

Figure 4-74 Historic Resources in Area of Potential Effect (East Kapolei to Fort Weaver Road)

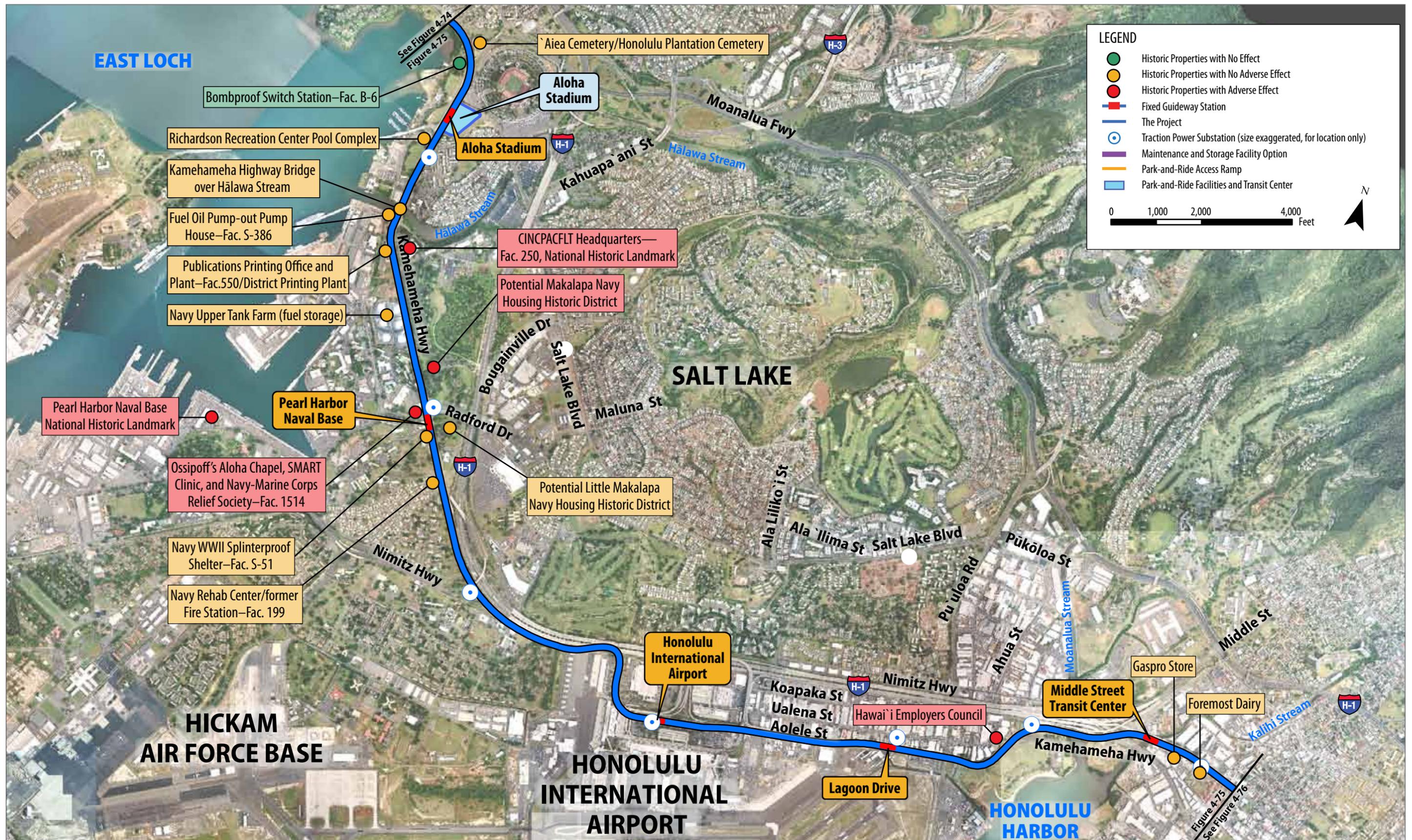


Figure 4-76 Historic Resources in Area of Potential Effect (Aloha Stadium to Kalihi)

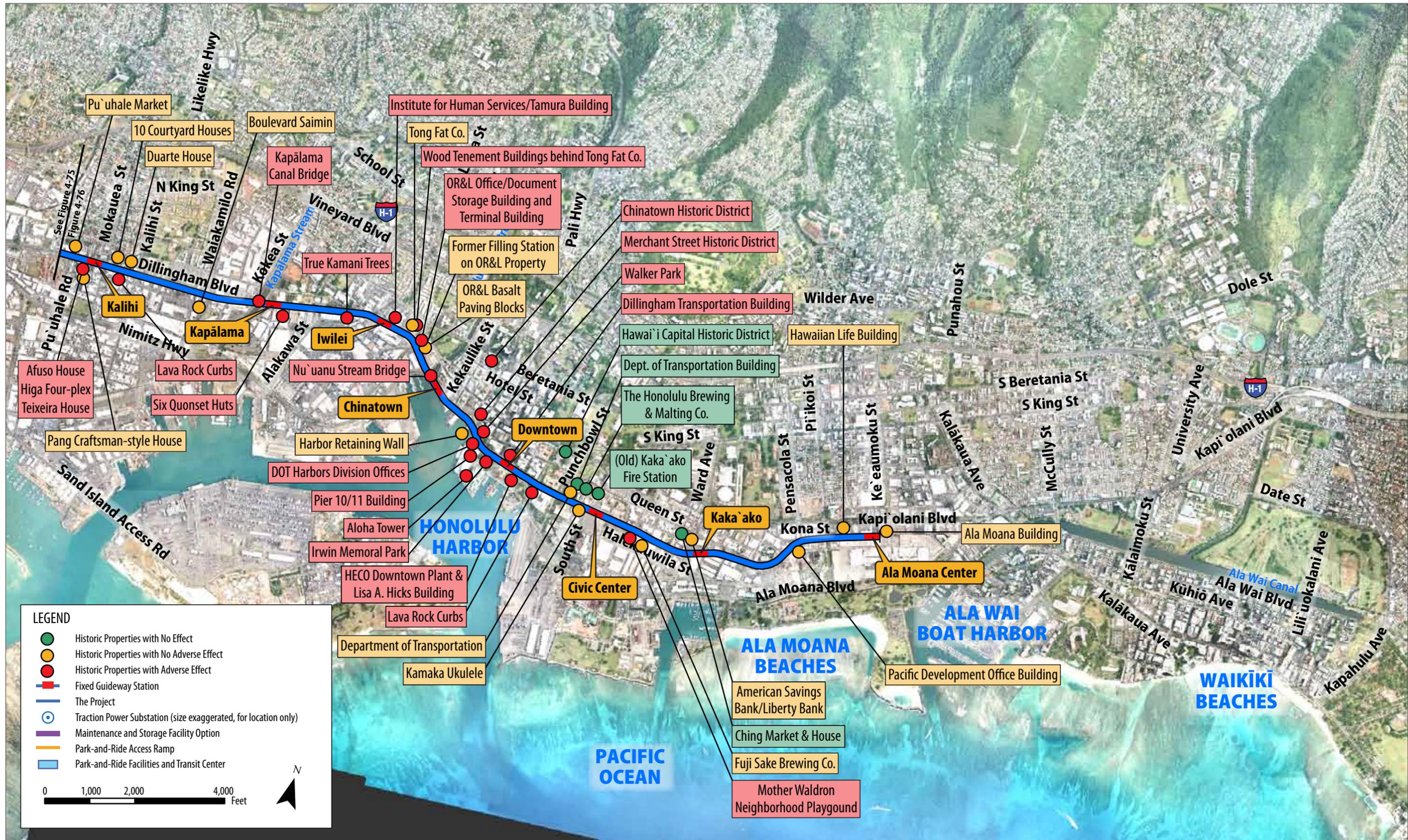


Figure 4-77 Historic Resources in Area of Potential Effect (Kalihi to Ala Moana Center)

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

Historic Status: **Evaluated Eligible**

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

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

Owner: **State of Hawaii**

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.

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.

TMK: **none**

Portion of Alignment: **'Ewa portion**

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

Station Block:

Integrity:

Bridge has high integrity. Parapets and abutments are unaltered



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**

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:

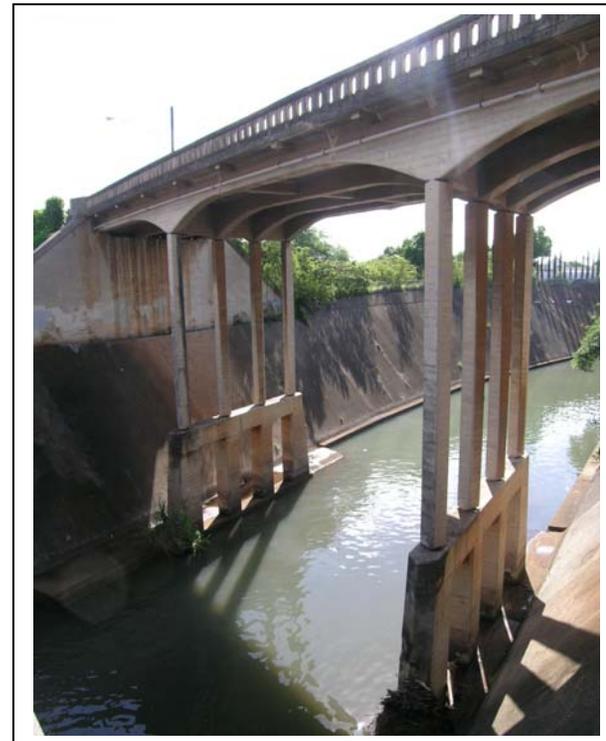
Integrity:

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.

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 stanchions 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 segment and smaller bridge crossing of Waiawa Stream. Merritt A. Trease was the design engineer. This bridge carried Kamehameha Highway until the bypass was built about 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 referred to as a "Greek-cross void"). This was a standardized pattern for Territorial 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 referred to as a "Greek-cross void"). This was a standardized pattern for Territorial 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 Kalauao 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.



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 referred to as a "Greek-cross void"), which was a standardized pattern of Territorial 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 function of 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



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**

Owner: **U.S. Navy**

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

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 northernmost 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**

Owner: **AFUSO, TSUYOSHI**

Station Block: **Kalihi Station Block**

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**

Owner: **AFUSO, TSUYOSHI**

Station Block: **Kalihi Station Block**

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 Quonset 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 excess buildings by small businesses and others.



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

Historic Status: **Evaluated Eligible**

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

Location: **Dillingham Blvd**

Owner: **City and County of Honolulu**

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 concrete 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.

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.

TMK: **None**

Portion of Alignment: **Koko Head portion**

Sector: **21 Kapalama Station Sector**

Station Block:

Integrity:

Integrity appears high, parapets and stanchions are unaltered.



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

Historic Status: **Evaluated Eligible**

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

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

Owner: **CITY AND COUNTY OF HONOLULU**

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.

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.

TMK: **None**

Portion of Alignment: **Koko Head portion**

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

Station Block:

Integrity:

Unaltered, except for maintenance pruning.



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.



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

TMK: 15007003 (page 2)

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Koko Head portion**

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

Sector: **22 Iwilei Station Sector**

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

Owner: **Cupboard LLC**

Station Block: **Iwilei Station Block**

Date-Original: **1914**

Source: **Tax Office**

Present Use/Historic Use: **Residential**

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.



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

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

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. Office & Document Storage Building**

Sector: **22 Iwilei Station Sector**

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

Owner: **STATE OF HAWAII**

Station Block: **Iwilei Station Block**

Date-Original: **1914**

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

Present Use/Historic Use: **Offices**

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

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

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

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

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.

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.

TMK: **15007001 & 15007002**

Portion of Alignment: **Koko Head portion**

Sector: **22 Iwilei Station Sector**

Station Block: **Iwilei Station Block**

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.



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'uuanu 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:

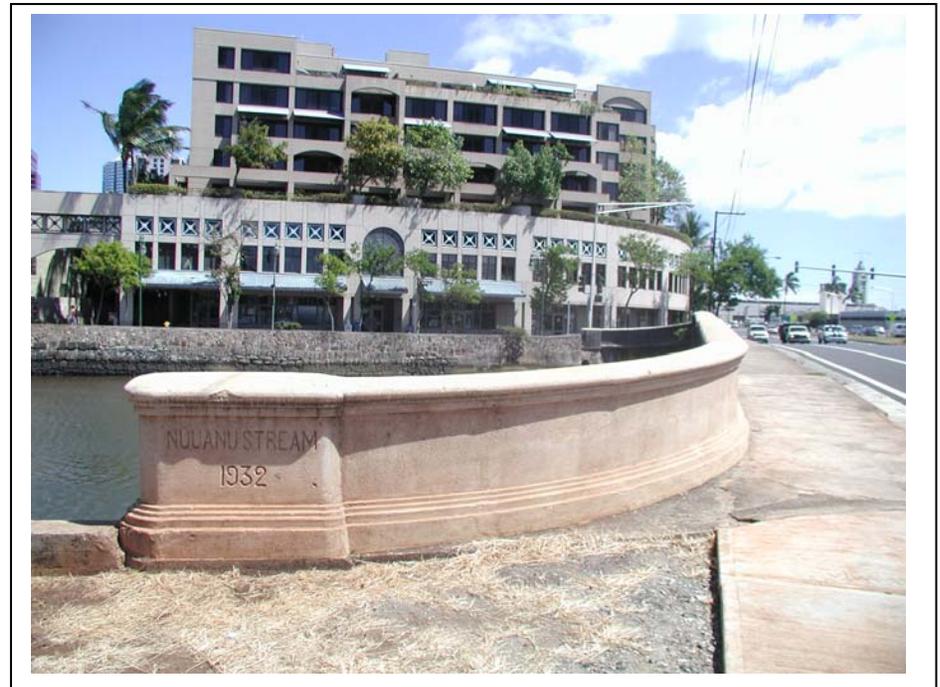
This concrete bridge has a solid parapet with molding at its base and under its rounded top rail. The concrete abutments supporting the bridge show the impressions of their board-forming. Four rounded concrete piers with molded bases rise out of Nu'uuanu Stream to support the span. The parapet on the 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).

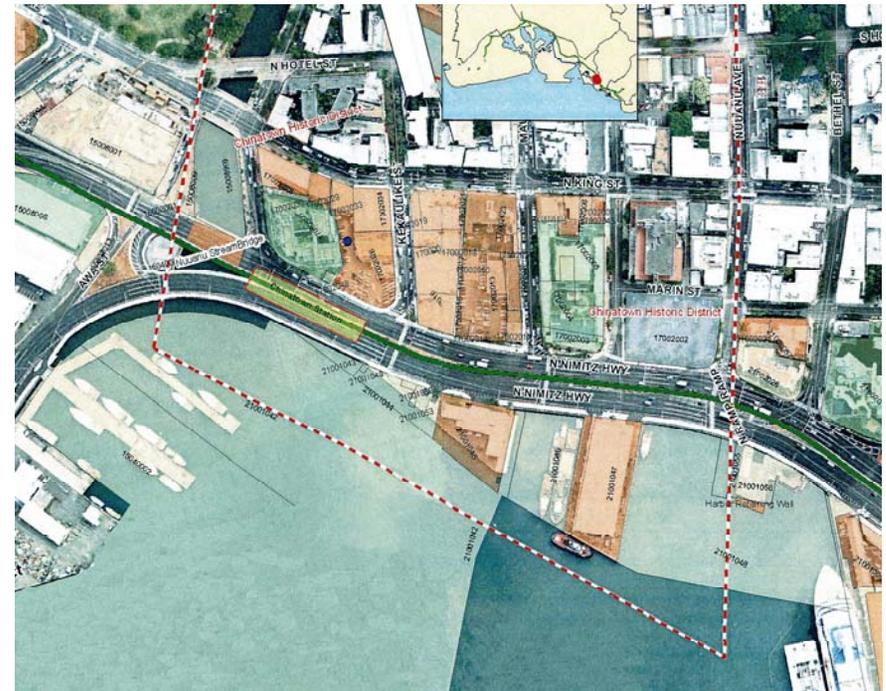
The district is also considered significant as traditional cultural property, according to the National Register Bulletin on that topic. It is recognized as a place of cultural importance to the city's Asian community, which retains its distinctive cultural surroundings and architectural character.

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.



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 unadorned 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 railings 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. Continuous canopy.

Integrity:

Entries replaced. Canopy changed.

Significance:

Criterion "A" - for its association with the maritime passenger 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:

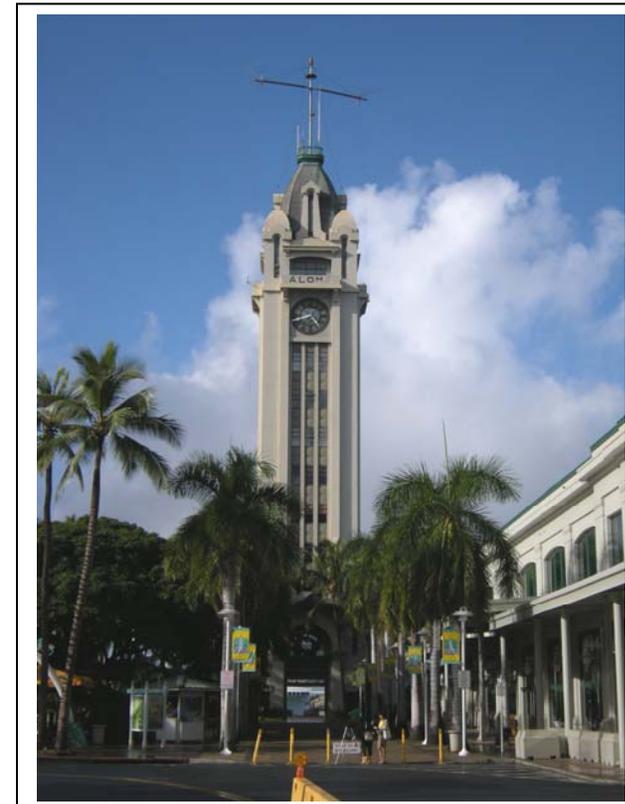
This 184' tower has an elongated eight-sided convex-curved spire for its main roof. This main spire is topped by a small, eight-sided deck with a thin railing and a "t"-shaped mast. Each of the cardinal faces of the main spire have an engaged elongated feature with a small gabled cap and narrow arched 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 style.



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**

Owner:

Station Block: **Downtown Station Block**

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

Historic Status: **Evaluated Eligible**

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

Location:

Owner:

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 courthouse 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.

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 realignment 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.

TMK: **None**

Portion of Alignment: **Koko Head portion**

Sector: **24 Downtown Station Sector**

Station Block:

Integrity:

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



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. The 1955 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

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

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

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

Owner: **STATE OF HAWAII**

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.

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 Kawanakoa 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 playground 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.

TMK: **21051005 & 21051006**

Portion of Alignment: **Koko Head portion**

Sector: **25 Civic Center Station Sector**

Station Block:

Integrity:

Retains high integrity.



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

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

CITY OR TOWN:
map of the area.
Honolulu

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

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input checked="" type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input type="checkbox"/> Private <input checked="" type="checkbox"/> Both	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No

PRESENT USE (Check One or More as Appropriate)

<input type="checkbox"/> Agricultural	<input checked="" type="checkbox"/> Government	<input type="checkbox"/> Park	<input type="checkbox"/> Transportation	<input type="checkbox"/> Comments
<input checked="" type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input type="checkbox"/> Private Residence	<input type="checkbox"/> Other (Specify)	_____
<input type="checkbox"/> Educational	<input type="checkbox"/> Military	<input type="checkbox"/> Religious	_____	_____
<input checked="" type="checkbox"/> Entertainment	<input type="checkbox"/> Museum	<input type="checkbox"/> Scientific	_____	_____

4. OWNER OF PROPERTY

OWNER'S NAME:
Multiple Ownership

STREET AND NUMBER:

CITY OR TOWN: STATE: CODE:

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

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: 1962 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

SEE INSTRUCTIONS

STATE: Hawaii
COUNTY: Honolulu
ENTRY NUMBER: 15
FOR NPS USE ONLY

7. DESCRIPTION

CONDITION	(Check One)					
	<input checked="" type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input checked="" type="checkbox"/> Fair	<input checked="" type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> 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 frieze 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

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
Hawaii	
COUNTY	
Honolulu	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

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.

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/Phi-
losophy
 Science
 Sculpture
 Social/Human-
itarian
 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.

SEE INSTRUCTIONS

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
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).

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			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	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 "	°	'	"	

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 DATE: Sept. 22, 1972
Hawaii Register of Historic Places

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



LAT. 21° 18' 44"
LONG. 157° 52' 00"

LAT. 21° 18' 50"
LONG. 157° 51' 56"

Honolulu
LAT. 21° 18' 43"
LONG. 157° 51' 68"

LAT. 21° 18' 45"
LONG. 157° 51' 53"



Lat 21° 17' 30"
Long. 157° 51' 50"