2011). It is possible that the proposed movement of the transit alignment corridor away from the nearest known maka‘āinana Land Commission Award (LCA 10463; see Figure 7) slightly decreases the likelihood of habitation and/or burial deposits.

The focus of this Supplemental AISP is the further investigation and the identification of cultural remains and/or deposits within the area of potential effect, in particular the further identification of SIHP # -7249.
Figure 7. Overlay of the City Center (Section 4) realignment area on an 1884 Bishop map (Registered Map 1090), showing the previously configured Addendum AISP station, transit corridor, and testing locations (blue and gray) and the current proposed supplemental AISP station (black), transit corridor (green), and testing locations (red).
Figure 8. Overlay of the City Center (Section 4) realignment area on a 1927 Kaka‘ako Coast aerial photograph, showing the previously configured Addendum AISP station, transit corridor, and testing locations (blue and gray) and the current proposed supplemental AISP station (black), transit corridor (green), and testing locations (red)
Figure 9. Overlay of the City Center (Section 4) realignment area on a 1939–1941 Kaka‘ako Coast aerial photograph, showing the previously configured Addendum AISP station, transit corridor, and testing locations (blue and gray) and the current proposed supplemental AISP station (black), transit corridor (green), and testing locations (red).
Figure 10. Overlay of the City Center (Section 4) realignment area on a 1952 Kakaʻako Coast aerial photograph, showing the previously configured Addendum AISP station, transit corridor, and testing locations (blue and gray) and the current proposed supplemental AISP station (black), transit corridor (green), and testing locations (red)
Figure 11. Overlay of the City Center (Section 4) realignment area on a 1970 Kakaʻako Coast aerial photograph, showing the previously configured Addendum AIS station, transit corridor, and testing locations (blue and gray) and the current proposed supplemental AIS station (black), transit corridor (green), and testing locations (red).
Section 4  References Cited

Bishop, S.E.
1884  Map of Honolulu, Kewalo Section. Registered Map 1090. Available at Hawai‘i Land Survey Division, Department of Accounting and General Services, 1151 Punchbowl Street, Room 210, Honolulu.

Hammatt, Hallett H. and David W. Shideler

Hammatt, Hallett H.
2013  Archaeological Inventory Survey Report For City Center (Section 4) of the Honolulu High-Capacity Transit Corridor Project, Kalihi, Kapālama, Honolulu, and Waikīkī Ahupua’a, Honolulu (Kona) District, Island of O‘ahu TMK [1] 1-2, 1-5, 1-7, 2-1, 2-3 (Various Plats and Parcels). Cultural Surveys Hawai‘i, Inc., Kailua, Hawai‘i.


Hammatt, Hallett H., Constance O’Hare, Jon Tulchin, David W. Shideler, Kelly Burke, Ena Sroat, and Matt McDermott

2013  Addendum to the Archaeological Inventory Survey Plan for the City Center (Construction Phase 4) of the Honolulu High-Capacity Transit Corridor Project, Kalihi, Kapālama, and Honolulu Ahupua’a, Honolulu District, Island of O‘ahu, TMK: [1] 2-1, 2-3 (Various Plats and Parcels). Cultural Surveys Hawai‘i, Inc., Kailua, Hawai‘i.

University of Hawai‘i SOEST
1927  Kaka‘ako aerial photograph. University of Hawai‘i at Mānoa School of Ocean and Earth Science and Technology–Coastal Geology Group. Available at http://soest.hawaii.edu/

1939–1941  Kaka‘ako coast aerial photograph. University of Hawai‘i at Mānoa School of Ocean and Earth Science and Technology–Coastal Geology Group. Available at http://soest.hawaii.edu/
1952  Kaka‘ako coast aerial photograph. University of Hawai‘i at Mānoa School of Ocean and Earth Science and Technology–Coastal Geology Group. Available at http://soest.hawaii.edu/

1970  Kaka‘ako coast aerial photograph. University of Hawai‘i at Mānoa School of Ocean and Earth Science and Technology–Coastal Geology Group. Available at http://soest.hawaii.edu/
Appendix A  SHPD Acceptance Letter for the City Center (Section 4) AISP

October 25, 2011

Hallett H. Hammatt, Ph.D
P.O. Box 1114
Kailoa, Hawaii 96734

Dear Dr. Hammatt:

SUBJECT: National Historic Preservation Act (NHPA) Section 106 Review – (REvised) Archaeological Inventory Survey Plan for City Center PHASE 4 of the Honolulu High-Capacity Transit Corridor Project Kalihi, Kapalama, and Honolulu Ahupua'a, Honolulu District, Island of O'ahu

TMK: (3) 7-4-021: 002

Thank you for requesting our review of the (Revised) Archeological Inventory Survey Plan (AISP) titled Archaeological Inventory Survey Plan for the City Center (Construction Phase 4) of the Honolulu High-Capacity Transit Corridor Project, Kalihi, Kapalama, and Honolulu Ahupua'a, Honolulu District. Island of O'ahu TMK: [1] 1-2, 1-5, 1-7, 2-1, 2-3 (Various Plats and Parcels) Volume I: Plan and Appendices F and G and Volume II: Appendices A-E, Land Documents by Hammatt, et al (CSH report code KALIHI 17), received by our office on August 12, 2011. This AISP was prepared in compliance with National Historic Preservation Act Section 106 Review.

The AISP explains the intent to identify and record any remaining historic sites and cultural deposits located within the 13.87 acre project corridor that extends east along the southern coast of O'ahu from Kalihi Stream on Dillingham Boulevard to Ala Moana Center on Kona Street. Project construction will require relocation of existing utility lines within the project corridor that conflict with the proposed Honolulu High-Capacity Transit Corridor Project. Amongst other land disturbing activities including grading of facility locations, and excavations for the guide way column foundations, reboating utilities will cause the most disturbances.

This plan meets the standards for Archaeological Inventory Survey Plans that are set forth in HAR 13-284-5 (e). Please send one hardcopy of the document, clearly marked FINAL, along with a copy of this review letter and a text-searchable PDF version on CD to the Kapolei SHPD office, attention SHPD Library. Please contact Deona Nabou at Deona.Nabou@hawaii.gov if you have any questions or concerns regarding this letter.

Sincerely,

Buah Ali, PhD
Administrator
Historic Preservation Division

Supplemental AISPs for HRTP, Kalihi, Kapalama, Honolulu, and Waikiki, Honolulu, O‘ahu

TMK: [1] 2-1, 2-3 (Various Plats and Parcels)
Appendix B  SHPD Acceptance Letter for the City Center (Section 4) Addendum AISP

March 1, 2013

Mr. Matt McDermott, Principal Investigator
Cultural Surveys Hawai‘i, Inc.
P.O. Box 1142
Kailua, Hawaii 96734
mmdemott@cehturalsurveys.com

Dear Mr. McDermott:

SUBJECT: Chapter 6E-8 and National Historic Preservation Act (NHPA) Section 106 Review -- Addendum to an Archaeological Inventory Survey Plan for the City Center (Phase 4) of the Honolulu High-Capacity Transit Corridor Project Kalihi, Kapālama, and Honolulu Ahupua‘a, Honolulu District, Island of O‘ahu

TMK Sections (1) 2-1, 2-3 (various)

Thank you for the opportunity to review this revised report titled Addendum to an Archaeological Inventory Survey Plan for the City Center (Phase 4) of the Honolulu High-Capacity Transit Corridor Project Kalihi, Kapālama, and Honolulu Ahupua‘a, Honolulu District, Island of O‘ahu TMK (1) 2-1, 2-3 (Various Plats and Parcels) Addressing Changes from the Vicinity of Ward Avenue and Halekauaiwai Street to the Vicinity of Queen and Kamakee Streets (Himanna et al., February 2013). Our Kapolei office received this submittal on February 20, 2013.

The entire study area for the Honolulu High-Capacity Transit Corridor Project (HHCTP) extends about 23 miles from Kapolei in the west to Ali‘i Drive in the east. The City Center (Phase 4) study area represents the eastern 4.3 mile terminus of the HHCTP. The AISP Addendum study area differs from the study area defined in the City Center (Phase 4) AISP approved by SHPD on October 23, 2011 (Log No. 2011.3279, Doc. No. 1110N08). The AISP Addendum involves relocation of the City Center’s Kaka‘ako Station footprint and corridor; beginning about 30 m on ‘Uwa (northwest) of Ward Avenue and extending the original alignment in the middle of Queen Street about 100 m Diamond Head (southeast) of Kamakee Street.

The revisions made to this document adequately address the concerns raised in our prior correspondence (January 31, 2013; Log No. 2012.3654, Doc. No. 1301SL54). This archaeological inventory survey plan meets all of the requirements of Hawaii Administrative Rule (HAR) §13-284-5. It is accepted by SHPD. Please send one hardcopy of the document, clearly marked FINAL, along with a copy of this review letter and a text-searchable PDF version on CD to the Kapolei SHPD office, attention SHPD Library.

Please contact Susan A. Lebo at (808) 692-8019 or at Susan.A.Lebo@hawaii.gov if you have any questions regarding this letter.

Aloha,

Theresa E. Donham
Deputy State Historic Preservation Officer

cc: Paul Cleghorn, Koko‘o, cleghorn@pacificlegacy.com

Supplemental AISP for HRTP, Kalihi, Kapālama, Honolulu, and Waikīkī, Honolulu, O‘ahu

TMK: [1] 2-1, 2-3 (Various Plats and Parcels)
Appendix C  SHPD Acceptance Letter for the City Center (Section 4) AIS Report

August 26, 2013

Mr. Matt McDermott
Principle Investigator
Cultural Surveys Hawai‘i, Inc.
P.O. Box 1114
Kailua, Hawaii 96734
mmcdermott@culturalsurveys.com

LOGI NO: 2013.2564, 2013.4338
DOC NO: 1308SL21
Archaeology

Dear Mr. McDermott:

SUBJECT:  Chapter 6E-8 and National Historic Preservation Act (NHPA) Section 106 Review—
Revised Archaeological Inventory Survey Report for City Center (Construction Phase 4)
Honolulu High-Capacity Transit Corridor Project
Kalihi, Kapālama, and Honolulu Alapapa‘a,
Honolulu District, Island of O‘ahu
TMK: (1) 1-2, 1-5, 1-7, 2-1, 2-3, Various Plats and Parcels

Thank you for the opportunity to review this report titled Archaeological Inventory Survey Report (AISR) for
Construction Phase 4 of the Honolulu High-Capacity Transit Corridor Project, Kalihi, Kapālama, and Honolulu
Alapapa‘a, Honolulu District, O‘ahu Island TMK Sections (1) 1-2, 1-5, 1-7, 2-1, 2-3 (Various Plats and Parcels)
(Hammatt et al., June 2013), which our office received on July 15, 2013. We received the initial draft on April 9,
2013. Due to the size and complexity of this review all comments have been provided directly on text pages of
the report as well as through in-person reviews of specific areas with Cultural Surveys Hawai‘i staff.

The Honolulu High-Capacity Transit Corridor Project (HHC/TCP or project) includes the use of federal funds and
involves lands under several jurisdictions, including Federal, State, City and County of Honolulu, and private.
Pursuant to 36 CFR 800.3(a), the proposed project constitutes an undertaking subject to review under Section 106.
The project was determined to have an adverse effect on historic properties within the transit corridor and a
Programmatic Agreement (PA) was executed on January 18, 2011 between the Federal Transit Administration
(FTA), the Hawaii State Historic Preservation Officer (SHPO), the US Navy and the Advisory Council on Historic
Preservation as signatories and the City and County of Honolulu as an invited Signatory. An archaeological
inventory survey for the four phases of the project under HAR §13-276 is stipulated as a mitigation measure in the
PA.

The Area of Potential Effect (APE) for archaeology is defined in the PA as all areas of direct ground disturbance.
Thus, for the City Center the area of direct ground disturbance is approximately 13.9 acres, including nine (9)
stations. The survey study area is the eastern-most 4.3 mile (6.9 km) of the overall HHC/TCP area, extending from
Kalihi Stream/Middle Street Station in the west to Ala Moana Center in the east. An archaeological inventory survey
plan (AISP) was prepared by Cultural Surveys Hawai‘i, Inc. (Hammatt et al. 2011). The AISP was reviewed
and accepted by SHPD on October 25, 2011 (Log No. 2011.2379, Doc. No. 1110NN08). An Addendum AISP was
completed to address the relocation of the City Center’s Kaka‘ako Station footprint and corridor beginning about 30
meters ‘Ewa (northwest) of Ward Avenue and rejoining the original alignment in the middle of Queen Street about
100 meters Diamond Head (southeast) of Kane’ohe Street. The Addendum AISP was accepted by SHPD on March

Supplemental AISP for HRTOP, Kalihi, Kapālama, Honolulu, and Waikīkī, Honolulu, O‘ahu

TMK: [1] 2-1, 2-3 (Various Plats and Parcels)
The AIS involved a 100 percent surface survey of a heavily developed urban corridor which yielded no surface archaeological cultural resources (historic properties). Subsurface testing involved 250 test trench excavations. Two-hundred and thirty-two (232) trenches were proposed in the AIS, nine (9) were abandoned due to utility conflicts, safety issues or realignment/revision, and twenty-seven (27) trenches were added to replace abandoned trenches or at the request of SHPD. The additional trenches were included to ensure that entire column locations were tested, alternative column or utility locations were tested, or to ensure the extent of sand deposits and the absence of burials in those sand deposits. The proposed and final locations of some of the trenches differ slightly, reflecting changes required to address impediments (e.g. utility line locations) and/or safety issues.

Nineteen (19) historic resources were identified within, or immediately adjacent to the Construction Phase 4 AIS survey area. Twelve (12) of these resources were previously identified and documented. Seven (7) resources were newly identified in this survey. All 19 historic resources have been assigned Hawai‘i State Inventory of Historic Properties (SIHP) numbers, all with the prefix 50-80-14. The historic resources, associated test excavation numbers, descriptions, Hawai‘i and/or National Register-eligibility, and mitigation recommendations are listed in the table below. Bold SIHP numbers represent the seven (7) historic properties newly identified during the Construction Phase 4 AIS. Numbers not in bold represent the twelve (12) historic properties in the Rail Corridor found during previous studies.

<table>
<thead>
<tr>
<th>SIHP#</th>
<th>Construction Phase 4 Test Excavation #</th>
<th>Description/ Formal Type</th>
<th>Significance/ Eligibility</th>
<th>Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>50-80-14-7425</td>
<td>T-020</td>
<td>Subsurface insu (earth oven) feature</td>
<td>Recommend: D</td>
<td>Recommend: D</td>
</tr>
<tr>
<td>50-80-14-7426</td>
<td>T-054 through T-082, and 085</td>
<td>Subsurface wetland deposit</td>
<td>Recommend: D</td>
<td>Recommend: D</td>
</tr>
<tr>
<td>50-80-14-7506</td>
<td>T-064, T-066 and T-067</td>
<td>Subsurface incinerated trash deposit</td>
<td>Recommend: D</td>
<td>Recommend: D</td>
</tr>
<tr>
<td>50-80-14-5368</td>
<td>T-083, 091, 092, 093, and 094</td>
<td>Subsurface remnants of Kawa Fishpond</td>
<td>Recommend: D</td>
<td>Recommend: D</td>
</tr>
<tr>
<td>50-80-14-5966</td>
<td>T-095</td>
<td>Subsurface remnants of Kawa Fishpond</td>
<td>Recommend: D</td>
<td>Recommend: D</td>
</tr>
<tr>
<td>50-80-14-7427</td>
<td>T-096 through T-101 and test bores C-1-C-6</td>
<td>Subsurface historic building foundations and walls and underlying culturally enriched sediments, also one human talon bone in fill deposit</td>
<td>Recommend: D, E</td>
<td>Recommend: D</td>
</tr>
<tr>
<td>50-80-14-7428</td>
<td>T-119, 119A, 120, 120A, 120B</td>
<td>Subsurface culturally-enriched sand A horizon (T-120, T-120A, and T-120B) and historic warehouse foundation (T-119 and T-119A)</td>
<td>Recommend: D</td>
<td>Recommend: D</td>
</tr>
<tr>
<td>50-80-14-2963</td>
<td>T-122, 123, and 124</td>
<td>Subsurface pond sediments containing historic artifacts, culturally-enriched sand A horizon, also includes 7 human burials as described in the adjacent Makal Parking Garage monitoring report</td>
<td>Recommend: D, E</td>
<td>Recommend: D</td>
</tr>
<tr>
<td>50-80-14-7124</td>
<td>T-132</td>
<td>Subsurface historic building remains</td>
<td>Previous: A, D</td>
<td>Recommend: D</td>
</tr>
</tbody>
</table>

Supplemental AIS for HRT, Kalihi, Kapālama, Honolulu, and Waikīkī, Honolulu, O‘ahu

TMK: [1] 2-1, 2-3 (Various Plats and Parcels)
<table>
<thead>
<tr>
<th>SHEIP#</th>
<th>Construction Phase 4 Test Excavation #</th>
<th>Description/Formal Type</th>
<th>Significance/Eligibility</th>
<th>Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>50-80-14-7190</td>
<td>T-229 and 230</td>
<td>Subsurface salt pan remnants</td>
<td>Previous: A, D Recommend: D</td>
<td>Recommend: D</td>
</tr>
<tr>
<td>50-80-14-7197</td>
<td>Not observed (see mitigation)</td>
<td>Subsurface culturally-enriched sand A-horizon</td>
<td>Previous: A, D and D Recommend: D</td>
<td>Recommend: D</td>
</tr>
<tr>
<td>50-80-14-6856</td>
<td>T-181-185</td>
<td>Subsurface remnants of Koolauhi Fishpond</td>
<td>Recommend: D</td>
<td>Recommend: D</td>
</tr>
<tr>
<td>50-80-14-7430</td>
<td>T-302</td>
<td>Subsurface remnant of a historic privy</td>
<td>Recommend: D</td>
<td>Recommend: D</td>
</tr>
<tr>
<td>50-80-14-7193</td>
<td>T-214</td>
<td>Subsurface historic refuse-enriched fill deposit</td>
<td>Ineligible</td>
<td>Ineligible</td>
</tr>
</tbody>
</table>

We concur with the eligibility recommendations of the 19 sites in the above table, including the ineligible SHEIP# 50-80-14-7193 determination. The 18 remaining sites are significant under National Register of Historic Places and Hawaii Register of Historic Places recommended criteria listed in the table. The overall effect of the undertaking has been previously determined to be “adverse” under 36 CFR part 800, as discussed above. The project effect under the provisions of HAR §13-275-7(2) is determined to be “effect with proposed mitigation.” We concur with the proposed mitigation measures, which include on-site archaeological monitoring of any land alteration activities in the vicinity of the site areas and data recovery and burial treatment as identified above.

We confirm that the archaeological inventory survey was conducted in accordance with the AISP and Addendum AISP. As mentioned above, all comments to this AIS were done directly on the report and in face-to-face meetings with staff from Cultural Surveys Hawai‘i, Inc.
Mr. McDermott  
August 26, 2013  
Page 4

In addition, SHPD received comments from 13 individuals and organizations with a total of 98 comments related to Archaeological Inventory Survey for the entire Rail Corridor. Fifty-seven comments (57) were specific to the City Center portion of the project. Forty-nine (49) of those comments requested additional testing related to column locations, utilities, the limited nature of geotechnical core testing or testing that had been stopped due to water inundation. SHPD has considered all comments received and believes that an adequate inventory survey has been completed. Data recovery will be conducted on eight historic sites as mitigation. SHPD notes that burials found during data recovery are considered previously identified and the decision to preserve them in place or relocate them will be the purview of the O'ahu Island Burial Council. HART has agreed that no construction will take place within 25 feet of any burials prior to SHPD's acceptance of a burial treatment plan.

This revised archaeological inventory survey report meets the minimum requirements specified in the Secretary of the Interior's Standards for Archeological Documentation and the requirements set forth in HAR §13-275 and HAR §13-276. It is accepted by SHPD. Please send one hardcopy of the document, clearly marked FINAL, along with a copy of this review letter and a text-searchable PDF version of the report on CD to the Kapolei SHPD office. Please contact Dr. Susan A. Lebo at (808) 692-8019 or at Susan.A.Lebo@hawaii.gov if you have any questions regarding this letter.

Aloha,

[Signature]

William J. Aila, Jr.  
State Historic Preservation Officer
Appendix D  SHPD Acceptance Letter for the HRTP IPP

August 29, 2013

Dan Grabauskas
Honolulu Authority for Rapid Transportation
City and County of Honolulu
Alii Place, Suite 1700
1099 Alakea Street, Honolulu, HI 96813

Log No. 2013.5066A
Doc No. 1308PA001

Dear Mr. Grabauskas:

SUBJECT: HRS §6E-8 Review of an Interim Protection Plan in compliance HAR Section 13-275-9(d) for the Honolulu High-Capacity Rapid Transit Corridor Project, East Kapolei to Ala Moana Center
TMK (1) 1-1, 1-2, 1-3, 1-7, 1-1, 1-2, 1-3, 2-1, 2-2, 2-3, 2-4, 2-5, 2-6, 2-7, 2-8, 2-9, and 2-9 (various Plats and Parcels)

Thank you for the opportunity to review the report titled Interim Protection Plan for the Honolulu High Capacity Transit Corridor Project (Hammatt and Shideler, August 2013). It was received by SHPD on August 29, 2013.

Honolulu Authority for Rapid Transportation (HART) is requesting an accelerated, two step verification of compliance with the historic preservation process under HAR Section 13-275-9(d). Step 1 of this process involves “documentation to SHPD indicating that data recovery fieldwork . . . or interim protection measures for properties to be preserved have been successful completed.” This interim protection plan is being submitted to meet Step 1 of the two step verification process and is done with the understanding that Step 2 must be completed to conclude the historic preservation process.

An Archaeological Inventory Survey (AIS) for the entire Honolulu High Capacity Rapid Transit Corridor Project (HHCRTC-P, or project) was accepted by SHPD (Log No. 2013.4987, Doc No. 1308SL23). A total of 21 sites were found during the AIS. Two additional sites were not found (Sites 50-80-14-7197 and 50-80-14-5966), but because of their close proximity to the project the potential to be affected by the project and were included in mitigation measures. One of the sites found was deemed not to meet the significance criteria under HAR Chapter 13-275-6(b). The mitigation measure for thirteen of the sites is monitoring, and the mitigation for nine of the sites is data recovery and monitoring. In addition seven sets of iwi kapauna, or human skeletal remains were found at four of the sites. The recommendation is preservation in place. Thank you for the table on pages 5-5 which lists all sites and the mitigation status. We have included a copy of this table as an enclosure to this letter for ease of reference.

For the section of the project that extends from East Kapolei to Leeward Community College (Construction Phase 1), the agreed-upon mitigation was data recovery in Site 50-80-69-7751, subsurface lo‘i sediments. An End-of-Fieldwork Letter has been accepted for this site (Log No. 2013.4528, Doc No. 1308SL24. Therefore no additional protection measures are required for Phase 1 and construction can start in that area of the project corridor.

For section of the project on Kanehehale Highway from Leeward Community College to Aloha Stadium (Construction Phase 2), monitoring was the agreed-upon mitigation measure for site 50-80-69-7150, former ponded...
taro fields. An archaeological monitoring plan for this site has been reviewed and accepted by SHPD (Log No. 2012.1041, Doc No. 1205NN12). Therefore, no additional protection measures are needed for Phase 2 and construction can start in that area of the project corridor.

For the section of the project extending from Aloha Stadium to approximately the Middle Street Interchange (Construction Phase 3) there were two historic properties found, SHIP site 50-80-13-7420 and 50-80-13-7421. Monitoring is the agreed-upon mitigation for both these properties. A monitoring plan has not been reviewed and accepted by SHPD, therefore as an interim protection measure HART is proposing that no construction take place in the HHCRTCP between Halawa Stream and Pu‘uhale Road. A letter stating such has been sent to the construction contracting firm and a copy has been provided to SHPD. No physical measures will be taken to mark the sites, as they are subsurface and continuing surface use will not damage either site.

For the section of the project extending from Middle Street to Ala Moana Center (Construction Phase 4) a total of 19 historic properties were found. The agreed-upon mitigation for eleven sites is monitoring and for eight sites is data recovery and monitoring. All four burial sites are in phase 4 of the project. SHPD has not reviewed monitoring, data recovery, or burial treatment plans for Construction Phase 4. The interim protection plan proposes that no construction be done between Pu‘uhale Road and Ala Moana Center until a monitoring plan for Construction Phase 4 has been reviewed and accepted by SHPD. The monitoring plan will provide for construction buffers for the data recovery sites until a data recovery plan and End of Fieldwork Letter are accepted by SHPD. SHPD adds the following conditions before it will approve the start of construction in Construction Phase 4: 1) a Data Recovery Plan must be accepted by SHPD, 2) an End of Fieldwork Letter must be accepted by SHPD, and 3) the archaeological monitoring plan will include construction buffers for the four burial sites in the event that a Burial Treatment Plan has not been approved by the O‘ahu Island Burial Council and SHPD prior to review and acceptance of the End of Fieldwork Letter and the monitoring plan. No physical measures will be taken to mark the sites as they are all subsurface and located in highly trafficked areas. All of the sites have been resurfaced. Continued surface use will not damage any of the sites. A letter stating that no construction is to take place within in the Construction Phase 4 portion of the project has been sent to the contractor and a copy has been provided to SHPD.

In regard to Table 1, please note that the criteria for the Hawaii Register are located in HAR Section 13-198-8. Significance criteria for the Historic Preservation review process are located in HAR 13-275-6(b). While the two are substantially the same, the Hawaii Register does not include criterion "c." Also, as written, the table appears to have the wrong citation. Please correct this in your final copy.

This Interim Protection Plan provides adequate protection measures for sites throughout the corridor. The protection measures are: no construction in Construction Phases 3 and 4 until SHPD accepts an archaeological monitoring plan. In addition SHPD added three conditions before construction can start in Construction Phase 4, as listed above. SHPD accepts the plan, with the modifications and conditions state above, per HAR Section 13-275-9 (d)(1). Please send one hardcopy of the document, clearly marked FINAL, along with a copy of this review letter and a text-searchable PDF version on CD to the Kapolei SHPD office.

Please contact Pua Au at (808) 587-1497 or at puau@hawaii.gov if you have any questions regarding this letter.

Aloha,

William J. Aila, Jr.
State Historic Preservation Officer

Encl: Table 1
<table>
<thead>
<tr>
<th>Section and SHIP#</th>
<th>Description/Formal Type</th>
<th>Significance/Eligibility</th>
<th>Mitigation</th>
<th>Status of Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>50-80-09-7251</td>
<td>Subsurface lo'i sediments</td>
<td>D</td>
<td>Data Recovery</td>
<td>Complete, End of Fieldwork letter accepted</td>
</tr>
<tr>
<td>Section 2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>50-80-09-7150</td>
<td>Former ponded taro fields</td>
<td>D</td>
<td>Monitoring</td>
<td>Monitoring plan accepted</td>
</tr>
<tr>
<td>Section 3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>50-80-13-7420</td>
<td>Buried asphalt roadway</td>
<td>D</td>
<td>Monitoring</td>
<td>Monitoring plan pending, will precede construction.</td>
</tr>
<tr>
<td>80-80-13-7421</td>
<td>Buried concrete slabs, coral pavement and base course sections</td>
<td>D</td>
<td>Monitoring</td>
<td>Monitoring plan pending, will precede construction.</td>
</tr>
<tr>
<td>Section 4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>50-80-14-7425</td>
<td>Subsurface mwa (earth oven) feature</td>
<td>D</td>
<td>Monitoring</td>
<td>Monitoring plan pending, will precede construction.</td>
</tr>
<tr>
<td>50-80-14-7426</td>
<td>Subsurface wetland deposit</td>
<td>D</td>
<td>Monitoring</td>
<td>Monitoring plan pending, will precede construction.</td>
</tr>
<tr>
<td>50-80-14-7506</td>
<td>Subsurface incinerated trash deposit</td>
<td>D</td>
<td>Monitoring</td>
<td>Monitoring plan pending, will precede construction.</td>
</tr>
<tr>
<td>50-80-14-5368</td>
<td>Subsurface remains of Kiwili Fishpond</td>
<td>D</td>
<td>Monitoring</td>
<td>Monitoring plan pending, will precede construction.</td>
</tr>
<tr>
<td>50-80-14-5966</td>
<td>Kawa Fishpond -- sediments not found because trench abandoned</td>
<td>D</td>
<td>Data Recovery, Monitoring</td>
<td>Monitoring plan pending, will precede construction. Data recovery plan pending.</td>
</tr>
<tr>
<td>50-80-14-7427</td>
<td>Subsurface historic building foundations and walls and underlying culturally enriched sediments, also one human talus bone in a fill deposit</td>
<td>D, E</td>
<td>Monitoring, Data Recovery, and Burial Treatment</td>
<td>Monitoring plan pending, will precede construction. Data recovery and burial treatment plans pending.</td>
</tr>
<tr>
<td>Section and SHEEP</td>
<td>Description/Formal Type</td>
<td>Significance/Eligibility</td>
<td>Mitigation</td>
<td>Status of Mitigation</td>
</tr>
<tr>
<td>-------------------</td>
<td>--------------------------</td>
<td>--------------------------</td>
<td>------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>50-80-14-2963</td>
<td>Subsurface pond sediments containing historic artifacts, culturally enriched sand A-horizon, also includes 7 human burials as described in the adjacent Makai Packing Garage monitoring report</td>
<td>D, E</td>
<td>Monitoring for pond sediments, data recovery and monitoring for culturally enriched sand A-horizon</td>
<td>Monitoring plan pending, will precede construction. Data recovery plan pending.</td>
</tr>
<tr>
<td>50-80-14-7124</td>
<td>Subsurface historic building remnants</td>
<td>D</td>
<td>Monitoring</td>
<td>Monitoring plan pending, will precede construction.</td>
</tr>
<tr>
<td>50-80-14-7189</td>
<td>Subsurface fill layer containing burnt historic trash from open burning</td>
<td>D</td>
<td>Monitoring</td>
<td>Monitoring plan pending, will precede construction.</td>
</tr>
<tr>
<td>50-80-14-7190</td>
<td>Subsurface salt pan remnants</td>
<td>D</td>
<td>Data Recovery, Monitoring</td>
<td>Monitoring plan pending, will precede construction. Data recovery plan pending.</td>
</tr>
<tr>
<td>50-80-14-7197</td>
<td>Subsurface culturally enriched sand A-horizon</td>
<td>D</td>
<td>Monitoring; Not observed in current AIS, but potentially affected by project construction due to close proximity</td>
<td>Monitoring plan pending, will precede construction.</td>
</tr>
<tr>
<td>50-80-14-5820</td>
<td>Human skeletal remains/burials and subsurface culturally enriched sand A-horizon</td>
<td>D, E</td>
<td>Data Recovery, Monitoring, Burial Treatment Plan</td>
<td>Monitoring plan pending, will precede construction. Data recovery and burial treatment plans pending.</td>
</tr>
<tr>
<td>50-80-14-6856</td>
<td>Subsurface remnants of Kōlowa Fishpond</td>
<td>D</td>
<td>Monitoring</td>
<td>Monitoring plan pending, will precede construction.</td>
</tr>
<tr>
<td>50-80-14-6636</td>
<td>Subsurface remnants of the former Kewalo wetland</td>
<td>D</td>
<td>Monitoring</td>
<td>Monitoring plan pending, will precede construction.</td>
</tr>
<tr>
<td>50-80-14-7430</td>
<td>Subsurface remnant of a historic privy</td>
<td>D</td>
<td>Monitoring</td>
<td>Monitoring plan pending, will precede construction.</td>
</tr>
<tr>
<td>50-80-14-7193</td>
<td>Subsurface historic refuse enriched fill deposit</td>
<td>Ineligible</td>
<td>Ineligible</td>
<td>NA</td>
</tr>
</tbody>
</table>

Supplemental AISP for HRTP, Kalihi, Kapālama, Honolulu, and Waikīkī, Honolulu, O’ahu

TMK: [1] 2-1, 2-3 (Various Plats and Parcels)
<table>
<thead>
<tr>
<th>Section and SIHP#</th>
<th>Description/Formal Type</th>
<th>Significance/Eligibility</th>
<th>Mitigation</th>
<th>Status of Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>50-80-14-2918</td>
<td>Subsurface culturally-enriched sand A-horizon with human skeletal remains/burials, also includes iron historic trolley or cart tracks</td>
<td>D, E</td>
<td>D</td>
<td>Data Recovery, Monitoring, Burial Treatment</td>
</tr>
</tbody>
</table>