U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

201 Mission Street
Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

JAN 18 2011

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

Subject: Environmental Record of Decision
for the Honolulu High-Capacity
Transit Corridor Project

Dear Mr. Yoshioka: Wayne

The Federal Transit Administration (FTA) has completed its review of the public and interagency comments on the Final Environmental Impact Statement (EIS) for the Honolulu High-Capacity Transit Corridor Project. FTA has issued the enclosed environmental Record of Decision (ROD) for the Project.

As stated in the ROD, the Project must incorporate all the mitigations of adverse effects presented in the Final EIS, the Section 106 Programmatic Agreement, and the ROD. These mitigation actions include, but are not limited to, all commitments to further consultation on specific issues. If the City and County of Honolulu or its successor agency contemplates any change to the Project, you must notify FTA immediately and refrain from taking any action related to the proposed change until FTA has determined what, if any, additional environmental analysis is necessary, and that analysis has been completed and approved by FTA.

The City and County of Honolulu must immediately notify FTA of any proposed change to the Project that would differ in any way from what the Final EIS states. For example, if the City and County of Honolulu wishes to make a change to the mitigation measures in the Final EIS, the Section 106 Agreement, or the ROD, or a change to the Project that would cause new or changed environmental or community impacts not presented in the Final EIS, then you must notify FTA in writing of the desire to make a change. Any such change will be reviewed in accordance with FTA environmental procedures (23 C.F.R. 771.130) on supplemental documentation.

The FTA will determine the appropriate level of environmental review for this or any other proposed change (i.e., a written re-evaluation of the Final EIS, an environmental assessment of the change, or a supplemental environmental impact statement), and the NEPA process for this supplemental environmental review will conclude with a separate NEPA determination, or, if necessary, with an amendment to this ROD.

Upon FTA's approval of the Real Estate Acquisition Management Plan (RAMP), the City and County of Honolulu is authorized to take the following Project actions without prejudice to FTA's future financial assistance for these actions:

- the acquisition of any real property or real projecty rights identified in the Final EIS or ROD as needed for the Project;
- the relocation of persons and businesses on that property;
- the relocation of the Banana Patch community, if it so desires, in accordance with the ROD;
- the relocation of utilities affected by the Project; and
- the acquisition of rail vehicles for the Project.

This pre-award authorization is not a real or implied commitment by FTA to provide any funding for the Project or any element of the Project. However, if FTA were to provide grant funding for the Project, the cost of the actions listed above, performed after RAMP approval, would be eligible expenses. No other Project action has pre-award authorization at this time. To maintain the Project's eligibility for FTA assistance, all real property acquisitions, and the relocation of persons and businesses thereon, must be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act and its implementing regulation (49 CFR part 24) and any other applicable Federal law or regulation. The acquisition of vehicles must also be in accordance with FTA Buy America requirements to maintain eligibility for reinbursement of vehicle acquisition costs

Please post this ROD and its attachments prominently on your Project website at http://www.honolulutransit.org/ without delay. This posting will allow FTA to publish the limitation-on-claims notice in the *Federal Register* that will start the 180-day clock.

We look forward to continuing to work with you to bring this important Project to fruition. Should you have any questions on the ROD, please contact Ted Matley at (415) 744-2590.

Sincerely,

Leslie Rogers
Regional Administrator

Record of Decision
on the
Honolulu High Capacity Transit Corridor Project
in
Metropolitan Honolulu, Hawaii
by the
Federal Transit Administration

Decision

The Federal Transit Administration (FTA) has determined that the requirements of the National Environmental Policy Act of 1969 (NEPA) and related Federal environmental statutes, regulations, and executive orders have been satisfied for the Honolulu High-Capacity Transit Corridor Project (the Project) located in metropolitan Honolulu, Hawai'i.

This environmental Record of Decision (ROD) applies to the fixed guideway transit alternative from downtown Honolulu to the University of Hawai'i - West O'ahu via the Airport, which was described and evaluated as the preferred alternative in the *Honolulu High-Capacity Transit Corridor Project Final Environmental Impact Statement/Section 4(f) Evaluation*, dated June 2010 (the Final EIS). The Project sponsor, the City and County of Honolulu Department of Transportation Services (the City), seeks financial assistance from FTA for the Project. If FTA provides financial assistance for the final design or construction of the Project, FTA will require that the City and County of Honolulu, and any successor agency to the City and County of Honolulu sponsoring or managing the Project, design and build it as presented in the Final EIS and this ROD. Any proposed change by the City or its successor must be evaluated in accordance with 23 CFR § 771.130 and must be approved by FTA in writing before the agency requesting the change can proceed with the change.

Background

The Project is a 20-mile grade-separated fixed guideway rail system that begins at the University of Hawai'i - West O'ahu near the future Kroc Center and proceeds east via Farrington Highway and Kamehameha Highway adjacent to Pearl Harbor to Aolele Street serving the Airport, to Dillingham Boulevard, to Nimitz Highway, to Halekauwila Street, and ending at Ala Moana Center. The entire system will operate in an exclusive right-of-way and will be grade-separated except in a location near Leewood Community College. The Project will include 21 transit stations, a vehicle maintenance storage facility near Leewood Community College, park-and-ride lots at some stations, traction power substations, and the acquisition of rail vehicles and maintenance equipment.

As the Project sponsor and potential recipient of FTA financial assistance for the Project, the City served as a co-lead agency with FTA in conducting the environmental review process. The U.S. Army Garrison – Hawai'i, the U.S. Naval Base – Pearl Harbor, the Federal Aviation Administration, and the Federal Highway Administration served as

NEPA cooperating agencies. Each of these Federal agencies may have a Federal action associated with the Project. The State of Hawai'i Department of Transportation also served as a cooperating agency.

Planning for the Project

The purpose of the Project is to improve transit in the congested east-west transportation corridor confined by the mountains to the north and the sea to the south, a fairly linear urban configuration where the population and employment levels warrant a high capacity rapid transit system. Improved transit in this east-west corridor has been studied in detail numerous times by the City and the federal government since the early 1960s. More recent planning studies leading to this Project include the 2030 O'ahu Regional Transportation Plan and the 2005-2006 Alternatives Analysis.

In 2004 and 2005, the O'ahu Metropolitan Planning Organization identified the need for a fixed guideway transit system in its *O'ahu Regional Transportation Plan 2030* (ORTP 2030). Development of the ORTP 2030 was a public process and system-planning effort that identified and prioritized the east-west H-1 travel corridor as having the greatest need for improved transit service. A range of transportation scenarios for O'ahu were evaluated, including fixed guideway transit in various corridors and alternatives that did not include a fixed guideway. The ORTP 2030 envisions that the fixed guideway rail system will become the backbone of the transit system—connecting major employment and residential centers to each other and to Downtown Honolulu (Downtown).

In 2005, the State Legislature recognized the need and public support for a high-capacity transit system on O'ahu and passed Act 247, Session Laws of Hawai'i 2005, *Relating to County Surcharge on State Tax*. Act 247 authorized the City to levy a general excise and use tax (GET) surcharge to construct and operate a mass transit system serving O'ahu. The City Council subsequently adopted Ordinance 05-027 to levy a tax surcharge to fund public transportation. With dedicated, secure local funding established for the first time, the City began the Alternatives Analysis process to evaluate high-capacity transit alternatives in the study corridor.

The *Honolulu High-Capacity Transit Corridor Project Alternatives Analysis Report* (City and County of Honolulu Department of Transportation Services [DTS], 2006b) completed in November 2006 documented the evaluation of three build alternatives that would provide transit service in the study corridor between Kapolei and UH Mānoa. In accordance with FTA guidance, the Alternatives Analysis evaluated and screened a range of transit modes and general alignment alternatives in terms of their cost, benefits, and impacts.

After review of the Alternatives Analysis and consideration of comments received from the public, the City Council identified a Fixed Guideway Transit System Alternative as the locally preferred alternative on December 22, 2006 in Ordinance 07-001. FTA and the City proceeded with the NEPA review of this proposed action.

FTA published the Notice of Intent to prepare an EIS for this Project in the *Federal Register* on March 15, 2007, and the EIS scoping process was concluded in April 2007.

On November 4, 2008, the voters of O'ahu passed a charter amendment declaring that the City should establish a steel-wheel on steel-rail transit system. The Notice of Availability of the Draft EIS was published in the *Federal Register* on November 21, 2008 with the extended public comment period ending on February 6, 2009. The City Council passed Resolution 08-261 on January 28, 2009, which resolved that the Airport Alternative best meets the City's financial and transportation objectives for the project. The Airport Alternative was evaluated in the Final EIS as the NEPA preferred alternative.

FTA approved distribution of the Final EIS on June 14, 2010, and a Notice of Availability of the Final EIS was published by the U.S. Environmental Protection Agency (EPA) on June 25, 2010 in the *Federal Register*. FTA extended the public review period for the Final EIS to August 26, 2010.

Alternatives Considered

FTA and the City considered a broad range of alternatives in various studies prior to the initiation of the NEPA process and continuing through the Draft and Final EIS.

Alternatives Analysis Process

During 2005 and 2006, the City conducted an Alternatives Analysis that considered a variety of highway, bus, and fixed guideway options. Both modal technology and alignment options were combined to create a number of alternatives for consideration. The Alternatives Analysis evaluated and screened these alternatives in terms of their cost, benefits, and impacts and their ability to meet the Project's purpose and need. The alternatives were identified through previous transit studies, field reviews of the study corridor, analysis of current population and employment data for the study corridor, a literature review of technology modes, work completed for the ORTP 2030, and public and agency comments received.

Transit Technologies Considered: As documented in the *Final Technology Options Memo (DTS 2000)*, a variety of alternative transit technologies were considered during the alternatives analysis and EIS processes. Certain technologies that were eliminated from further consideration and the primary reason for elimination are:

- *Personal rapid transit* was eliminated based on lack of technical maturity and low cruise speeds.
- *Commuter rail* was eliminated based on poor operating performance and because the study corridor needs short station spacing, especially in the urban core, spacing that commuter rail cannot provide.
- *Waterborne ferry service* was eliminated because it could not meet line capacity requirements nor did it have the ability to service many of the key activity centers in the corridor.

- *Rubber-tired guided* vehicles were eliminated due to its being a propriety technology (lack of supplier competition) and technical immaturity.

- *Diesel Multiple Unit* (DMU) was eliminated due to its moderate technical maturity and lack of supplier competition.

- *Magnetic levitation* was eliminated due to its being a proprietary technology unproven in the U.S.

- *Monorail* was eliminated due to proprietary technology.

Alternative Alignments Considered: The following alternatives were considered but eliminated from further consideration for the reasons described below:

- *Tunnel Crossing* – The tunnel crossing beneath Pearl Harbor was rejected because it would not improve connectivity within the study corridor.

- *At-grade* Light-*rail Transit and At-Grade Alternatives in Downtown* – The process considered 15 combinations of tunnel, at-grade, or elevated alignments between Iwilei and Ward Avenue and five different alignments through Downtown. Some of the technical considerations associated with an at-grade versus elevated alignment through Downtown included: (1) System Capacity, Speed, and Reliability - The short, 200-foot (or less) blocks in Downtown would permanently limit an at-grade system to two-car trains to prevent stopped trains from blocking vehicular traffic on cross-streets; (2) Mixed-Traffic Conflicts - An at-grade system would have prevented effective coordination of traffic signals in the delicately balanced signal network in Downtown. An at-grade system would have required removal of two or more existing traffic lanes on affected streets. This effect would have exacerbated congestion. An at-grade light rail system with continuous tracks in-street would have created major impediments to turning movements; (3) Construction Impacts - An at-grade rail system would have increased the utility conflicts and impacts to sensitive cultural resources; (4) Purpose and Need - An at-grade system would not have met the Project's Purpose and Need because it would not have satisfied the mobility and reliability needs of the Project.

- *Various Fixed Guideway Options – A* total of 75 fixed guideway alignment options were considered and screened to a smaller number to be evaluated in more detail. The corridor was divided into eight geographic sections and between 4 and 16 alignment options were evaluated for each of these sections. Within each section, the alignments retained for further evaluation were those that demonstrated the best performance related to mobility and accessibility, smart growth and economic development, constructability and cost, community and environmental quality, and consistency with adopted plans.

- *Transportation System Management Alternative* (TSM) – This alternative was developed to evaluate how well a combination of relatively low-cost transit improvements could meet the study area's transit needs. Bus service was

optimized by increasing bus service but without building a new fixed guideway for transit.

- *Managed Lane Alternative* – This alternative would have provided a two-lane elevated toll facility between Waipahu and Downtown, with variable pricing strategies for single-occupant vehicles to maintain free-flow speeds for transit and high-occupancy vehicles. This alternative would not have supported forecasted population and employment growth in plans previously adopted by the City pursuant to the *Hawai'i State Planning Act* (HRS Chapter 226). This alternative would have provided very little transit benefit at a high cost. The cost-per-hour of transit-user benefits for the alternative would have been two to three times higher than that for the Fixed Guideway Alternative and would not have substantially improved service or access to transit for transit-dependent communities. In sum, the Managed Lane Alternative failed to meet the Project's Purpose and Need as it would not have improved corridor mobility or travel reliability.

EIS Process

During the scoping of the EIS, the results of the planning Alternatives Analysis was presented for public and agency comment. The EIS incorporated by reference the Alternatives Analysis and its results. Building on the Alternatives Analysis, four alternatives including the proposed action (i.e., the locally preferred alternative) were carried forward and were further evaluated in the Draft EIS. They included the No Build Alternative and three build alternatives as described below.

- *No Build Alternative* – This alternative was evaluated to provide a comparison of what the future conditions would be if none of the Build Alternatives were implemented. Due to increasing traffic congestion and slower travel times, transit service levels and passenger capacity under the No Build would remain about the same as they are today.
- *Airport Alternative* – The NEPA preferred alternative, referred to in the Final EIS as the Project or Airport Alternative, was one of three build alternatives evaluated in the Draft EIS. The Airport Alternative will carry the most passengers and provide the greatest transit-user benefits. It will provide access to employment centers at Pearl Harbor Naval Base and Honolulu International Airport and will have substantially greater ridership to those areas than the Salt Lake Alternative. The Airport Alternative will have slightly lower potential for encountering archaeological resources but will affect more historic resources than the Salt Lake Alternative.
- *Salt Lake Alternative* – This alternative would have included the construction and operation of a grade-separated elevated fixed guideway transit system with the same system characteristics described for the Project. At the west end, the guideway would have followed the same alignment as described for the Project. However, in the vicinity of Aloha Stadium, the guideway would have left Kamehameha Highway immediately west of Aloha Stadium, crossed the Aloha Stadium main parking lot, and continued east along Salt Lake Boulevard. It would have followed Pūkōloa Street through Māpunapuna before crossing and following

Moanalua Stream to cross over the H-1 Freeway and continued to the Middle Street Transit Center. From this point, the guideway would have followed the same alignment as described for the Project to Ala Moana Center.

- *Airport & Salt Lake Alternative* – This alternative would have been identical to the Salt Lake Alternative, with an additional segment that would have followed Kamehameha Highway and Aolele Street from Aloha Stadium to Middle Street. This alternative would have followed the alignments described for both the Salt Lake Alternative and the Airport Alternative. The Aloha Stadium Station on Kamehameha Highway would have been relocated north to provide an Arizona Memorial Station instead of a second Aloha Stadium Station. At the Middle Street Transit Center Station, each line would have had a separate platform with a concourse providing a pedestrian connection between them to allow passengers to transfer. This alternative would have resulted in the greatest impact because the most resources would have been affected.

The Final EIS identified the Airport Alternative as the Preferred Alternative which is the subject of this ROD. This selection was based on consideration of the benefits of each alternative studied in the Draft EIS, public and agency comments received on the Draft EIS, and City Council action under Resolution 08-261 identifying the Airport Alternative as the Project. The Final EIS included additional information and analyses, as well as minor revisions to the Project that were made to address comments received from agencies and the public on the Draft EIS.

Description of the Project

The Project as described in the Final EIS is the subject of this ROD.

It consists of the 20-mile elevated guideway with 21 stations and supporting facilities. Supporting facilities include: a vehicle maintenance and storage facility (MSF), transit centers, park-and-ride lots, traction power stations approximately every mile, a parking structure, and an access ramp from the H-2 Freeway to the Pearl Highlands park-and-ride. The MSF will be located near Leeward Community College. This site was selected over an alternate site at Ho'opili due to its central location on the rail line, the guideway being at-grade at this location, its better access to the mainline, and its being the least costly option since there is no need for access tracks. By comparison, the Ho'opili site would have been further away from the guideway, been more costly to design and construct approximately one mile of elevated access tracks to connect the site to the guideway, and required rezoning of State agricultural land. For these reasons, the MSF site near Leeward Community College was selected.

From Wai'anae to Koko Head (west to east), the guideway will follow North-South Road and other future roadways to Farrington Highway. The guideway will follow Farrington Highway east on an elevated structure and continue along Kamehameha Highway to the vicinity of Aloha Stadium. The guideway will continue past Aloha Stadium along Kamehameha Highway north to Nimitz Highway and turn north onto Aolele Street. It will then follow Aolele Street, Ualena Street, and Waiwai Loop east to reconnect to Nimitz Highway near Moanalua Stream and continue to the Middle Street Transit Center.

East of Middle Street, the guideway will follow Dillingham Boulevard to the vicinity of Ka'aahi Street and then turn east to connect to Nimitz Highway near Iwilei Road. The guideway will follow Nimitz Highway east to Halekauwila Street, and then proceed along Halekauwila Street past Ward Avenue, where it will transition to Queen Street. The guideway will cross from Waimanu Street to Kona Street in the vicinity of Pensacola Street. The guideway will run above Kona Street to Ala Moana Center.

Construction staging will occur on sites that will be permanently used by the Project and whose environmental disturbance was evaluated in the Final EIS for that reason. Pre-casting of concrete sections of the guideway and other concrete elements will occur at a commercial site identified in the letter from the City included in Attachment D.

Basis for Decision

FTA has determined that the Project meets the Purpose and Needs of the proposed action as discussed below.

Improves Corridor Mobility – The Project will substantially improve corridor mobility in the most highly congested corridor in the City. Transit ridership will increase by approximately 56,200 trips per day or 25 percent by 2030, and transit users will save more than 20 million equivalent hours of travel time per year by 2030.

Improves Corridor Travel Reliability – Predictable travel time for transit riders will increase substantially as trips are moved from buses operating on streets in mixed traffic and congested freeways to the fixed guideway. Transit trips on the exclusive fixed guideway will not be subject to traffic delay.

Support for Transit Oriented Development -- The Project will support development and redevelopment around stations by enhancing access and supplying a daily influx of transit riders and potential customers for businesses. Although the construction of the Project does not directly cause development to occur, land use plans and policies will encourage new development to be located near transit stations to take advantage of the transportation infrastructure and increased accessibility afforded by the Project. With the Project, approximately 60,000 additional residents and 27,000 new jobs will be located within walking distance of stations in 2030.

Improves Transit Equity – The Project will provide service in the area of the City where the transit need is greatest. The Project will connect areas that have the highest transit dependency, which includes "communities of concern" designated by the City. Based on demographics within the study corridor, the demand and need for public transit on O'ahu is greatest within the areas served by the Project.

Measures to Mitigate the Adverse Effects of the Project

Measures to mitigate the effects of the Project were considered during the Project's development in coordination with the interested agencies. All reasonable means to avoid and minimize the adverse effects of the Project have been adopted. The mitigation

commitments are briefly described in Attachment A, *Mitigation Monitoring Program to Ensure Fulfillment of All Environmental and Related Commitments in the Final EIS and Section 106 Programmatic Agreement,* which also describes the monitoring and enforcement program. Most mitigation measures were detailed in the Final EIS, though a few were added in this ROD in response to comments received or final consultations. For mitigation described in the final EIS and referenced in this ROD, the detailed description of the mitigation measure provided in the Final EIS remains the commitment. Any change in such mitigation from the description in the Final EIS will require a review in accordance with 23 CFR § 771.130 and must be approved by FTA in writing.

Public Involvement and Outreach

Development of the Project has included public outreach using different venues and techniques for participation by the public and other agencies, as summarized below:

- Various printed informational materials were produced that included newsletters, fact sheets, brochures, media releases, public meeting announcements, and project handouts.
- Informational radio and video segments were produced and broadcast on commercial stations, public access and the Internet.
- A Project website (www.honolulutransit.org) was created to post project information and to receive public input.
- Electronic versions of the Draft EIS and Final EIS were uploaded to the Project website.
- An interactive DVD on the Draft EIS, a 28-minute video guide to the Draft EIS, and a computer animated fly-through of the Airport and Salt Lake Alternatives were sent to all recipients of the Draft EIS.
- A telephone information line (808-566-2299) was established.
- The City participated in radio programs and a monthly show on public access television.
- Islandwide community updates were held to share information and gather input on significant milestone decisions.
- The City attended neighborhood board meetings.
- The City participated in Speakers Bureaus, community events and coffee hours to provide Project information to community groups, agencies, and organizations.
- Feedback was solicited from various government and other agencies through direct contact with elected officials, neighborhood boards, the Transit Solutions Advisory Committee, stakeholders, and interested organizations.
- NEPA scoping meetings were held in March and April 2007 and an agency scoping meeting in March 2007. Comments were received via mail, website, and the telephone line and at the scoping meetings.
- The City participated in town hall meetings.
- Approximately 20 half-hour information shows about the Project have been produced and broadcast on local ʻŌlelo television.
- The City participated in approximately 800 community events such as the Hawaiʻian Products Show, Annual Splendor of China event, Energy Expo, Job

Quest Job Fair, Seniors & Disabilities Workshop, Asia Pacific Clean Energy Expo, Hawai'i Lodging, Hospitality & Foodservice Expo, Dragon Boat Race, and Workforce Job Fair to present and discuss the Project.

- Station design workshops were held to solicit community input and ideas about station design elements and the interface between each station and the surrounding community.
- Public hearings on the Draft EIS were advertised in major local newspapers, on local radio and television, and in ethnic and cultural newspapers in several languages. The hearings and the document's availability were also announced through the Project's website, hotline, newsletters, and a postcard mailed to area residents, agencies and organizations on the Project's mailing list.
- A public information meeting was held by the City Council on July 14, 2010, after the first Notice of Availability of the Final EIS was published in the Federal Register. Both oral and written testimony was accepted from the public and submitted to FTA and the City for consideration.
- Consultation occurred with various consulting parties as required by Section 106 of the National Historic Preservation Act. Extensive effort was made to identify, contact and consult with groups entitled to be consulting parties relating to archaeological, cultural, and historic resources adversely affected by the Project. The City and FTA consulted with over 30 organizations and agencies, including a number of Native Hawai'ian organizations. Between July 28, 2009 and November 14, 2009, FTA and the City participated in a series of consultation meetings to identify to develop which the Section 106 Programmatic Agreement (Appendix B). FTA and the City continued correspondence with these consulting parties over the next year, including a meeting on January 3, 2011, as the Programmatic Agreement was refined with the assistance of the Signatories and Invited Signatories.
- Agency coordination occurred throughout the planning and environmental processes, as described in Section 8.4.2 of the Final EIS. Cooperating agencies were offered the opportunity to be briefed on the Project and given an opportunity to comment on preliminary copies of both the Draft EIS and Final EIS.

Determinations and Findings

Section 106 of the National Historic Preservation Act

FTA determined that the Project would have an adverse effect on historic properties. The Section 106 Programmatic Agreement is included as Attachment B of this ROD.

Air Quality Conformity

The entire State of Hawai'i is designated by EPA as in attainment of the health standards for the transportation-related air pollutants: carbon monoxide (CO), ozone (O3), and particulate matter (PM_{10} and $PM_{2.5}$). Therefore, the EPA requirements for conformity with air quality plans do not apply to this Project.

Section 4(f) Findings

The Project will result in the direct use of 11 Section 4(f) historic properties, use with *de minimis* impacts on two historic properties; use with *de minimis* impacts on three park and recreational properties; and temporary occupancy of two recreational properties. Chapter 5 of the Final EIS evaluates these issues and resources.

Regarding the use of Afuso House, Higa Four-Plex, Teixeira House, Lava Rock Curbs, Kalama Canal Bridge, Six Quonset Huts, True Kamani Trees, O'ahu Railway & Land Company Terminal Building, O'ahu Railway & Land Company Office/Document Storage Building, Chinatown Historic District, Dillingham Transportation Building, HECO Downtown Plant and Leslie A. Hicks Building, FTA has determined that: (1) there is no feasible and prudent avoidance alternative, as defined in 23 C.F.R. § 774.17, to the use of land from these properties; and (2) the Project includes all possible planning, as defined in 23 C.F.R. § 774.17, to minimize harm to the property resulting from such use. The basis for these findings is discussed in Sections 5.4 and 5.5 of the Final EIS.

Regarding *de minimis* impacts to Boulevard Saimin, Oahu Railway & Land Company basalt paving blocks, O'ahu Railway & Land Company former filling station, FTA has received written concurrence from the SHPO and the ACHP in a finding of "no adverse effect" in accordance with 36 C.F.R. part 800, as indicated by their signing of the Section 106 Agreement in Attachment B. FTA hereby determines that the Project will have a *de minimis* impact on these historic properties.

Regarding *de minimis* impacts to Aloha Stadium, Ke'ehi Lagoon Beach Park, and Pacific War Memorial Site, FTA informed the officials with jurisdiction of its intent to make a *de minimis* impact finding for the use of these parks and recreational resources. Following an opportunity for public review and comment, no comments were received from the public and one comment was received from the Department of Accounting and General Services re-affirming that they had no objection to the *de minimis* impact finding for Aloha Stadium. Comment also was received from the City's Department of Parks and Recreation in regard to preparation of an agreement for the use of Ke'ehi Lagoon Beach Park and the Pacific War Memorial site properties. As such, the officials with jurisdiction over the Section 4(f) resource concurred, in writing, that the Project will not adversely affect the activities, features, or attributes that make these properties eligible for Section 4(f) protection. (Appendix F in Final EIS, Agency Correspondence and Coordination). FTA hereby determines that the Project will not adversely affect the features, attributes, or activities qualifying these properties for protection under Section 4(f); therefore, the Project will have a *de minimis* impact on these properties.

Regarding temporary occupancy of Pearl Harbor Bike Path and Future Middle Loch Park, FTA hereby determines that, pursuant to 23 C.F.R. § 774.13(d), these temporary occupancies of land are so minimal as to not constitute a use within the meaning of Section 4(f). The conditions for satisfying a temporary occupancy and the basis for this determination are discussed in Section 5.7 of the Final EIS.

In Section 5.8, FTA evaluated two feasible and prudent alternatives (Airport alignment and Salt Lake Alternative alignment) to determine which one resulted in the least overall harm in light of Section 4(f)'s preservation purpose. In this evaluation, FTA found that there were very few differences between the Airport Alternative and the Salt Lake Alternative alignments in terms of use of Section 4(f) properties except in the center portion of the project corridor. In this portion of the corridor, where the two alternative alignments diverge, the Salt Lake Alternative would have had a direct use at Aloha Stadium and a possible direct use at Radford Road High school. The Airport Alternative would not result in a direct use to properties within this same corridor and therefore, would have the least overall harm in light of Section 4(f)'s preservation purpose.

Endangered Species Act

Ko'oloa'ula (Abutilon menziesii), an endemic plant species, was not observed during the field surveys; however, the Project is known to be in close proximity to extant plant clusters and within approximately 200 feet of the northern edge of an established contingency reserve. Ko'oloa'ula is an endangered Hawai'ian hibiscus that grows in dryland forests. In October 2010, the U.S. Fish and Wildlife Service (USFWS) concurred in the FTA determination that the Project is not likely to adversely affect any threatened or endangered species, in accordance with Section 7 of the Endangered Species Act, as amended (7 U.S.C.§ 136; 16 U.S.C.§§ 1531 et seq.). The City will implement the minimization measures described in FTA's letter to USFWS, dated September 15, 2010 (Attachment D). These commitments also are included in Attachment A, the Mitigation Monitoring Program.

Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act

Coordination with federal, state and local agencies was conducted in compliance with Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act as described in Section 4.14.1 of the Final EIS. The Project will permanently encroach upon approximately 0.08 acre of waters of the U.S. These impacts are from placing piers in Waiawa Springs, Moanalua Stream, Kapalama Canal Stream, and Nu'uanu Stream and Waiawa Springs. Permanent mitigation features are proposed at Waiawa Stream, within the Pearl Highlands Station area and are included in Attachment A, the Mitigation Monitoring Program.

Executive Order 11988: Floodplain Management

The guideway will cross several floodplains but will not cause significant floodplain encroachment as defined by U.S. Department of Transportation Order 5650.2, *Floodplain Management and Protection*, which implements Executive Order 11988. Any changes caused by the Project will be mitigated through design to comply with current flood zone regulations. With mitigation, which is included in Attachment A (Mitigation Monitoring Program), the Project will not raise base flood elevations.

Executive Order 12898: Environmental Justice

The Pearl Highlands Station will displace the Banana Patch community which is made up of people of Asian descent who depend on a simple agrarian lifestyle in their present location. FTA has now concluded, in accordance with Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, that this community would be subject to disproportionately high and adverse human health or environmental effects as a result of the Project, unless mitigation actions beyond those required by the *Uniform Relocation Assistance and Real Property Acquisition Policies Act* are incorporated into the Project. To the extent that the community so desires, it will be relocated as a community to a location where its unique lifestyle can be maintained. This mitigation commitment is included in Attachment A (Mitigation Monitoring Program) to ensure that it is carried out. With this mitigation, the disproportionate adverse impact on this community is eliminated.

Environmental Finding required by Federal Transit Law [49 U.S.C. 5324(b)]

The environmental record for the Project consists of the Draft and Final EISs and this ROD, which includes the mitigation monitoring program (Attachment A) and the Section 106 Programmatic Agreement (Attachment B). This environmental record for the Project includes: the environmental impacts of the Project; the adverse environmental effects that cannot be avoided; alternatives to the Project; and irreversible and irretrievable impacts on the environment. FTA has reviewed the public and agency comments on the Draft and Final EISs and the transcripts of the hearings submitted under 49 U.S.C. § 5323(b). Attachment C of this ROD responds to public and agency comments on the Final EIS. FTA finds that an adequate opportunity to present views was given to all parties having a significant economic, social, or environmental interest in the project. FTA finds that the preservation and enhancement of the environment and the interest of the community in which the Project is located were considered. FTA finds that, with the execution of the mitigation monitoring program in Attachment A, all reasonable steps are being taken to minimize the adverse environmental effects of the Project, and where adverse environmental effects remain, no feasible and prudent alternative to such effects exists.

Leslie T. Rogers
Regional Administrator
Federal Transit Administration, Region IX

JAN 18 2011
Date

Attachments:

Attachment A: Mitigation Monitoring Program

Attachment B: Section 106 Programmatic Agreement

Attachment C: Comments on the Final EIS and Responses

Attachment D: Relevant Correspondence, including:
FTA letter to USFWS regarding Endangered Species Act Section 7
Letter from the City regarding Site for Pre-casting Concrete

Attachment A

Mitigation Monitoring Program to Ensure Fulfillment of All Environmental and Related Commitments in the Final EIS, the Record of Decision, and the Section 106 Programmatic Agreement

Honolulu High-Capacity Transit Corridor Project

January 2011

Introduction to Mitigation Monitoring Program

This Attachment describes the environmental Mitigation Monitoring Program that will be conducted by the City and County of Honolulu (City), or its successor agency, and the FTA for the Project that is the subject of this environmental Record of Decision (ROD). The purpose of the Mitigation Monitoring Program is to ensure the execution of all environmental and related commitments made in the Final EIS, in this ROD, and in the Section 106 Programmatic Agreement (PA) for the Project. The mitigation commitments identified for the Project in the Final EIS, ROD, and PA must be implemented by the City (or its successor agency) if the Project proceeds with any FTA financial assistance. These mitigation measures are now incorporated into the definition of the Project. The City (or its successor agency) is prohibited from withdrawing or substantially changing any of the mitigation commitments identified in the Final EIS, ROD, and PA for the Project without express written approval by FTA. In addition, any change to the Project that may involve new or changed environmental or community impacts not yet considered in the existing environmental record must be reviewed in accordance with FTA environmental procedures (23 CFR Part 771.130) and approved by FTA.

Upon FTA's signing of the ROD, the City (or its successor agency) will immediately initiate the Mitigation Monitoring Program and continue it during final design, construction, and start-up of the Project. The purposes of the Mitigation Monitoring Program are: (1) to assist City (or its successor agency) in fulfilling its commitments set forth in the Final EIS, ROD, and PA; and (2) to give FTA a means of checking that its mitigation commitments are, in fact, being met. The Mitigation Monitoring Program will consist of three activities:

- The City (or its successor agency) shall maintain and update the list or database of mitigation commitments provided in this Attachment. Updates shall add to the list or database any environmental commitment resulting from the consultations required in the environmental record, from permits issued by Federal, State, or City agencies, and from new information that may become available as archaeological investigations and construction proceed.
- Tracking the status of the implementation of each mitigation measure by the City (or its successor agency).
- Quarterly review of the Program by the City (or its successor agency) and FTA.

This Attachment is also intended to assist the City (or its successor agency) in meeting its commitments and responsibilities by providing a summary list of the environmental commitments, consultations, and mitigation measures stipulated in the Project's

environmental record. The Final EIS, the PA, and other parts of the ROD provide the needed details about each item listed in this Attachment. The City (or its successor agency) can use this Attachment to incorporate the environmental commitments and mitigation requirements into the Project's plans and specifications and contract documents.

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
Property Acquisition and Displacements				
A01 FEIS Sec.4.4	Where relocations will occur, the City will compensate the affected property owners, businesses, and residents in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (49 CFR part 24).	Design and right-of-way acquisition	City with the right-of-way (ROW) team	
A02 FEIS Sec.4.4	The City will assist all persons and businesses displaced by the Project in locating suitable replacement housing and business sites within an individual's or business's financial means.	Design and right-of-way acquisition	City with the ROW team and General Engineering Contractor (GEC)	
A03 FEIS Sec.4.4	The City will acquire any real property or real property rights needed for the Project in accordance with Uniform Relocation Assistance and Real Property Acquisition Policies Act (49 CFR part 24). The Real Estate Acquisition Management Plan (RAMP) approved by FTA will be used to monitor compliance parcel by parcel.	Design and right-of-way acquisition	City with the ROW team and GEC	
A04 FEIS Sec.4.4	The City will provide relocation services to all displaced business and residential property owners and tenants without discrimination; persons, businesses, and organizations displaced as a result of the Project will be treated fairly and equitably.	Design and right-of-way acquisition	City with the ROW team	
A05 FEIS Sec.4.4	Where landscaping, sidewalks, or driveway access will be affected by the Project, coordination will occur with the landowner, and these property features will be replaced, or the property owner will be compensated in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (49 CFR part 24).	Design and Construction	City with the GEC and, design and construction contractors	
A06 FEIS Sec. 4.4	For ceded lands within the Project right-of-way, ownership of these lands will not change. The City will obtain the appropriate permissions from the State for any ceded lands needed for the Project.	Design and right-of-way acquisition	City with the ROW team	
A07 ROD	To the extent that the Banana Patch community so desires, it will be relocated as a community to a location where its unique lifestyle can be maintained. This mitigation exceeds the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act and is needed to comply with Executive Order 12898.	Design and right-of-way acquisition	City with the ROW team	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
Community Facilities				
CF01 FEIS Sec. 4.5	The City will negotiate partial acquisition or a property use agreement with the University of Hawai`i System. The City will replace light posts that are removed at Honolulu Community College.	Design and construction	City with the Segment IV contractors	
CF02 FEIS Sec. 4.5	The City will replace or relocate on school property the affected portable buildings at Waipahu High School. The City will construct a retaining wall and a new access road to the football field.	Design and construction	City with the Segment I contractors	
CF03 FEIS Sec. 4.5	The City will relocate the portable administration buildings and parking spaces at Leeward Community College. The City will negotiate partial acquisition or a property use agreement with the University of Hawai`i System for the needed land under its control.	Design and construction	City with the Segment I contractors	
CF04 FEIS Sec. 4.5	For the land needed at the UH Manoa Urban Garden Research Center, the City will negotiate partial acquisition or a property use agreement with the University of Hawai`i System.	Design and construction	City with the Segment I contractors	
CF05 FEIS Sec. 4.5	The City will negotiate a partial acquisition or a property use agreement with the Federal government for the following properties: Nimitz Field Pearl City Post Office Honolulu Post Office Prince Kūhiō Kalaniana‘ole Federal Building/Courthouse Pearl Harbor Complex	Design and right-of-way acquisition	City with the GEC	
CF06 FEIS Sec. 4.5	The City will negotiate a partial acquisition or a property use agreement with the State for: O‘ahu Community Correctional Center and Honolulu International Airport.	Design and right-of-way acquisition	City with the GEC	
CF07 FEIS Sec. 4.5	The City will coordinate with other agencies and stakeholders on the design of the streetscape affected by the Project.	Design and construction	City with the Design contractors	
CF08 FEIS Sec. 4.17	The City shall require the design of the vehicle storage and maintenance facility to achieve a LEED certification at the “Silver” level.	Design and construction	City with the Design contractors	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
Visual				
V01A FEIS Sec. 4.8	The City shall develop and apply design guidelines that will establish a consistent design framework for the Project with consideration of local context. The City will ensure that the Project's design guidelines are followed.	Design and Construction	City with the Design and Construction contractors	
V01B FEIS Sec. 4.8	The City will ensure that the Project's design guidelines require that guideway materials and surface textures be selected in accordance with generally accepted architectural principles to achieve integration between the guideway and its surrounding environment.	Design	City with the Design contractors	
V01C FEIS Sec. 4.8	The City will ensure that the Project's design guidelines require that stations and park-and-ride facilities be designed in a manner that is compatible with the surroundings and are well integrated into the existing urban fabric.	Design	City with the Design contractors	
V01D FEIS Sec. 4.8	The City will ensure that the Project's design guidelines require that the Project's lighting fixtures incorporate directional shielding where needed to avoid the intrusion of light into sensitive land uses.	Design	City with the Design contractors	
V01E FEIS Sec. 4.8	The City will ensure that the Project's design guidelines require that landscaping is used to screen traction power substations in sensitive areas such as residential areas.	Design	City with the Design contractors	
V01F FEIS Sec. 4.8	The City will ensure that the Project's design guidelines require that traction power substations be integrated into larger structures in the central business district, to the extent possible.	Design	City with the Design contractors	
V01G FEIS Sec. 4.8	The City will ensure that the Project's design guidelines require that the Project's signage, materials, street furniture, landscaping, and other detailed design elements enhance the visual environment to the extent possible.	Design	City with the Design contractors	
V01H FEIS Sec. 4.8	The City will ensure that the Project's design guidelines require that the physical form of the Project stations and support facilities embody Honolulu's and Hawaii's rich cultural heritage.	Design	City with the Design contractors	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
V01I FEIS Sec. 4.8	The City will ensure that the Project's design guidelines require that the station designs be context-sensitive, and that each station be functionally integrated with its surroundings and culturally expressive of its location.	Design	City with the Design contractors	
V01J FEIS Sec. 4.8	The City will ensure that the Project's design guidelines require that the lighting design at stations influence the attractiveness of the stations.	Design	City with the Design contractors	
V01K FEIS Sec. 4.8	The City will ensure that the Project's design guidelines require that glare and light spill from transit station lights and reflective surfaces be minimized.	Design	City with the Design contractors	
V01L FEIS Sec. 4.8	The City will ensure that the Project's design guidelines require that the Project use full cut-off luminaries (fixture and lamp design) and low-reflective surfaces.	Design	City with the Design contractors	
V01M FEIS Sec. 4.8	The City will ensure that the Project's design guidelines require that light sources in the Project's parking structures not be visible from outside the structure, including the lights on the top decks.	Design	City with the Design contractors	
V01N FEIS Sec. 4.8	The City will ensure that the Project's design guidelines require that the Project's place in Hawaii be defined by creating an inspired ground plane with landscape planting, paving, and furniture.	Design	City with the Design contractors	
V01O FEIS Sec. 4.8	The City will ensure that the Project's design guidelines require that architectural design components unify the guideway and stations over the entire project. To achieve this unity, the City will ensure that the Project's design guidelines require that design elements be repeated in all stations although certain materials be varied based on the community context.	Design	City with the Design contractors	
V01P FEIS Sec. 4.8	The City will ensure that the Project's design guidelines require that the Kapalama Station have a special planting of true kamani trees.	Design	City with the Design contractors	
V01Q FEIS Sec. 4.8	The City will ensure that the Project's design guidelines require that trees displaced by the Project be transplanted to other areas if possible, and that the wood from trees not transplanted be repurposed.	Design	City with the Design contractors	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
V01R FEIS Sec. 4.8	The City will ensure that the Project's design guidelines require: that street tree plantings or transplantings occur adjacent to stations and along the alignment wherever existing streetscape is affected by the Project; that these tree plantings be placed every 50 feet in residential areas and every 40 feet in commercial areas; and that trees be planted a minimum of 3 feet from curbs and 2 feet from the edge of sidewalks.	Design	City with the Design contractors	
V01S FEIS Sec. 4.8	The City will ensure that the Project's design guidelines require that planting and paving design play a pivotal role in increasing station identity and direct patrons to the station entrance.	Design	City with the Design contractors	
V01T FEIS Sec. 4.8	The City will ensure that the Project's design guidelines require that station approaches link entry plazas with drop-off lanes and public walkways in ways that allow for pedestrian circulation and seating.	Design	City with the Design contractors	
V01U FEIS Sec. 4.8	The City will ensure that the Project's design guidelines require that tall vertical plantings or native vines be used to minimize the visibility of traction power substations.	Design	City with the Design contractors	
V01V FEIS Sec. 4.8	The City will ensure that the Project's design guidelines require that a minimum of 5 foot walkways be provided around all traction power substations that are near stations.	Design	City with the Design contractors	
V01W FEIS Sec. 4.8	The City will ensure that the Project's design guidelines require that the guideway columns be softened in appearance and be protected from graffiti by planting native vines that will cover the column, and that the surface texture of the columns be designed to encourage vine attachment and growth.	Design	City with the Design contractors	
V01X FEIS Sec. 4.8	The City will ensure that the Project's design guidelines require that plant material be used to provide human scale impressions of the Project.	Design	City with the Design contractors	
V01Y FEIS Sec. 4.8	The City will ensure that the Project's design guidelines require that the guideway columns be softened by plantings in specified areas.	Design	City with the Design contractors	
V01Z FEIS Sec. 4.8	The City will ensure that the Project's design guidelines require that station designs provide for tree relocations in the station area.	Design	City with the Design contractors	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
V02 FEIS Sec. 4.8	The City will ensure that a certified arborist will decide which trees should be transplanted, where they should be transplanted, and where new trees should be planted and to advise on all other Project matters related to trees.	Design and construction	City with the design and construction contractors	
V03 FEIS Sec. 4.8	The City will ensure that the Project's design guidelines require that the certified arborist for the Project decide which existing trees should be protected in place.	Design	City with the Design contractors	
V04 FEIS Sec. 4.8	The City will ensure that the materials used in station construction are consistent with the cultural and historic guidance and recommendations set forth in the Design Language Pattern Book.	Design and construction	City with the design and construction contractors	
V05 FEIS Sec. 4.8	The City shall coordinate Project design with planning for Transit Oriented Development (TOD) by the City Department of Planning and Permitting (DPP).	Design	City with the Design contractors for all segments and stations	
V06 FEIS Sec. 4.8	The City shall consult with the communities surrounding each station for input on station design elements through a series of well-advertised station design workshops that solicit community input and ideas about the interface between each station and the surrounding community.	Design	City with the Design contractors for all stations	
V07 FEIS Sec. 4.8	The City will ensure that the Project's street-level visual impacts are mitigated by landscape and streetscape improvements	Design and construction	City with the design and construction contractors	
V08 FEIS Sec. 4.8	The City shall engage a qualified landscape architect to prepare plans for landscape and streetscape improvements, including new plantings, to mitigate the visual impacts of the Project.	Design and construction	City with the Design contractors for all segments and stations	
V09 FEIS Sec. 4.8 PA	The City will implement Design Standard requirements as set forth in Stipulation IV of the Section 106 Programmatic Agreement (PA), including the completion of neighborhood design workshops and the review of preliminary designs by the PA signatories and concurring parties.	Design	City with the Design contractors for all guideway segments and stations	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
Landscaping				
T01 FEIS Sec. 4.15	The City shall ensure that existing trees affected by the Project are transplanted to areas as close to their original locations as feasible or are replaced with new trees.	Design and construction	City with the designers and construction contractors	
T02 FEIS Sec. 4.15	The City will ensure that, if planting a new tree does not offer comparable vegetation to the older mature tree that was removed, additional young trees will be planted that will shortly develop benefits similar to those of the mature tree removed.	Design and construction	City with the designers and construction contractors	
T03 FEIS Sec. 4.15	The City shall ensure that street tree pruning, removal, and planting complies with local ordinances and is supervised by a certified arborist engaged in the Project. .	Design and construction	City with the designers and construction contractors	
T04 FEIS Sec. 4.15	The City shall ensure that the locations of transplanted plants are specified by the certified arborist engaged for the Project and that the certified arborist uses the criteria presented on page 4-175 of the FEIS in determining transplant locations.	Design and construction	City with the designers and construction contractors	
T05 FEIS Sec. 4.15	The City shall require trees suitable for transplanting displaced by construction to be relocated to a tree nursery until they can be transplanted to another part of the Project area.	Design and construction	City with the designers and construction contractors.	
T06 FEIS Sec. 4.15	Wherever the Project requires the removal of trees, the City shall require that a landscaping plan with new plantings that provide similar advantages to the community is developed and implemented.	Design and construction	City with the designers and construction contractors	
IS01 FEIS	The City shall ensure that all new plantings be non-invasive plants as defined by the Hawai'i Chapter of the American Society of Landscape Architects, and that native plants be used wherever appropriate.	Design and construction	City with the designers and construction contractors.	
Natural Resources				
NR01 FEIS Sec. 4.13	The City will secure a Certificate of Inclusion from the State in the existing Habitat Conservation Plan (HCP) for ko'oloa'ula and will follow all the measures and requirements in the existing HCP. If a new HCP is needed, or if the existing HCP needs to be amended for any reason, the City will implement the measures outlined by the USFWS in the new or amended HCP.	Design and construction	City with the design and construction contractors	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
NR02 ROD	The City shall monitor the requirements of the ko'oloa'ula HCP applicable to this Project, in coordination with the USFWS, by adding them to this mitigation monitoring program.	Design and construction	City with the design and construction contractors	
Pedestrian and Bicycle Facilities				
PB01 FEIS Sec. 3.4	The City will design and build all sidewalks created or modified by the project to ADA standards.	Design and construction	City with the design and construction contractors	
PB02 FEIS Sec. 3.4	The City will widen the curb lane on Kamehameha Highway to 13 feet to facilitate its designation as a bike route.	Design and construction	City with the design and construction contractors	
PB03 FEIS Sec. 3.4	In accordance with Table 3-25 of the Final EIS, the City will provide sidewalks of the width specified in the Table when building or modifying sidewalks on Farrington Highway, Dillingham Boulevard, and Kamehameha Highway.	Design and construction	City with the design and construction contractors	
PB04 FEIS Sec. 3.4	The City will connect the rail station at the airport to the overseas and interisland terminals with ground-level pedestrian walkways.	Design and construction	City with the design and construction contractors	
Other Transportation Facilities				
OT01 FEIS Sec. 3.4	The City will coordinate with the Federal Aviation Administration, the Airports Division of the Hawaii DOT, and the U.S. Postal Service on the design of the guideway and station at the Airport.	Design	City	
OT02 FEIS Sec. 3.4	45 days prior to commencing construction at the Airport, the City will notify the FAA by appropriate means.	Design prior to Construction	City	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
OT03 FEIS Sec. 3-4	The City shall modify the following roadway intersections as specified in Section 3.4 of the Final EIS: North-South Road and East-West Connector Road North-South Road and Future Road B Kamehameha Highway at Waihona St. Farrington Highway and Waiawa Road Kamehameha Highway and Kuala St. Kona St. and Ke'eaumoku St. H-2 northbound on-ramp and merge area at Kamehameha Highway	Design and construction	City with the design and construction contractors	
OT04 FEIS Sec. 4-4	The City shall control spillover parking at stations with one or more mitigation strategies as needed, including, but not limited to parking restrictions or issuance of parking permits	Start-up of Operations	City	
OT05 FEIS Sec. 3.4 and 3.5	The City shall establish temporary loading zones during construction and permanent loading zones for freight and passengers as specified in the Final EIS Chapter 3	Construction	City with the construction contractors	
Public Involvement				
PI01 FEIS Sec. 4.18 and 8.7	The City will continue public involvement activities throughout the final design and construction periods. The Project website will be the primary information source for up-to-date Project information. In addition, a Project hotline, news releases, instant messaging and emails, and flyers will be used to provide information to the public.	Design and construction	City with contractors	
PI02 FEIS Sec. 4.6	The City will coordinate with each neighborhood where a station is located to design measures that will enhance the interface between the transit system and the surrounding community.	Design	City with contractors	
Noise and Vibration				
NV01 FEIS Sec. 4.10	The City will include a requirement for wheel skirts in the rail vehicle specifications to reduce noise generated by the Project's vehicles.	Rail Vehicle Design and Acquisition	City and GEC with design-build-operator	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
NV02 FEIS Sec. 4.10	The City will install sound-absorptive materials within the guideway structure in the vicinity of Project noise impacts predicted at three locations. Eight-hundred feet of sound-absorptive material will be installed from Pupukahi Street to Pupupuhi Street. For the building at 860 Halekauwila Street, sound-absorptive material will be required from 200 feet ‘Ewa of Kamani Street to 100 feet Koko Head of Kamani Street; a total of 300 feet. The building at 1133 Waimanu will require sound-absorptive material to be installed between Kamake‘e Street and Waimanu Street for a total of 920 feet.	Design and Construction	City with the contractors	
NV 03 FEIS Sec. 4.10	Once the Project is operating, field measurements for noise will be conducted at representative sites. Should the Project’s noise impacts exceed the FTA noise impact levels, further mitigation may be implemented on the receivers with the authorization of the property owner.	Start-up of Operation	City with design-build-operator	
NV04 FEIS Sec. 4.10	The City will design the elevated guideway to include a parapet wall on both sides of the guideway that extends 3 feet above the top of the rail.	Design and Construction	City with the guideway designers and contractors	
NV05 FEIS Sec. 4.10	In the specifications for all traction power substations for the Project the City shall state that the noise generated by the substation measured at the nearest property line must be an hourly Leq of 45 dBA or less in areas with single-family residential uses and an hourly Leq of 50 dBA or less in areas with multifamily residential uses in accordance with Hawai‘i state law (HAR 11-46).	Design and Construction	City with the design contractors	
NV06 FEIS Sec. 4.10	The City will construct the two curved tracks in the maintenance and storage yard that are nearest the main building of Leeward Community College with automatic track lubrication devices installed to eliminate any wheel squeal on those curves.	Design and construction	City with the guideway contractors	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
Contaminated Property and Hazardous Materials				
HMW01 FEIS Sec. 4.12	The City will perform a Phase I Site Assessment, in accordance with the procedures of the American Society for Testing Materials (ASTM), of every property that will be wholly or partially acquired for the Project and will use a contractor qualified to perform such Site Assessments. If recommended by the contractor performing the Phase 1 Site Assessment, the City will perform a Phase II Site Assessment (including collecting and analyzing samples).	ROW acquisition and Design	City with contractors	
HMW02 FEIS Sec. 4.12	If contaminated soils, groundwater, or structures are found on a property to be acquired, the City will consult with the Hazard Evaluation and Emergency Response Office of the Hawaii Department of Health (HEERO-DOH) on the appropriate remediation for the contamination found that considers the proposed transit use of the property.	ROW acquisition and Design	City with contractors	
HMW03 FEIS Sec. 4.12	The City shall ensure that each contaminated property acquired or soon to be acquired for the Project is remediated in accordance with HEERO-DOH requirements, Such remediation may be performed by a potentially responsible party, such as the previous owner responsible for the contamination, or, if such outside party cannot be made to pay for remediation, the City will perform the remediation as part of the Project.	ROW acquisition and Design	City with contractors	
HMW04 FEIS Sec. 4.12	Regarding the remediation of contaminated right-of-way owned by Hawaii DOT, the City will coordinate with HDOT regarding the work within HDOT right-of-way.	ROW acquisition and Design	City with contractors	
HMW05 FEIS Sec. 4.12	The City shall require that all contractors working on any aspect of the Project comply with all applicable requirements of the Construction Health and Safety Plan.	Construction	City with contractors	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
HMW06 FEIS Sec. 4.12	The City shall prepare and implement the following plans (or include them in contract-specific waste management plans) to mitigate construction impacts related to wastes and their potential impact to workers, communities and neighborhoods: Construction Safety and Security Plan; Construction Health and Safety Plan; Construction Contaminant Management Plan; Construction Contingency Plan; and Solid Waste Management Plan.	Construction	City with the contractors	
Water Resources				
W01 FEIS Sec. 4.14	The City shall mitigate the impacts on water the Waiawa Stream mitigation site and shall include the following: enhancement of the stream to restore and improve ecological and aquatic function; establishment of water quality basins; enhancement of floodway capacity conveyance to achieve zero rise in flood zone by removal of fill and an increase in stream area; extension of existing culvert to Waiawa Stream to correct existing ponding situation; and ecological restoration with native Hawaiian plantings and non-invasive species.	Design and construction	City with the design, contractor	
W02 FEIS Sec. 4.14	The City shall coordinate with the U.S. Army Corps of Engineers, the Hawaii Department of Health, and the Hawaii Commission on Water Resource Management throughout the design and construction of the Project.	Design and construction	City with the contractors	
W03 ROD	The City shall monitor the requirements of permits related to water resources through the design and construction quality process to verify that the design and construction contractors are in compliance.	Design and construction	City	
W04 FEIS Sec. 4.14	The City shall require the that the Project's elevated guideway clear-span all streams except those indicated in the FEIS as needing a column within the stream channel.	Design and construction	City with the contractors	
W05 FEIS Sec. 4.14 and ROD	If the U.S. Army Corps of Engineers agrees that a Section 404 Nationwide Permit is appropriate to any phase of the Project, the City shall add the requirements of that particular Nationwide Permit to this monitoring program.	Design and construction	City	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
W06 FEIS Sec. 4.14	The City shall ensure that any contractor-proposed change to an issued permit is reviewed and approved by the issuing agency before the contractor is allowed to proceed with the change.	Design and construction	City with the design and construction contractors	
Section 4(f)				
4F1 FEIS Sec. 5.7	Pearl Harbor Bike Path: The section of the bike path temporarily occupied during construction will be fully restored by the City. The City will provide a temporary crossing over the trench to maintain bikeway continuity during construction. The City will repave the bicycle path in the affected area and will restore surrounding plantings disturbed by construction.	Design and Construction	City with the contractors	
4F2 FEIS Sec. 5.7	Future Middle Loch Park: The land set aside for a future park will be temporarily occupied during construction. The City will restore it to its condition before construction and vacate when outfall construction has been completed. The City will restore plantings disturbed by construction.	Design and Construction	City with the contractors	
4F3 FEIS Sec. 5.5	Aloha Stadium: As specified in the Final EIS, the City will locate the guideway as close to Kamehameha Highway as possible; the City will coordinate with DAGS on the design of the station and parking lots	Design and Construction	City with the contractors	
4F4 FEIS Sec. 5.5	Ke'ehi Lagoon Beach Park: As specified in the Final EIS, the City will locate the guideway as close to the northern border of the park as possible, with a curve radius that minimizes the use of parkland other than the already paved-over parking area; the City will restore the tennis courts and add lighting for their nighttime use. The City will landscape the affected areas of the park, including trees, shrubs, grass, and picnic tables, according to a landscaping plan developed in consultation with the Department of Parks and Recreation.	Design and Construction	City with the contractors	
4F5 FEIS Sec. 5.5 and ROD	Pacific War Memorial: As specified in the Final EIS or in the ROD, the City will locate the guideway as close to the northern border of the memorial land as possible; the City will landscape and fence the area affected by the Project according to a landscaping plan developed in consultation with the Ke'ehi Memorial Organization and the Hawaii Disabled American Veterans.	Design and Construction	City with the contractors	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
4F6 FEIS Sec. 5.5 and PA	Afuso House, Higa Four-Plex, and Teixeira House: Following the procedure specified in the PA, the City will document these buildings prior to their demolition.	Pre-construction and pre-demolition	City with the contractors	
4F9 FEIS Sec. 5.5 and PA	Lava Rock Curbs: The City shall ensure that all lava rock curbs affected by the Project are marked prior to their removal, are removed with minimal damage and stored securely, and are reinstalled at their approximate original location, and that any stone that is damaged during this process is replaced with in-kind material.	Design and Construction	City with the contractors	
4F11 FEIS Sec. 5.5 and PA	Kapalama Canal Bridge: The City will maintain the existing bridge rails or will replace the bridge rails with new ones that match the appearance of the historic rails in accordance with the Secretary of the Interior's Standards for Treatment of Historic Properties.	Design and Construction	City with the contractors	
4F12 FEIS Sec. 5.5 and PA	Six Quonset Huts: Following the procedure specified in the PA, the City will prepare a Cultural Landscape Report for the Dillingham Boulevard corridor which includes the Quonset Huts, prior to construction.	Design and Construction	City with the contractors	
4F13 FEIS Sec. 5.5 and PA	True Kamani Trees: The City will develop a transplant the trees to a location as close as feasible to the current location of the trees to be removed and will replace any affected trees that cannot be successfully transplanted.	Design and Construction	City with the contractors	
4F14 FEIS Sec. 5.5 and PA	Oahu Railway and Land Company Buildings: The City shall ensure that these buildings are not physically altered for the Project.	Design and Construction	City with the contractors	
4F15 FEIS Sec. 5.5 and PA	Oahu Railway and Land Company basalt paving blocks: The City shall ensure that the guideway completely spans and does not touch the paving blocks and does not physically alter the former Filling Station on the site.	Design and Construction	City with the contractors	
4F16 FEIS Sec. 5.5 and PA	Chinatown Historic District: The City shall ensure that stations in the district are designed with deference to the Secretary of the Interior's Standards for the Treatment of Historic Properties, and that the section 106 consulting parties are given an opportunity to comment on the designs.	Design and Construction	City with the contractors	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
4F17A FEIS Sec. 5.5 and PA	Dillingham Transportation Building: The City shall ensure that the station is offset from the building so that the station itself does not block the building's façade, though the guideway will.	Design and Construction	City with the contractors	
4F17B FEIS Sec. 5.5 and PA	Dillingham Transportation Building: The City shall ensure that the building is not altered, and is recorded prior to construction in accordance with the PA.	Design and pre-Construction	City with the contractors	
4F17C FEIS Sec. 5.5 , PA and ROD	Dillingham Transportation Building: The City shall ensure that entrance to the station is designed to fit carefully within the existing historic environment, minimizing the effect on the plaza outside the building.	Design and Construction	City with the contractors	
4F17D FEIS Sec. 5.5 , PA and ROD	Dillingham Transportation Building: The City shall work with the Pacific Guardian Center, the manager of the building and plaza, to create a logical pathway for transit users that minimizes the effect on the plaza and arcade.	Design	City with the contractors	
4F18 FEIS Sec. 5.5 and PA	HECO Downtown Plant and Leslie A. Hicks Building: The City shall ensure that the Project only requires demolition of an extension of the Plant building. The City shall ensure that prior to demolition of the extension, the buildings are recorded in accordance with the PA and the historic context study covering the history of Honolulu infrastructure is completed in accordance with the PA.	Design and Construction	City with the contractors	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
Permits				
PM01 FEIS Sec. 4.21	Table 4-40 of the Final EIS summarizes permits, certificates, and approvals anticipated to be required for implementation of the Project. Required permits, approvals, and agreements shall be obtained prior to commencing the activity that triggers the permit, approval, or agreement. The City will be responsible for obtaining all permits, approvals, and agreements. The City shall monitor the requirements of all permits obtained for the Project through the design and construction quality process to verify that the design and construction contractors are in compliance.	Design and construction	City with the GEC	
PM02 FEIS Sec. 4.21	There are six locations where the Project will either cross or enter interstate freeway airspace, including freeway mainline and access ramps. The City will apply for, and obtain from FHWA, the necessary permits and approvals related to Interstate freeway airspace. The City will ensure that all conditions and mitigations specified in the FHWA permits or approvals are added to this Mitigation Monitoring Program.	Design	City with the GEC	
PM03 ROD	The City will obtain a Section 404 (Clean Water Act) permit from the U.S. Army Corps of Engineers (USACE) for each phase of the Project. FTA expects nationwide permits to apply. In any case, all conditions and mitigations in each Section 404 permit, whether nationwide or individual, shall be incorporated into this Mitigation Monitoring Program.	Design and construction	City with the GEC	
PM04 FEIS Ch. 4 and ROD	The City shall take whatever actions are necessary to obtain a determination by the State that the Project is consistent with the Coastal Zone Management Plan. All mitigation actions required by the State's consistency determination shall be added to this Mitigation Monitoring Program.	Design and construction	City	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
Stormwater Management and Floodplains				
SM01 FEIS Sec. 4.14	The City shall require that the stormwater management system at the maintenance and storage facility be designed so that the stormwater discharged into Pearl Harbor meets or exceeds the water quality requirements for the estuary.	Design and construction	City with contractors	
SM02 FEIS Sec. 4.14	The City shall require that the stormwater management system at the maintenance and storage facility be designed with on-site catch basins and connecting underground pipes that drain into a detention basin. Stormwater from the detention basin will be piped through an underground pipe and concrete box culvert into Middle Loch of Pearl Harbor. The system will include permanent oil-water-sand separators.	Design and construction	City with contractors	
SM03 FEIS Sec. 4.14 and ROD	The City shall monitor the requirements of the Storm Water Management Plan through the design and construction quality assurance process to verify that the construction contractors are in compliance.	Design	City	
SM04 FEIS Sec. 4.14	The City shall require that the Project be designed so that its elements and facilities do not encroach significantly on the 100-year floodplain anywhere.	Design	City with contractors	
SM05 FEIS Sec. 4.14	The City shall require that the Project be designed so that its elements and facilities comply with all applicable State and local flood zone regulations.	Design	City with contractors	
SM06 FEIS Sec. 4.14 and ROD	The City shall require that permanent "best management practices" for stormwater be included in the design of the Project's vehicle storage and maintenance facility and park-and-ride lots. The City shall specify these BMPs in detail and add them to this monitoring program.	Design and construction	City with contractors	
SM07 FEIS Sec. 4.14 and ROD	The City shall require that permanent "best management practices" for stormwater be included in the design of the Project's guideway wherever it crosses a waterbody. The City shall specify these BMPs in detail and add them to this monitoring program.	Design and construction	City with contractors	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
SM08 FEIS Sec. 4.14	The City will ensure that stormwater runoff from the Project is filtered through landscaped areas and sedimentation collars wherever possible.	Design and construction	City with contractors	
SM09 FEIS Sec. 4.14	The City will ensure that stormwater runoff from the Project is filtered through specially designed bioinfiltration units near water bodies. In locations where space does not allow for this approach, the City will install downspout filters on drains near impaired waters.	Design and construction	City with contractors	
SM10 FEIS Sec. 4.14 and ROD	The City will ensure that permanent BMPs are installed as part of the project to address stormwater quality before the stormwater from the Project is discharged into streams or storm drains. These BMPs shall promote a natural, low-maintenance, sustainable approach to managing stormwater quality upon its discharge. The City shall specify these BMPs in detail and add them to this monitoring program.	Design and construction	City with contractors	
SM11 FEIS Sec. 4.14	The City will ensure that all stormwater downspouts from the guideway include erosion controls and energy dissipation devices to prevent any scour of receiving land.	Design and construction	City with contractors	
SM12 FEIS Sec. 4.14	The City shall ensure that bioretention areas, vegetated buffer strips, dry swales, water quality basins, and oil-water separators are considered for the Project's vehicle storage and maintenance facility and park-and-ride lots if needed to achieve the water quality commitment.	Design and construction	City with contractors	
SM13 FEIS Sec. 4.14	The City will ensure that the stormwater management system directs stormwater runoff into the ground to recharge the groundwater system as needed to sustain the existing aquifer system. Oil-water separators will be installed wherever needed to protect groundwater quality.	Design and construction	City with contractors	
SM14 FEIS Sec. 4.14 and ROD	The City will ensure that construction BMPs are used and are sufficient to protect groundwater quality during construction. The City shall specify these BMPs in detail and add them to this monitoring program.	Construction	City with contractors	
SM15 FEIS Sec. 4.14	The City will ensure that any guideway column that must be placed in a stream channel aligns with an existing column of other structures in the channel.	Design and construction	City with contractors	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
SM16 FEIS Sec. 4.14	The City will ensure that the mitigation of impacts on Waiawa Stream includes, but is not limited to, the restoration of portions of the stream bank and riparian zone previously covered with fill material, and natural landscaping of all riparian areas along the stream affected by the Project.	Design and construction	City with contractors	
Construction Effects				
CON01 FEIS Sec. 4.18	During construction, the City shall maintain all landscaped areas within the construction limits to HDOT standards using HDOT maintenance specifications including mowing, edging, trimming, weeding, pruning, care of shrubs and trees, fertilizing, application of pesticides and herbicides, clearing gutters, swales and ditches, removal of invasive plants, and removal and disposal of rubbish and debris.	Construction	City with the contractors	
CON02 FEIS Sec. 3.5,, 4.18	The City shall require that construction staging occur on properties needed for the guideway, the stations (including park-and-ride lots), and the maintenance and storage facility. FTA shall be informed if any contractor requires additional staging areas, in which case an appropriate environmental review will be performed	Construction	City with the contractors	
CON03 FEIS Sec. 3.5	The City shall develop a Maintenance of Traffic (MOT) Plan and a Transit Mitigation Program (TMP). The MOT will include site-specific traffic-control measures and will be developed in consultation with Hawaii DOT. Both the MOT and TMP will be shared with the public through the Project website.	Design and construction	City with the designers and Contractors	
CON04 FEIS Sec. 3.5	The City shall formulate Work Zone Traffic Control Plans, including detour plans, during Final Design in cooperation with HDOT and other affected jurisdictions.	Design and construction	City with the designers and Contractors	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
CON05 FEIS Sec. 4.18	The City will employ a dedicated environmental compliance manager to oversee construction contractor compliance with all stormwater Best Management Practices (BMPs), construction noise mitigation measures, utility coordination, business access requirements, and any mitigation plans prepared for the Project, including those presented in permit conditions and the MOT Plan. The City shall monitor the requirements of the Storm Water Management Plan through the design and construction quality process to verify that the construction contractors are in compliance.	Design and construction	City with the GEC	
CON06 FEIS Sec. 4.18	The City shall maintain access to businesses in the Project area throughout construction though there may be temporary changes to access and traffic movement during construction.	Construction	City with the Contractors	
CON07 FEIS Sec. 4.18	Utility service to abutting properties may be temporarily interrupted for short periods during construction. The City shall contact property owners and tenants prior to any interruption of utility services. The City shall ensure that replacements for existing utilities provide utility companies the capacity equal to that offered before the replacement. The City shall coordinate with emergency services and utility companies to ensure that utility relocations meet their needs and that sufficient clearance is provided between project elements and utilities..	Construction	City with the Contractors	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
CON08 FEIS Sec. 4.18	The City will require all contractors to incorporate construction management practices to minimize visual impacts during construction, including the following: • Remove visibly obtrusive erosion-control devices, such as silt fences, plastic ground cover, and straw bales, as soon as an area is stabilized • Locate stockpile areas in less visibly sensitive areas whenever possible so they are not visible from the road or to residents and businesses • Shield temporary lighting and direct it downward to the extent possible • Limit the times construction lighting can be used in residential areas • Replace removed street trees and other vegetation with appropriately sized vegetation as soon as practical after construction is completed in the same location or another location in accordance with City and State requirements	Construction contracting and construction	City with the Contractors	
CON09 FEIS Sec. 4.18	The City will require contractors to takes appropriate actions to comply with fugitive dust requirements. Contractors must make use of the following control measures whenever needed to reduce fugitive dust: • Minimize land disturbance • Use watering trucks to moisten disturbed soil • Use low emission equipment when feasible • Cover loads when hauling dirt • Cover soil stockpiles if exposed for long periods • Use windbreaks to prevent accidental dust pollution • Limit the number of vehicular paths and stabilize temporary roads • Maintain stabilized construction area ingress/egress areas • Wash or clean trucks prior to leaving construction sites • Minimize unnecessary vehicular activities	Construction contracting and construction	City with the Contractors	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
CON10 FEIS Sec. 4.18 and ROD	Temporary structures may be placed in, or on the banks of, Kaloʻi Gulch, Waiawa Stream, Waiawa Springs, Moanalua Stream, Kapālama Canal Stream, and Nuʻuanu Stream during construction. The City will require that appropriate permits for these structures are obtained from Federal and State agencies by the contractors. The City shall add to this mitigation monitoring program all conditions and mitigations specified in these permits, including but not limited to the removal of temporary structures, the restoration of riparian areas affected by the structures, and BMPs developed to mitigate caused by the placement of fill.	Construction	City with the GEC	
CON11 FEIS Sec. 4.18	The City shall use best management practices (BMPs) to mitigate potential impacts to streams during construction, such as: - isolating the construction area from the water with cofferdams, sandbags, or other temporary water-diversion structures; - Prohibiting the fueling of equipment in the stream channel; - Preventing wet or green concrete from contact with flowing water; - Maintaining fish passage and avoiding work in streams during fish spawning seasons; - Minimizing the removal of riparian vegetation; and - the numerous other BMPs listed on page 4-210 of the FEIS.	Construction contracting and construction	City with the contractors	
CON12 FEIS Sec. 4.18	The City shall prohibit the contractors from entering any wetlands during construction. The City will ensure that the wetlands are designated as no-work areas on the Final Design plan sheets and that the contractor installs fencing around the wetland areas to designate the no-work area. The City shall have the fencing inspected regularly to ensure that it is maintained.	Construction contracting and construction	City with the Contractors	
CON13 FEIS Sec. 4.18	Excessive or differential settlement due to drilled shaft dewatering and the resultant depression of the groundwater surface can cause cracking and other damage to structures. The City shall require contractors to monitor groundwater levels and settlements wherever dewatering is performed.	Construction contracting and construction	City with the Contractors	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
CON14 FEIS Sec. 4.18	The City shall not allow uncontrolled releases of drilling fluids and shall require contractors to collect and treat displaced fluids in accordance with permit requirements.	Construction contracting and construction	City with the Contractors	
CON15 FEIS Sec. 4.18	The City shall require construction contractors to use stormwater BMPs that include, but are not limited to, the following: • Minimize land disturbance • Stabilize or cover the surface of soil piles • Revegetate all cleaned and grubbed areas to the extent possible • Maintain stabilized construction area ingress/egress areas • Wash or clean trucks prior to leaving the construction site • Install silt fences and storm drain inlet filters • Prevent off-site stormwater from entering the construction site • Implement other stormwater management techniques	Construction contracting and construction	City with the Contractors	
CON16 FEIS Sec. 4.18	The City shall temporarily relocate passenger loading zones on Halekauwila Street near South Street and on Halekauwila Street near Kamani Street and a freight loading zone on Ka‘aahi Street, to nearby locations for the duration of construction.	Design	City with the Contractors	
CON17 FEIS Sec. 4.18	The City will keep the public aware of upcoming work locations, will post information on the Project website about parking disruptions and alternatives, and will post street signs directing people to nearby locations with available parking. The City will coordinate with property owners regarding the timing of construction and other issues to minimize disruption to off-street parking.	Construction	City with the Contractors	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
CON18 FEIS Sec. 4.18	The City shall ensure the following: access to existing bicycle and pedestrian facilities will be maintained during all phases of construction as safety allows; warning or notification signs will be provided; pedestrian detours will be reviewed to ensure they are reasonable for all pedestrians and meet ADA regulations; proper deterrents, such as barriers or fencing, will be placed to prevent access through the construction area; pedestrian flow will be channelized in areas where sidewalks are near construction; and alternative pedestrian routes will be provided to avoid hazardous areas.	Construction	City with the Contractors	
CON19 FEIS Sec. 4.18	During construction, the City will provide local travelers with information about traffic disruptions and bus route changes through the Project website, a telephone hotline, and media outlets.	Construction	City with the GEC	
CON20 FEIS Sec. 4.18	For buildings closer than 75 feet to construction activities that generate ground vibrations, the City will require contractors to perform a video survey of the immediate area prior to the start of any construction activity where vibration levels may be high enough to affect surrounding structures.	Construction contracting and construction	City with the Contractors	
CON21 FEIS Sec. 4.18	Prior to construction, the City shall obtain a Community Noise Variance from the Hawai‘i Department of Health (HDOH) for the Project. The City will obtain noise permits prior to the construction of each phase of the Project. The permits will regulate construction times and activities and include mitigation commitments.	Prior to construction	City with the GEC	
CON22 FEIS Sec. 4.18	Prior to clearing and grubbing near the ko‘oloa‘ula contingency reserve, the City will have the area surveyed by a qualified horticulturist approved by Department of Land and Natural Resources (DLNR). If any ko‘oloa‘ula are found, the City will have the horticulturist remove the plants and transplant them to the contingency reserve or other DLNR-approved location.	Prior to clearing and grubbing and construction activities	City with the GEC	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
CON23 FEIS Sec. 4.18	The City will survey all large canopy trees to be pruned prior to construction to ensure that no trees have white tern chicks. If any chicks are found, the City will delay the pruning until the chicks fledge.	Prior to construction	City with the GEC	
HS01 FEIS	The City will require contractors to develop a Construction Health and Safety Management Plan which meets the requirements of 29 CFR 1910 and 1926 and all other applicable Federal, State, and Local regulations and requirements related to construction health and safety. The plan will also include provisions for identifying asbestos and lead-based paint that will be disturbed by the Project.	Prior to construction and during construction	City with the construction contractors	
Safety and Security				
SS01 FEIS	The City will develop a project-specific Safety and Security Management Plan and submit it to FTA for approval. The plan will define the activities and methods for identifying, evaluating, and resolving potential safety hazards and security vulnerabilities and will establish responsibilities and accountabilities for safety and security during the final design, construction, and start-up phases of the Project.	Final Design	City with the GEC and other contractors	
SS02 FEIS	The City shall require all contractors to participate in the Project Safety and Security Certification Program for the duration of the Project Contract. This program will require, at a minimum, that the contractor develop and follow a Safety and Security Certification Plan in conformance with the Project Safety and Security Management Plan and the FTA Handbook for Transit Safety and Security Certification.	Prior to construction and during construction	City with the contractors	
SS03 ROD	The City shall implement the measures presented in the *Threat and Vulnerability Assessment* review by General Services Administration (GSA) for the Federal building.	Design and construction	City with the designers and contractors	
SS04 ROD	The City shall implement the design changes made for clearance distance from the Federal building, as reviewed by GSA.	Design and construction	City with the designers and contractors	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
SS05 FEIS Sec. 4.5	The City shall implement the following safety and security measures: Require Project designs and architectural details that enhance safety; Incorporate close circuit television cameras and lighting into station designs; Prior to opening for revenue operation, develop and conduct public educational programs to enhance public awareness of safety and security issues associated with the Project	Design and construction	City with the designers and contractors	
Parking				
P01 FEIS	The City will conduct parking surveys prior to starting construction of each station to determine the need for control of overflow parking. Control strategies include, but are not limited to, the following: • Parking restrictions (where parked cars cause safety or congestion problems) • Parking regulation (e.g., meters, time limits, or other methods to encourage turnover) • Permit parking (e.g., resident or employee parking) • Shared parking arrangements (at locations where parking is available but dedicated to another purpose, such as retail centers, office uses, or places of worship)	Prior to the start of station construction	City with the GEC	
P02 FEIS	Off-street privately owned parking spaces needed to construct the guideway or stations will be acquired by the City in accordance with the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act.	Prior to the start of construction	City and the ROW team	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
P03 FEIS	The City shall provide for passenger loading zones through measures such as the following: • The passenger loading zone used for a day-care facility on Halekauwila Street between ʻĀhui and Kamani Streets will be relocated nearby on Ilaniwai Street from Cooke Street to Kamani Street. As a result, some of the existing on-street parking on Ilaniwai Street will be converted to passenger loading zones during the A.M. and P.M. peak periods. • A new passenger loading zone on Halekauwila Street between Punchbowl and South Streets will be installed in the same general location after construction is completed.	Prior to the start of construction	City with the Contractors	
P04 FEIS	The City will relocate the freight loading zone on Kaʻaahi Street nearby.	Prior to the start of construction	City with the Contractors	
P05 FEIS	The City will replace the lost parking at Leeward Community College at an alternate location on campus. The City will coordinate with Leeward Community College during Final Design to relocate the parking.	Design.and construction	City with the Contractors	
Historic Preservation				
HP01 Sec. 106 PA Stipulation XIV.A	City shall develop schedule for implementation of PA stipulations and send to consulting parties, post on Project website	60 days after execution of PA and before construction	City	
HP02 Sec. 106 PA Stipulation XIV.E	City shall hold quarterly meetings with the consulting parties and report on implementation of PA. After the first 24 months, the City shall hold annual meetings with the consulting parties to report on implementation of the PA.	Effective immediately	City	
HP03 Sec. 106 PA Stipulation 1.H	City shall hire an independent project manager (the *Kakoʻo*) to assist with the coordination of all reviews and deliverables required under the terms of the PA. City shall follow hiring process specified in the PA for this hiring.	Within six months of executing the PA	City	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
HP04 Sec. 106 PA Stipulation II	City shall undertake additional studies on Traditional Cultural Properties using a contractor experienced in ethnographic studies and following the process set forth in the PA, including consultation with consulting parties and Native Hawaiian Organizations.	Within the first six months of executing the PA; pre-construction	City	
HP05 Sec. 106 PA Stipulation II	If theTCP study finds any unexpected Traditional Cultural Properties in an area potentially adversely affected by the Project, FTA and the City will conduct a normal Section 106 review of its eligibility and the effects of the Project.	Complete prior to construction for each phase	City	
HP06 Sec. 106 PA Stipulation III	If the TCP study finds any unexpected TCP in an area potentially adversely affected by the Project, the City will, in accordance with the PA, prepare documentation of that TCP needed to nominate it to the National Register, and submit that documentation to SHPO. The City will complete all fieldwork, eligibility and effects determination and consultation to develop treatment measures related to TCPs prior to the start of construction.	Complete prior to construction for each phase	City	
HP07 Sec. 106 PA Stipulation III	Following the procedures set forth in the PA, the City shall develop and carry out an Archaeological Inventory Survey (AIS) Plan for each construction phase of the Project. The AIS will be completed in advance of final design for each construction phase. For Construction Phase 4, the City will initiate consultation for the AIS plan within 60 days of execution of the PA and include a broader list of consulting parties, including the OIBC, in the AIS Plan development. The AIS Plan for construction Phase 4 shall be submitted to the SHPD within four months of execution of the PA. The AIS shall be completed prior to final design for construction phase 4. The City shall inform OIBC of the status of AIS and continue to meet regularly with the OIBC.	Complete prior to final design for each construction phase	City	
HP08 Sec. 106 PA Stipulation III	If any of the AISs find Native Hawaiian burials or archaeological resources, the City shall follow the terms in the PA.	Complete prior to final design for each construction phase	City	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
HP09 Sec. 106 PA Stipulation III.B.4	Following the procedures set forth in the PA, the City, in coordination with the OIBC, lineal and cultural descendents, Native Hawaiian Organizations, and other interested parties that are identified in discussion with OIBC shall develop a protocol for consultation regarding the treatment of any *iwi kupuna* identified during the AIS.	Draft protocol will be provided to OIBC for review within 6 months of the execution of the PA. Protocol shall be completed prior to initiation of AIS for Phase 4.	City	
HP10 Sec. 106 PA Stipulation III.D	Following the procedures in the PA, the City shall develop and implement a specific treatment plan to avoid, minimize, or mitigate adverse effects on historic properties for each construction phase based on the results of AIS fieldwork and consultation with the SHPD.	Complete prior to final design for each construction phase	City	
HP11 Sec. 106 PA Stipulation III.E	Following the procedures in the PA, subsequent to the archeological fieldwork and development of the treatment plan, the City, in consultation with the SHPD, shall develop mitigation plans as appropriate. These plans may include an archaeological monitoring plan and monitoring reports, or a data recovery program.	Deadlines vary. See PA for time frame commitments.	City	
HP12 Sec. 106 PA Stipulation III.F	Following the procedures in the PA, the City will curate any recovered materials in accordance with applicable laws such as HAR Chapter 13-278 and 36 C.F.R. 79.	Complete curation upon completion of archaeological fieldwork	City	
HP13 Sec. 106 PA Stipulation IV	Following the procedures in the PA, the City shall develop standards for, and maintain and update the Project's *Design Language Pattern Book* for use in all Project elements. This pattern book shall be available electronically and shall comply with the *Secretary of Interior's Standards for the Treatment of Historic Properties* for stations within the boundary or adjacent to an eligible or listed historic property.	Prior to final design	City	
HP14 Sec. 106 PA Stipulation IV	For each phase of the Project, the City shall conduct a minimum of two neighborhood workshops on the design of the stations in that phase.	Prior to final design	City	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
HP15 Sec. 106 PA Stipulation IV	Following the procedures set forth in the PA, the City shall provide the consulting parties with the preliminary engineering design plans for built component of the Project, provide an opportunity to comment on the design plans and consider comments on those plans. For stations within boundaries or directly adjacent to listed or eligible historic properties, the City shall also provide design plans during the final design phase to consulting parties and provide the opportunity for them to comments on design plans. The City shall consider comments on those plans.	Distribute preliminary engineering plans prior to final design. For stations within or adjacent to historic properties distribute prior to final design	City	
HP16 Sec. 106 PA Stipulation V.A	Following the procedures set forth in the PA, the City shall conduct historic context studies, in consultation with the consulting parties and the SHPD, related to historic themes in the Project area and distribute the resulting historic context reports as specified in the PA. The City shall distribute the historic context studies per the terms in the PA.	Within 90 days of the execution of the PA the City shall complete a draft study. Initial field work and photography shall be completed prior to construction commencement in that area.	City	
HP17 Sec. 106 PA Stipulation V.B	Following the procedures set forth in the PA, the City shall conduct cultural landscape studies related to historic landscapes in the Project area, in consultation with the consulting parties and the SHPD, and distribute the resulting cultural landscape historic reports as specified in the PA.	Within 90 days of the execution of the PA the City shall complete a draft study. Initial field work and photography shall be completed prior to construction commencement in that area.	City	
HP18 Sec. 106 PA Stipulation V.C	Following the procedures set forth in the PA, the City shall document certain historic properties specified by the National Park Service and located in the Project area for incorporation into the Historic American Building Survey, the Historic American Engineering Record, or the Historic American Landscape Survey, whichever is appropriate.	The City shall ensure that final HHH documentation is completed for a property and accepted by NPS prior to commencement of activities that could impact the historic property and/or its integrity.	City	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
HP19 Sec. 106 PA Stipulation V.D	Following the procedures set forth in the PA, the City shall complete archival photography to NRHP standards for all resources that received adverse effect determinations that are not subject to HHH documentation under Stipulation V.C. The SHPD will review this documentation upon completion.	Complete prior to construction for each construction phase	City	
HP20 Sec. 106 PA Stipulation V.E	Following the procedures set forth in the PA, the City shall have digital photographs taken by a professional photographer, in conjunction with the input of a supervising architectural historian, to document select resources and view sheds within the APE. Approximately 150 views will be submitted. These photographs will be submitted to the SHPD and the City will use these materials for items such as interpretive materials and publications.	Complete prior to construction for each construction phase	City	
HP21 Sec. 106 PA Stipulation V.F	Following the procedures set forth in the PA, the City shall take a comprehensive video of the Project corridor prior to construction commencement.	Prior to construction	City	
HP22 Sec. 106 PA Stipulation VI.A	Following the procedures set forth in the PA, the City shall complete a NRHP Multiple Property Documentation (MPD) for Modern/Recent Past historic properties dating from 1939-1979 and the City shall complete a single Multiple Property Submission (MPS), including all appropriate accompanying documentation. The City shall consult with consulting parties, the SHPD and NPS in developing this documentation.	Submit final forms NRHP forms prior to beginning revenue service operations for the Project	City	
HP23 Sec. 106 PA Stipulation VI.B	Following the procedures set forth in the PA, the City shall update the nominations of Pearl Harbor and CINCPAQ to be designated as National Historic Landmarks.	Submit final forms NRHP forms prior to beginning revenue service operations for the Project	City	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
HP24 Sec. 106 PA Stipulation VI.C	Following the procedures set forth in the PA, the City shall produce or update the nominations for the 31 historic properties adversely affected properties to the National Register. In addition, the City shall prepare nomination documentation for the Little Makalapa Housing District.	City shall complete nomination forms for Little Makalapa and Big Makalapa Housing Districts prior to the second Pearl Harbor design workshop. The nomination forms for the remainder of the properties shall be submitted to the NPS prior to revenue service operation for the Project.	City	
HP25 Sec. 106 PA Stipulation VI.F	Following the procedures set forth in the PA, the City shall produce a searchable database of historic properties, in consultation with the SHPD, and provide it to an interested historic preservation or educational organization.	City shall initiate database development prior to construction commencement and will update and maintain the database during the duration of the PA.	City	
HP26 Sec. 106 PA Stipulation VII.A	Following the procedures set forth in the PA, the City shall complete an interpretive plan for the Project area and install the signage, and distribute the educational materials and programs. The City shall submit drafts to consulting parties for review and comment per Stipulation VII.H.	City shall complete prior to beginning revenue service operation of the Project.	City	
HP27 Sec. 106 PA Stipulation VII.B	Following the procedures set forth in the PA, the City shall complete a color brochure describing the history of the area along the transit line, make 1,000 copies, and make available electronically. The City shall submit drafts to consulting parties for review and comment per Stipulation VII.H.	City shall complete prior to beginning revenue service operation of the Project.	City	
HP28 Sec. 106 PA Stipulation VII.C	Following the procedures set forth in the PA, the City shall prepare materials for children that would educate them about relevant local history. The City shall submit drafts to consulting parties for review and comment per Stipulation VII.H.	City shall complete prior to beginning revenue service operation of the Project.	City	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
HP29 Sec. 106 PA Stipulation VII.D	Following the procedures set forth in the PA, the City shall establish a Humanities Program that will explore human histories, cultures, and values. The City shall develop this program's goals in consultation with consulting parties and the City will provide $100,000 to fund this program.	City shall complete prior to beginning revenue service operation of the Project or when all designated funds are exhausted, whichever occurs later.	City	
HP30 Sec. 106 PA Stipulation VII.E	Following the procedures set forth in the PA, the City shall develop and implement an educational program and an effort designed to encourage the rehabilitation of historic properties in the Project area. The City shall submit drafts to consulting parties for review and comment per Stipulation VII.H.	City shall complete prior to beginning revenue service operation of the Project.	City	
HP31 Sec. 106 PA Stipulation VII.F	Following the procedures set forth in the PA, the City will develop an educational field guide to historic properties and districts along the transit route. The City shall submit drafts to consulting parties for review and comment per Stipulation VII.H.	City shall complete prior to beginning revenue service operation of the Project.	City	
HP32 Sec. 106 PA Stipulation VII.G	Following the procedures set forth in the PA, the City shall invite consulting parties to a kick-off meeting to develop a work plan for all materials described in Stipulation VII.	City shall complete prior to beginning revenue service operation of the Project.	City	
HP33 Sec. 106 PA Stipulation VIII.A	Following the procedures set forth in the PA, the City shall mark, store securely, and replace all lava rock curbstones.	Construction	City	
HP34 Sec. 106 PA Stipulation VIII.B	Following the procedures set forth in the PA, the City shall maintain or replace the guard rails on the Kapalama Canal Bridge to match the historic appearance. The City shall consider the Secretary of the Interior's Standards for the Treatment of Historic Properties in developing draft plans to provide to SHPD for review per Stipulation IV.	Prior to final design and during construction	City	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
HP35 Sec. 106 PA Stipulation VIII.C.	Following the procedures set forth in the PA, the City shall replace each true kamani trees on its original location or as close to it as possible.	Construction	City	
HP36 Sec. 106 PA Stipulation VIII.D.	Following the procedures set forth in the PA, the City shall plan and implement improvements to historic parks adversely affected by the Project. Project funds in the sum of $750,000 shall be budgeted for implementation of the parks improvement plan. City shall invite consulting parties to a kickoff meeting to discuss the parks plan.	City shall complete prior to beginning revenue service operation of the Project.	City	
HP37 Sec. 106 PA Stipulation IX.A	Following the procedures set forth in the PA, the City shall create and staff a position for a qualified architectural historian whose primary responsibility will be to fulfill the PA.	Within 6 months of execution of the PA	City	
HP38 Sec. 106 PA Stipulation IX.B	Following the procedures set forth in the PA, the City shall establish a Historic Preservation Committee for the Project, specify its purpose and functions, and initiate its first meeting.	Within 3 months of execution of the PA	City	
HP39 Sec. 106 PA Stipulation IX.C	Following the procedures set forth in the PA, the City shall report to the consulting parties on all applications for building demolition and on all City-generated construction projects within certain specified areas of the Project, and shall perform an analysis of the frequency of these activities from the recent past up to the present.	Continuously until PA expires	City	
HP40 Sec. 106 PA Stipulation IX	The City shall follow Stipulation IX.E for handling unanticipated cumulative adverse effects in the Chinatown and Merchant Street Historic Districts.	Continuously until the PA expires.	City	
HP41 Sec. 106 PA Stipulation X	The Construction Mitigation Plan for the Project developed by the City shall include provisions for protecting historic properties from construction noise and vibration impacts, and shall be implemented by the City through the construction contracts, according to the procedures set forth in the PA.	Prior to construction of each phase	City	

Mitigation ID and Reference	Mitigation Measure	Timing of Mitigation Measure	Responsible Party for Implementing Mitigation	Status of Implementation of this Project Element
HP42 Sec. 106 PA Stipulation X.C	Following the procedures set forth in the PA, the City will monitor Project construction to ensure measures in the CMP are implemented and shall provide a record of monitoring activities in progress reports pursuant to Stipulation XIV.E.	Construction	City	
HP43 Sec. 106 PA Stipulation X.D	Following the procedures set forth in the PA, the City shall monitor transit noise at the Pearl Harbor National Historic Landmark.	Within 1 year of the start of revenue operation	City	
HP44 Sec. 106 PA Stipulation XI	Following the procedures set forth in the PA, the City shall develop and conduct a training program for construction contractors and employees regarding appropriate sensitivity to historic resources.	Prior to construction of each phase	City	
HP45 Sec. 106 PA Stipulation XI	Following the procedures set forth in the PA, the City shall write semi-annual progress reports detailing progress in implementing the PA and shall post those report on the Project website.	Semi-annually	City	
HP46 Sec. 106 PA Stipulation XIII	Following the procedures set forth in the PA, the City shall keep the public informed through semi annual progress reports and will post them on the Project website.	Continuously until the PA expires.	City	
HP47 Sec. 106 PA Stipulation XIV.E	Following the procedures set forth in the PA, the City shall provide all signatories to this PA a summary report detailing the work undertaken pursuant to its terms.	Continuously until the PA expires.	City	

FINAL PROGRAMMATIC AGREEMENT

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

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

January 2011

Historic Resources Parcel Map Panes on disc attached

TP 243362

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

201 Mission Street
Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

DEC 26 2007

Ms. Laura H. Thielen
State Historic Preservation Officer and Chairperson
Department of Land and Natural Resources
State Historic Preservation Division
Kakuhihewa Building, Room 555
601 Kamokila Boulevard
Kapolei, Hawai'i 96707

JAN 7 11 51 AM '07
DTS
TRANS PLANNING

RE: Honolulu High-Capacity Transit Corridor
Project Coordination on Determination of Area of
Potential Effect

Dear Ms. Thielen:

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

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

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

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

of archaeological resources. Accordingly, direct construction impacts to known and as-yet-unidentified archaeological resources are the concern.

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

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

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

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

Sincerely,

Leslie T. Rogers
Regional Administrator

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

cc:Administrator, State Historic Preservation Division
Mr. Toru Hamayasu, DTS (w/o enclosures)

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

STATE HISTORIC PRESEERVATION DIVISION
601 KAMOKILA BOULEVARD, ROOM 555
KAPOLEI, HAWAII 96707

February 4, 2008

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

LOG NO: 2008.0098
DOC NO: 0802AL01
Architecture
Archaeology

Dear Ms. Rogers:

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

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

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

Upon review of the proposed APE, for archaeological resources, in addition to all areas of direct ground disturbance, the area of potential effect should include a greater area, to be determined through consultation with native Hawaiian organizations, as well as other knowledgeable individuals of the community, to account for any visual effects the proposed undertaking may have on traditional cultural properties (TCP's). We suggest consulting native Hawaiian organizations and other knowledgeable community members to identify any traditional cultural properties that may be adversely affected by the proposed undertaking.

For historic architectural resources of the built environment, the APE is proposed to extend one parcel deep from the project alignment and traction power sub-stations. In the vicinity of transit stations, park-and-ride lots, and maintenance and storage facilities, the APE is proposed to extend the entire block on which stations or facilities are located or to a maximum of 500 feet in less developed areas. For portions of the proposed alignment within or adjacent to historic districts, the APE will also extend one block, rather than one parcel, deep.

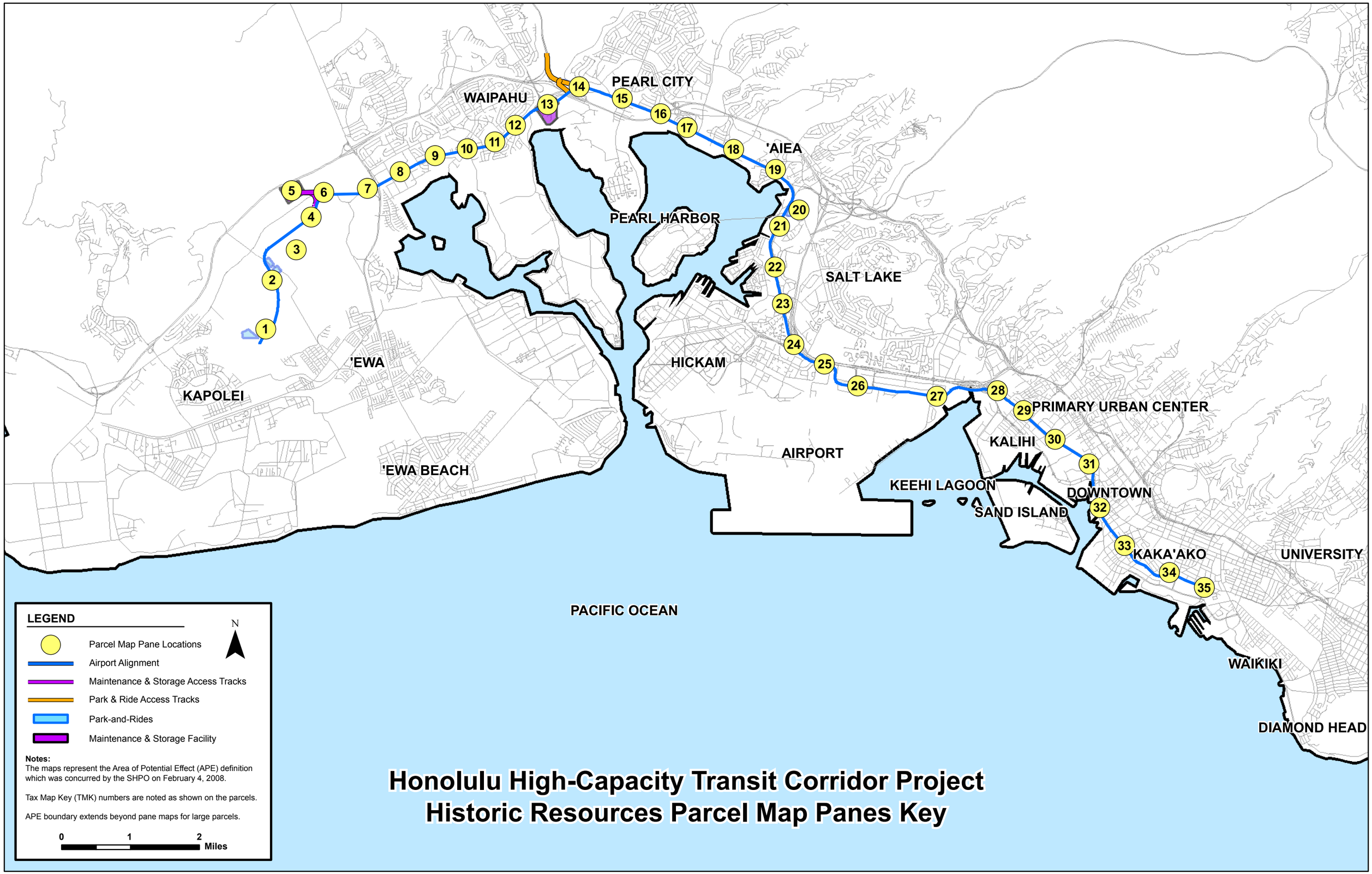
Whereas it regards the potential impact of direct construction and alteration to local historic built contexts, these will be determined following an ongoing survey of resources. The SHPD acknowledges that consultation will now proceed to identify and consult on individual historic properties within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

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

Sincerely,

Laura H. Thielen
State Historic Preservation Officer and Chairperson

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



Honolulu High-Capacity Transit Corridor Project
Historic Resources Parcel Map Panes Key


East Kapolei Station
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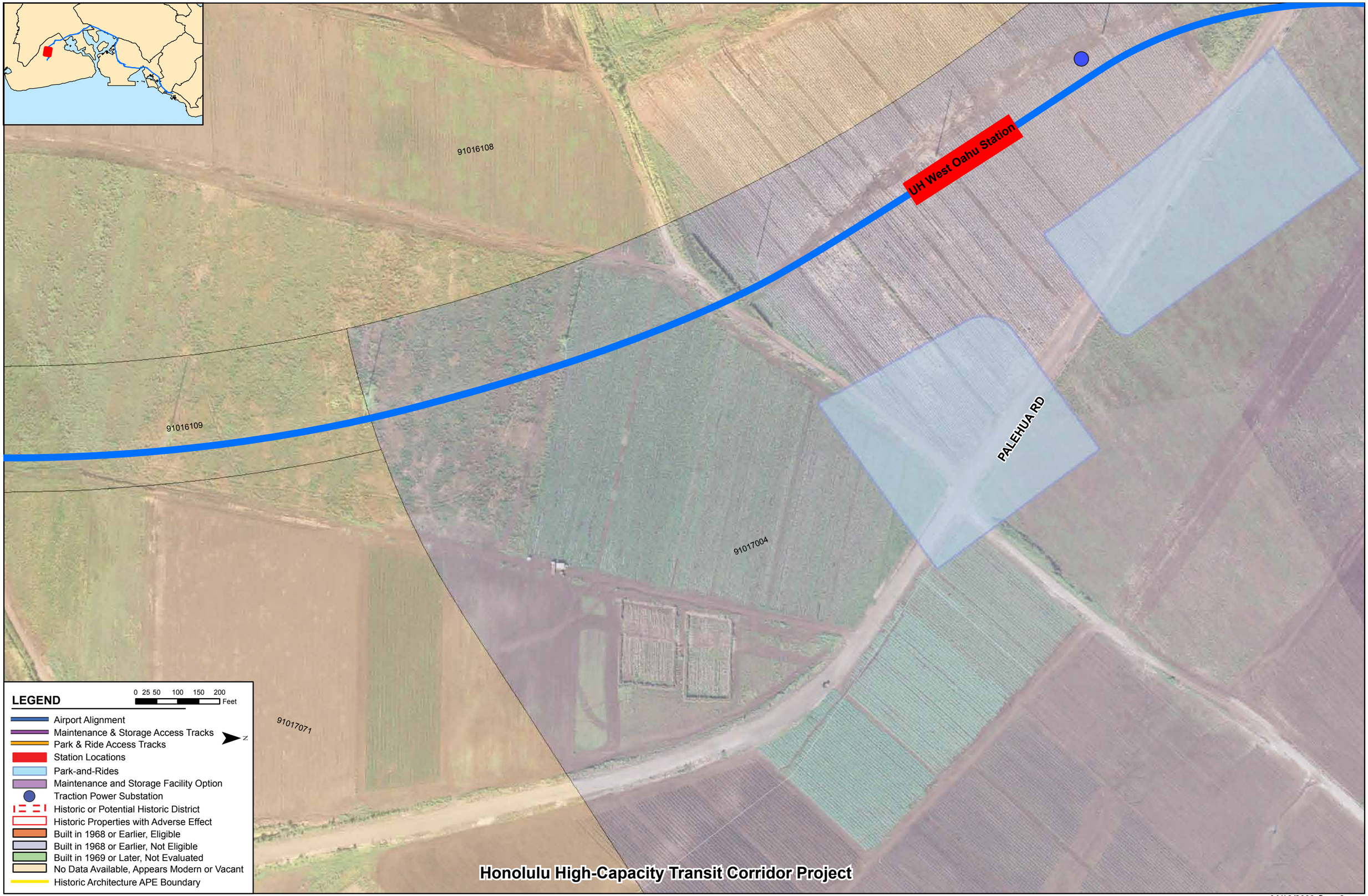
Airport Alignment
Maintenance & Storage Access Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Maintenance and Storage Facility Option
Traction Power Substation
Historic or Potential Historic District
Historic Properties with Adverse Effect
Built in 1968 or Earlier, Eligible
Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant
Historic Architecture APE Boundary
Honolulu High-Capacity Transit Corridor Project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Maintenance & Storage Access Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Maintenance and Storage Facility Option
Traction Power Substation
Historic or Potential Historic District
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Honolulu High-Capacity Transit Corridor Project

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Park & Ride Access Tracks
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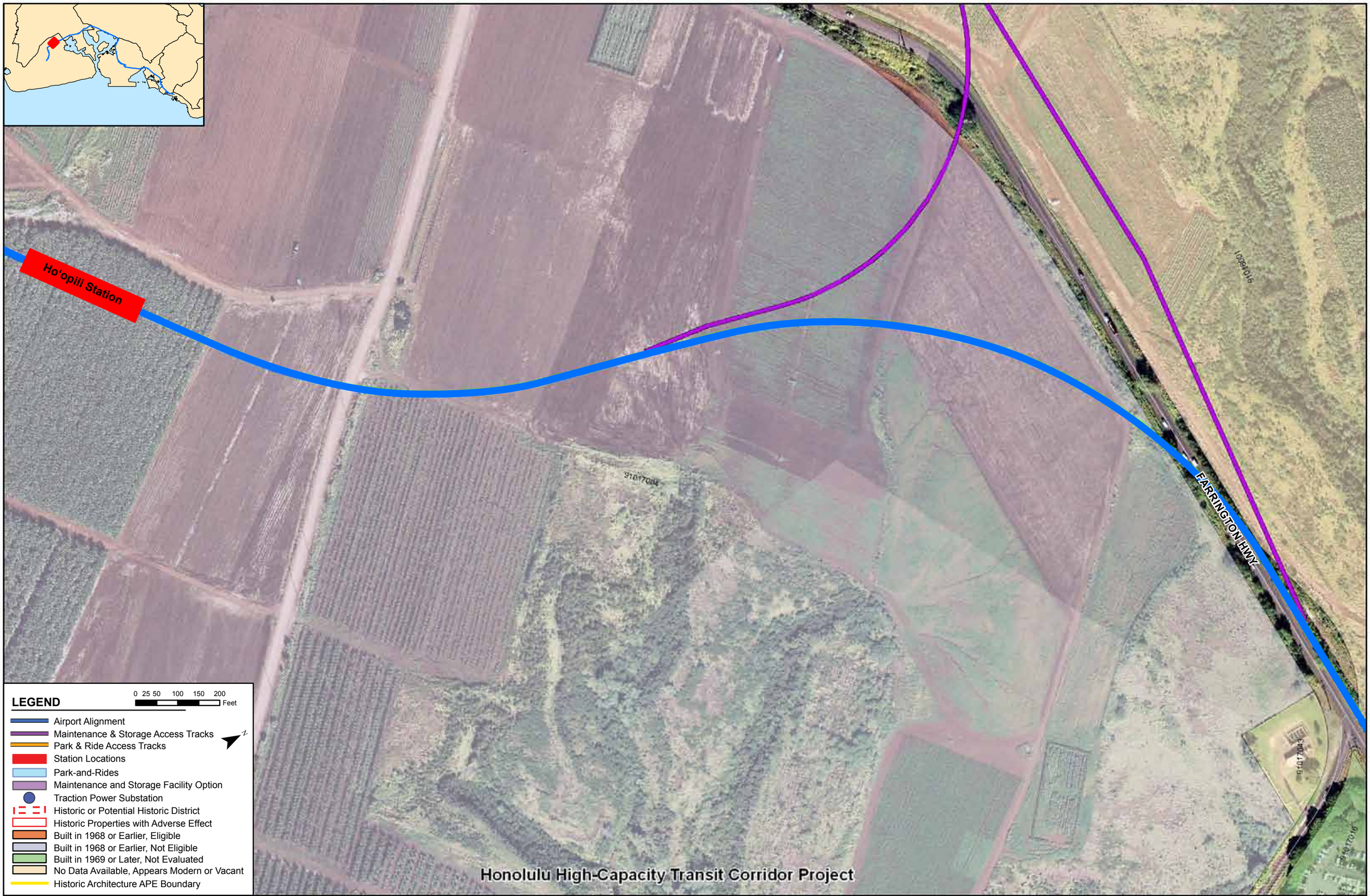
Ho'opili Station
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Airport Alignment
Maintenance & Storage Access Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
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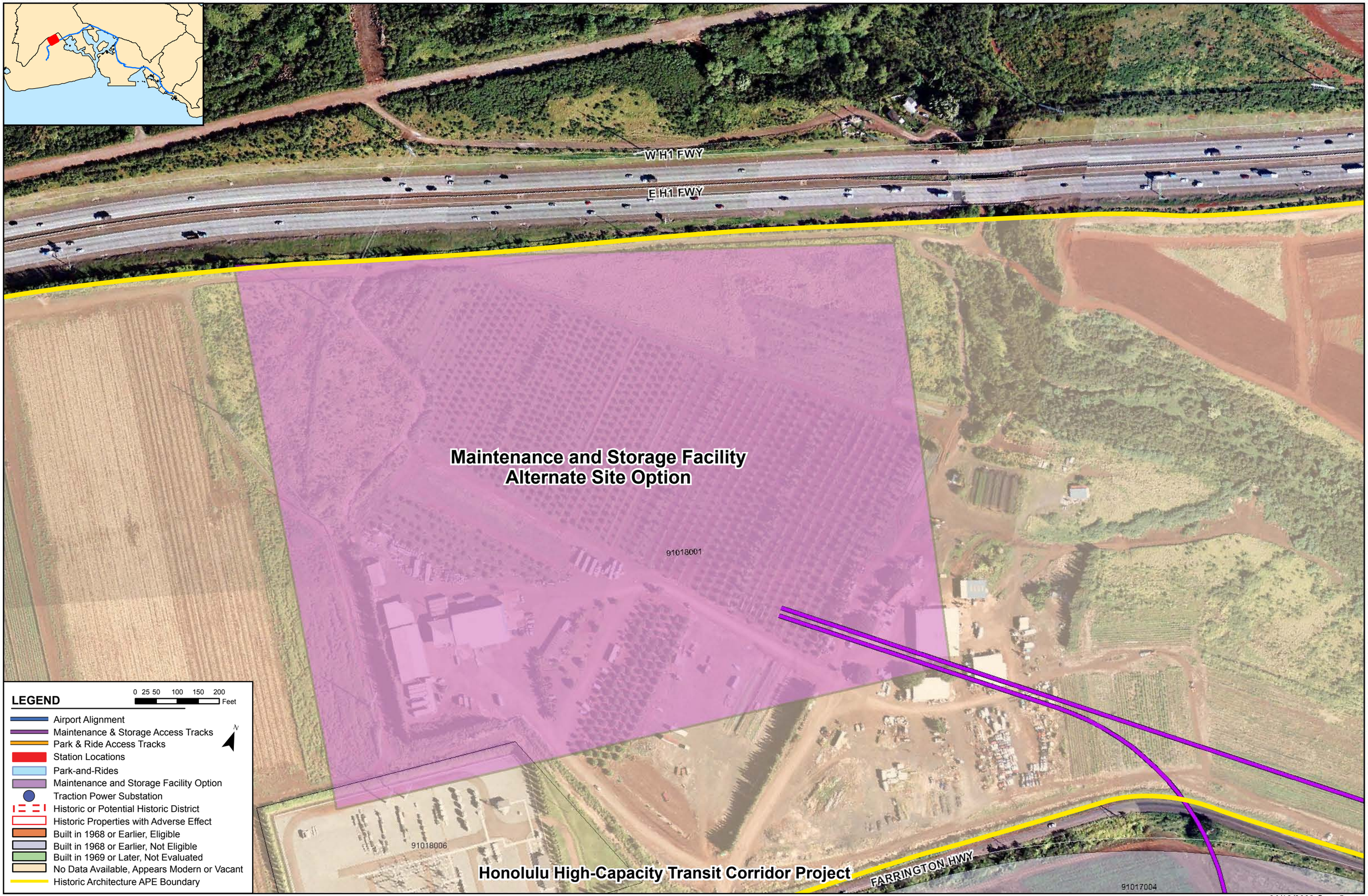
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Maintenance and Storage Facility
Alternate Site Option
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Honolulu High-Capacity Transit Corridor Project
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Maintenance & Storage Access Tracks
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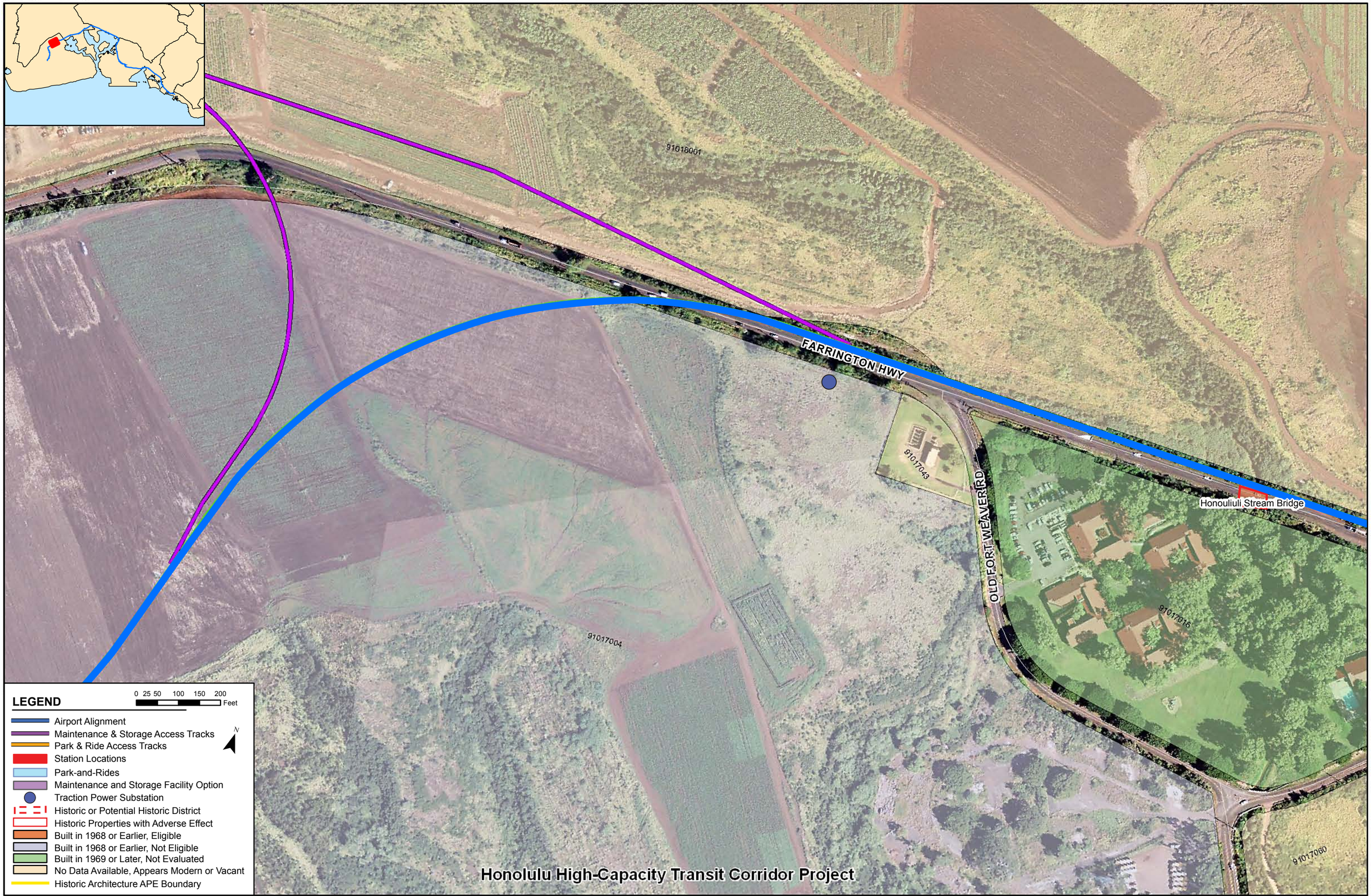
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Maintenance & Storage Access Tracks
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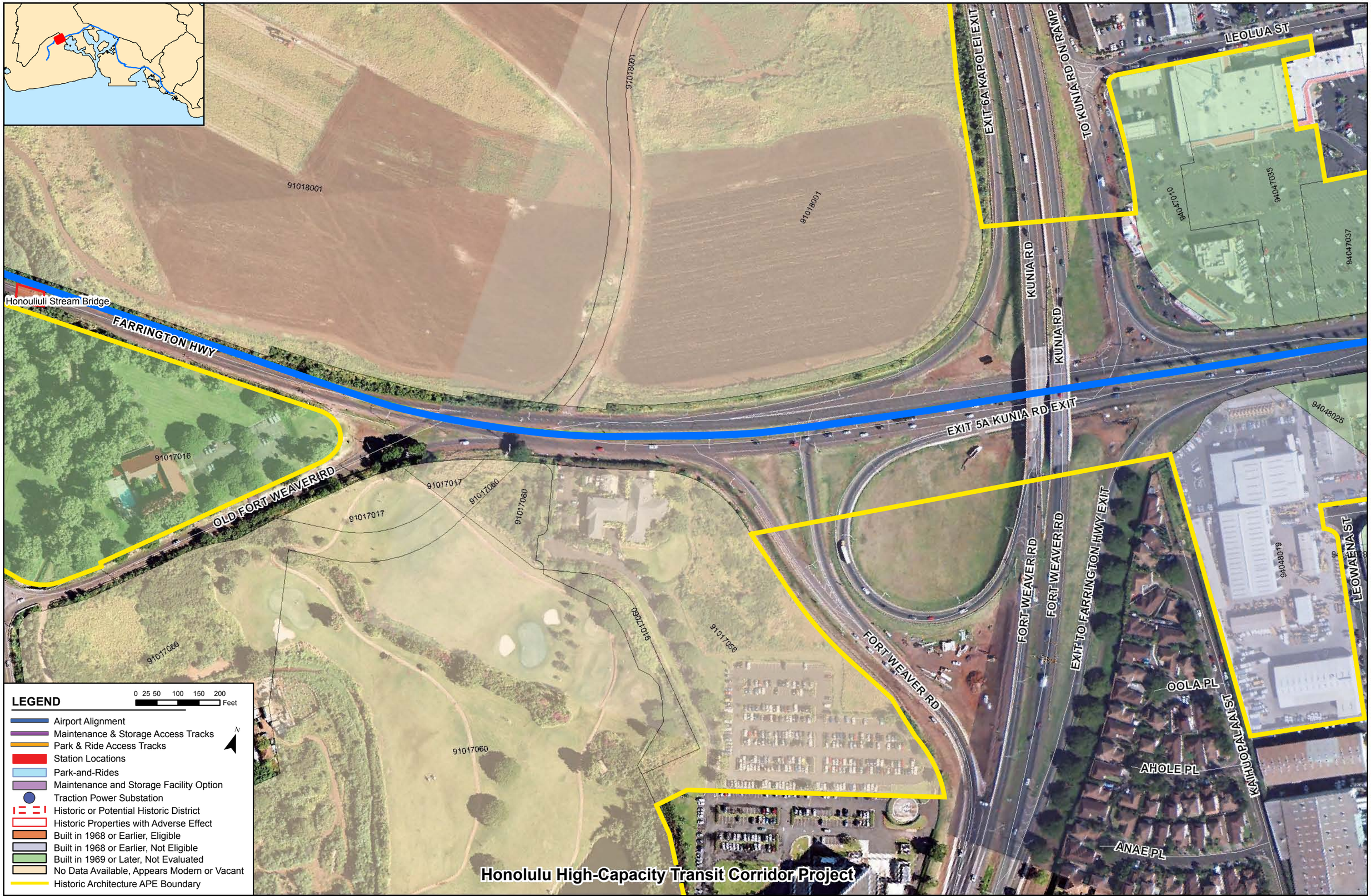
Honouliuli Stream Bridge
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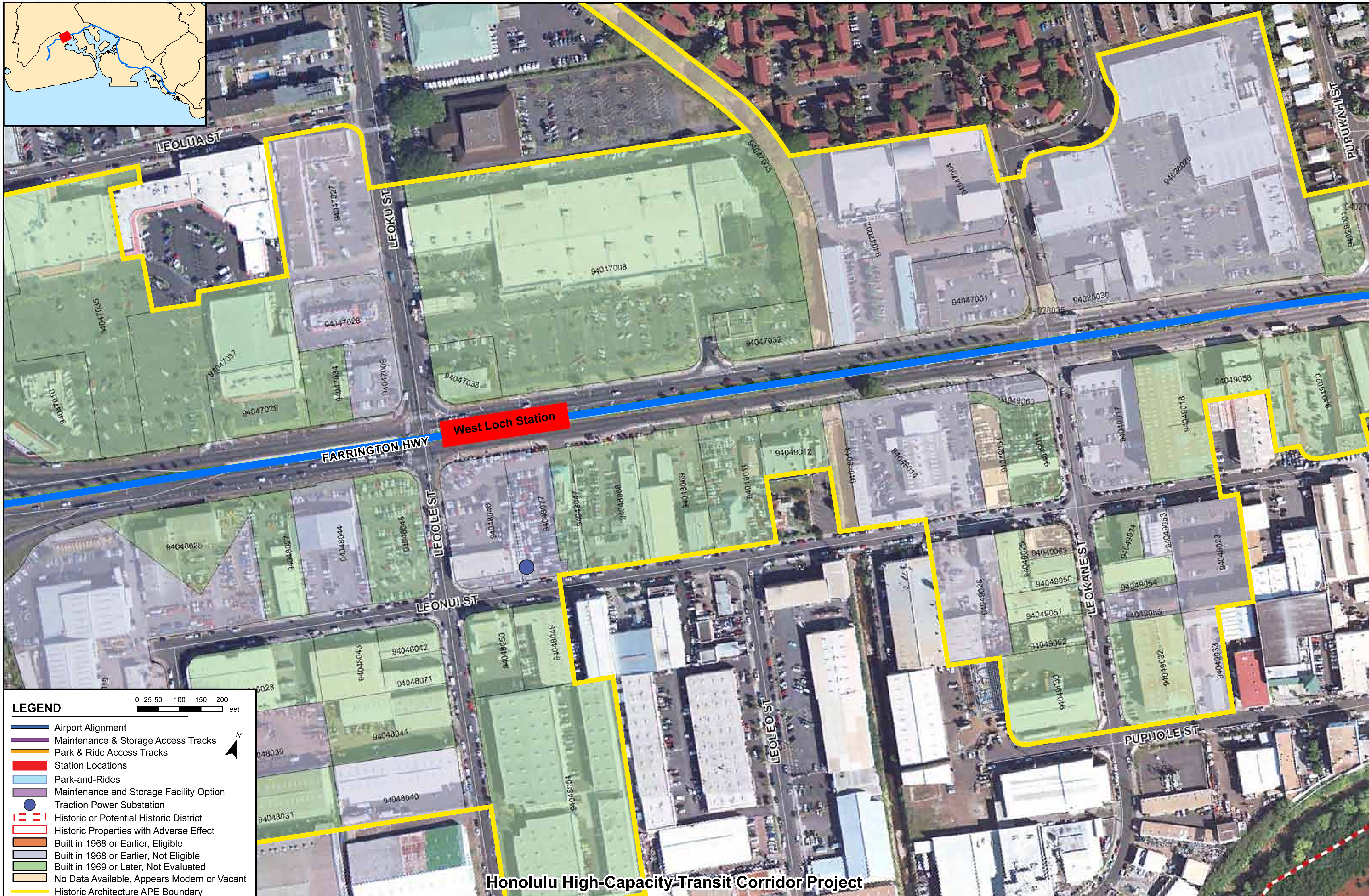
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WAIKELE LP
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PUPUNOHE ST
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94011061
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94011056
Waikele Stream and OR&L Spur Bridge
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Honolulu High-Capacity Transit Corridor Project


WAIPAHU ST
PUAMANO PL
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NALII ST
MOKUOLA ST
KAUOLU PL
KAHIKI PL
ONEHA ST
HANAWAI CIR
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94014019
FARRINGTON HWY
Waipahu Transit Center Station
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AWANEI ST
AWALAU ST
AWAIA ST
AWALAI ST
MOKUAHI ST
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WAIPAHU DEPOT ST
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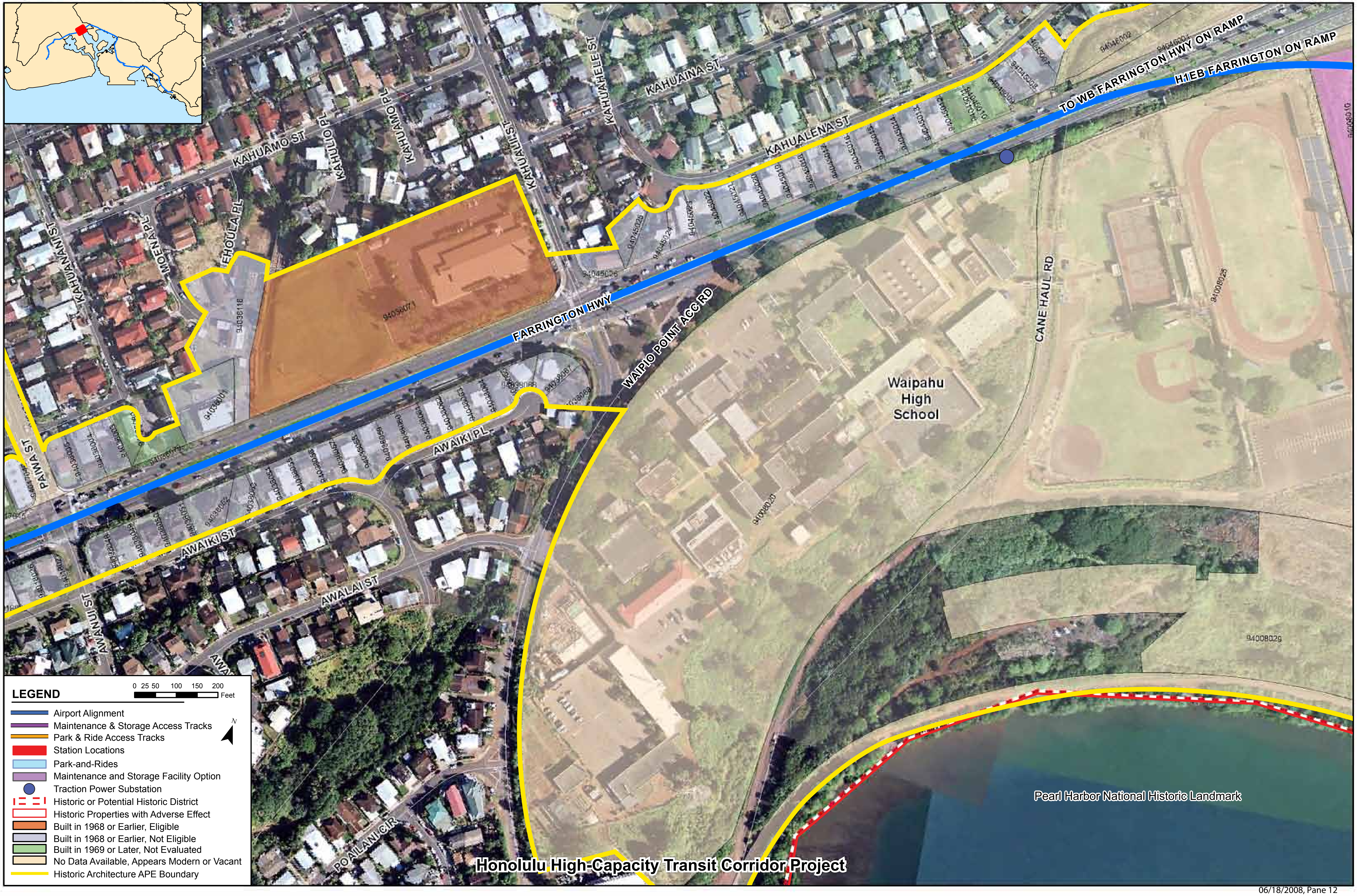
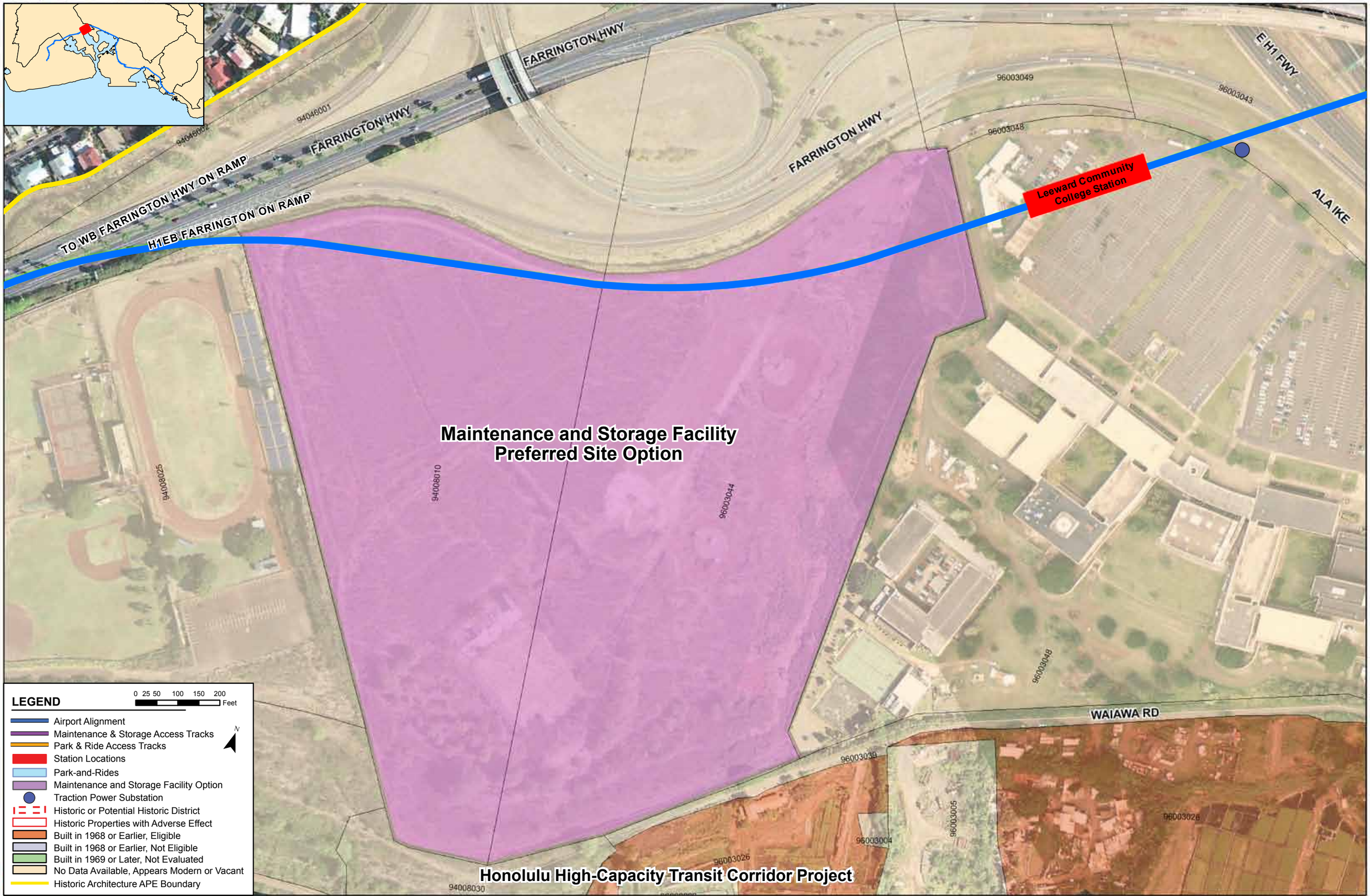
Honolulu High-Capacity Transit Corridor Project

06/18/2008, Pane 11


KAHUAMO ST
KAHULIO PL
KAHUAMO PL
KAHUALII ST
KAHUAHELE ST
KAHUAINA ST
KAHUALENA ST
KAHUANANI ST
MOENA PL
EHOULA PL
PAIWA ST
FARRINGTON HWY
WAIPIO POINT ACC RD
CANE HAUL RD
TO WB FARRINGTON HWY ON RAMP
H1EB FARRINGTON ON RAMP
AWAIKI PL
AWAIKI ST
AWALAI ST
AWANUI ST
POAILANI CIR
Waipahu High School
Pearl Harbor National Historic Landmark
LEGEND
0 25 50 100 150 200 Feet
Airport Alignment
Maintenance & Storage Access Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Maintenance and Storage Facility Option
Traction Power Substation
Historic or Potential Historic District
Historic Properties with Adverse Effect
Built in 1968 or Earlier, Eligible
Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant
Historic Architecture APE Boundary
N
Honolulu High-Capacity Transit Corridor Project


FARRINGTON HWY
FARRINGTON HWY
FARRINGTON HWY
TO WB FARRINGTON HWY ON RAMP
H1EB FARRINGTON ON RAMP
E H1 FWY
ALA IKE
Leeward Community College Station
WAIAWA RD
Maintenance and Storage Facility
Preferred Site Option
94046001
94046002
94008025
94008010
96003044
96003049
96003043
96003048
96003039
96003004
96003005
96003026
96003025
94008030
LEGEND
0 25 50 100 150 200
Feet
N
Airport Alignment
Maintenance & Storage Access Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Maintenance and Storage Facility Option
Traction Power Substation
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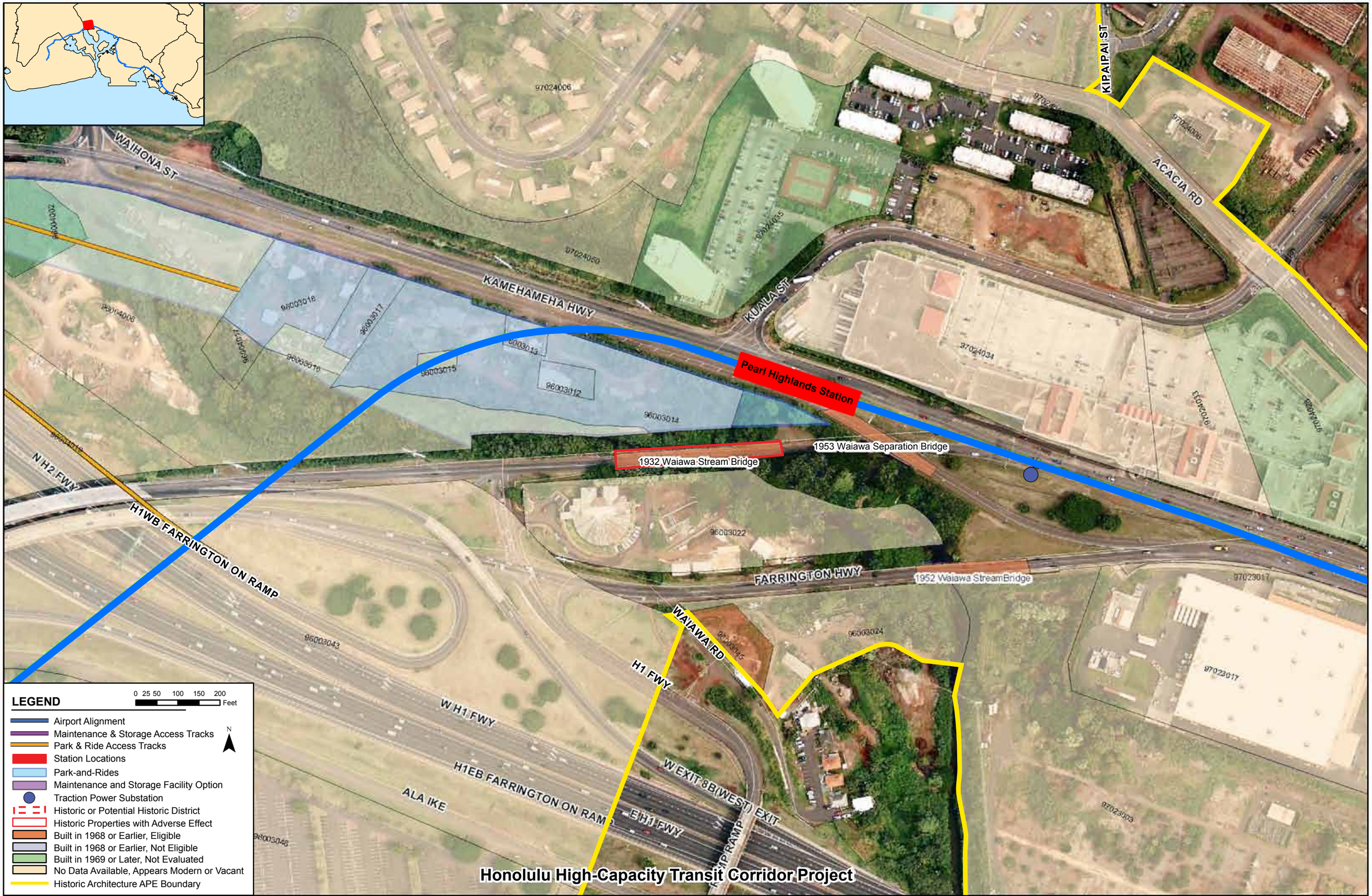
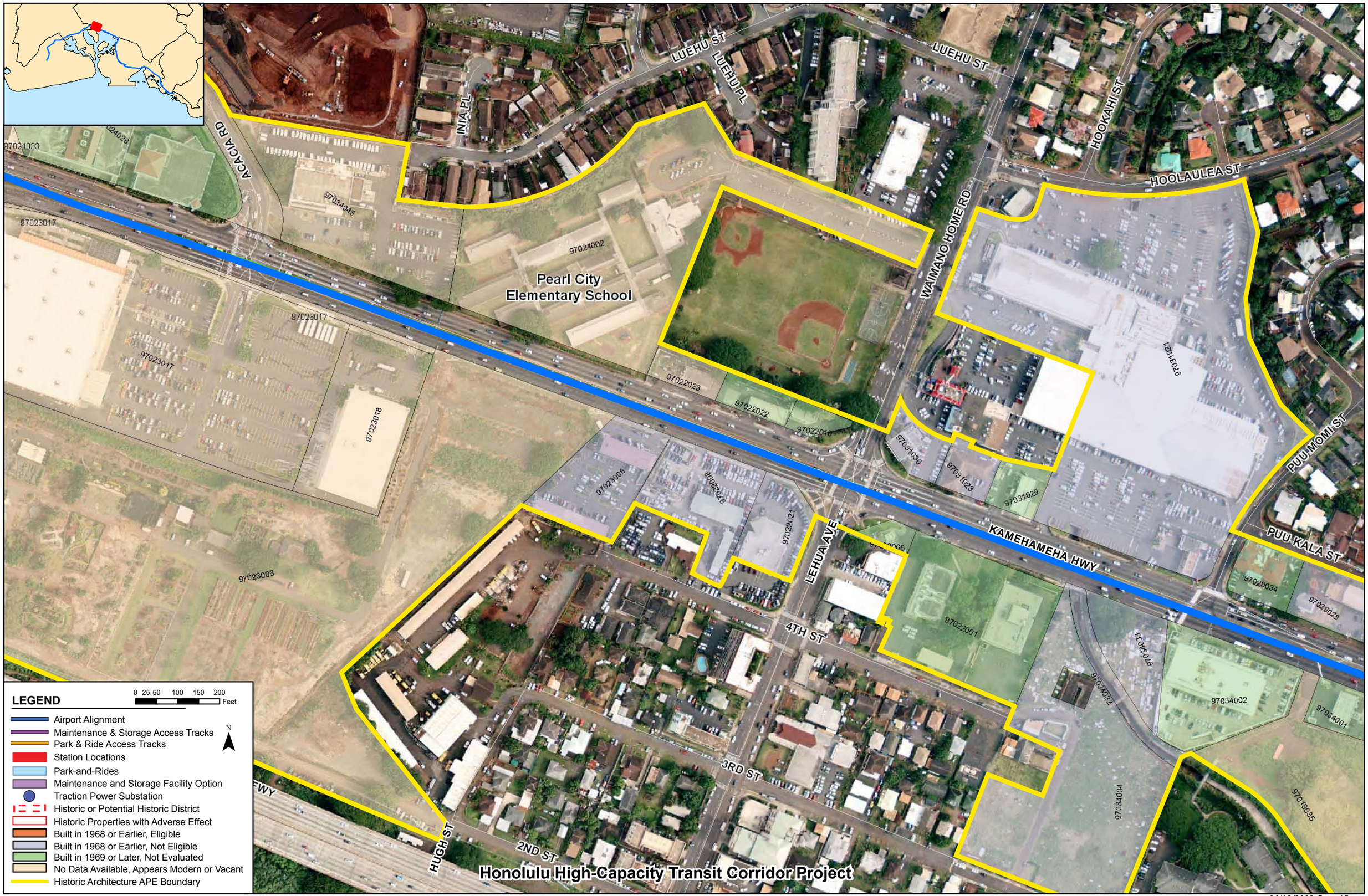
Historic Architecture APE Boundary
Honolulu High-Capacity Transit Corridor Project



Honolulu High-Capacity Transit Corridor Project


LUEHU ST
LUEHU PL
INIA PL
ACACIA RD
HOOKAHI ST
HOOLAULEA ST
WAIMANO HOME RD
PUU MOMI ST
PUU KALA ST
KAMEHAMEHA HWY
LEHUA AVE
4TH ST
3RD ST
2ND ST
HUGH ST
Pearl City
Elementary School
97024033
97024028
97024045
97023017
97023018
97023003
97024002
97022023
97022022
97022018
97022008
97022021
97031030
97031023
97031029
97031021
97022006
97022001
97034033
97034032
97034002
97034001
97034004
97019035
LEGEND
0 25 50 100 150 200
Feet
N
Airport Alignment
Maintenance & Storage Access Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Maintenance and Storage Facility Option
Traction Power Substation
Historic or Potential Historic District
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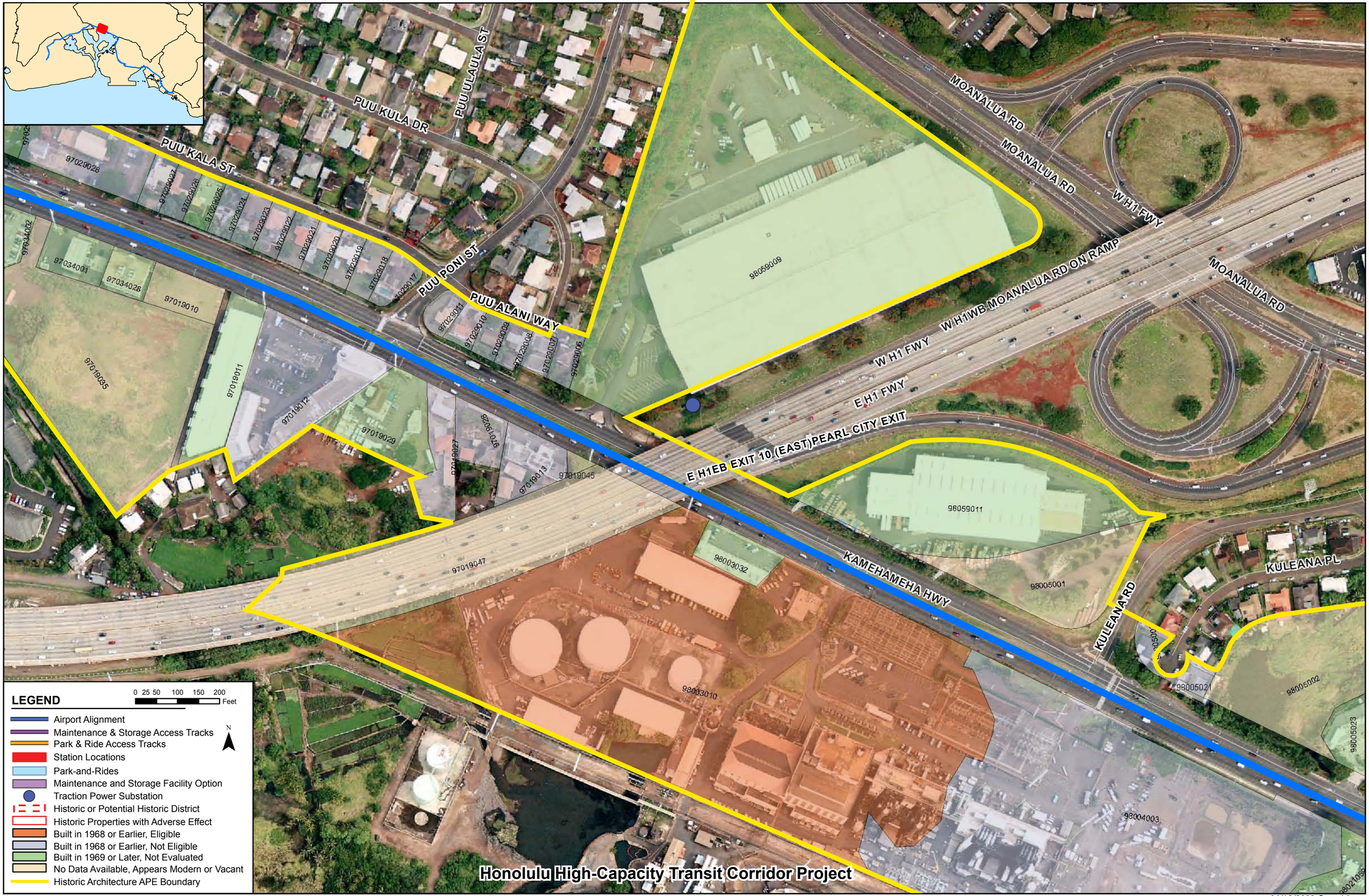
Honolulu High-Capacity Transit Corridor Project



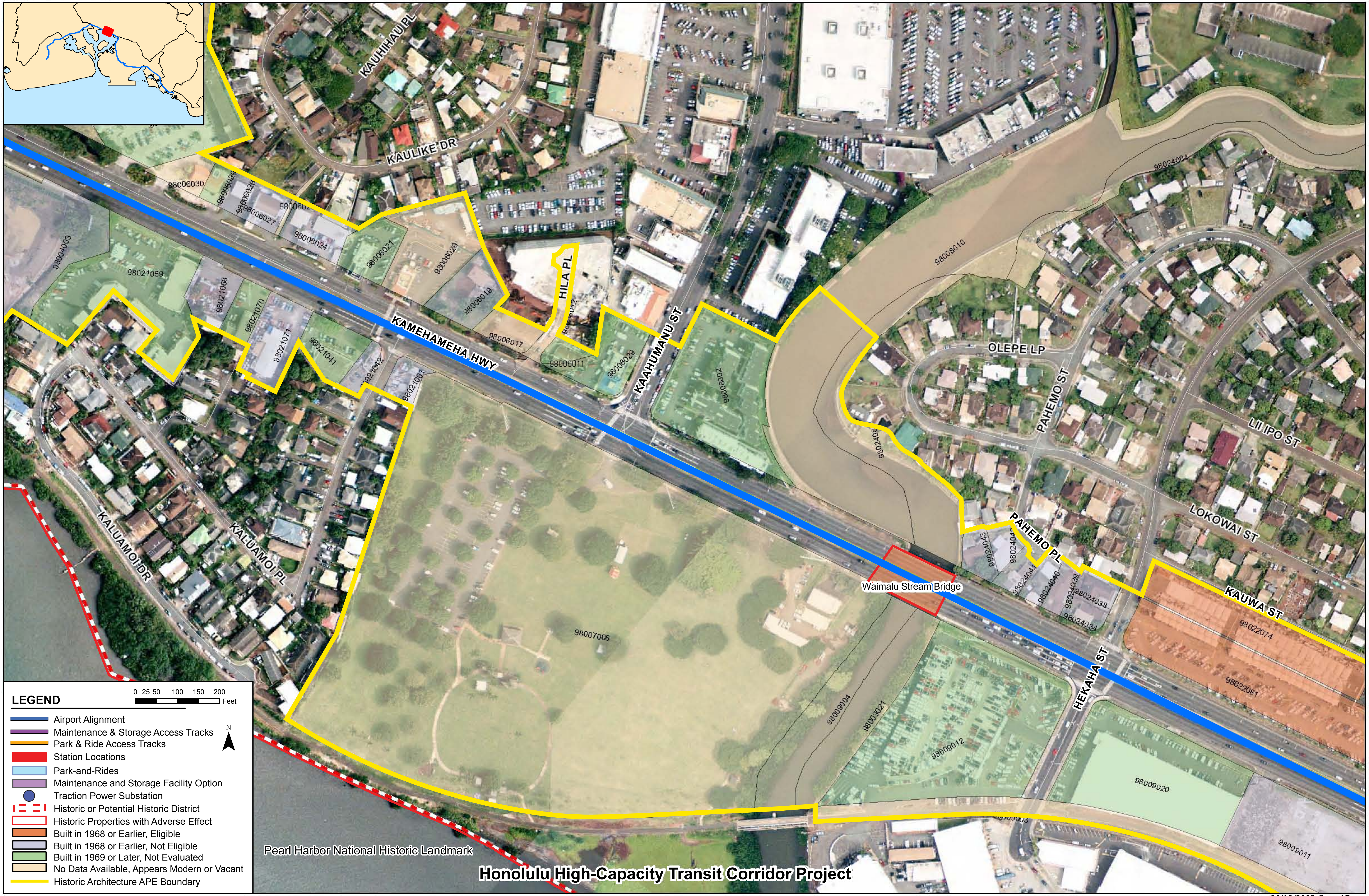
LEGEND

0 25 50 100 150 200 Feet

N

- Airport Alignment
- Maintenance & Storage Access Tracks
- Park & Ride Access Tracks
- Station Locations
- Park-and-Rides
- Maintenance and Storage Facility Option
- Traction Power Substation
- Historic or Potential Historic District
- Historic Properties with Adverse Effect
- Built in 1968 or Earlier, Eligible
- Built in 1968 or Earlier, Not Eligible
- Built in 1969 or Later, Not Evaluated
- No Data Available, Appears Modern or Vacant
- Historic Architecture APE Boundary

Honolulu High-Capacity Transit Corridor Project


KAUHIHAU PL
KAULIKE DR
HILA PL
KAMEHAMEHA HWY
KAAHUMANU ST
OLEPE LP
PAHEMO ST
LII IPO ST
LOKOWAI ST
PAHEMO PL
KAUWA ST
HEKAHA ST
KALUAMOI DR
KALUAMOI PL
Waimalu Stream Bridge
98006030
98006027
98006024
98006021
98006020
98006019
98006017
98006011
98008029
98004003
98021059
98021068
98021070
98021071
98021041
98021081
98008010
98024084
98007008
98009904
98009021
98009012
98009020
98009011
98022074
98022081
98024033
98024034
Pearl Harbor National Historic Landmark
LEGEND
0 25 50 100 150 200 Feet
N
Airport Alignment
Maintenance & Storage Access Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Maintenance and Storage Facility Option
Traction Power Substation
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Honolulu High-Capacity Transit Corridor Project


LOKOWAI ST
LOKOWAI PL
KAUWA ST
KANUKU ST
KANUKU PL
MOANALUA LP
KAONOHI ST
KAMEHAMEHA HWY
Pearl Ridge Station
Kalauao Springs Bridge
LIPOA PL
Pearl Harbor National Historic Landmark
LEGEND
0 25 50 100 150 200
Feet
Airport Alignment
Maintenance & Storage Access Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Maintenance and Storage Facility Option
Traction Power Substation
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Honolulu High-Capacity Transit Corridor Project


KAUHALE ST
NALOPAKA PL
KEANAE ST
HONOMANU ST
KAAMILO ST
KALIKE PL
PALIMOMI ST
KIHALE ST
KIHALE PL
KAMEHAMEHA HWY
Aiea Stream Bridge
OR&L Aiea StreamBridge
Kalauao Stream Bridge
AIEA KAI PL
Pearl Harbor National Historic Landmark
LEGEND
0 25 50 100 150 200
Feet
Airport Alignment
Maintenance & Storage Access Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Maintenance and Storage Facility Option
Traction Power Substation
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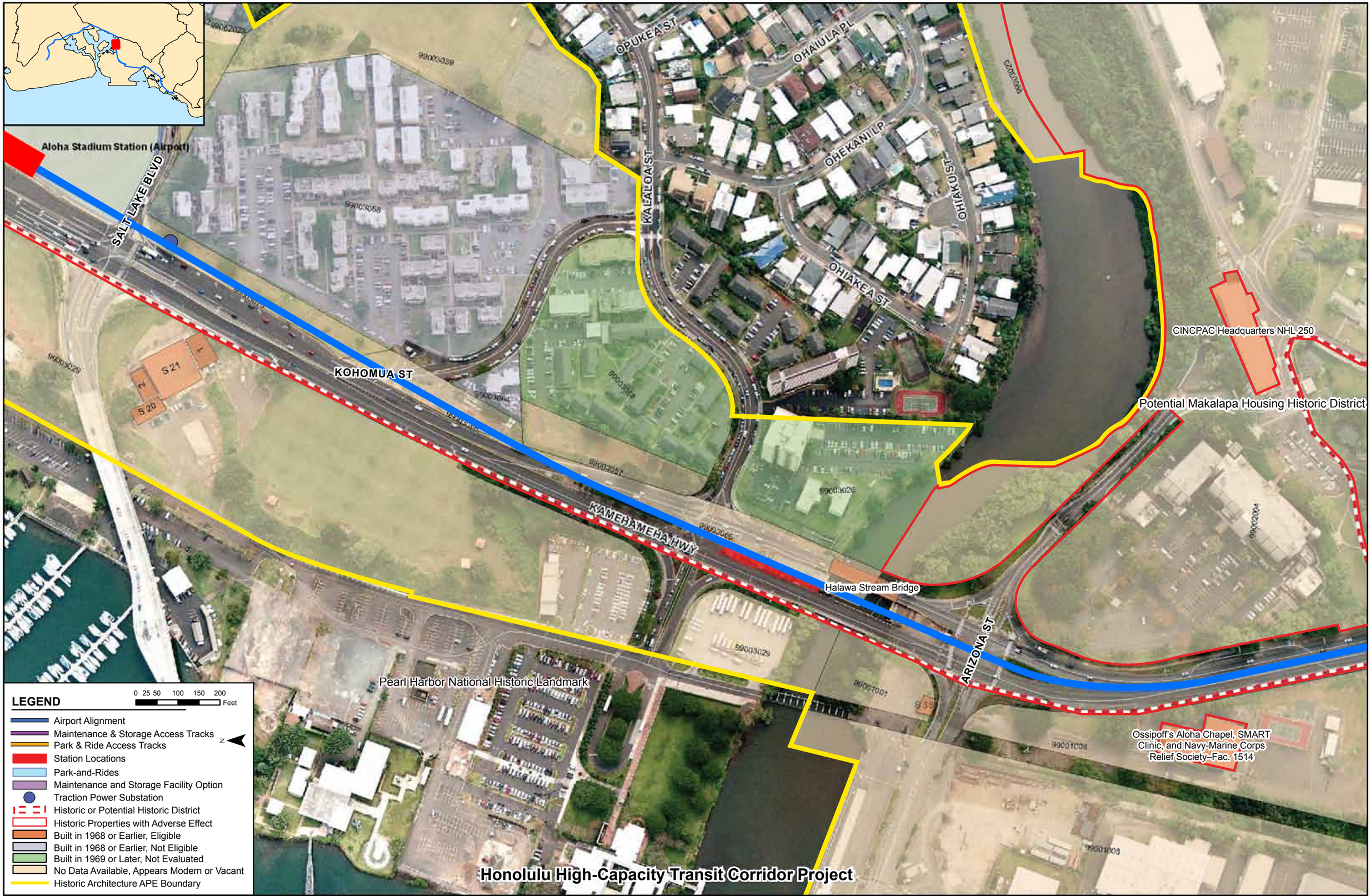
Historic Architecture APE Boundary
Honolulu High-Capacity Transit Corridor Project

06/18/2008, Pane 20


Aloha Stadium Station (Airport)
SALT LAKE BLVD
KOHOMUA ST
KAMEHAMEHA HWY
OPUKEA ST
OHAIULA PL
KALALOA ST
OHEKANI LP
OHIAKU ST
OHIAKEA ST
ARIZONA ST
CINCPAC Headquarters NHL 250
Potential Makalapa Housing Historic District
Halawa Stream Bridge
Pearl Harbor National Historic Landmark
Ossipoff's Aloha Chapel, SMART Clinic, and Navy-Marine Corps Relief Society–Fac. 1514
99003039
99003056
99003029
99003064
99003057
99003026
99003065
99001008
99001009
S 21
S 20
LEGEND
0 25 50 100 150 200
Feet
N
Airport Alignment
Maintenance & Storage Access Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Maintenance and Storage Facility Option
Traction Power Substation
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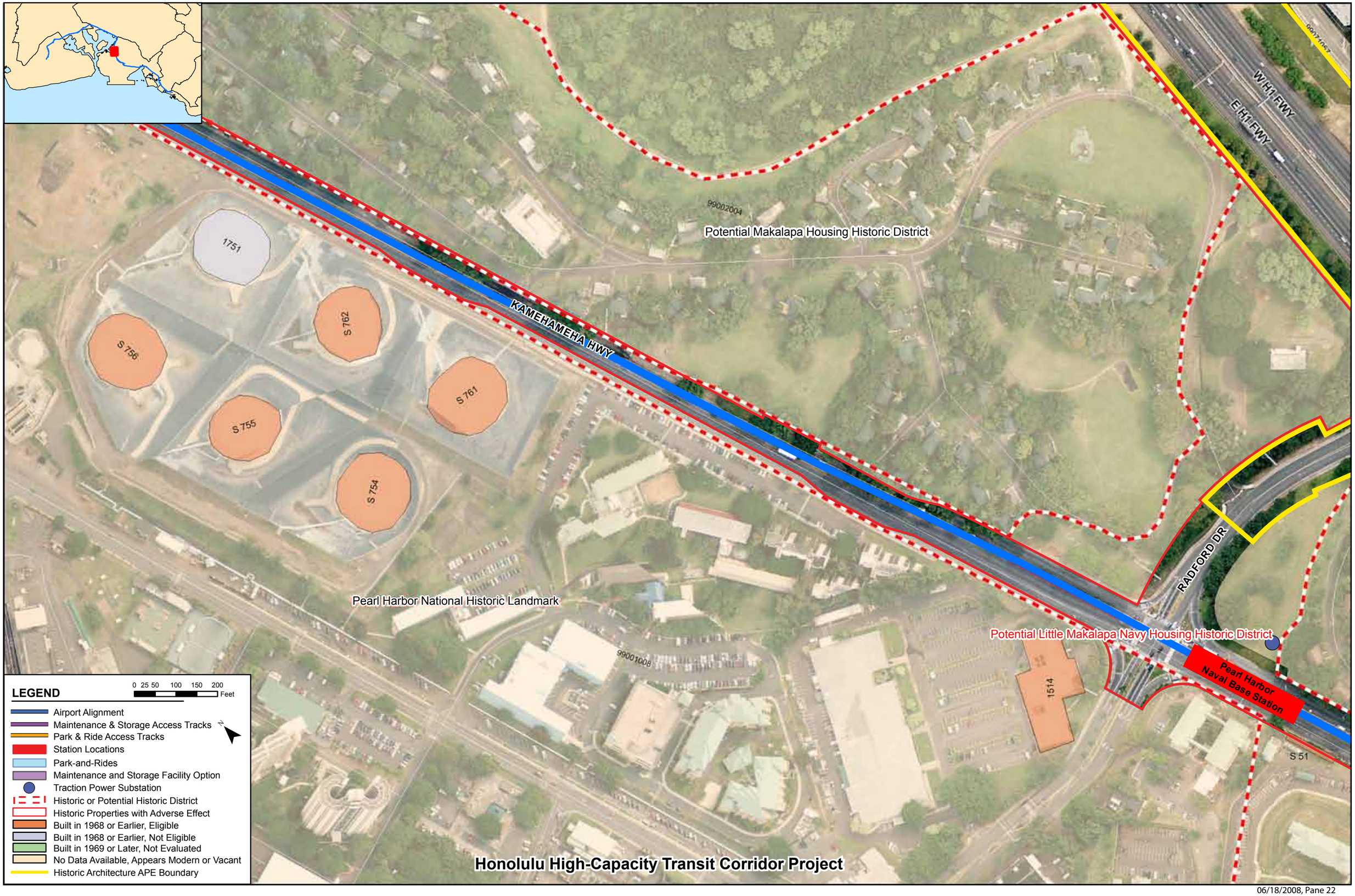
Historic Architecture APE Boundary
Honolulu High-Capacity Transit Corridor Project


Potential Makalapa Housing Historic District
99002004
KAMEHAMEHA HWY
W H1 FWY
E H1 FWY
1751
S 762
S 756
S 761
S 755
S 754
RADFORD DR
Potential Little Makalapa Navy Housing Historic District
Pearl Harbor Naval Base Station
Pearl Harbor National Historic Landmark
99001008
1514
S 51
LEGEND
0 25 50 100 150 200
Feet
N
Airport Alignment
Maintenance & Storage Access Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Maintenance and Storage Facility Option
Traction Power Substation
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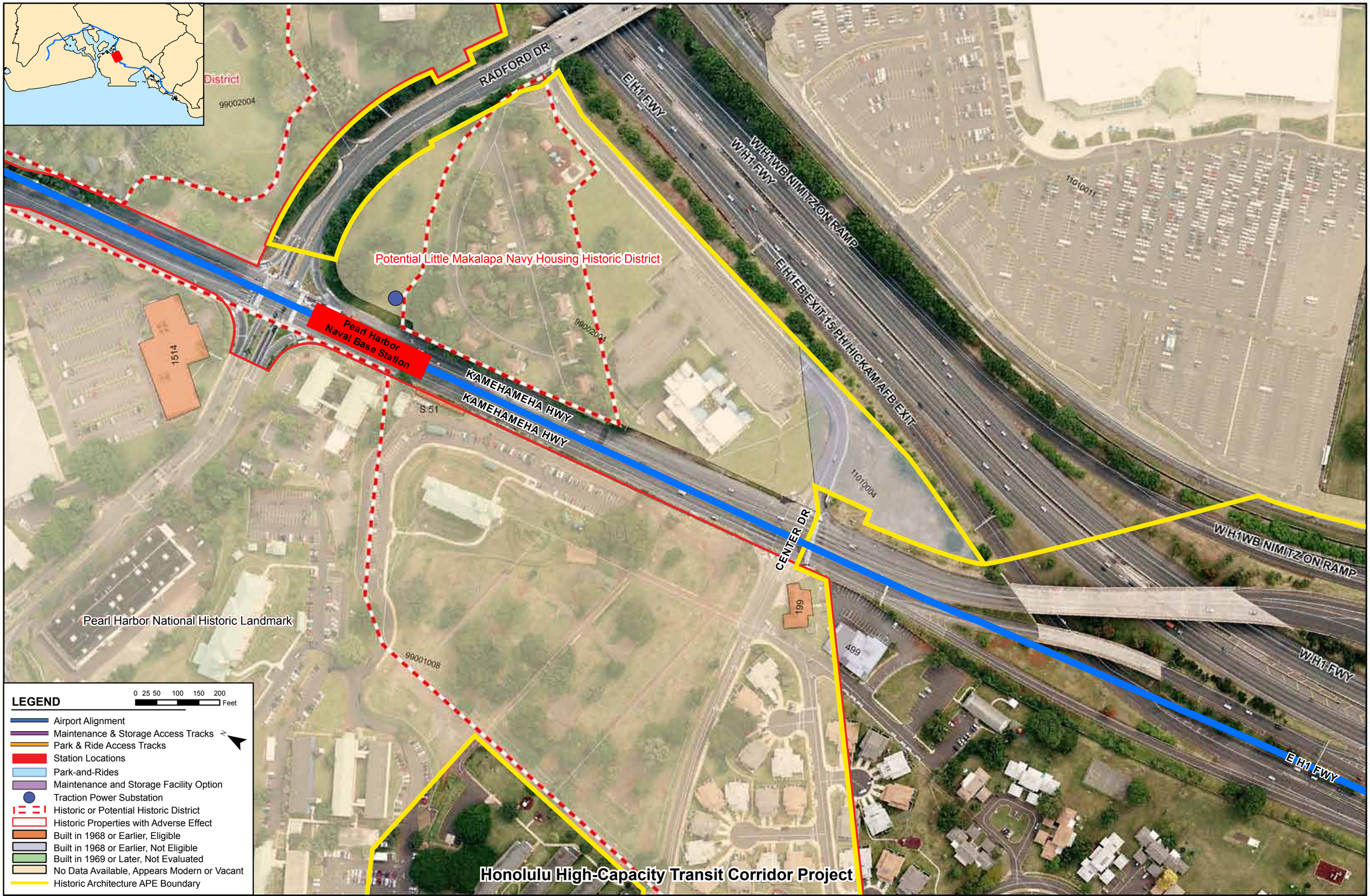
Honolulu High-Capacity Transit Corridor Project


District
99002004
RADFORD DR
E H1 FWY
W H1WB NIMITZ ON RAMP
W H1 FWY
E H1EB EXIT 15 PH/HICKAM AFB EXIT
11010011
Potential Little Makalapa Navy Housing Historic District
99002004
Pearl Harbor Naval Base Station
1514
KAMEHAMEHA HWY
KAMEHAMEHA HWY
S 51
11010004
CENTER DR
W H1WB NIMITZ ON RAMP
199
499
W H1 FWY
E H1 FWY
Pearl Harbor National Historic Landmark
99001008
LEGEND
0 25 50 100 150 200
Feet
Airport Alignment
Maintenance & Storage Access Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Maintenance and Storage Facility Option
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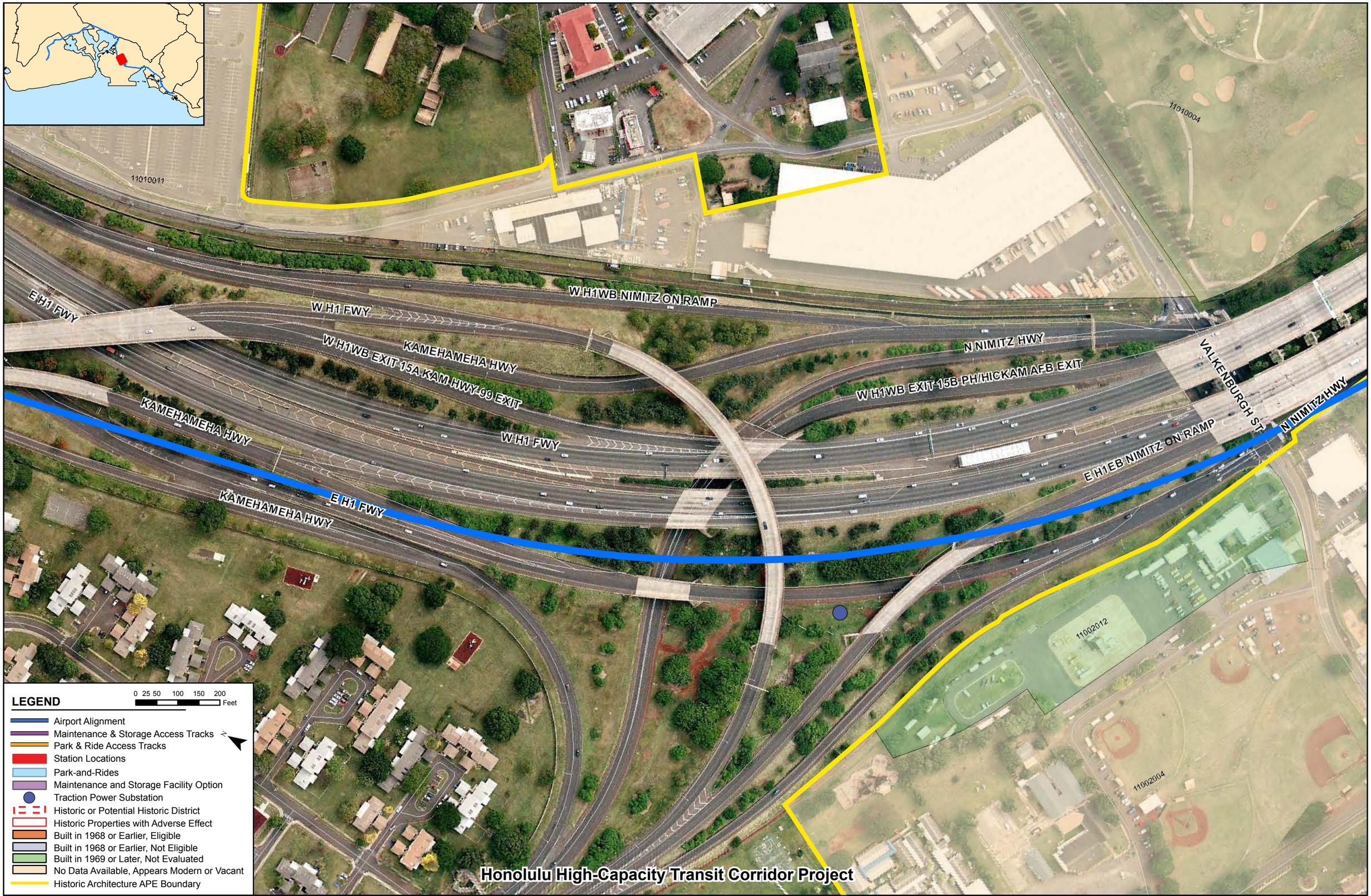
Honolulu High-Capacity Transit Corridor Project


11010011
11010004
E H1 FWY
W H1 FWY
W H1WB NIMITZ ON RAMP
KAMEHAMEHA HWY
W H1WB EXIT 15A KAM HWY-99 EXIT
N NIMITZ HWY
W H1WB EXIT 15B PH/HICKAM AFB EXIT
VALKENBURGH ST
N NIMITZ HWY
KAMEHAMEHA HWY
E H1 FWY
E H1EB NIMITZ ON RAMP
11002012
11002004
LEGEND
0 25 50 100 150 200
Feet
Airport Alignment
Maintenance & Storage Access Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Maintenance and Storage Facility Option
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Honolulu High-Capacity Transit Corridor Project


11010004
E H1EB NIMITZ ON RAMP
W H1 FWY
KAMEHAMEHA HWY
E H1 FWY
N NIMITZ HWY
11002012
11002004
11003001
ELLIOTT ST
AOLELE ST
11002001
LEGEND
0 25 50 100 150 200
Feet
N
Airport Alignment
Maintenance & Storage Access Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Maintenance and Storage Facility Option
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Honolulu High-Capacity Transit Corridor Project


11002001
H1WB EXIT 16 AIRPORT
RODGERS
11003001
11003082
11015013
KOAPAKA
PAIEA
H1EB AIRPORT ON
UALENA
11014024
Honolulu International Airport Station
H1EB EXIT 16 AIRPORT
AOLELE
H1WB AIRPORT ON
11003017
LEGEND
0 25 50 100 150 200
Feet
N
Airport Alignment
Maintenance & Storage Access Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Maintenance and Storage Facility Option
Traction Power Substation
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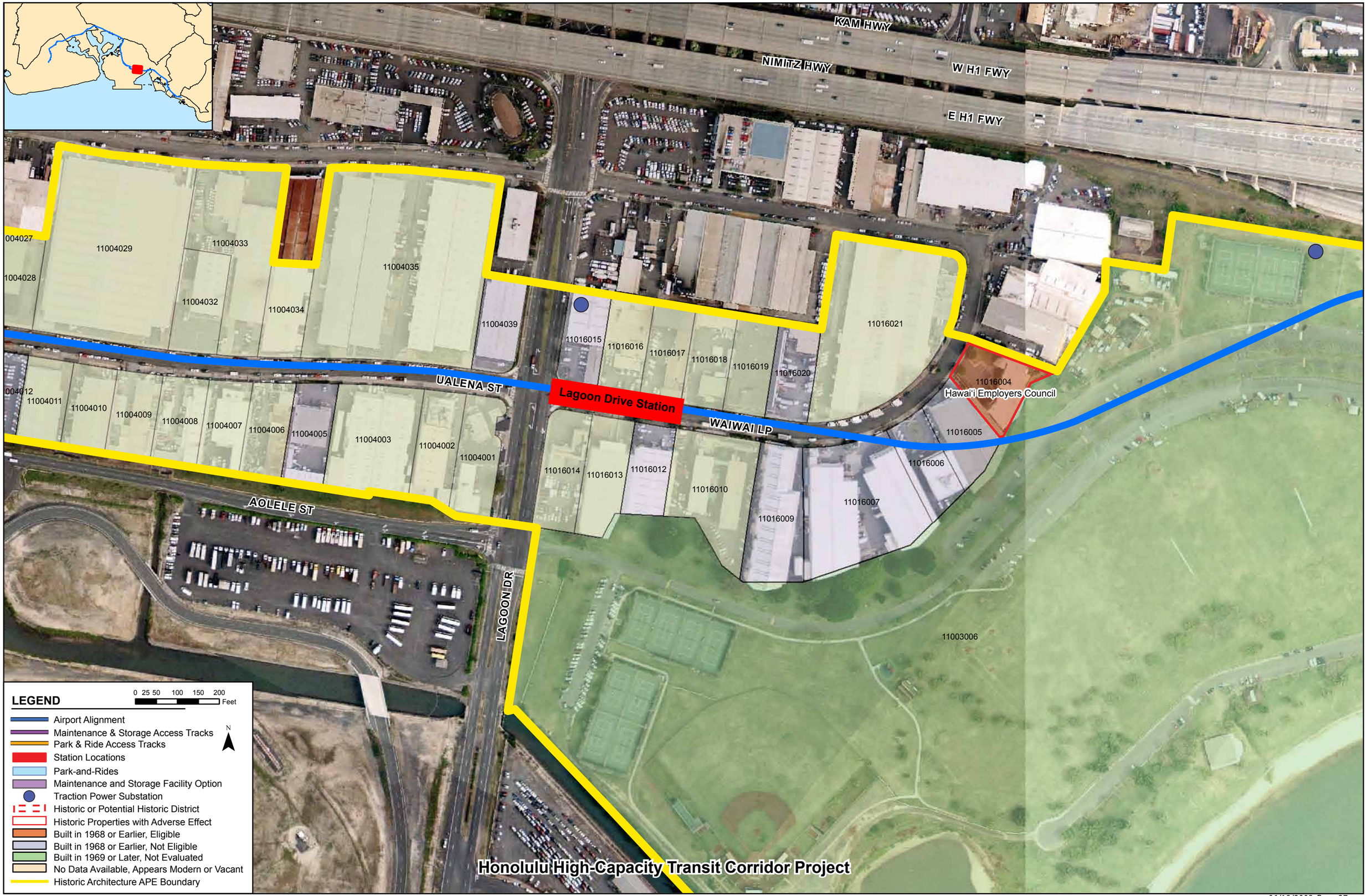
Historic Architecture APE Boundary
Honolulu High-Capacity Transit Corridor Project


KAM HWY
NIMITZ HWY
W H1 FWY
E H1 FWY
004027
11004029
11004033
11004035
1004028
11004032
11004034
11004039
11016015
11016016
11016017
11016018
11016019
11016020
11016021
004012
11004011
11004010
11004009
11004008
11004007
11004006
11004005
11004003
11004002
11004001
UALENA ST
Lagoon Drive Station
WAIWAI LP
11016004
Hawai'i Employers Council
11016005
11016006
11016014
11016013
11016012
11016010
11016007
11016009
AOLELE ST
LAGOON DR
11003006
LEGEND
0 25 50 100 150 200
Feet
N
Airport Alignment
Maintenance & Storage Access Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Maintenance and Storage Facility Option
Traction Power Substation
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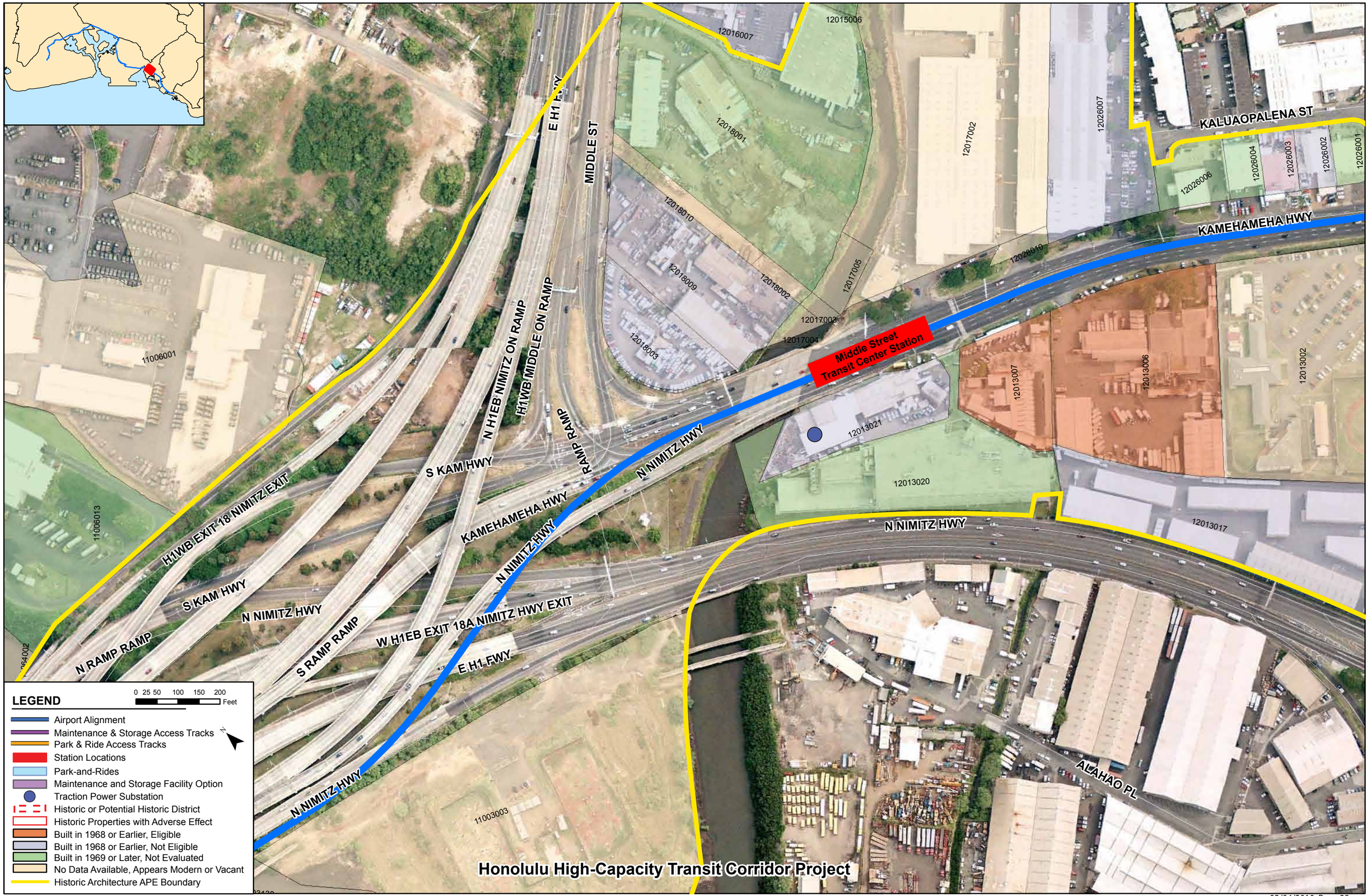
Honolulu High-Capacity Transit Corridor Project


12016007
12015006
12018001
12017002
12026007
KALUAOPALENA ST
12026006
12026004
12026003
12026002
12026001
KAMEHAMEHA HWY
12026019
12018010
12018009
12018002
12017005
12017003
12017004
12018003
11006001
E H1 FWY
MIDDLE ST
N H1EB NIMITZ ON RAMP
H1WB MIDDLE ON RAMP
RAMP RAMP
Middle Street
Transit Center Station
12013007
12013006
12013002
12013021
12013020
12013017
N NIMITZ HWY
S KAM HWY
H1WB EXIT 18 NIMITZ EXIT
KAMEHAMEHA HWY
N NIMITZ HWY
S KAM HWY
N NIMITZ HWY
N RAMP RAMP
S RAMP RAMP
W H1EB EXIT 18A NIMITZ HWY EXIT
E H1 FWY
11006013
11003003
ALAHAO PL
N NIMITZ HWY
LEGEND
0 25 50 100 150 200
Feet
Airport Alignment
Maintenance & Storage Access Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Maintenance and Storage Facility Option
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Honolulu High-Capacity Transit Corridor Project

Honolulu High-Capacity Transit Corridor Project

MCNEILL ST
MOOWAA ST
KOHOU ST
KAUMUALII ST
15000000
15018001
Honolulu Community College
15017006
15017004
DILLINGHAM BLVD
True Kamani Trees
Kapalama Station
Kapalama Stream Bridge
Lava Rock Curbs
15027018
15027004
15022002
15022001
15022003
15022006
15022005
15022004
15029065
15029060
15029050
15021009
15021011
15020001
15020017
15020011
15020003
15015008
Six Quonset Huts
15015006
15015007
15015013
15015010
COLBURN ST
KOKEA ST
KALANI ST
ALAKAWA ST

LEGEND

0 25 50 100 150 200 Feet

- Airport Alignment
- Maintenance & Storage Access Tracks
- Park & Ride Access Tracks
- Station Locations
- Park-and-Rides
- Maintenance and Storage Facility Option
- Traction Power Substation
- Historic or Potential Historic District
- Historic Properties with Adverse Effect
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- Built in 1968 or Earlier, Not Eligible
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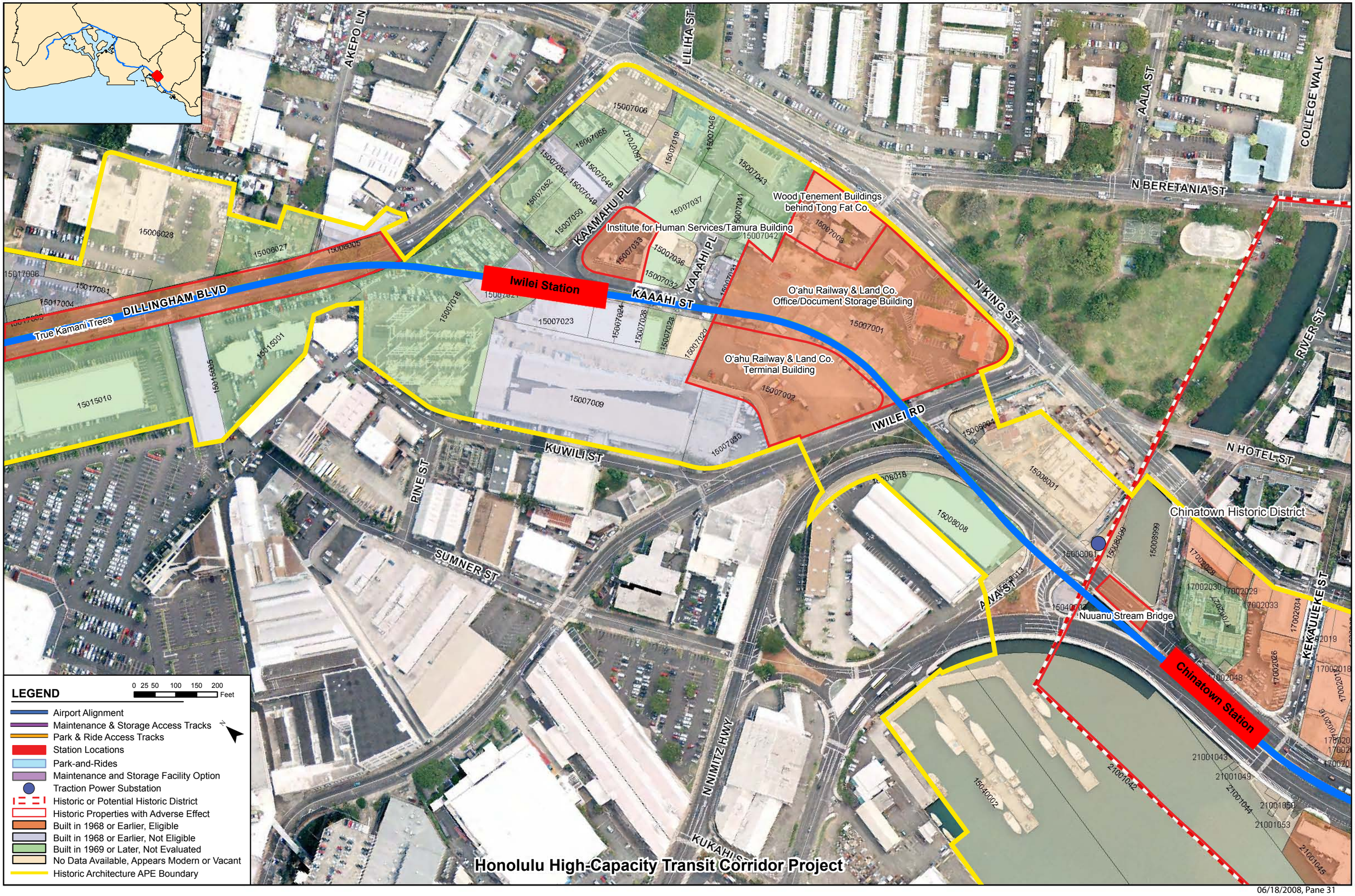
- Historic Architecture APE Boundary

Honolulu High-Capacity Transit Corridor Project



LEGEND

0 25 50 100 150 200 Feet

- Airport Alignment
- Maintenance & Storage Access Tracks
- Park & Ride Access Tracks
- Station Locations
- Park-and-Rides
- Maintenance and Storage Facility Option
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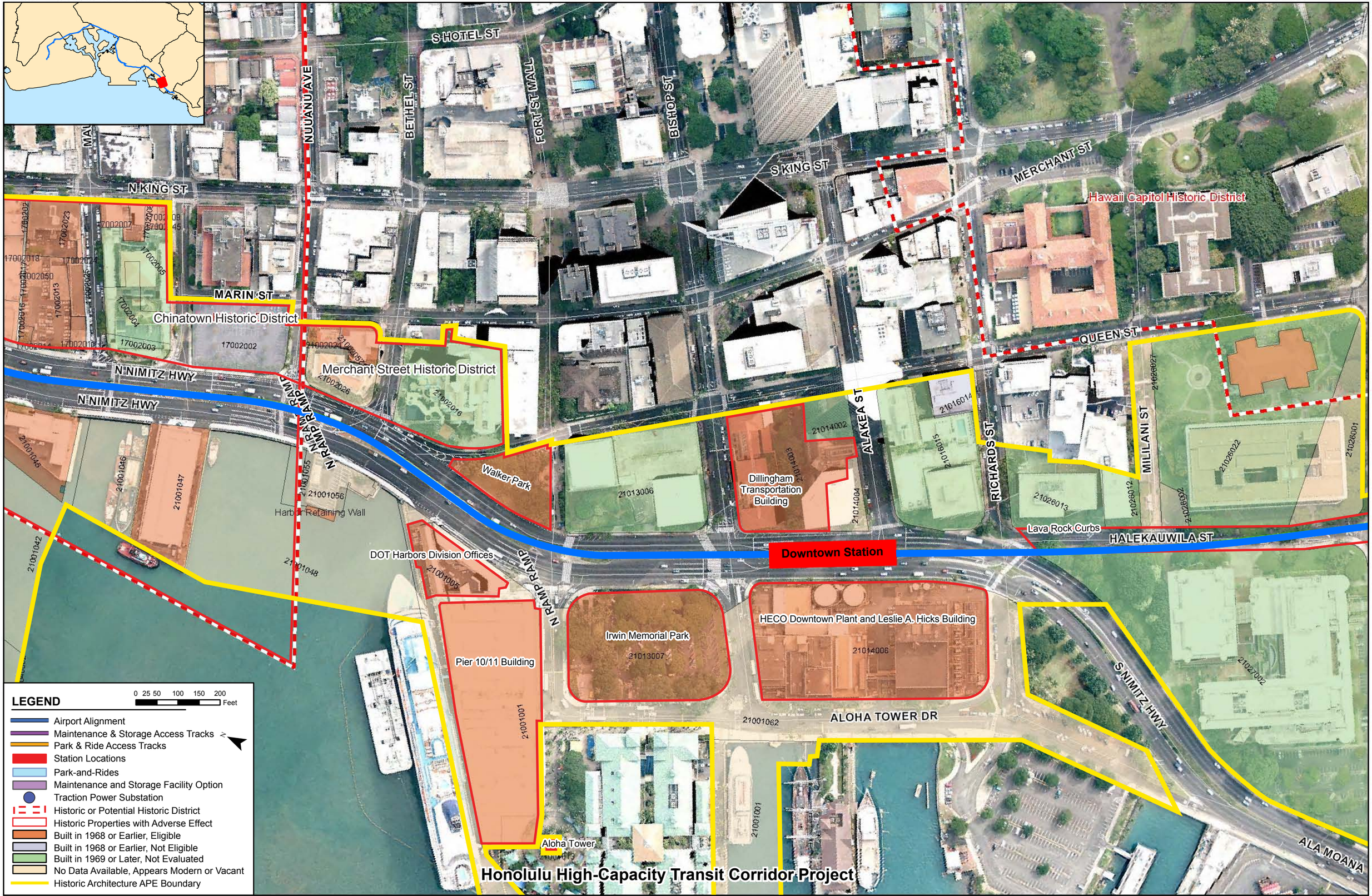
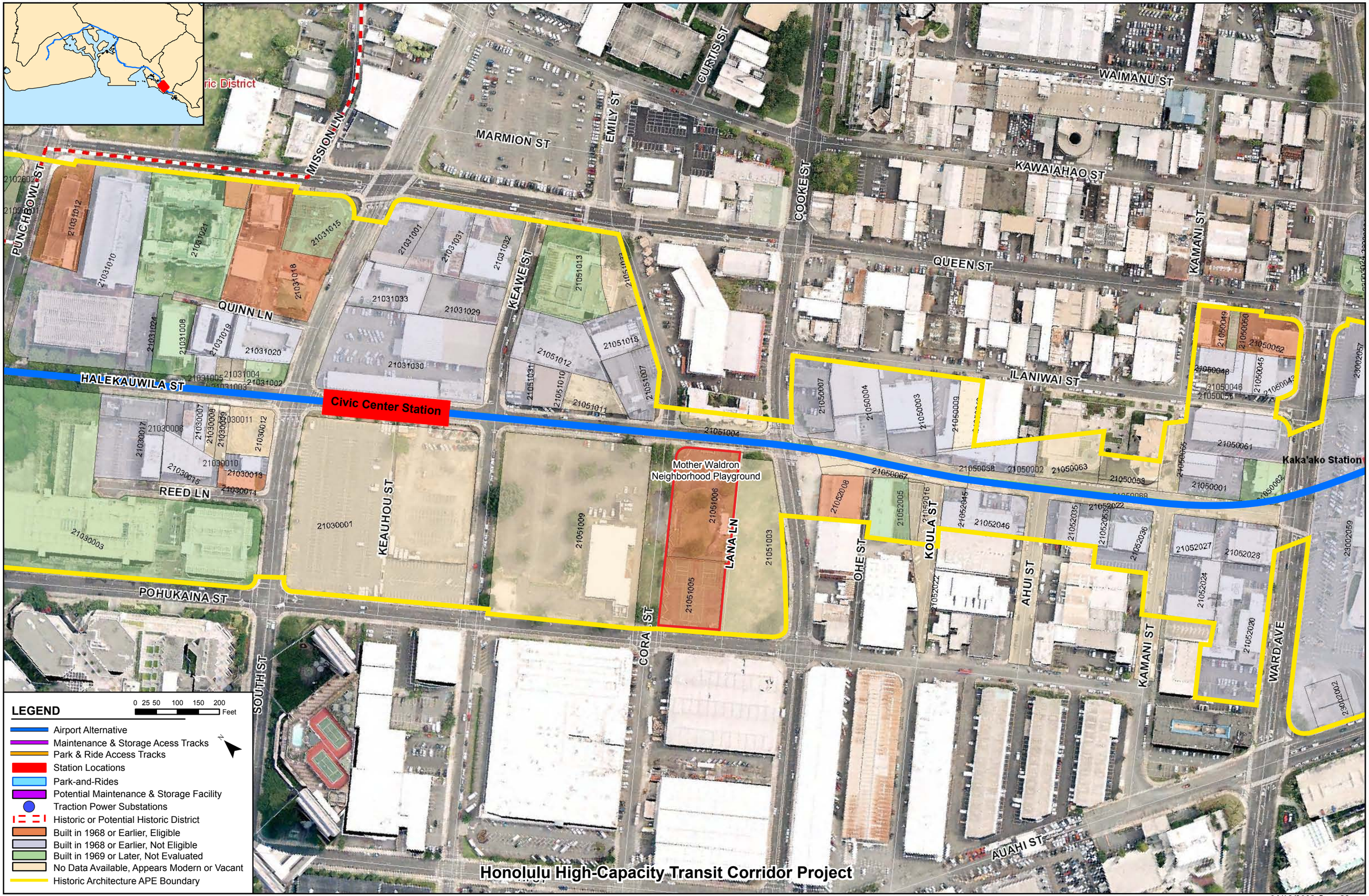
Honolulu High-Capacity Transit Corridor Project



Honolulu High-Capacity Transit Corridor Project


ric District
MISSION LN
MARMION ST
EMILY ST
CURTIS ST
WAIMANU ST
KAWAIAHAO ST
COOKE ST
KAMANI ST
QUEEN ST
ILANIWAI ST
PUNCHBOWL ST
QUINN LN
KEAWE ST
HALEKAUWILA ST
Civic Center Station
Mother Waldron
Neighborhood Playground
Kaka'ako Station
REED LN
KEAUHOU ST
LANA LN
POHUKAINA ST
SOUTH ST
CORA ST
OHE ST
KOULA ST
AHUI ST
KAMANI ST
WARD AVE
AUAHI ST
LEGEND
0 25 50 100 150 200
Feet
Airport Alternative
Maintenance & Storage Acess Tracks
Park & Ride Access Tracks
Station Locations
Park-and-Rides
Potential Maintenance & Storage Facility
Traction Power Substations
Historic or Potential Historic District
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Built in 1968 or Earlier, Not Eligible
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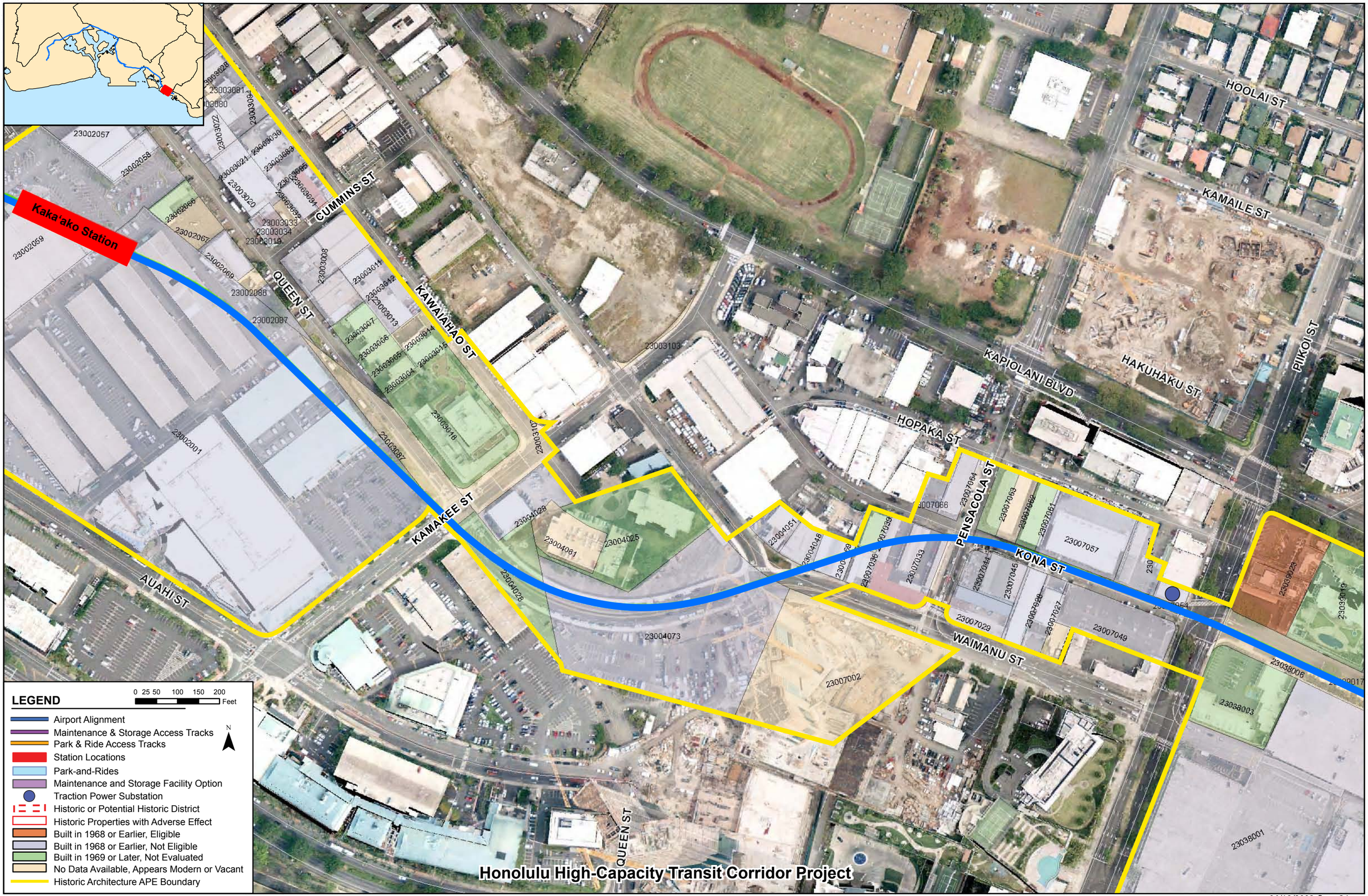
Kaka'ako Station
CUMMINS ST
QUEEN ST
KAWAIAHAO ST
KAMAKEE ST
AUAHI ST
HOOLAI ST
KAMAILE ST
PIIKOI ST
HAKUHAKU ST
KAPIOLANI BLVD
HOPAKA ST
PENSACOLA ST
KONA ST
WAIMANU ST
QUEEN ST
23002057
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23038003
23038001
23038023
23038016
0 25 50 100 150 200
Feet
N
LEGEND
Airport Alignment
Maintenance & Storage Access Tracks
Park & Ride Access Tracks
Station Locations
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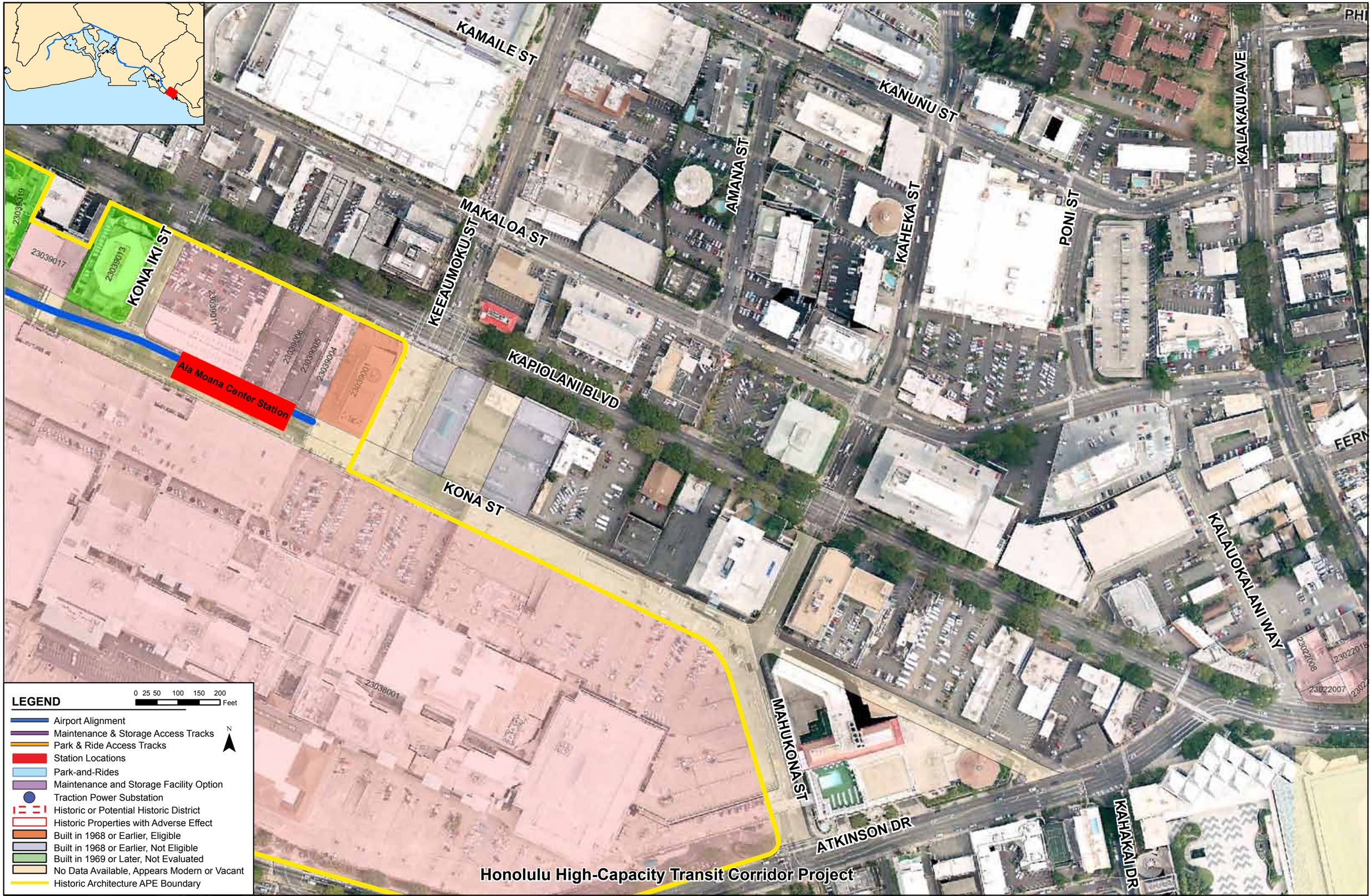
Historic or Potential Historic District
Historic Properties with Adverse Effect
Built in 1968 or Earlier, Eligible
Built in 1968 or Earlier, Not Eligible
Built in 1969 or Later, Not Evaluated
No Data Available, Appears Modern or Vacant
Historic Architecture APE Boundary
Honolulu High-Capacity Transit Corridor Project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Maintenance and Storage Facility Option
Traction Power Substation
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FINAL PROGRAMMATIC AGREEMENT

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

Attachment 2: Information on Resources with Adverse Effect Determinations

January 2011

HHCTCP Programmatic Agreement Attachment 2 Information on Historic Properties with Adverse Effect Determinations Under Section 106		
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 roadway infrastructure development of	There is no direct impact to the bridge. The elevated guideway will be constructed in the median of Kamehameha Highway over Waimalu Stream with supports placed on either side of the bridge approaches, not within the bridge

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	Kamehameha Highway in the Pearl City and ʻAiea areas.	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 ʻAiea 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 ʻAiea 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 Landmark	The Commander-in-Chief of the Pacific Fleet (CINCPACFLT) Headquarters was built in 1942 on Makalapa Hill. The building is individually listed in the NRHP, although the NRHP documentation does not address eligibility	There is no direct impact to the property. The Project guideway will be constructed approximately 650 feet makai from the building and approximately 40 to 45 feet above grade. Due to topography and vegetation, the Project will be minimally visible from select vantage points from within

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	criteria. It is also individually designated as an NHL. It is assumed to be important for its historic association with development of the Pearl Harbor Naval Base.	the property boundary. The historic setting of the property consists of its immediate surroundings, which include the drive from Kamehameha Highway (which is not part of the NHL) and the surrounding plantings. The rather dense vegetation will screen the Project from the CINCPACFLT Headquarters. The elevated guideway will be far enough away so that the Project will not eliminate primary views of this historically significant building; however, there will be a general effect to this property.
Potential Makalapa Navy Housing Historic District	This housing area is significant under several National Register criteria—under Criterion A for its association with the buildup of officers' housing just prior to World War II; under Criterion B for its association with Admiral Chester Nimitz, CINCPACFLT, who lived in the neighborhood for most of the war; and under Criterion C, both for its association with the firm of master architect C.W. Dickey, designer of the houses and the neighborhood, and as an example of military residential planning in Hawai'i, which followed the "Garden City"	There is no direct impact to the district. The elevated guideway will be constructed along the median of the multiple-lane Kamehameha Highway approximately 10 to 25 feet makai from the district. The elevated guideway will be approximately 30 to 45 feet above grade, and the Pearl Harbor Naval Base Station will be located at the intersection of the highway with Radford Drive. The station entrance will be approximately 25 feet Koko Head from the district boundary on the mauka side of the highway. The elevated guideway will not substantially affect primary views of this architectural features complex. The Project will

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	concept prevalent at the time. This district is eligible for nomination to the NRHP under Criteria A, B, and C.	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 mauka side of the busy highway. However, there will be a

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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.	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

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		Radford Drive. 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	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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	lots on one side and a convenience store across the street. Several other historic residential buildings are present in the immediate area, also on Dillingham Boulevard. The added carport and jalousie windows are apparent non-historic alterations; most of the other features are historic and part of the design history of the house.	
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	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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	new, large commercial building on the adjacent lot; historic setting remains apparent due to the presence of other historic residential buildings In the immediate area. There has been some non-historic design changes made to the structure, including installation of jalousies and removal of a rock wall fronting the lot.	
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 elevated guideway will be constructed over the bridge. Consistent with the necessary widening of Dillingham

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	the transportation history of the area and the extension of Dillingham Boulevard. It is also eligible for nomination under Criterion C as an example of concrete bridge engineering and design in Hawai‘i.	Boulevard, construction of the guideway will require widening of the bridge on its makai side to accommodate a new median within which the guideway will be built. Two support columns will be placed in the roadway median beyond the bridge. The bridge will need to be upgraded to current standards, although it has previously been seismically retrofitted. To mitigate adverse effects to setting, feeling and association, the City will maintain or replace the bridge rails to match the appearance of the historic rails and consider the Secretary of Interior Standards for the Treatment of Historic Properties in developing these design plans.
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.

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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 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.	The Project requires that Dillingham Boulevard be widened by 10 feet to accommodate a median within which the fixed guideway will be placed. As a result, approximately 28 true kamani trees will be removed from the makai side of the street. During Final Design and construction, the City landscape architect will develop a planting plan to mitigate effects to these and other street trees affected by the Project on Dillingham Boulevard. The City will replace the true kamani trees within the corridor as close as feasible to the current location of the trees to be removed on the makai side of Dillingham Boulevard.
Institute for Human Services/Tamura Building	This property is eligible for nomination to the NRHP as an example of an International-Style building (Criterion C).	There is no direct impact to the property. The elevated guideway will be constructed on a diagonal at this point between Dillingham Boulevard and Nimitz Highway, and near the Iwilei Station. The station will be the most prominent feature of the Project for this property, although it will not substantially affect views. The Iwilei Station will be constructed about 50 feet makai of the building and 35 to 40 feet above grade. Since the surrounding area is an urban environment with many other buildings that block longer range views, the Project will not substantially impair the visual and architectural

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		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 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.	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 ʻEwa of the buildings. The guideway will cross through this block diagonally and connect with Nimitz Highway at Iwilei Road. No significant viewsheds were identified from this property since non-historic industrial buildings are located 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.
Oʻahu 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	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

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	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 eligible under Criterion A for their association with the railway.	behind the buildings and their associated parking lots that has been cleared and paved. The City Department of Planning and Permitting (DPP) approved an easement for utility and access purposes through this property. The Project will impact approximately 0.75 acre within this easement. The alignment will be approximately 150 feet makai from the Office and Document Storage Building, 100 to 150 feet makai from the Terminal Building, and approximately 45 feet aboveground. Approximately five guideway support columns will be located in this segment of the alignment. The structure will be taller than both buildings, and the visibility and connection to the former rail yard area will be maintained; however, there will be an effect to integrity of location, design, setting, feeling and association.
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

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		Project will impact approximately 0.75 acre within this easement. The alignment will be approximately 150 feet makai from the Office and Document Storage Building, 100 to 150 feet makai from the Terminal Building, and approximately 45 feet aboveground. Approximately five guideway support columns will be located in this segment of the alignment. The structure will be taller than both buildings, and the visibility and connection to the former rail yard area will be maintained ; however, there will be an effect to integrity of location, design, setting, feeling and association.
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	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.

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	rail (Criterion C).	
Chinatown Historic District	The thirty-six acre historic district was listed on the NRHP on January 17, 1973. The makai boundary of the district expresses the importance of Chinatown's connection with the harbor and its historic ties to the waterfront, a factor of great importance in its origin and evolution. It is recognized as a place of cultural importance to the City's Asian community since the early 20th century, which retains its distinctive cultural surroundings and architectural character.	The Project guideway will be constructed 30 to 42 feet above ground within a median on Nimitz Highway at the 'Ewa edge of the district. The Chinatown Station entrance will touch down in a parking lot that is on a parcel containing properties that are contributing elements to the Chinatown Historic District associated with the non-historic Chinatown Marketplace. The Project will require acquisition of 0.3 acre of this property parking lot. There is no direct impact to the building. The district's NRHP eligibility includes the relationship between the district's elements, including architecture, and Honolulu Harbor within the district. The Project will not substantially impair the physical connection to the waterfront. The Project will be a dominant visual element that contrasts in scale with the pedestrian environment and substantially changes makai views of Honolulu Harbor from Chinatown. There will be an adverse effect to integrity of design, setting, feeling and association. Although currently unanticipated as described in the cumulative effects section of the FEIS, there is some concern that the Project will have potential for indirect and

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		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 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.	There is no direct impact to the district. The Project will be constructed 40 feet above grade in the median of the six-lane Nimitz Highway approximately 150 feet makai of the Gibson/Honolulu Police Station Building. The guideway will not affect the primary views of the building, which are from Merchant Street, Nu'uanu Avenue, and North Bethel Street. The alignment will be visible from the building only in the distance from North Bethel Street and Nu'uanu Avenue. There will be general effects to this property. 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	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

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	under Criterion C as an "early example of a created greenspace in the Central Business District."	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 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

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		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 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	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

HHCTCP Programmatic Agreement Attachment 2 Information on Historic Properties with Adverse Effect Determinations Under Section 106		
Historic Property Name	Eligibility Criteria	Description of Effect of the Project on the Historic Property
	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.	makai of the building. The Downtown Station entrance will be sited on a modern plaza next to the Dillingham Transportation Building on the same parcel. This station will serve the Central Business District and is projected to be the second highest volume station in the system. Approximately 3,000 square feet of the plaza will be used by the project for the station entrance. This landscaped plaza is not a contributing element to the NRHP listed building but is part of the parcel listed on the NRHP with extends into the Nimitz Highway roadbed. The plaza is privately owned and is currently used as open space for neighboring office buildings featuring chairs, tables and walkways. The station entrance will be located at the makai end of the plaza and will not alter the existing use of open space. The station entrance will be designed to be compatible with the use of the open space. There will be an effect to integrity of setting, feeling and association.
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

HHCTCP Programmatic Agreement Attachment 2 Information on Historic Properties with Adverse Effect Determinations Under Section 106		
Historic Property Name	Eligibility Criteria	Description of Effect of the Project on the Historic Property
		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 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.	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 enjoyment. However, there will be an effect to setting.

LEGEND

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

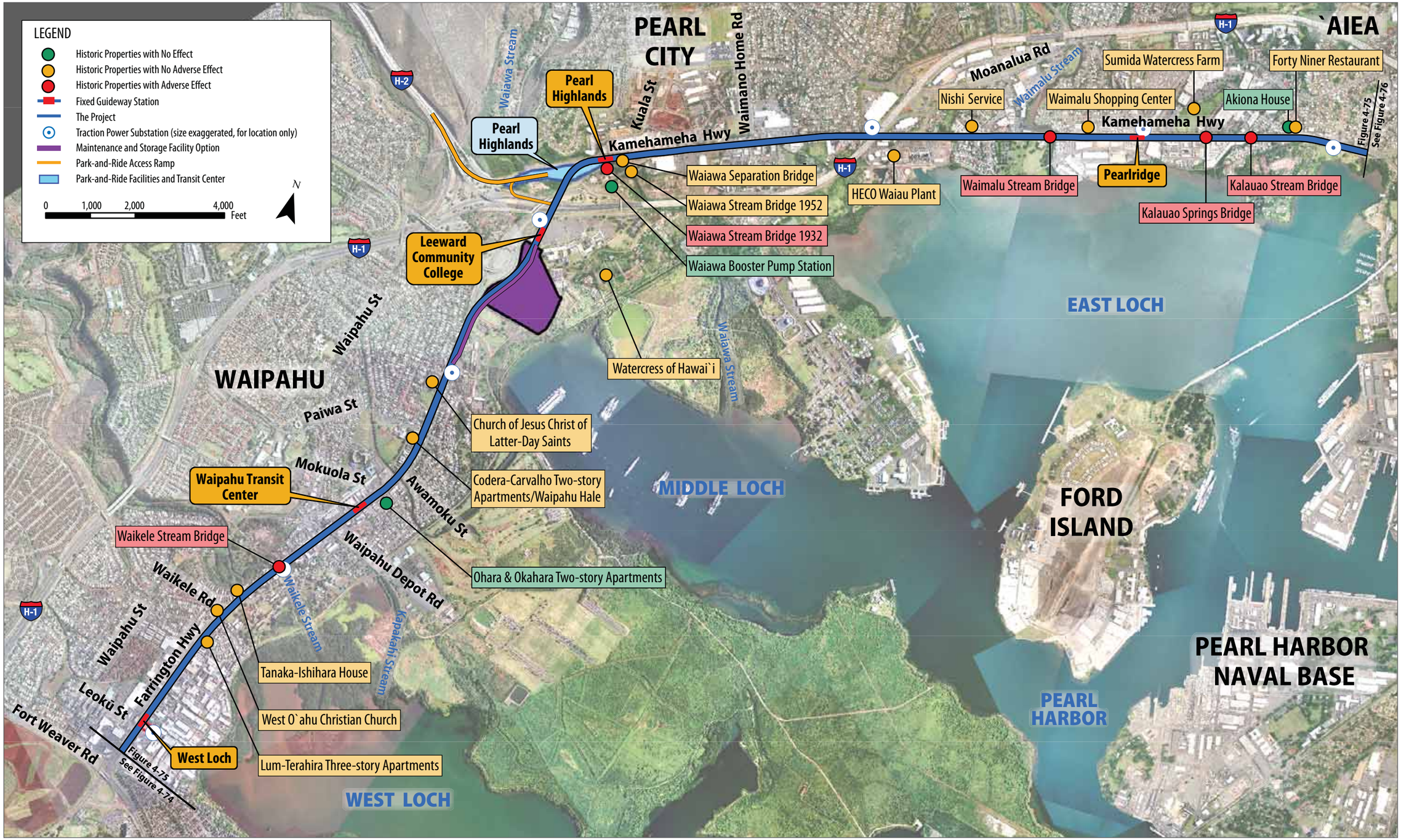
0 1,000 2,000 4,000 Feet

N

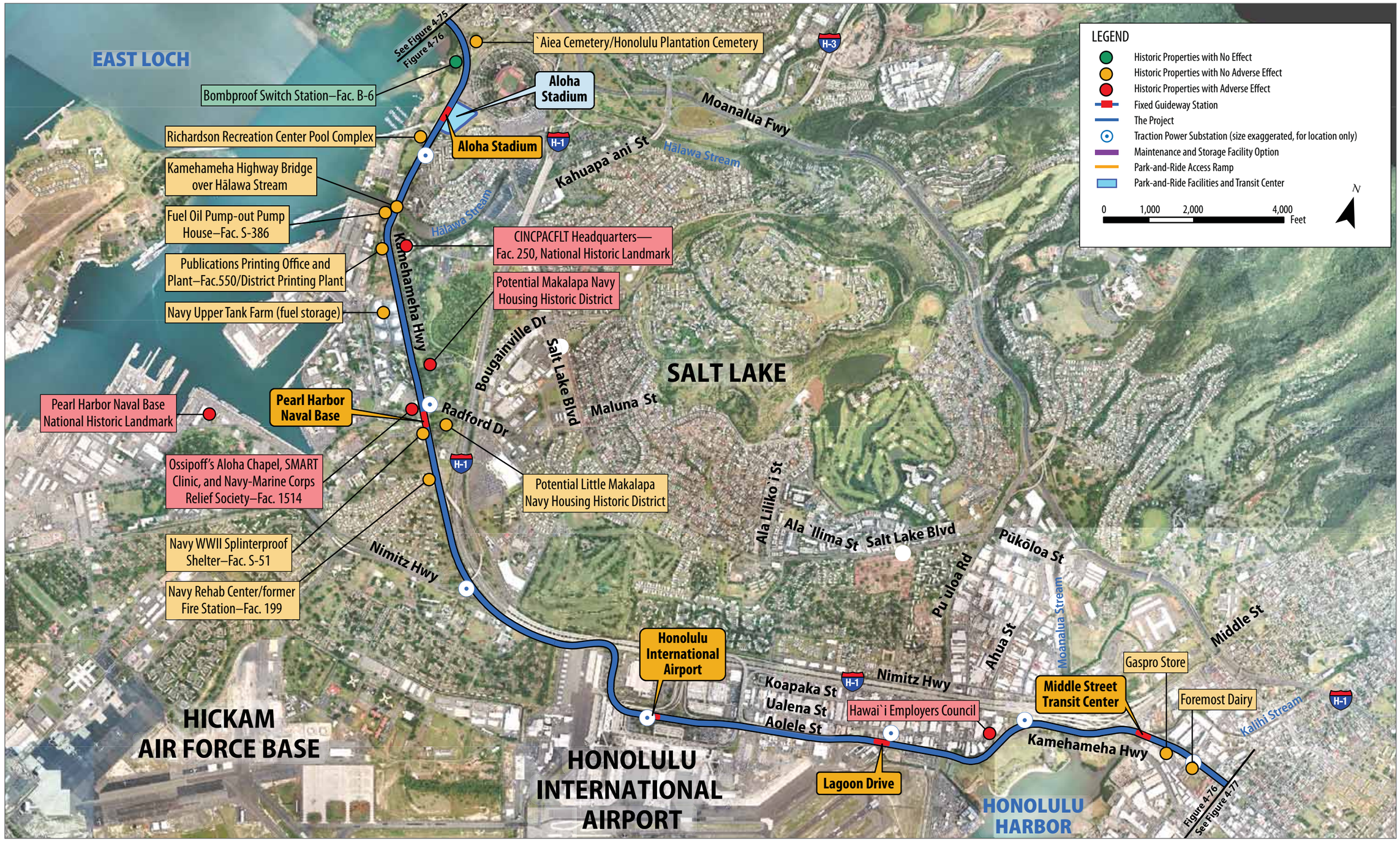
See Figure 4-74
See Figure 4-75

Farrington Hwy
Pālehua Rd
H-1
Honouliuli Stream Bridge
Ho`opili
Fort Weaver Rd
UH West O`ahu
UH West O`ahu
North-South Rd
East Kapolei
East Kapolei
KAPOLEI
`EWA
Kamokila Blvd
Fort Barrette Rd
Kapolei Pkwy
Renton Rd
O`ahu Railway
Kolowaka Dr
Kalaeloa Blvd
Wakea St
Renton Rd
Roosevelt Ave
Fort Weaver Rd
Saratoga Ave
Coral Sea Rd
Geiger Rd

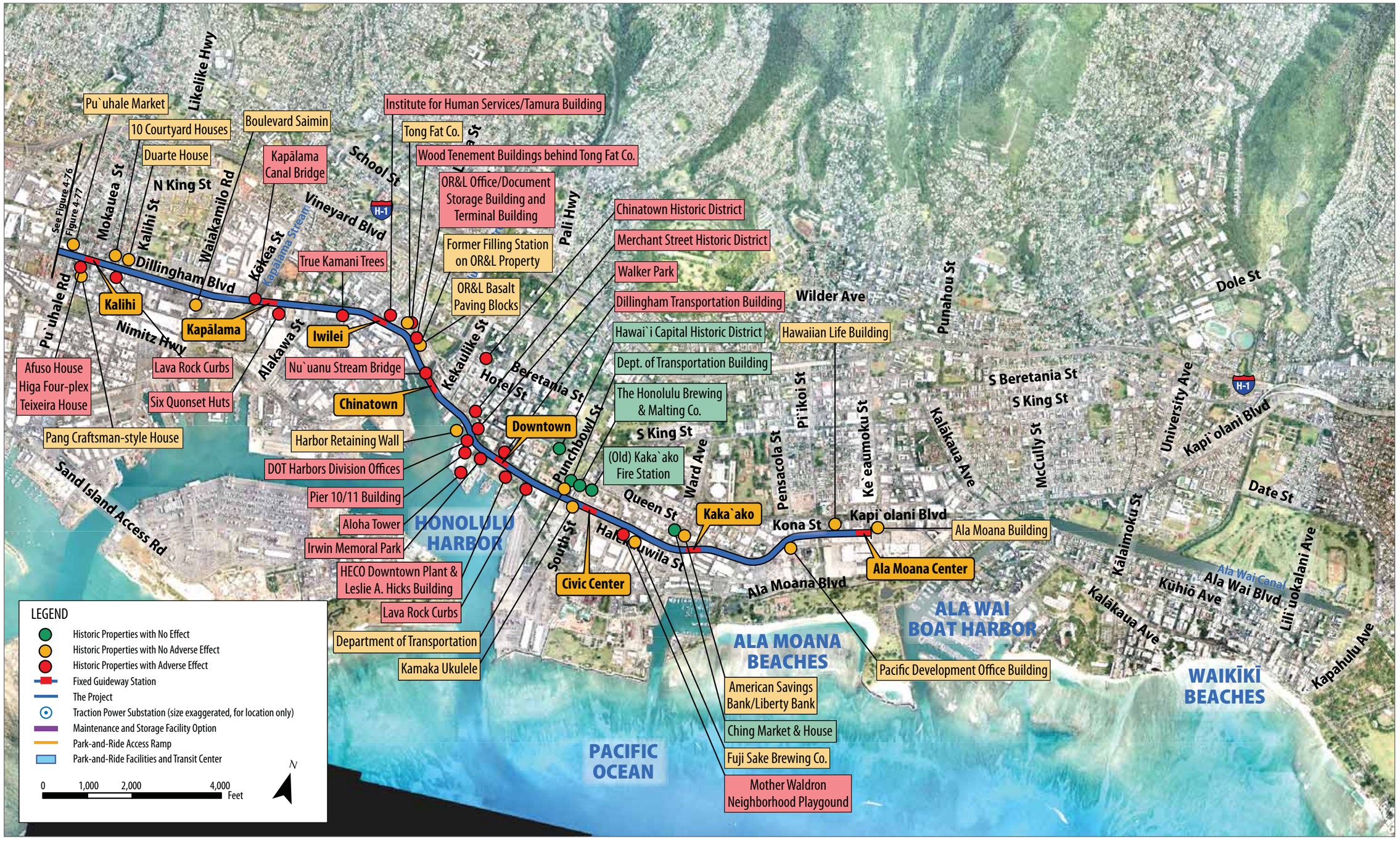
Historic Properties in Area of Potential Effects (East Kapolei to Fort Weaver Road)



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



Historic Properties in Area of Potential Effects (Aloha Stadium to Kalihi)



Historic Properties in Area of Potential Effects (Kalihi to Ala Moana Center)

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **none**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **'Ewa portion**

Resource Name/Historic Name: **Hono'uli'uli Stream Bridge**

Sector: **08 Ho'opili Station Sector**

Location: **Farrington Highway at Hono'uli'uli Stream**

Owner: **State of Hawaii**

Station Block:

Date-Original: **1939**

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

Present Use/Historic Use: **Bridge**

Architectural Description:

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

Integrity:

Bridge has high integrity. Parapets and abutments are unaltered

Significance:

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

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **none**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **'Ewa portion**

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

Sector: **10 Waipahu Transit Center Station Sector**

Location: **Farrington Highway at Waikele Stream**

Station Block:

Owner: **State of Hawaii**

Date-Original: **1939**

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

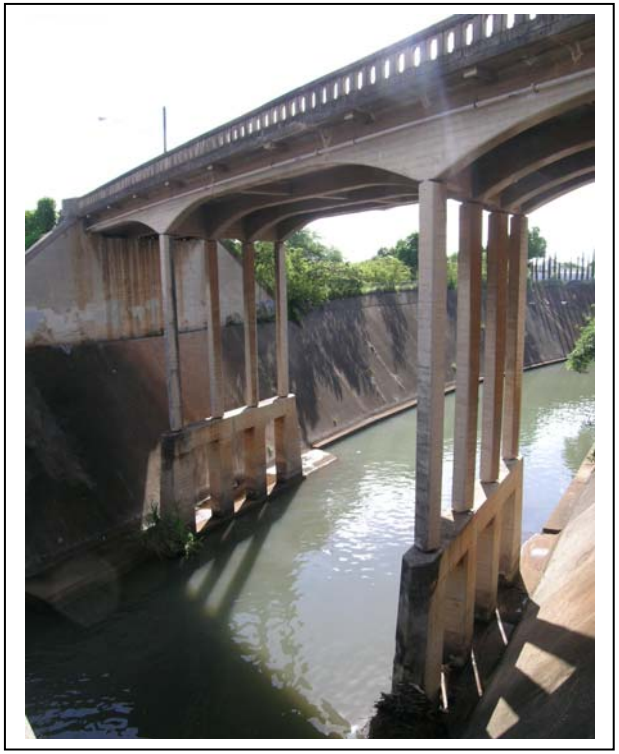
Present Use/Historic Use: **Bridge**

Architectural Description:

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

Integrity:

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



Significance:

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

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **None**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **'Ewa portion**

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

Sector: **12 Pearl Highlands Station Sector**

Location: **Farrington Highway west-bound over Waiawa Stream**

Owner:

Station Block: **Pearl Highlands Station Block**

Date-Original: **1932**

Source: **Thompson (1983) VII-129 and inscription**

Present Use/Historic Use: **Bridge**

Architectural Description:

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

Integrity:

Parapets and abutments are unaltered.

Significance:

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

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **None**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Ewa portion**

Resource Name/Historic Name: **Waimalu Stream Bridge**

Sector: **13 Pearlridge Station Sector**

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

Owner: **State of Hawaii - DOT**

Station Block:

Date-Original: **1936, 1945, 1966**

Source: **Inscriptions**

Present Use/Historic Use: **Bridge**

Architectural Description:

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

Integrity:

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

Significance:

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

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **None**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Ewa portion**

Resource Name/Historic Name: **Kalauao Spring Bridge**

Sector: **13 Pearlridge Station Sector**

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

Owner:

Station Block:

Date-Original: **1936, 1945, 1966**

Source: **Inscription**

Present Use/Historic Use: **Bridge**

Architectural Description:

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

Integrity:

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

Significance:

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

Prepared by Mason Architects July 2008

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **None**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Ewa portion**

Resource Name/Historic Name: **Kalauao Stream Bridge**

Sector: **13 Pearlridge Station Sector**

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

Owner:

Station Block:

Date-Original: **1936, [1945], 1966**

Source: **Inscriptions**

Present Use/Historic Use: **Bridge**

Architectural Description:

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

Integrity:

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

Significance:

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

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **99003029**

Historic Status: **PH NHL**

Portion of Alignment: **Airport portion**

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

Location: **Kamehameha Hwy & Salt Lake Blvd.**

Sector: **35 Richardson Recreation Center Sector**

Owner: **U. S. Navy**

Date-Original**:** **1941**

Station Block: **Aloha Stadium Station/ Kamehameha Hwy (if only Airport portion is built, not Salt Lake)**

Source: ***Paradise of the Pacific*** **(Dec. 1941, 103)**

Present Use/Historic Use: **Military**

Architectural Description:

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

Integrity:

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

Significance:

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

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **99002004**

Historic Status: **NR-NHL/CINCPAC Headquarters NHL, Site # 80-13-1384**

Portion of Alignment: **Airport portion**

Resource Name/Historic Name: **Commander-in-Chief Pacific Fleet (CINCPACFLT) Headquarters - Fac. 250**

Sector: **35 Richardson Recreation Center Sector**

Location: **Halawa Drive (overlooking Kamehameha Hwy.)**

Owner: **U.S. Navy**

Station Block: **Arizona Memorial Station (if Salt Lake AND Airport portions built)**

Date-Original: **1941**

Source: **Navy records**

Present Use/Historic Use: **Military**

Architectural Description:

See NHL nomination form

Integrity:

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

Significance:

See NHL nomination form

Prepared by Mason Architects July 2008

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **99002004**

Historic Status: **Agreed Eligible**

Portion of Alignment: **Airport Portion**

Resource Name/Historic Name: **Makalapa Navy Housing**

Sector: **36 Pearl Harbor Naval Base Station Sector**

Location: **Kamehameha Hwy. between Radford & Halawa Drives**

Station Block: **Pearl Harbor Naval Base Station**

Owner: **U.S. Navy**

Date-Original: **ca. 1941**

Source: **Navy database**

Present Use/Historic Use: **Military**

Architectural Description:

There are 14 types (and minor variations within several types) of single-family and duplex homes, ranging in size from 1748 to 3602 s.f., among the 89 residential buildings (97 units) at Makalapa. Remodeling has created further variety, but typical characteristics of houses include two-stories, asphalt-shingled hip roofs with 3'-wide eaves, concrete brick and/or horizontal board-drop siding, entry porches, pent roofs or concrete ledges over first-floor windows, wood-sash windows (double-hung, sliding, and hopper), plywood interior walls, and canec ceilings. Carports are incorporated into 14 houses, but detached carports are the norm.

Integrity:

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

Significance

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

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **99001008**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Airport Portion**

Resource Name/Historic Name: **Ossipoff's Aloha Chapel, SMART Clinic, and Navy-Marine Corps Relief Society - Fac. 1514**

Sector: **36 Pearl Harbor Naval Base Station Sector**

Location: **Kamehameha Highway & Radford Drive**

Owner: **U. S. Navy**

Station Block: **Pearl Harbor Naval Base Station**

Date-Original: **1975**

Source: **Navy database**

Present Use/Historic Use: **Military**

Architectural Description:

The floor plan of Facility 1514 consists of three roughly rectangular single-story sections, two of which include courtyards. These sections have flat roofs except the northermost portion of the roofs, for two of the sections, incorporate a row of twelve parallel barrel vaults. The six northernmost vaults cover the Aloha Jewish Chapel and have large openings over its adjoining courtyard. There are six-pointed stars in the courtyard wall and in one of the barrel vault ends. The other six vaults were originally designed to provide natural lighting to the central library space (now the SMART clinic). The flat-roofed southern section houses the Navy-Marine Corps Relief Society. The clinic and the Society share the second courtyard, and their entrances are located there. The exterior walls of the building are split concrete brick; the vaults and upper walls are concrete.

Integrity:

Despite the change in function of the original library space, the building appears to be generally unaltered and has high integrity.

Significance:

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

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **11016004**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Airport Portion**

Resource Name/Historic Name: **Hawaii Employers Council**

Sector: **38 Lagoon Drive Station Sector**

Location: **2682 WAIWAI LOOP**

Owner: **HAWAII EMPLOYERS COUNCIL**

Station Block:

Date-Original: **1961**

Source: **Tax Office**

Present Use/Historic Use: **Commercial**

Architectural Description:

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

Integrity:

Appears unaltered.

Significance:

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

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **12009017**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Afuso House**

Sector: **20 Kalihi Station Sector**

Location: **1933 DILLINGHAM BLVD**

Station Block: **Kalihi Station Block**

Owner: **AFUSO, TSUYOSHI**

Date-Original: **1914 & 1939**

Source: **Tax Office and inventory form from 1970s transit project**

Present Use/Historic Use: **Residential**

Architectural Description:

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

Integrity:

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

Significance:

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

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **12009017**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Higa Four-plex**

Sector: **20 Kalihi Station Sector**

Location: **1945 DILLINGHAM BLVD**

Station Block: **Kalihi Station Block**

Owner: **AFUSO, TSUYOSHI**

Date-Original: **1941 & 1944**

Source: **Tax Office**

Present Use/Historic Use: **Residential**

Architectural Description:

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

Integrity:

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

Significance:

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

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **12009018**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Teixeira House**

Sector: **20 Kalihi Station Sector**

Location: **1927 DILLINGHAM BLVD**

Owner: **RODRIGUES, BEVERLY P S TR**

Station Block: **Kalihi Station Block**

Date-Original: **1945**

Source: **Tax Office**

Present Use/Historic Use: **Residential**

Architectural Description:

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

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

Integrity:

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

Significance:

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

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

TMK: **None**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Lava Rock Curbs**

Sector: **20 Kalihi Station Sector thru 25 Civic Center Station Sector**

Location: **From about Laumaka St to South St (except not along Nimitz Hwy) Not yet precisely mapped.**

Owner: **CITY AND COUNTY OF HONOLULU**

Station Block:

Date-Original: **ca. 1889 to 1949**

Source: **Liedemann, Mike "Moiliili Quarry," in Cheever, David and Scott, *Pohaku: The Art and Architecture of Stonework in Hawaii.* Editions Limited, 2003, p. 32.**

Present Use/Historic Use: **Curbing**

Architectural Description:

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

Integrity:

Unaltered.

Significance:

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

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **15015008**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Six Quonset Huts**

Sector: **21 Kapalama Station Sector**

Location: **1001 DILLINGHAM BLVD**

Owner: **URBAN INVESTMENTS**

Station Block: **Kapalama Station Block**

Date-Original: **1954**

Source: **Tax Office**

Present Use/Historic Use: **Commercial**

Architectural Description:

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

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

Integrity:

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

Significance:

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

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **None**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Kapalama Canal Bridge**

Sector: **21 Kapalama Station Sector**

Location: **Dillingham Blvd**

Owner: **City and County of Honolulu**

Station Block:

Date-Original: **1930**

Source: **Inscription on bridge & Thompson, Bethany, *Historic Bridge Inventory, Island of Oahu*, 1980.**

Present Use/Historic Use: **Bridge**

Architectural Description:

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

Integrity:

Integrity appears high, parapets and stanchions are unaltered.

Significance:

Criterion "A" - for its association with the the transportation history of the area and the extension of Dillingham Boulevard from the Kalihi Kai neighborhood to downtown. Criterion "C" - as an example of concrete bridge engineering and design in Hawaii. This bridge was an important transportation link between Kalihi and downtown Honolulu and an important aspect of the construction of Dillingham Boulevard between Waiakamilo and King Street in the early 1930s.

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **None**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Kamani Trees**

Sector: **21 Kapalama Station Sector and 22 Iwilei Station Sector**

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

Owner: **CITY AND COUNTY OF HONOLULU**

Station Block:

Date-Original: **ca. 1934**

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

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

Architectural Description:

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

Integrity:

Unaltered, except for maintenance pruning.

Significance:

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

Prepared by Mason Architects July 2008

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **15007033**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Institute for Human Services / Tamura Bldg**

Sector: **22 Iwilei Station Sector**

Location: **536 KA'AAHI STREET**

Owner: **PROPERTY INVESTMENTS LLC**

Station Block: **Iwilei Station Block**

Date-Original: **1968**

Sources: **Tax Office**

Present Use/Historic Use: **Office & Residential**

Architectural Description:

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

Integrity:

Appears unaltered. Window air conditioners added.

Significance:

Criterion "C" - as an example of an International-Style building.

Prepared by Mason Architects July 2008

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: 15007003 (page 2)

Historic Status: **Evaluated Eligible**

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

Location: **425 N. King St.**

Owner: **Cupboard LLC**

Date-Original: **1914**

Source: **Tax Office**

Present Use/Historic Use: **Residential**

Portion of Alignment: **Koko Head portion**

Sector: **22 Iwilei Station Sector**

Station Block: **Iwilei Station Block**

Architectural Description:

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

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Integrity:

The buildIngs retain sufficient integrity for National Register listing, despite numerous changes over the decades. The windows have been replaced with jalousies. One of the four tenements (#6 on Tax Office sketch) was changed from 2-story to 1-story (second-floor removed) before November 1964.

Significance:

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

TMK: **15007001 & 15007002 (Page 2)**

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

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

Location: **355 N. KING ST.**

Owner: **STATE OF HAWAII**

Date-Original: **1914**

Source: **Mason, Glenn [1978] Inventory Form**

Present Use/Historic Use: **Offices**

Portion of Alignment: **Koko Head portion**

Sector: **22 Iwilei Station Sector**

Station Block: **Iwilei Station Block**

Architectural Description:

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

Integrity:

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

Significance:

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

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **15007001 & 15007002**

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

Portion of Alignment: **Koko Head portion**

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

Sector: **22 Iwilei Station Sector**

Location: **355 N. KING ST.**

Station Block: **Iwilei Station Block**

Owner: **STATE OF HAWAII**

Date-Original: **1925**

Source: ***Honolulu Advertiser*** **May 14, 1925, p. 1**

Present Use/Historic Use: **Offices / Train Station**

Architectural Description:

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

Integrity:

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

Significance:

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

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

TMK: **None**

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

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Nu'uanu Stream Bridge**

Sector: **23 Chinatown Station Sector**

Location: **N NIMITZ HWY**

Owner:

Station Block: **Chinatown Station Block**

Date-Original: **1932**

Source: **date on bridge**

Present Use/Historic Use: **Bridge**

Architectural Description:

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

Integrity:

Parapets and piers appear unaltered.

Significance:

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

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **17002, 17003, & 17004 plats**

Historic Status: **Listed on National Register, Site No. 80-14-9986**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Chinatown Historic District**

Sector: **23 Chinatown Station Sector**

Location: **Roughly bounded by Nuuanu Stream, Beretania St., Nu'uanu Ave., & Honolulu Harbor**

Owner: **Multiple public/ private**

Station Block: **Chinatown Station Block**

Date-Original: **ca. 1900 – ca. 1968**

Source: **Tax Records**

Present Use/Historic Use: **Various commercial, residential & public uses**

History/ Description of District:

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

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

Significance:

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

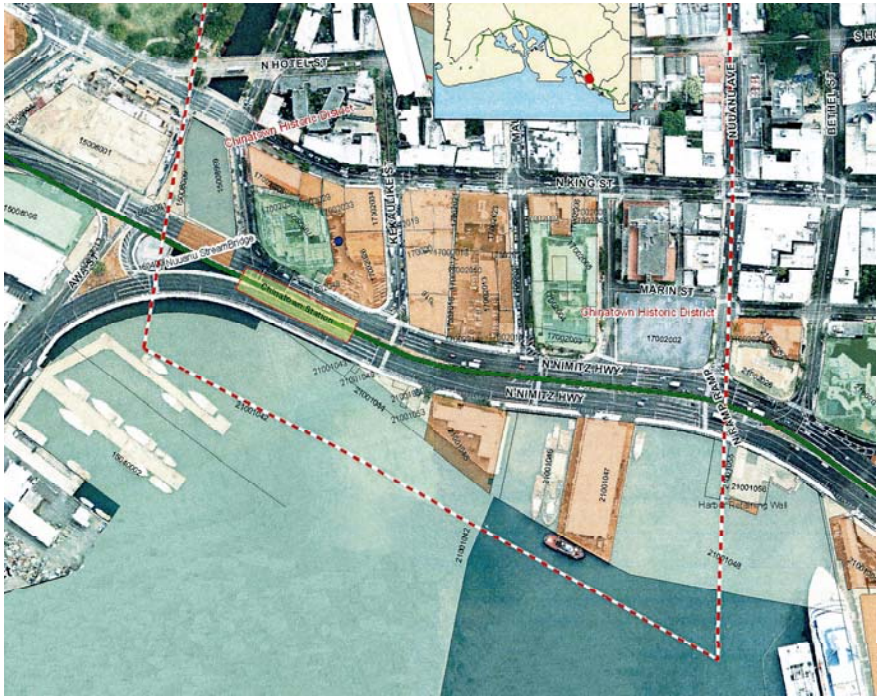
The district is also considered significant as traditional cultural property, according to the National Register Bulletin on that topic. It is recognized as a place of cultural importance to the city's Asian community, which retains its distinctive cultural surroundings and architectural character.

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

Integrity:

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

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



Form 10-300
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY – NOMINATION FORM

(Type all entries – complete applicable sections)

STATE: Hawaii
COUNTY: Honolulu
FOR NPS USE ONLY
ENTRY NUMBER | DATE

SEE INSTRUCTIONS

1. NAME

COMMON: Merchant Street Historical District (80-14-9905)

AND OR HISTORIC:

2. LOCATION

STREET AND NUMBER: individual addresses for buildings are shown on the attached map of the area.

CITY OR TOWN: Honolulu

STATE: Hawaii | CODE: 15 | COUNTY: Honolulu | CODE: 03

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
XX District ☐ Building ☐ Site ☐ Structure ☐ Object	☐ Public ☐ Private XX Both	Public Acquisition: ☐ In Process ☐ Being Considered	XX Occupied ☐ Unoccupied ☐ Preservation work in progress	Yes: XX Restricted ☐ Unrestricted ☐ No

PRESENT USE (Check One or More as Appropriate)

☐ Agricultural	XX Government	☐ Park	☐ Transportation	☐ Comments
XX Commercial	☐ Industrial	☐ Private Residence	☐ Other (Specify)	
☐ Educational	☐ Military	☐ Religious		
XX Entertainment	☐ Museum	☐ Scientific		

4. OWNER OF PROPERTY

OWNER'S NAME: Multiple Ownership

STREET AND NUMBER:

CITY OR TOWN: | STATE: | CODE:

STATE: Hawaii

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: Bureau of Conveyances

STREET AND NUMBER: Tax Office Annex P.O.Box 2867

CITY OR TOWN: Honolulu | STATE: Hawaii | CODE: 15

COUNTY: Honolulu

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: Most of the buildings appear in the survey done by the Historic Buildings Task Force and are mentioned in their publication, Old-Honolulu.

DATE OF SURVEY: 1970 ☐ Federal ☐ State ☒ County ☐ Local

DEPOSITORY FOR SURVEY RECORDS: Archives of Hawaii

STREET AND NUMBER: Iolani Palace Grounds

CITY OR TOWN: Honolulu | STATE: Hawaii | CODE: 15

FOR NPS USE ONLY
ENTRY NUMBER
DATE

7. DESCRIPTION

CONDITION	(Check One)					
	XX Excellent	XX Good	XX Fair	XX Deteriorated	☐ Ruins	☐ Unexposed
	(Check One)			(Check One)		
	XX Altered	☐ Unaltered		☐ Moved	XX Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

The Merchant Street Historical District, occupying four square blocks in downtown Honolulu, contains a variety of interesting old buildings. The area is what remains of "old" Honolulu. Merchant Street, once the main street of the financial and governmental part of the city, bisects the district and is lined with low-rise, well maintained buildings of character and distinction (see attached map).

Beginning at Fort Street and heading down Merchant toward Nuuanu, on the left is the old Bishop Estate building, constructed in 1896. This small two story building, with its fortress-like appearance creates an illusion of being larger than it is. It is constructed of dark grey lava stone taken from the quarries found on Bishop Estate land. Next to this building is the old Bishop Bank building, built in 1878 to house the Bank of Bishop. Of brick construction, it has been stuccoed over and some of the first floor windows have been covered over to add wall space on the interior. Sensitive treatment would easily restore it to its original character. Across Merchant Street from these two buildings is a large empty space which up until June 1972 was occupied by the Hawaiian Gazette building. This empty space is also the site of the original Honolulu Hale (Honolulu City Hall). Next to this empty space, still heading toward Nuuanu Avenue, is the Kamehameha V Post Office. This building was previously nominated to and placed on the National Register. Across Merchant Street from Kamehameha V Post Office is the Melchers Building, now the home of the Honolulu Prosecuting Attorney's offices. This is the oldest commercial building still standing in Honolulu, having been constructed in 1854. It is constructed of coral blocks, but the texture has been lost under layers of stucco and paint. It is a very simple two story structure, reflecting the simplicity and pragmatism of construction in mid-nineteenth century Hawaii.

Across Bethel Street from the Melchers Building is the Old Honolulu Police Station. While not as old as the other buildings in the District, its low-rise Mediterranean style is harmonious with the rest of the buildings. Across Merchant Street from the Old Police Station is the Yokohama Specie Bank building. This building, built in 1909, is a major contributor to the character of Merchant Street. It is a two-story, eclectic style building with an elaborate corner entry way. The building is further embellished by an ornate freize with portals decorated by classic wreath and floral carvings above the second floor. Heading up Bethel Street from Merchant Street are two other valuable buildings, the Friend building and the McCandless building. Both of these buildings contribute to the over all scale and character of the District.

SEE INSTRUCTIONS

7.

Returning to Merchant Street and again continuing toward Nuuanu Avenue, the Waterhouse building and the Old Royal Saloon occupy the right side of the street. The Waterhouse building is a simple two story building with a peeling stucco over brick facade. The Old Royal Saloon, the last reminder of Honolulu's once thriving waterfront community, has been successfully turned into a restaurant and has been rennovated in a harmonious eclectic style. It occupies the corner of Merchant Street and Nuuanu Avenue.

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

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD *(Check One or More as Appropriate)*

- ☐ Pre-Columbian
- ☐ 15th Century
- ☐ 16th Century
- ☐ 17th Century
- ☐ 18th Century
- ☒ 19th Century
- ☐ 20th Century

SPECIFIC DATE(S) *(If Applicable and Known)*

AREAS OF SIGNIFICANCE *(Check One or More as Appropriate)*

- ☐ Aboriginal
- ☐ Prehistoric
- ☐ Historic
- ☐ Agriculture
- ☒ Architecture
- ☐ Art
- ☐ Commerce
- ☐ Communications
- ☐ Conservation
- ☐ Education
- ☐ Engineering
- ☐ Industry
- ☐ Invention
- ☐ Landscape Architecture
- ☐ Literature
- ☐ Military
- ☐ Music
- ☐ Political
- ☐ Religion/Philosophy
- ☐ Science
- ☐ Sculpture
- ☐ Social/Humanitarian
- ☐ Theater
- ☐ Transportation
- ☐ Urban Planning
- ☐ Other *(Specify)* _____

STATEMENT OF SIGNIFICANCE

The buildings along Merchant Street between Nuuanu and Bishop Streets provide a unique opportunity to preserve a significant aspect of Honolulu's architectural heritage. Dating from 1854, these buildings portray tangible evidence of the growth and development of Honolulu's professional and business community. A great deal of the economic and political history of Hawaii was created and written by the previous occupants of these buildings. Ranging from banks to bars and post office to newspapers, they have paid silent witness to the creation of present day Hawaii.

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

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

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

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

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

Form 10-300a
(July 1969)

UNITE' ATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

.TE
Hawaii
COUNTY
Honolulu
FOR NPS USE ONLY
ENTRY NUMBER | DATE

(Number all entries)

8a.

Merchant Street allows Honolulu the opportunity to create an Historic District that would provide a permanent area for future generations to participate in a living element of Hawaii's heritage. The outer limits of this historical district are: Nuuanu Avenue, King Street, Fort Street, and Queen Street (extended in a straight line to intersect with Nuuanu Avenue).

GPO 921-724

9. MAJOR BIBLIOGRAPHICAL REFERENCES

"Merchant Street Notes" by Richard Greer in Hawaii Historical Review, Honolulu, 1969, pp.183-199.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY

CORNER	LATITUDE	LONGITUDE
	Degrees Minutes Seconds	Degrees Minutes Seconds
NW	21 ° 18 ' 49 "	157° 52 ' 00 "
NE	21 ° 18 ' 50 "	157° 51 ' 56 "
SE	21 ° 18 ' 45 "	157° 51 ' 53 "
SW	21 ° 18 ' 43 "	157° 51 ' 58 "

OR

LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES

LATITUDE			LONGITUDE		
Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
°	'	"	°	'	"

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE:
Robert M. Fox, Architect

ORGANIZATION
State of Hawaii
Hawaii Register of Historic Places

DATE
Sept.22,1972

STREET AND NUMBER:
P.O.Box 621

CITY OR TOWN:
Honolulu

STATE
Hawaii

CODE
15

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☐ State ☒ Local ☐

Name _____

Title _____

Date _____

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

_____
Chief, Office of Archeology and Historic Preservation

Date _____

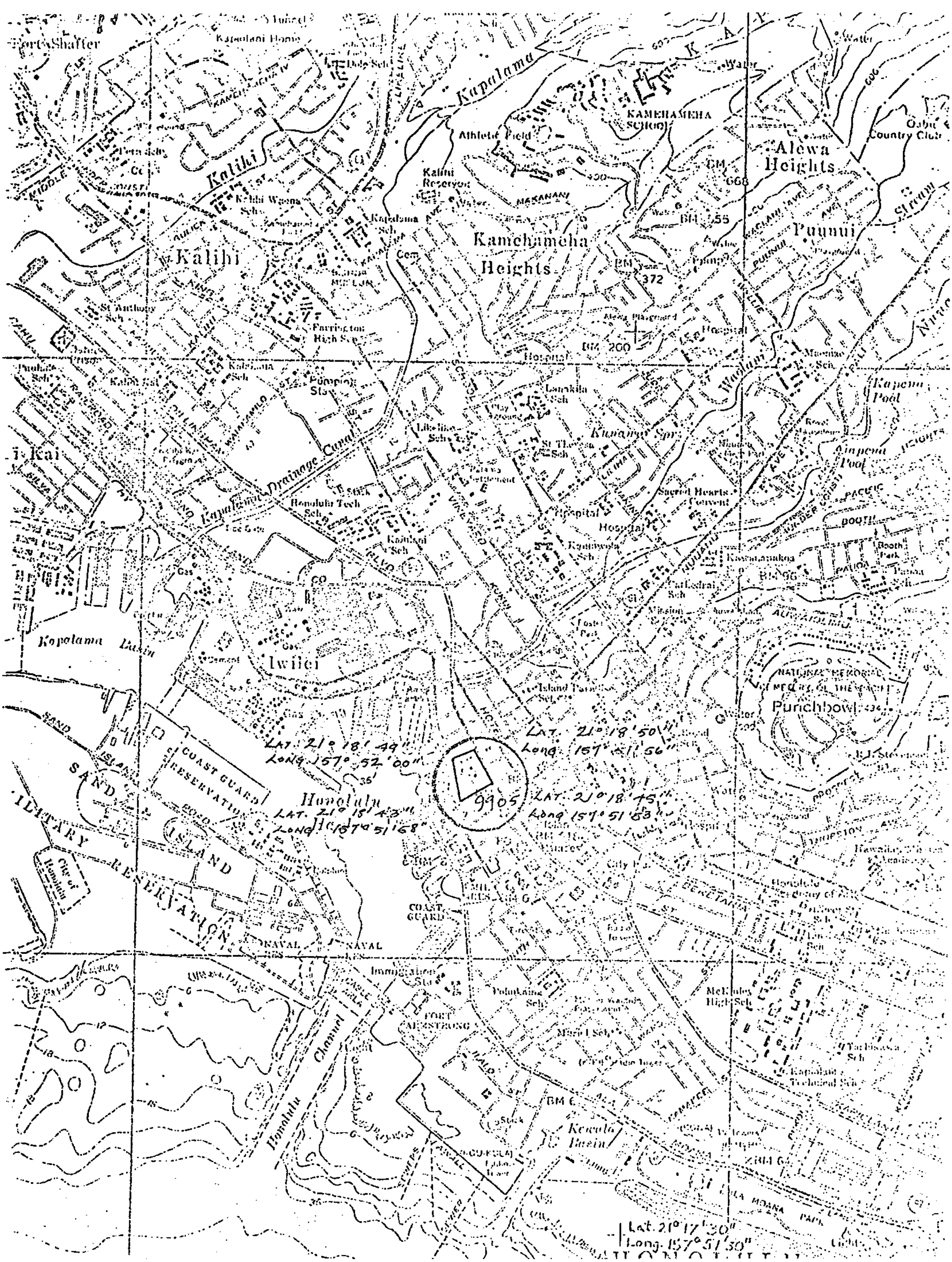
ATTEST:

_____
Keeper of The National Register

Date _____

SEE INSTRUCTIONS

GPO 901.067


Fort Shafter
Kapalama
KAMEHAMEHA SCHOOL
Athletic Field
Oahu Country Club
Alewa Heights
Kalihi Reservoir
Kamehameha Heights
Puunui
Kalihi
Farrington High Sch
Pumping Sta
Kapalama Drainage Canal
Honolulu Tech Sch
Kapalama Basin
Iwilei
Punchbowl
COAST GUARD RESERVATION
SAND ISLAND
MILITARY RESERVATION
Honolulu
LAT. 21° 18' 49"
LONG. 157° 52' 00"
LAT. 21° 18' 50"
LONG. 157° 51' 56"
9905
LAT. 21° 18' 45"
LONG. 157° 51' 53"
LAT. 21° 18' 43"
LONG. 157° 51' 58"
COAST GUARD
NAVAL
Immigration Sta
FORT ARMSTRONG
McKinley High Sch
Honolulu Channel
Kewalo Basin
Lat. 21° 17' 30"
Long. 157° 51' 30"

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **21001005**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **DOT Harbors Division**

Sector: **24 Downtown Station Sector**

Location: **South Nimitz Highway & Fort Street**

Owner: **STATE OF HAWAII**

Station Block:

Date-Original: **1952**

Source: **Tax Office**

Present Use/Historic Use: **Offices**

Architectural Description:

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

Integrity:

Appears unaltered.

Significance:

Criterion "A" - for its association with the Harbor Commission of the Territory of Hawaii in the period after WWII and before the 1959 advent of jet airliners. This building replaced an earlier section of the 1926 Pier 11 building (containing offices and storage) that was destroyed when Nimitz Highway was re-aligned/ widened.

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **21001001**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Pier 10/11**

Sector: **24 Downtown Station Sector**

Location: **600 Fort Street**

Owner: **STATE OF HAWAII**

Station Block:

Date-Original: **1926**

Source: **Tax Office**

Present Use/Historic Use: **Maritime passenger terminal**

Architectural Description:

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

Integrity:

Entries replaced. Canopy changed.

Significance:

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

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **21001013**

Historic Status: **NR & HR Site No. 80-14-9929**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Aloha Tower**

Sector: **24 Downtown Station Sector**

Location: **Fort Street**

Owner: **State of Hawaii**

Station Block:

Date-Original: **1926**

Source: **Tax Office**

Present Use/Historic Use: **Observation deck and offices**

Architectural Description:

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

Integrity:

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

Significance:

Criterion "A" - for its association with the development of Hawaii as a tourist destination for travelers from the mainland, and for its role as a harbor-control tower during WWII. Criterion "C" - as an example of 1920s Art Deco architecture in Honolulu. Aloha Tower is probably the most famous architectural landmark in Honolulu. It was designed by Arthur Reynolds in Art Deco syle.

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **21013007**

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

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Irwin Park**

Sector: **24 Downtown Station Sector**

Location: **Nimitz Highway, between Bishop and Fort Streets**

Station Block: **Downtown Station Block**

Owner:

Date-Original: **1930**

Source: **Tax Office**

Present Use/Historic Use: **Parking lot**

Architectural Description:

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

Integrity:

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

Significance:

Criterion "A" - associated with the history of beautification efforts in of the Honolulu waterfront passenger terminal area., as well as the site of welcome for visiting dignitaries and other ship passengers in the 1930s and 1940s. Criterion "B" - the NR nomination form notes the association with William G. Irwin. Criterion "C" - represents the work of the leading Honolulu landscape architect, Robert O. Thompson.

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **None**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Walker Park**

Sector: **24 Downtown Station Sector**

Location:

Owner:

Station Block:

Date-Original: **ca. 1951**

Source: **Tax Office**

Present Use/Historic Use: **Park**

Architectural Description:

This triangular parcel, bounded by Fort Street Mall, Queen Street, and Nimitz Highway, has no listed TMK number. It is landscaped with an undulating lawn planted with numerous mature coconut palms and four mature monkeypod trees. Along the east side, facing Fort Street Mall, are a fountain and sculpture in memory of Henry A. Walker Sr. and his wife Una. Also on the parcel are items with commemorative plaques: stones from the original H. Hackfeld Co. building, coral blocks from the courhouse that originally stood on the H. Hackfeld property, a monkeypod tree originally sprouted on the grounds, the original gates to H. Hackfeld, and a plaque to Henry A. Walker, Jr. Also on the grounds is a muzzle-loading cannon on a wooden carriage.

Integrity:

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

Significance:

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

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **21014006**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Koko Head portion**

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

Sector: **24 Downtown Station Sector**

Location: **222 ALA MOANA**

Owner: **HAWAIIAN ELECTRIC CO INC**

Station Block: **Downtown Station Block**

Date-Original: **1929 & 1955**

Source: **Tax Office, *Honolulu Star-Bulletin*, March 4, 1955, p. 24**

Present Use/Historic Use: **Electric power generation**

Architectural Description:

The 1929 building has stepped-back massing at the upper levels, and has a stucco coating with most of the original windows sealed. The building features two arched tops of original openings (now sealed) and horizontal banding. Small additions of corrugated metal and an exterior stair are found on the Diamond Head side of the building. The1955 building has a three-step massing; the lower walls are 2"x 12" brick in a running bond pattern, while the taller sections have concrete walls with a pattern of vertical scored lines. One the side walls vertical bands of metal louvers provide ventilation.

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

Integrity:

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

Significance:

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

The 1955 building was named for Leslie A. Hicks, HECO president at the time the building was opened (Pratt, Dudley. *HEI – The Start of a New Tradition.* Newcomen Society: New York, 1988: 16).

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **21014003**

Historic Status: **NR Site No. 80-14-9900**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Dillingham Transportation Building**

Sector: **24 Downtown Station Sector**

Location: **735 Bishop Street**

Owner: **PACIFIC GUARDIAN CENTER**

Station Block: **Downtown Station Block**

Date-Original: **1930**

Source: **Tax Office**

Present Use/Historic Use: **Offices/ Commercial**

Architectural Description:

This four-story, Italian Renaissance Revival-style building has many typical high-style elaborations: rusticated stonework (joints emphasized) at the first story, quoins (at the upper floor corners), arcaded entry, and upper-story setback sections with simulated second-story porches. In addition, the building displays many other features which typify the style: low-pitch hip roof covered in tile, widely overhanging eaves with decorative brackets, and arched windows and doors at the first story. The entry lobby has elaborate Art Deco embellishments on walls, floors, fixtures, and ceiling, featuring geometric, nautical, and tropical motifs, along with a memorial plaque to Benjamin F. Dillingham.

Integrity:

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

Significance:

Criterion "A" - associated with the commercial development of Honolulu and the Dillingham family empire of businesses. An important association with the early development of Bishop Street in downtown Honolulu as the center of commerce for the territory of Hawaii. Criterion "C" - a good example of the Italian Renaissance Revival Style with an ornate Art Deco lobby. Designed by San Diego architect Lincoln Rodgers, working with Burton Newcomb who specialized in designing offices (Ames, Kenneth, *On Bishop Street*, First Hawaiian Bank, 1996: 107).

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **21051005 & 21051006**

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

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Mother Waldron Playground**

Sector: **25 Civic Center Station Sector**

Location: **Halekauwila, Coral & Pohukaina Sts.**

Owner: **STATE OF HAWAII**

Station Block:

Date-Original: **1937**

Source: **Tax Office**

Present Use/Historic Use: **Park**

Architectural Description:

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

Integrity:

Retains high integrity.

Significance:

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

PROGRAMMATIC AGREEMENT

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

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

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

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

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

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

- Advisory Council on Historic Preservation (ACHP)
- U.S. Navy (U.S. Naval Base Pearl Harbor)
- Historic Hawai'i Foundation
- National Park Service (NPS)
- National Trust for Historic Preservation
- University of Hawai'i Historic Preservation Certificate Program

- AIA Honolulu
- Hawai'i Community Development Authority
- Office of Hawaiian Affairs
- O'ahu Island Burial Council
- Hui Mālama I Nā Kūpuna O Hawai'i Nei
- Royal Order of Kamehameha
- Ahahui Ka'ahumanu
- Hale O Nā Ali'i O Hawai'i
- Māmakakaua: Daughters and Sons of the Hawaiian Warriors
- Association of Hawaiian Civic Clubs
- Ali'i Pauahi Hawaiian Civic Club
- Ka Lei Maile Ali'i Hawaiian Civic Club
- King Kamehameha Hawaiian Civic Club
- Nānāikapono Hawaiian Civic Club
- Hawaiian Civic Club of Wahiawa
- Ahahui Siwila Hawai'i O Kapolei Hawaiian Civic Club
- Waikīkī Hawaiian Civic Club
- Princess Ka'iulani Hawaiian Civic Club
- Wai'anae Hawaiian Civic Club
- Merchant Street Hawaiian Civic Club
- Prince Kūhiō Hawaiian Civic Club
- Pearl Harbor Hawaiian Civic Club
- Hawaiian Civic Club of 'Ewa-Pu'uloa
- Kalihi-Pālama Hawaiian Civic Club
- Hawaiian Civic Club of Honolulu; and

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

WHEREAS, the public and consulting parties have been afforded the opportunity to consult and comment on the Project; and

WHEREAS, the FTA, in consultation with the SHPD, has defined the undertaking's Area of Potential Effects (APE) as depicted in Attachment 1 for the Airport Alternative; and

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

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

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

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

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

WHEREAS, the timing of activities listed in this PA are estimated based on FTA granting approval to enter final design in 2011, and FTA signing a full-funding grant agreement during 2012. The Project is anticipated to be completed in four construction phases: Phase I: East Kapolei to Pearl Highlands, Phase 2: Pearl Highlands to Aloha Stadium, Phase 3: Aloha Stadium to Middle Street, and Phase 4: Middle Street to Ala Moana Center. The City may request and FTA may approve minor construction on Phase I to begin prior to FTA granting approval for the project to enter final design; and

WHEREAS, the DTS has included minimization and avoidance measures during project design, including, but not limited to, narrow guideway design, route selection, station location selection, and contained station footprints, to avoid and minimize adverse effects on historic properties; and

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

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

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

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

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

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

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

WHEREAS, this PA was developed with public involvement pursuant to 36 C.F.R. § 800.2(d) and 800.6(a), and the public was provided opportunities to comment on the Project and its adverse effects; and

WHEREAS, in accordance with 36 C.F.R. § 800.6(a)(1), FTA has notified the ACHP of its adverse effect determination with the required documentation, and the ACHP has chosen to participate formally in the consultation; and

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

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

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

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

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

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

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

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

STIPULATIONS

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

I. Roles and Responsibilities

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

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

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

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

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

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

G. The City shall provide an architectural historian through the completion of Project construction, who meets the qualifications described in Stipulation I.E for the purpose of coordinating Section 106 Project activities with other City departments (e.g., Department of Planning and Permitting (DPP)) and to ensure consideration of historic preservation in TOD and other development projects along the Project corridor.

H. PA Project Manager

The City shall fund an independent PA Project Manager (*Kako'o*) within six (6) months of the PA being signed to assist with the coordination of all reviews and deliverables required under the terms of the PA.

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

Procurement

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

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

Duration

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

Roles and Responsibilities

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

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

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

1. Establish and coordinate consultation and Project status update meetings as stipulated in Stipulations III.B and IX.B. On an as needed basis, additional

meetings may be held to address unforeseen effects on historic properties determined to be eligible within the APE as provided for in Appendix A.

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

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

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

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

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

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

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

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

10. Collect any comments from the consulting parties that identify impacts different from those stated in this PA to historic properties located within the APE for City and FTA processing. The *Kako'o* shall research the issues presented as described in Appendix A and prepare a recommendation for the disposition of the request and action by FTA. The notification process for consulting parties to submit requests for consideration is outlined in Appendix A of this PA.

11. Provide administrative support and technical assistance required by the consulting parties to meet the terms of this PA such as the timely submission of deliverables and the issuance of regular public updates regarding historic preservation issues.

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

II. Traditional Cultural Properties

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

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

III. Identification and Protection of Archaeological Sites and Burials

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

A. Initial Planning

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

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

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

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

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

comments in revising the AIS Plan. Archaeological investigation will begin following approval of the AIS Plan by the SHPD.

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

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

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

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

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

1. Reconnaissance survey (archival research and visual inspection by pedestrian inventory) within the APE,

2. A sample survey of subsurface conditions with ground-penetrating radar (GPR), and subsurface inspection as warranted,

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

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

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

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

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

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

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

1. **Archaeological Monitoring Plan**

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

   b. The City shall develop a follow-up monitoring report per HAR § 13-279-5 for the Project and shall submit it to the SHPD for approval. The monitoring report, if it contains the location and description of human

burial remains discovered during the course of the Project, shall remain confidential. Precise location data may be provided in a separate confidential index. The monitoring report for the construction phase of the Project shall be submitted by the City to the SHPD no later than ninety (90) days after the completion of construction of that phase.

2. Data Recovery Programs

   a. Data Recovery Programs (including Data Recovery Plans and Data Recovery Reports) will be prepared by the City as appropriate in consultation with the SHPD. Data Recovery Programs shall be submitted for review and approval by the SHPD.

   b. Whenever possible, technological means will be used to avoid potential human remains and archaeological resources to minimize disturbance.

   c. Completion of data recovery work must be verified by the SHPD prior to initiation of construction within the area of these sites.

   d. Data recovery plans that specify the disposition of recovered objects shall be submitted by the City, in consultation with the FTA and the Navy (as applicable), to the SHPD for review and approval and shall be in compliance with applicable laws, such as HAR Chapter 13-278, *Rules Governing Standards for Archaeological Data Recovery Studies and Reports*, and should be consistent with 36 C.F.R. Part 79, *Curation of Federally-Owned and administered Archaeological Collections*.

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

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

IV. Design Standards

A. The City shall develop standards for, and maintain and update the Project's *Design Language Pattern Book* for use in all Project elements. The pattern book shall be available electronically. For stations within the boundary of or directly adjacent to an eligible or listed historic property, the City shall comply with *The Secretary of the Interior's Standards for the Treatment of Historic Properties*, 36 C.F.R. pt. 68, and will make every reasonable effort to avoid adverse effects on historic properties. If the FTA,

the City and the Kako'o find that the standards cannot be applied, the City shall consult with the consulting parties to develop a treatment plan to minimize and mitigate adverse effects on the historic property.

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

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

V. Recordation and Documentation

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

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

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

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

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

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

B. The City shall complete Cultural Landscape Reports (CLR) related to historic properties along the Honolulu High-Capacity Transit Corridor.

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

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

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

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

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

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

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

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

3. The City shall ensure that final HHH documentation is completed for a property and accepted by NPS prior to commencement of activities that could impact the historic property and/or affect its integrity.

4. The NPS shall provide comments on draft report submittals within 30 days of receipt and will provide comments on final report submittals within 30 days of receipt. If the City includes multiple reports in a submittal or submits multiple reports within a 10-day period, NPS will be allowed 45 days for review.

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

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

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

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

VI. National Register of Historic Places/National Historic Landmark Nominations

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

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

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

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

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

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

C. National Register Nominations

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

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

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

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

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

E. All NRHP and Hawai'i Register of Historic Places nominations will follow the procedures set forth in HRS Chapter 6E, *Historic Preservation*, and HAR Chapter 13-198, *The Hawaii and National Registers of Historic Places Programs*, as appropriate. Completion of the stipulated NRHP nominations does not guarantee listing; the Keeper

of the NRHP may determine that the properties are not eligible for listing. Listing of any property in the NRHP is subject to NPS review and approval.

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

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

VII. Educational and Interpretive Programs, Materials, and Signage

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

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

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

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

D. The City shall establish a Humanities Program that will explore human histories, cultures, and values. This program will enhance visitor and resident exposure to the depth of history and culture in the vicinity of the Project. The Humanities Program will educate the public about important topics in Hawaiian history through conferences/seminars, research fellowships, media programs, exhibits, lectures, and publications. The Humanities Program will also consider conducting select architectural surveys as a component of the potential program that may inform other program

aspects. The City will develop this program's goals in consultation with consulting parties, and the City will provide one hundred thousand dollars ($100,000) to fund this program. The City will establish subcommittees to achieve the goals of the Humanities Program and meet at agreed-upon intervals. In the absence of additional funding from the City, the Humanities Program will continue until all designated funds are exhausted or until revenue service begins, whichever occurs later.

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

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

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

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

VIII. Mitigation for Specific Historic Properties

A. All lava rock curbstones removed along the edges of pavement because of Project-related work shall be retained by the City for reuse and reinstallation. The stones will be marked prior to removal, stored securely, and replaced at their approximate original mile-point locations prior to the beginning of revenue service operation. Any stones that are damaged or destroyed during extraction or reinstallation shall be replaced with in-kind materials.

B. The bridge rails on the Kapālama Canal Bridge must be replaced or retrofitted to meet current safety standards. The City will maintain or replace the rails to match the appearance of the historic rails and to maintain existing views to and from the bridge. The City shall consider *The Secretary of the Interior's Standards for the Treatment of Historic Properties*, 36 C.F.R. pt. 68, in developing draft plans to provide to SHPD for review per Stipulation IV.

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

D. Improvements to Adversely Affected Parks

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

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

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

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

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

A. The City shall include a staff position for a qualified Project architectural historian, defined in Stipulation I.F. The architectural historian shall oversee completion of the

stipulations of this PA, coordinate with the SHPD, *Kako'o* and other consulting parties, and coordinate with the Department of Planning and Permitting (DPP) regarding land use planning activities, including the integration of transit-oriented development with historic preservation in the vicinity of Project stations.

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

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

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

station areas built before 1969 is greater than one standard deviation above the baseline, then the City shall notify the consulting parties during each scheduled quarterly and annual review of the PA.

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

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

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

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

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

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

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

4. If FTA, the City and SHPO agree that Project plans or completed activities in conjunction with unanticipated and reasonably foreseeable present and future

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

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

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

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

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

X. Construction Protection Plan

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

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

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

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

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

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

XI. City Contractors and Contract Adherence to PA

FTA and the City shall ensure that contracts developed in the implementation of all construction phases of the Project shall expressly refer to and require compliance with the stipulations of this PA. Contractors responsible for work set forth in this PA shall have qualified staff that meets the *Secretary of Interior's Professional Qualification*

Standards, 48 Fed. Reg. 44,738-39 (Sept. 29, 1983) for history, archaeology, architectural history, architecture, or historic architecture with experience in historic preservation planning to ensure the satisfactory compliance with the terms of the PA during the design and construction of each project construction phase.

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

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

a) Illegal collection and disturbance of historic and prehistoric cultural materials, including human remains.

b) Scope of applicable laws and regulations.

c) Initial identification and reporting of archeological materials, human remains, and historic buildings or structures that may potentially be discovered during the course of their work.

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

XII. Post-Review Discoveries

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

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

In the event of any inadvertent discoveries of burials, the OIBC shall be included in consultation as specified in HAR § 13-300-40. When suspected human skeletal remains are found, the City shall ensure that all work in the vicinity stops and that a City

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

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

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

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

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

3. The City will document burial treatment in either a "burial site component of an archaeological data recovery plan" for burials that are relocated, or a "burial site component of an archaeological preservation plan" that documents the burial

treatment that was carried out. These plans/reports document the conditions of the discovery, the burial treatment, access and any subsequent measures that have been agreed to by the landowner to safeguard either the relocation site or the preserve site. The City will record preserved or relocated burial sites with the Bureau of Conveyances so that the burial sites are not further disturbed in the future.

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

XIII. Public Information

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

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

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

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

XIV. Administrative Provisions

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

B. **Project Modifications**—Should the Project alignment be changed in any way that FTA determines results in a change to the APE, the City shall update the APE maps, and FTA and the City, in consultation with other consulting parties, shall ensure that the requirements of this PA are met, after further consultation and assessment of effects, with regard to the new portions of the APE.

C. **Dispute Resolution**—Should any Signatory or Invited Signatory to this PA object to any action proposed pursuant to the PA, the FTA shall consult with the objecting party to resolve the objection. If the FTA determines that the objection cannot be resolved, the FTA shall forward all documentation relevant to the dispute, including FTA's proposed resolution, to the ACHP.

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

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

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

D. **Duration**

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

E. **Monitoring and Reporting**

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

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

3. Every six (6) months following the execution of this PA, until it expires or is terminated, the City shall provide all signatories to this PA a summary report detailing the work undertaken pursuant to its terms. Such report shall include

any scheduling changes proposed, any problems encountered, and any disputes or objections received during efforts to carry out the terms of the PA.

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

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

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

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

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

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

Execution of this PA by FTA, SHPD, and the ACHP and implementation of its terms evidence that FTA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

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

SIGNATORY PARTIES

Federal Transit Administration

_____ Date: _____
Leslie T. Rogers, Regional Administrator

Hawai'i State Historic Preservation Officer

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

United States Navy

_____ Date: _____
Rear Admiral Dixon R. Smith, Commander, Navy Region, Hawaii

Advisory Council on Historic Preservation

_____ Date: _____
John M. Fowler, Executive Director

INVITED SIGNATORY PARTIES

City and County of Honolulu

_____ Date: _____
Wayne Y. Yoshioka, Acting Director, Department of Transportation Services

National Park Service

_____ Date: _____
Christine S. Lehnertz, Regional Director, Pacific West Region

CONCURRING PARTIES

Historic Hawai'i Foundation

_____ Date: _____

National Trust for Historic Preservation

_____ Date: _____

University of Hawai'i Historic Preservation Certificate Program

_____ Date: _____

AIA Honolulu

_____ Date: _____

Hawai'i Community Development Authority

_____ Date: _____

Office of Hawaiian Affairs

_____ Date: _____

O'ahu Island Burial Council

_____ Date: _____

Royal Order of Kamehameha

_____ Date: _____

The Ahahui Ka'ahumanu

_____ Date: _____

Hui Mālama I Nā Kūpuna O Hawai'i Nei

_____ Date: _____

Hale O Nā Ali'i O Hawai'i

_____ Date: _____

Māmakakaua: Daughters and Sons of the Hawaiian Warriors

_____ Date: _____

Association of Hawaiian Civic Clubs

_____ Date: _____

Ali'i Pauahi Hawaiian Civic Club

_____ Date: _____

Ka Lei Maile Ali'i Hawaiian Civic Club

_____ Date: _____

King Kamehameha Hawaiian Civic Club

_____ Date: _____

Nānāikapono Hawaiian Civic Club

_____ Date: _____

Hawaiian Civic Club of Wahiawa

_____ Date: _____

Ahahui Siwila Hawai'i O Kapolei Hawaiian Civic

_____ Date: _____

Waikīkī Hawaiian Civic Club

_____ Date: _____

Princess Kaʻiulani Hawaiian Civic Club

_____ Date: _____

Waʻianae Hawaiian Civic Club

_____ Date: _____

Merchant Street Hawaiian Civic Club

_____ Date: _____

Prince Kūhiō Hawaiian Civic Club

_____ Date: _____

Pearl Harbor Hawaiian Civic Club

_____ Date: _____

Hawaiian Civic Club of ʻEwa-Puʻuloa

_____ Date: _____

Kalihi-Pālama Hawaiian Civic Club

_____ Date: _____

Hawaiian Civic Club of Honolulu

_____ Date: _____

APPENDIX A - Consulting Party Comment Review and Disposition Process

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

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

NOTIFICATION PROCESS

1. Notification letter must come from a consulting party.

2. Notification letter should include the following information:

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

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

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

Ted Matley
FTA Region IX
P.O. Box 21648
201 Mission Avenue, Suite 1650
San Francisco, CA 94105

4. DTS and FTA will share the letter with the *Kako'o*. Within 30 calendar days of DTS and FTA receiving the notification letter, the *Kako'o* shall research or cause to be researched the issues listed in the notice, and write a recommendation for the disposition of the request for action by FTA.

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

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

Attachments

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

Attachment 2: Information on Resources with Adverse Effect Determinations

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

SIGNATORY PARTIES

Federal Transit Administration

Leslie T. Rogers, Regional Administrator — Date: JAN 11 2011

Hawai'i State Historic Preservation Officer

William J. Aila, Jr., Interim Chairperson of the Board of Land and Natural Resources — Date: _____

United States Navy

Rear Admiral Dixon R. Smith, Commander, Navy Region, Hawaii — Date: _____

Advisory Council on Historic Preservation

John M. Fowler, Executive Director — Date: 1/18/11

INVITED SIGNATORY PARTIES

City and County of Honolulu

Wayne Y. Yoshioka, Acting Director, Department of Transportation Services — Date: _____

National Park Service

Christine S. Lehnertz, Regional Director, Pacific West Region — Date: _____

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SIGNATORY PARTIES

Federal Transit Administration

_____ Date: _____
Leslie T. Rogers, Regional Administrator

Hawai'i State Historic Preservation Officer

_____ Date: 1/13/11
William J. Aila, Jr., Interim Chairperson of the Board of Land and Natural Resources

United States Navy

_____ Date: _____
Rear Admiral Dixon R. Smith, Commander, Navy Region, Hawaii

Advisory Council on Historic Preservation

_____ Date: _____
John M. Fowler, Executive Director

INVITED SIGNATORY PARTIES

City and County of Honolulu

_____ Date: 1/10/11
Wayne Y. Yoshioka, Acting Director, Department of Transportation Services

National Park Service

_____ Date: _____
Christine S. Lehnertz, Regional Director, Pacific West Region

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SIGNATORY PARTIES

Federal Transit Administration

_____ Date: _____
Leslie T. Rogers, Regional Administrator

Hawai'i State Historic Preservation Officer

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

United States Navy

_____ Date: 1/12/11
Rear Admiral Dixon R. Smith, Commander, Navy Region, Hawaii

Advisory Council on Historic Preservation

_____ Date: _____
John M. Fowler, Executive Director

INVITED SIGNATORY PARTIES

City and County of Honolulu

_____ Date: _____
Wayne Y. Yoshioka, Acting Director, Department of Transportation Services

National Park Service

_____ Date: _____
Christine S. Lehnertz, Regional Director, Pacific West Region

Attachment C

Comments on the Final Environmental Impact Statement and FTA Responses

January 2011

Agency Comments Received on the Final EIS and FTA Responses

The Notice of Availability of the Final EIS was published in the *Federal Register* on June 25, 2010. The review period to receive public and agency comments was extended to August 26, 2010.

Within the Abstract, and Section 5.1 of the Final EIS, a request for comment was made concerning a design refinement in the vicinity of the airport and the Section 4(f) *de minimis* impact findings for the Ke'ehi Lagoon Beach Park and the Pacific War Memorial sites. Both of these changes occurred subsequent to the issuance of the Draft EIS. Although a request for comments was made, FTA only received one comment regarding the Ke'ehi Lagoon Beach Park and the Pacific War Memorial sites during the period between the FEIS and this ROD. The City's Department of Parks and Recreation, the official with jurisdiction over these Section 4(f) properties, concurred that the Project will not adversely affect the activities, features, or attributes that make these properties eligible for Section 4(f) protection.

FTA received a number of letters from local, state, and federal agencies commenting on the Final EIS. These agencies commented on the FTA response to their comments on the Draft EIS or on the results of further coordination with these agencies after the Draft EIS. Summaries of the comment and FTA's response follows:

- U.S. General Services Administration - this agency reminded the City of its commitment to implement security measures and to continue to meet and discuss concerns on noise and vibration levels from the Project for the Prince Jonah Kuhio Kalanianaole (PJKK) Federal Building and Courthouse. In response, the City held meetings with the General Services Administration (GSA) and their federal tenants (e.g., Department of Homeland Security/US Immigration and Customs Enforcement, the U.S. Marshal for the District of Hawai'i, and several federal judges) concerning safety and security measures which were subsequently presented in the Project's *Threat and Vulnerability Assessment* (TVA) and design considerations regarding noise analysis. GSA reviewed the TVA and related project information and was satisfied with the assessment and the design changes made for clearance distance to this federal building. Although, FTA and the City did not find any impacts to the Federal Building through FEIS noise analysis that followed FTA's guidance *Transit Noise and Vibration Impact Assessment (2006)*, the City agreed to continue to coordinate with GSA on the agency's noise concerns through preliminary engineering and final design.
- U.S. Department of Homeland Security, Federal Emergency Management Agency (FEMA) – this agency reminded the City that it is a participant in the National Flood Insurance Program (NFIP) and, as such, must comply with NFIP floodplain management building requirements as described in 44 C.F.R. §§ 59 through 65. Compliance with

Executive Order 11988, *Floodplain Management*, is addressed in Section 4.14 of the Final EIS. The City will comply with the NFIP requirements in final design.

- U.S. Environmental Protection Agency (EPA) – this agency commented that most of their concerns regarding the alternatives analysis, wetlands, water quality, environmental justice, noise impacts and various consultation processes were addressed in the Final EIS. EPA also stated that the Section 106 consultation process must be completed and mitigation for impacts to historic resources must be committed to in the ROD. EPA also encouraged the City to continue coordination with residents and business owners who will be relocated due to the Project. The Section 106 review has been completed and the resulting Agreement is attached to this ROD (Attachment B). The Mitigation Monitoring Program in Attachment A commits to coordination with displaced residents and business owners.

- U.S. Department of the Interior, Office of Environmental Policy and Compliance – this agency's comments: (1) requested that they be given the opportunity to review the Section 106 Agreement to ensure that the stipulations contained in the Agreement were consistent with the Section 4(f) analysis; (2) stated that the Archaeological Inventory Survey (AIS) conducted for Segment 1 of the Project appeared incomplete; (3) requested an understanding of how archaeological sites were evaluated in the Section 4(f) analysis for significance and integrity; (4) requested that additional simulations of the Waikele Stream Bridge and the bridge over the OR&L spur be completed to better assess view impacts; (5) questioned why the USS Utah was not mentioned as being within the National Historic Landmark (NHL) boundary at the US Naval Base at Pearl Harbor; (6) questioned why it was not mentioned that both USS Bowfin and USS Arizona are also NHL sites; and (7) expressed a concern that historic views of Makalapa Navy Housing Historic District were not acknowledged in the Section 4(f) analysis. Responses to these concerns are noted below in the same order listed above:

  - Executed Section 106 Agreement – The finalized Section 106 Agreement is attached to this ROD as Attachment B. The National Park Service, a bureau of DOI, participated extensively during the Section 106 consultation process, provided comments and specific language for inclusion in the Agreement, and was invited to be an invited signatory of the Agreement.

  - Archaeological Inventory Survey (AIS) – The AIS was completed for Phase 1 of the Project (the area between East Kapolei and Pearl Highlands) and identified a subsurface deposit. As described in Section 7 of the AIS, *Significance Assessments*, the evaluation for significance is according to the criteria established for the National and Hawai‘i Registers of Historic Places. The AIS concluded that SIHP 50-80-9-7751, a subsurface cultural deposit, is significant under criterion D (i.e., it has yielded or is likely to yield information important for research on prehistory or history). The AIS also concluded that this resource has integrity of location and materials but not integrity of design, setting, workmanship, feeling, or association. The report on the findings of the Segment 1 AIS is available from the City and the Hawaii's State Historic Preservation Officer (SHPO).

  - Based on the evaluation of its significance and integrity, FTA concluded that this archaeological resource is important chiefly because of what can be learned by data

recovery and its preservation in place is not of comparable value. Therefore, a Section 4(f) evaluation of SIHP 50-80-9-7751 is not required, in accordance with 23 C.F.R. § 774.13(b).

- Section 4(f) criteria – As discussed above, a subsurface cultural deposit (lo‘i sediments) is significant under criterion D if it has yielded or is likely to yield information important for research on prehistory or history.
- Obstruction of historic views – this comment refers to Irwin Park and was previously addressed on page 5-52 the Final EIS. The seating areas in the park are oriented in the south-north (water-mountain) direction. The guideway and highway are south of the park in the median of Nimitz Highway. The northward views of the sea are identified as a feature of the park. These views will not be obstructed by the Project. In addition, there are mature trees that buffer the views of Nimitz Highway from the area where the benches and tables are located. The view in Figure 5-38 of the Final EIS is to the east and is not in the direction that park users would be looking.
- Request for Simulations - The Project will be 40 feet above the roadway (Farrington Highway) and will not eliminate the primary views of the design elements of the Waikele Bridge or the bridge over the OR&L spur or alter their relationship to the existing transportation corridor. Moreover, there will be no use of the bridges. The current activities, features, or attributes of the property that qualify for protection under Section 4(f) are its design elements and historic association, and these will not be substantially impaired.
- Resources within the National Historic Landmark (NHL) - The Section 4(f) evaluation considered the US Naval Base Pearl Harbor NHL as a whole. As discussed on page 4-191 of the Final EIS, the Project is adjacent to the Pearl Harbor NHL and near the CINCPACFLT Building NHL but is not within the boundary of either of the NHLs and does not have a direct impact on these resources. The USS Bowfin and USS Arizona are noted on this page of the Final EIS as elements of the NHL. To avoid impacting this NHL resource, the entrances to the elevated Aloha Stadium Station and the Pearl Harbor Naval Station were designed to touch down on the mountain side of Kamehameha Highway, which is outside of the NHL boundary, in order to avoid taking any of the Pearl Harbor NHL property. Numerous meetings were held with NPS and other consulting parties to develop and commit to mitigation as stipulated in the Section 106 Agreement (Attachment B).
- View impacts to Makalapa Historic District – FTA considered the views from the Makalapa Navy Housing Historic District in the Section 4(f) evaluation when examining how the Project would affect the attributes of the district that make it historic. As discussed in Section 5.6.2 of the Final EIS, the views themselves are not considered a historic feature of the Section 4(f) property. The activities, features and attributes of the property that qualify it for protection under Section 4(f) are its architectural elements and historic associations. The elevated guideway would not substantially affect primary views of this architectural features complex and therefore would not result in a constructive use of the property.

- State of Hawai'i Department of Accounting and General Services (DAGS) – this agency re-affirmed that it had no objection to the *de minimis* impact finding for Aloha Stadium

and requested continued coordination with the City to consider options to improve transportation benefits to the Aloha Stadium, especially concerning parking, parking revenues, and access to stadium events. A proposed parking management plan is being developed in coordination with DAGS that will address its concerns about preserving access to parking for events and revenue from parking receipts. Coordination will continue during final design and construction to ensure that the Project will result in a net benefit, in terms of both enhanced access and parking.

- State of Hawai‘i Department of Transportation – this agency stated concerns regarding the loss of 110 parking spaces at the Honolulu International Airport, including potential parking impacts to the future south concourse. It is anticipated that the loss of 110 parking spaces at the Airport to make room for the rail station will be more than offset by the transit service provided by the Project. Every passenger arriving by transit reduces the demand for parking at the Airport. With this rail Project in place, the number of air passengers using transit to reach the Airport on a daily basis is projected to increase from 700 today to 3,500 in 2030.
- City Department of Parks and Recreation (DPR) – DPR confirmed that it is the official with jurisdiction over the Ke’ehi Lagoon Beach Park pursuant to the Hawaii Governor’s Executive Order 2110. DPR also suggested that a property use agreement or partial acquisition be negotiated with the state concerning the Pacific War Memorial Site (DAV Ke‘ehi Lagoon Memorial). The Hawaii Department of Land and Natural Resources, Division of State Parks (DLNR-Parks) is the agency with jurisdiction over this property.
    - Ke’ehi Lagoon Beach Park -- Based on the letter from DPR, FTA finds that the City is the “official with jurisdiction” over the Ke‘ehi Lagoon Beach Park. The City has agreed that, with the mitigation detailed in Chapter 5 of the Final EIS (pages 5-19 to 5-20), the use of this park by the Project will have *de minimis* impact on the park. This mitigation has been included in Attachment A (Mitigation Monitoring Program).
    - Pacific War Memorial Site (DAV Ke‘ehi Lagoon Memorial) – The City has consulted with DLNR-Parks and the Ke‘ehi Memorial Organization and Hawaii Disabled American Veterans (KMO-DAV), the organization that maintains the property under an agreement with DLNR-Parks. FTA finds that this property is protected by Section 4(f) and that the use of this resource, with the mitigation described in the Chapter 5 of the Final EIS (pages 5-22 to 5-23), will have *de minimis* impact on it. An agreement that allows the use of a strip of this property for the Project is under consideration by the City, and it would detail the mitigation commitments in the Final EIS. Any new consultation or other requirements in that agreement would be added to the Mitigation Monitoring Program (Attachment A) as that program proceeds during final design and construction.

Public Comments Received on the Final EIS and Responses

Forty-three comment letters or emails were received from the public. Most of these comments were essentially similar to comments submitted on the Draft EIS, and the Final EIS contains the

FTA response. Nevertheless, FTA reconsidered the duplicative comments and the new comments before making the decision presented in this ROD. New comments generally pertain to revised language in the Final EIS or to the FTA response to previous comments made by the individual or organization. The major themes presented in the comments are:

- Completion of the Section 106 process and Agreement
- Choice of technology selected and preference for other technologies
- Opportunity for public comment on design changes made after the Draft EIS
- Request for completion of the archaeology surveys before completing the NEPA process
- Consideration of the additional extensions in the locally preferred alternative
- Financial impact of the Project on the bus system in Honolulu
- Noise impacts of the Project
- Minimal traffic congestion relief from the Project
- Visual impacts too great and view protection not satisfactory
- Consideration of Additional Alternatives
- Plaza at the Dillingham Transportation Building
- Cost and Financial Plan for the Project

The following discussion summarizes these major comments on the Final EIS and the FTA response to those comments.

Unsigned Section 106 Agreement in the Final EIS

At the time the Final EIS was published, the Section 106 Agreement was not yet signed. The Agreement has now been signed and is included as Attachment B to this ROD. Some comments expressed concerns about the fact that the Agreement was unsigned in the Final EIS. Because of continued discussions with signatories and invited signatories on the draft Agreement, FTA chose to publish the Final EIS with the draft Agreement rather than to wait to publish the Final EIS with an executed Agreement. The comment letters on the Final EIS revealed some confusion on the NEPA and the Section 106 processes, linkages, and requirements. FTA followed its normal practice of coordinating the NEPA process with the Section 106 process as much as possible.

Consideration of Alternative Technologies

Several comments inquired why the original Notice of Intent (NOI) to prepare an EIS, published in the *Federal Register* on December 7, 2005, indicated that all technologies listed in the NOI (light-rail transit, rapid rail transit [steel-wheel on steel rail], rubber-tired guided vehicles, magnetic levitation system and monorail system) would be studied, yet only traditional steel rail was evaluated in the EIS. Several commenters stated that preparation of a Supplemental EIS was needed to evaluate all technologies listed in the original notice. As described in Section 2.2.3 of the Final EIS, a technical review of alternative technologies was conducted during the Alternatives Analysis. The Alternatives Analysis studied the performance, cost, and reliability of the proposed technologies and accepted public comment on the technology selection. The Alternatives Analysis, incorporated by reference into the EIS, resulted in the City establishing traditional steel wheel on steel rail as the technology to be further evaluated for the Project. The

subsequent Notice of Intent published in the *Federal Register* on March 15, 2007 proposed using the results of the Alternatives Analysis in scoping the EIS.

Project Refinements Made in Response to Agency and Public Comments on the Draft EIS

Comments on the Final EIS were also received concerning changes that occurred after the Draft EIS was circulated for comment. In particular, some comments shared concern that the public was not given the opportunity to weigh in on the alignment shift near the airport, and the effects on two parks (Ke'ehi Lagoon Park and the Pacific War Memorial Site). As discussed in the Abstract and Section 5.1 of the Final EIS, comments were requested from the public concerning refinement of the design of the Airport Alternative (Project) and *de minimis* impact findings at Ke'ehi Lagoon Beach Park and the Pacific War Memorial site during the comment period for the Final EIS. In addition, as described in Section 3.4.6 of the Final EIS, FTA and the City coordinated with the Federal Aviation Administration (FAA) and HDOT Airport Division concerning the decision to refine the project routing through the airport area to avoid the runway protection zone. Once the decision was made by these agencies to transition the alignment from Aolele Street to nearby Ualena Street, affected property owners were contacted in April 2010 via individual letters and personal meetings to discuss impacts to their respective properties and to explain the right-of-way acquisition process per the *Uniform Relocation Assistance and Real Property Acquisition Policies Act*, as amended (49 C.F.R. part 24). A press release was also issued at that time on the alignment shift at the airport. No substantive comments were received from the public on this change during the Final EIS review period. Also, no comments were received from the public on the *de minimis* impact findings at Ke'ehi Lagoon Beach Park and the Pacific War Memorial site.

Timing of Archaeological Inventory Surveys

Some comment letters requested that the Final EIS include the results of the Archaeological Inventory Surveys (AIS) so as not to risk violating provisions of state law known as HRS §§ 6E-8 and 6E-42. The National Historic Preservation Act (NHPA) and HRS Chapter 6E are both laws that protect historic resources. HRS Chapter 6E protects previously discovered and inadvertently discovered native Hawaiian burials.

The Agreement prepared for the Project is a requirement of the regulation implementing Section 106 of the NHPA to address federal historic preservation requirements. The Agreement was developed over a period of months in consultation with over 30 interested organizations including the State Historic Preservation Officer (SHPO), the Oahu Island Burial Council (OIBC), and other federal and state agencies. The document reflects what the consulting parties agreed is appropriate to comply with the NHPA and relevant state law. Consequently, the Agreement addresses HRS Chapter 6E but does not replace HRS Chapter 6E compliance. As documented in the Project's *Archaeological Resources Technical* Report (RTD2008n), available at the City's office and on the project website (www.honolulutransit.org), the entire project was studied for impacts to historic sites and native Hawaiian burials. Based on this study, there are no known or discovered burial sites within the Project area, although the study did make a determination that the likelihood of discovering burial sites is higher in some areas than in others. In addition to

the technical report, and prior to construction, the AIS will be completed in phases prior to final design and consistent with the construction phases planned for the Project. These construction phases are depicted in Figure 2-41 of the Final EIS and described in Stipulation III(A) of the Agreement. The state or City permit granting authority will be required to notify the SHPO when the Project applies for permits (e.g., grading and grubbing) if any AIS show that the Project may impact a burial or other resource. This would also include coordination with OIBC for discovered burials.

The advantage of a phased approach to the AISs is to limit disturbance of potential resources during the surveys. Plans developed for the AISs will follow the requirements of HAR Chapter 13-276. The AIS fieldwork will be completed in advance of the completion of final design as described in Stipulation III of the Agreement. The OIBC has requested, and the City has agreed, to a more thorough investigation than has previously been completed. The City has agreed to pre-explore every column location within the highest-risk portions of the corridor. By completing engineering at the same time as the excavation, only locations that would actually be disturbed by the Project will be excavated. Other areas will remain intact. If any human remains are encountered, the Project design is flexible to be able to design around the area and avoid the remains. If human remains are encountered, procedures will be followed and related mitigation plans will be prepared per the provisions described in Stipulation III of the Agreement.

Evaluation of the LPA

Some commenters requested that the full locally preferred alternative (LPA) be evaluated in the Final EIS. Several commenters stated that preparation of a Supplemental EIS was needed to evaluate the future extensions. As described in Section 2.2.3 of the Final EIS, the City Council passed City Council Resolution 07-039 and directed that the Project be fiscally constrained. The Council further directed, due to funding constraints, that the preliminary engineering and environmental analysis be completed for a portion of the LPA between East Kapolei and Ala Moana Center. FTA is considering grants not for the full LPA, but only for the portion of the LPA being advanced by the City. This Project has logical termini and independent utility from any extensions that may be constructed in the future. As discussed in Section 2.5.10 of the Final EIS, the planned extensions are anticipated to be advanced in the future as separate projects that would receive a separate FTA environmental review if proposed for FTA funding.

Potential Reallocation of 49 U.S.C. § 5307 (Section 5307 Urban Formula) Funds

Comments were received concerning the diversion of Section 5307 Urban Formula funds from bus projects to financing the Project due to a potential shortfall in collection of general use and excise tax (GET). As stated in Section 6.3.1 of the Final EIS, bus service will be expanded with the Project, and capital and operating and maintenance costs for enhanced bus service are included in the Project budget. Under any circumstances, the City will try to minimize the use of Section 5307 funds if they are needed for the Project, but it is an allowable funding source and consistent with the intended funding program. Bus service will not suffer in the program as presented.

Noise Impacts of the Project

FTA expects the noise mitigation that is now incorporated into the Project to eliminate all noise impacts of the Project. This mitigation consists of:

- a 3-foot parapet wall along the sides of the guideway wherever noise impacts would occur without it;
- issuing design specifications for the rail vehicles that includes solid wheel skirts outside of the wheels to block noise from the wheels;
- using sound absorptive treatment on guideway elements wherever the wheel skirts and parapet walls are insufficient to eliminate all noise impacts;
- installing automatic track lubrication devices on the curved tracks near Leeward College where wheel squeal would otherwise occur; and
- issuing design specifications for the traction power substations that allow a maximum hourly Leq of 50 dBA.

The Mitigation Monitoring Program in Attachment A of this ROD will ensure implementation of these and all other mitigation commitments.

FTA's noise assessment uses outdoor noise levels. Project noise levels inside a building near the guideway would be less than or equal to the Project noise level outside of the building, so mitigation that eliminates noise impacts outside of a building will ensure that noise impacts will not occur indoors.

Minimal Traffic Congestion Relief from the Project

Many commenters reiterated their concern that the Project will not relieve highway congestion in Honolulu. FTA agrees, but the purpose of the Project is to provide an alternative to the use of congested highways for many travelers. This alternative to the use of highways is especially important for households that cannot afford an automobile for every person in the household who travels for work or for other reasons.

Visual Impacts of the Project and Landscaping Details

Many commenters felt that the visual impacts of the Project are too great and the protection of views is inadequate. The Project is located in an urban context where visual change is expected. The City has attempted to locate the guideway and its stations with sensitivity to the resulting visual impacts, although the transportation considerations usually dictate these locations. As a result, many of the visual effects of the Project, such as view blockage, cannot be mitigated. These unavoidable, adverse visual impacts are presented in Section 4.8 of the Final EIS.

Several commenters said that the Final EIS presents limited information about how the City intends to use landscaping to mitigate the adverse visual effects of the Project. The comments suggest that details about the landscaping such as the number, size and location of planted trees should be included in the Final EIS. As previously noted, the adverse visual effects of the

Project have been fully evaluated in the Final EIS, which includes a commitment to use landscaping to soften, but not eliminate these visual impacts. The final design of a project, such as the landscaping details sought by the commenters, cannot be developed until the environmental process has been completed and a specific alternative has been selected and is being designed in detail. The City is committed to consulting with the affected local communities on the detailed design of the landscaping.

Consideration of Additional Alternatives

One of the alternatives mentioned in several comments is the Managed Highway Lane or High Occupancy-Toll (HOT) lane. The Final EIS responded to comments favoring these alternatives, which were evaluated and eliminated because they do not provide an alternative to highway travel.

Another frequent comment favored light rail transit that could be constructed at grade rather than on an elevated guideway. The primary reason for eliminating at-grade alignment was its conflict with existing streets and traffic. It would result in increased highway congestion, an increase in the transit travel times on the Project, and therefore a decrease in ridership.

One commenter suggested an alignment segment alongside the existing freeway, an alternative which had not been previously proposed. Such an alignment would reduce access by the community that would be served by the Project as the community would not have direct walk access, or if they did, it would be at quite a distance. Furthermore, waiting for a train in a station cantilevered off the elevated freeway would be an unpleasant experience and ridership would suffer.

Plaza at the Dillingham Transportation Building

One commenter is concerned that the Downtown station entrance near the Dillingham Transportation Building will change its plaza a from a private tenant amenity to a public thoroughfare. The entrance of the Downtown station will be designed to fit carefully within the existing environment, minimizing the effect on the plaza and the Dillingham Transportation Building. The City will work with the Pacific Guardian Center, the manager of the building and plaza, to create a logical pathway for station users that minimizes the effect on the plaza and arcade.

Cost and Financial Plan for the Project

One commenter points out that recent reports by FTA and correspondence between FTA and the City indicate FTA's concerns about the robustness of the City's financial plan for the Project. The comment also points out that the Final EIS does not reflect these FTA concerns. For FTA, an environmental impact statement is not the primary determinant of FTA financial support for a project. FTA also performs a New Starts evaluation which includes assessments of the Project's capital and operating cost estimates and of the applicant's financial plans for building and operating the Project. FTA performs these cost and financial assessments outside of the

environmental process and the results of these assessments must be satisfactory before FTA will approve the Project into Final Design.

Attachment D

Relevant Correspondence, including:

FTA letter to USFWS regarding Endangered Species Act Section 7

Letter from the City regarding Site for Pre-casting Concrete

January 2011

TCS

United States Department of the Interior

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FISH AND WILDLIFE SERVICE
Pacific Islands Fish and Wildlife Office
300 Ala Moana Boulevard, Room 3-122, Box 50088
Honolulu, Hawaii 96850

NOV - 3

In Reply Refer To:
2010-I-0508

OCT 2 9 2010

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

Subject: Informal Section 7 Consultation for Honolulu High-Capacity Transit Corridor Project, Oahu

Dear Mr. Rogers:

We are writing in response to your September 15, 2010, letter requesting our concurrence that proposed implementation of the Honolulu High-Capacity Transit Corridor Project (HHCTCP) is not likely to adversely affect the endangered *Abutilon menziesii* (ko oloa ula) pursuant to section 7(a)2 of the Endangered Species Act of 1973 (16 U.S.C. 1531 *et seq.*), as amended (ESA). The HHCTCP project is described in the June 2010, Honolulu High-Capacity Transit Corridor Project Final Environmental Impact Statement (FEIS). The project includes the development of a 20-mile long elevated rail line between Kapolei to Ala Moana Center in Honolulu. The project will increase the reliability and capacity of transportation serving central and west Oahu areas designated for urban growth in the Honolulu General Plan (FEIS p. 1-22). The construction phase of the HHCTCP will be completed in approximately 2019. According to your letter, the City and County of Honolulu will secure a Certificate of Inclusion in the March 2004, "State of Hawaii Department of Transportation Habitat Conservation Plan for *Abutilon menziesii* at Kapolei" (HCP, summarized below) from the State of Hawaii Department of Transportation (HDOT) to address the HHCTCP impacts to listed species pursuant to Hawaii Revised Statute 195D.

Abutilon menziesii is a long-lived perennial shrub that occurs in dryland forest and disturbed habitats on the islands of Lanai (fewer than 200 plants), Maui (approximately 14 individuals) (Hawaii Biodiversity and Mapping Program, 2008), and Oahu (approximately 741 plants) (Mansker, pers. comm. 2010) (Figure 1).

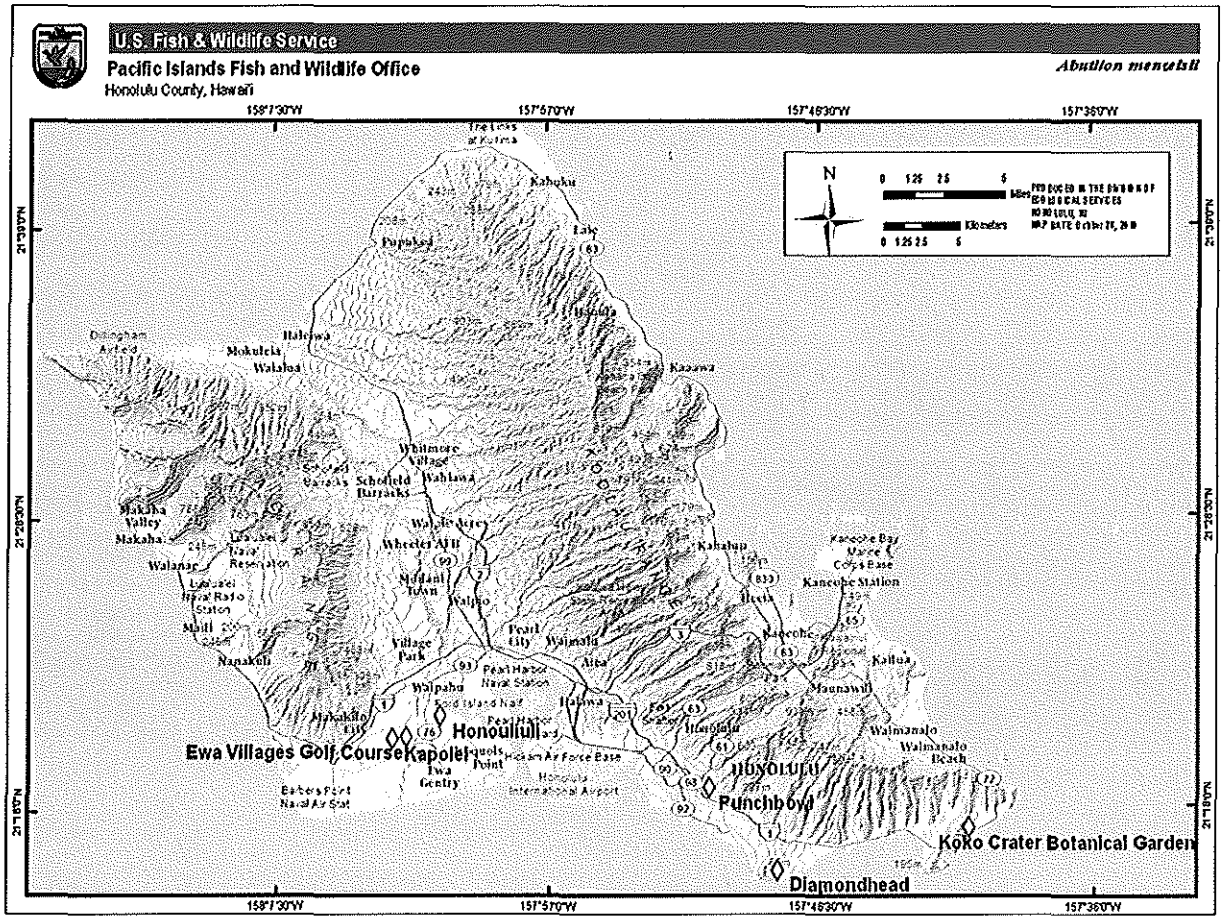

Figure 1. *Abutilon menzeisii* populations on Oahu.

Kapolei Population: A population of *Abutilon menzeisii* was discovered in 1996, on former sugarcane land vegetated by *Pennisetum ciliare* (buffelgrass) in Kapolei (Mansker 2006 pp. 2-9). The August 5, 2004, "Biological Opinion on Construction of the North South Road and the Kapolei Parkway" (Service file number 2004-F-0123 (Biological Opinion) and HCP addressed the loss of the 62 *A. menziesii* growing in Kapolei expected to result from direct and indirect effects of the HDOT's North-South Road project. Full build-out on the land adjacent to the road was addressed in the Biological Opinion and HCP. Implementation of the Biological Opinion and HCP includes the conservation of an on-site contingency reserve population of the Kapolei plants until off-site mitigation populations meet objectives laid out in the HCP. The HCP prescribes measures such as fencing and fire management that will be taken at the contingency reserve area (Figure 2) to protect the Kapolei population from threats resulting from implementation of the North-South Road project. A contingency fund was established by HDOT to be augmented by cooperators who file for a certificate of inclusion (HCP, p. 30 – 31) for costs (such as fire protection) incurred in the implementation of the HCP. Pursuant to the HCP, the contingency reserve area will be protected until off-site HCP mitigation goals are met. Once off-site goals are met, the contingency reserve area could be developed. The HCP indicates off-site goals are expected to be met in approximately 2021 (HCP, pp. 31-32).

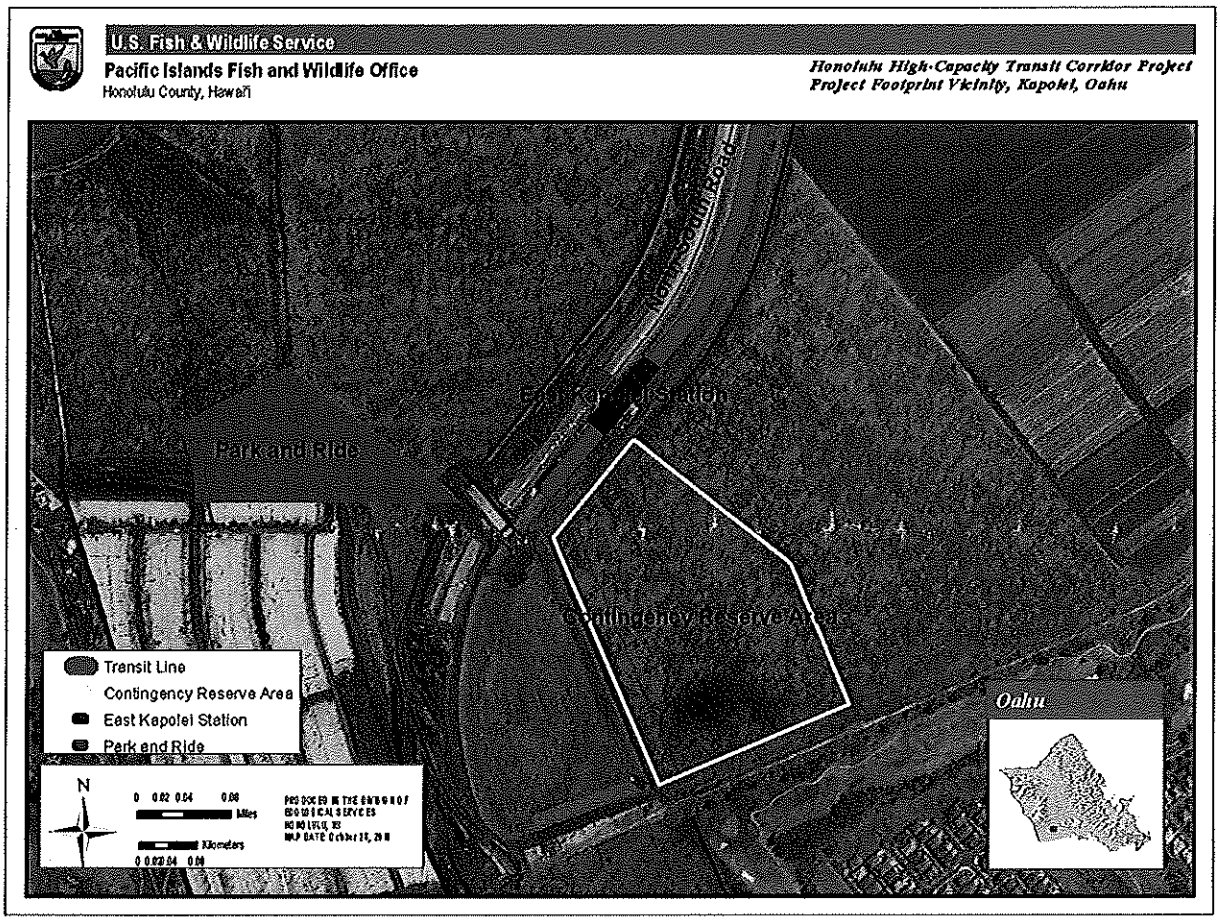

Figure 2. Contingency reserve area developed to conserve Kapolei population of *Abutilon menzeisii* pursuant to the Biological Opinion and HCP addressing the North-South Road project in the vicinity of the proposed HHCTCP.

The HHCTCP will remove vegetation within the transportation project footprint. In addition, implementation of the HHCTCP will result in increased development and human population in central and west Oahu. Indirect effects of increased development include potential increased spread of invasive species and increases in accidental ignitions of wildfires.

The East Kapolei Station at the western terminus of the proposed HHCTCP transit line will be located less than 120 feet from the *Abutilon menzeisii* contingency reserve area in Kapolei. Because anticipated completion of the HCP's off-site mitigation will not occur until 2021 or later, the transit system is expected to be in operation for at least a two-year period during contingency reserve area management. Operation of the completed transit system, anticipated to begin in approximately 2019, will result in significant increases in pedestrian traffic along the perimeter of the contingency reserve area. Although full build-out of the area immediately adjacent to the North-South Road was addressed in the Biological Opinion, some increase in the density of the population is likely to occur as a result of the subject action. Management actions to protect the contingency reserve area from potential impacts of the subject action will be funded by the HCP contingency fund.

Summary and Conclusion: The HHCTCP will construct a transportation system between Kapolei and Ala Moana Center in Honolulu to increase the reliability and capacity of transportation to areas designated for urban growth. Project implementation will result in increased human population that may result in increased spread of invasive species and increased wildfire threat. The reserve area will be protected from invasive species and fire pursuant to the established HCP contingency fund. Therefore, we concur with your determination the proposed action is not likely to adversely affect *Abutilon menzeisii* as any adverse effects would be insignificant.

Thank you for your ongoing efforts to conserve listed species. For additional information, please contact Consultation and Technical Assistance Program Fish and Wildlife Biologist, Aaron Nadig (phone: 808-792-9400; fax: 808-792-9581).

Sincerely,

for Loyal Mehrhoff
Field Supervisor

References

Habitat Conservation Plan. 2004. State of Hawaii Department of Transportation Habitat Conservation Plan for *Abutilon menziesii* at Kapolei. March 2004. 65 pp.

Mansker, G. 2006. *Abutilon menziesii* 2005-2006 Status Report, May 2006. 13 pp.

Mansker, G. 2010. Personal communication. Telephone conversation with Dawn Greenlee, October 28, 2010.

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 768-8305 • Fax: (808) 768-4730 • Internet: www.honolulu.gov

PETER B. CARLISLE
MAYOR

WAYNE Y. YOSHIOKA
ACTING DIRECTOR

DEPUTY DIRECTOR
KENNETH TORU HAMAYASU, P.E.
DEPUTY DIRECTOR

December 16, 2010

RTD12/10-395932

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

Attention: Mr. Ted Matley

Dear Mr. Rogers:

Subject: Honolulu High-Capacity Transit Corridor Project

This is a follow-up to our December 8, 2010, letter that informed you that the contractor for the West Oahu/Farrington Highway (WOFH) Guideway Project, Kiewit Infrastructure West Company (KIWC), plans to pursue an existing casting yard to fabricate the pre-cast guideway elements.

The precast yard that has been determined to be used is GPRM Prestress, located at 91-063 Malakole Street, Kapolei, Hawaii. This approximately 20-acre site is in Campbell Industrial Park.

All contractors, in addition to KIWC, are to use this site to pre-cast the guideway elements.

Should you have any questions regarding this matter, please contact Mr. Toru Hamayasu at (808) 768-8344.

Very truly yours,

Wayne Y. Yoshioka
Acting Director

cc: Ms. Elizabeth Zelasko – FTA HQ
(via E-mail)