RECONNAISSANCE LEVEL SURVEY FOR ALOHA STADIUM

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JANUARY 24, 2025
FINAL


ARC
Heineken

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ACRONYMS AND ABBREVIATIONS

CMU: Concrete Masonry Unit

DAGS: Department of Accounting and General Services

GSA: General Services Administration

HAR: Hawaii Administrative Rules

HICRIS: Hawaii Cultural Resources Inventory System

HRS: Hawaii Revised Statutes

FAI: FAI Architects, Inc.

NASED: New Aloha Stadium Entertainment District

NHPA: National Historic Preservation Act

RLS: Reconnaissance Level Survey

SHPD: State Historic Preservation Division

SIHP: State Inventory of Historic Places

SOI: Secretary of the Interior's Standards

SOM: Skidmore, Owings and Merrill

TMK: Tax Map Key

STATEMENT OF PROJECT OBJECTIVES

This Reconnaissance Level Survey (RLS) was undertaken to document the architectural resources of Aloha Stadium and its associated satellite buildings, structures, and sites located within the New Aloha Stadium Entertainment District (NASED) in Halawa, Honolulu, Hawaii. FAI Architects (FAI) conducted an architectural resources survey and a State and National Register of Historic Places (NRHP) eligibility evaluation of Aloha Stadium to ascertain whether the stadium structure and associated complex features are historically significant. This architectural survey was requested by the State of Hawaii Department of Accounting and General Services based on conversations with the State Historic Preservation Division (SHPD) in anticipation of the demolition and redevelopment of Aloha Stadium and its site.

This survey examines the architectural features present in the Tax Map Keys (TMKs) (1) 9-9-003:061 and 069, totalling 87.88 acres. The other three TMKs included in the NASED, (1) 9-9-003:055, 070, and 071, were not examined because they contain no architectural features related to the Aloha Stadium complex. See Figure 1 and Figure 4 for more information on TMKs included in the NASED. The examined features include the primary Aloha Stadium structure and accessory complex features. These accessory complex features include two parking lot restroom facilities, four parking attendant booths, one garage, three bridges, and the perimeter parking lot landscaping. All buildings, structures, and sites are assessed for eligibility as a single resource, Aloha Stadium, as they are all part of the stadium complex. Aloha Stadium is considered an individually eligible structure.

This survey evaluates the historic significance of Aloha Stadium and is finalized in compliance with Hawaii Revised Statutes (HRS) Chapter 6E and the Hawaii and National Register of Historic Places (NRHP) eligibility evaluation. An overview of Aloha Stadium's historic context is included in this survey.

TMK	Past Use	Current Use	Contains Surveyed Architectural Features
(1) 9-9-003:055	Grass Road Shoulder	Grass Road Shoulder	No
(1) 9-9-003:061	Stadium & Parking Lot	Stadium & Parking Lot	Yes
(1) 9-9-003:069	Stadium	Stadium	Yes
(1) 9-9-003:070	Parking Lot	Skyline Station & Commuter Parking Lot	No
(1) 9-9-003:071	Road	Road	No

Figure 1: TMKs Included in the New Aloha Stadium Entertainment District (NASED).

Previous page: Pedestrian ramp.

RESEARCH METHODOLOGY

This survey examined two TMKs (1) 9-9-003:061 and 069, a total of 87.88 acres. Survey methodology included performing a field survey and historic research, analyzing findings, and articulating the results. Results of the survey identified a property to be placed in the State Historic Preservation Division's (SHPD) Statewide Inventory of Historic Places (SIHP). Prior to the commencement of any fieldwork, background research involving an examination of materials provided by the client was undertaken. Don Hibbard and Laurel Margerum, who meet the Secretary of the Interior's (SOI) Professional Qualification Standards as architectural historians, and Kikuyo Akao completed a site visit on October 16, 2023. Approximately five hours were spent in the field. Survey sheets following Hawaii SHPD requirements were populated and field notes and photographs were taken documenting the physical characteristics of the accessible buildings, structures, and sites within the survey area. The majority of the survey area was investigated; however, the Lower Halawa Lot was inaccessible. This parking lot contains three accessory complex features, a small garage building and two parking attendant booth structures, that were observed on the site visit from a distance and more closely examined virtually using Google maps. Following the site visit, additional research was undertaken at the Hawaii State Public Library as well as on the website "newspapers.com". A reconnaissance level inventory form was completed for the principal structure over fifty years old within the survey area.

While we greatly respect and honor the Hawaiian language as *ka ʻōlelo makuahine o Hawaiʻi* (the mother tongue of Hawaiʻi) and recognize it is one of two official languages in the State of Hawaiʻi, we acknowledge that the global use and readability of diacritical markers (the *kahakō* and *ʻokina* macron and glottal stop, respectively) in electronic formatting may cause words to display incorrectly when presented in different documentation and databases. Accordingly, diacritical markers have been omitted from Hawaiian words and place names in this report, and we apologize for its non-inclusion in this draft. Mahalo for your understanding in this regard.

Following page: Tunnel to field from locker room level.

BOUNDARY & SETTING

Aloha Stadium is located in the Halawa area of Oahu approximately five miles northwest from downtown Honolulu. It is located in the ahupuaa (land division) of Halawa and the moku (district) of Ewa. The structure is located on a parcel of land selected by the State for stadium development in the late 1960s. It is surrounded by low density commercial and residential development and is located just east of Pearl Harbor. The stadium is surrounded by highway and road networks developed in the 1960s, including Moanalua Freeway, Queen Liliuokalani Freeway, and Kamehameha Highway. Now, the Skyline light rail passes to the west of Aloha Stadium, and a Skyline station is located in TMK (1) 9-9-003:070 bordering Kamehameha Highway, colloquially known as the Kam Lot.

In the Hawaiian period, the Halawa ahupuaa was rich with settlements, fishpods, cultural sites, and irrigated agriculture that depended on the natural resources of Puuloa (Pearl Harbor). A large loi (taro patch) and settlement areas were located close to the current Aloha Stadium site.[1]

After the arrival of foreign settlers, the Hawaiian populations of Halawa ahupuaa declined, and the land was used for ranching and sugarcane fields in the nineteenth and early twentieth centuries.[2] In the late 1940s, the Halawa Veterans Housing Project was developed on the northwestern corner of the future stadium parcel. The Halawa Veterans Housing Project had 996 units and 4,422 residents when the site was selected as the future home of the stadium in 1966.[3] The number of families still living in the housing project and requiring relocation had dwindled to 107 by the early 1970s.[4] The Halawa Elementary School (1955) was torn down to accomodate the stadium. The land for the stadium was purchased from the General Services Administration (GSA), Bishop Estate, and Queen's Hospital, among other various landowners in the late 1960s.[5]

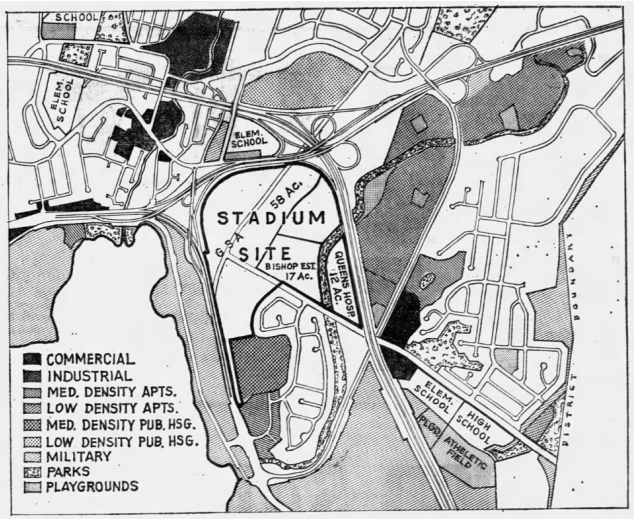

Figure 2: Parcels purchased for Aloha Stadium site.

Source: Ray Higuchi, "City Aquires stadium land," The *Honolulu Star-Bulletin*, June 15, 1967. Newspapers.com.

1 "Halawa Ahupuaa," Kamehameha Schools. https://www.ksbe.edu/assets/site/special_section/regions/ewa/Halau_o_Puuloa_Halawa.pdf

2 Adam Keawe Manalo-Camp, "Through the Eyes of Halawa," Ka Wai Ola. Nov 1, 2022. https://kawaiola.news/moomeheu/through-the-eyes-of-halawa/

3 Hal Wood, "Halawa Site for New Stadium," *Honolulu Advertiser*, Feb 12, 1966, newspapers.com.

4 "Halawa relocation plan rapped," *Honolulu Advertiser*, Feb 12, 1971, newspapers.com.

5 "City Aquires stadium land," *Honolulu Star-Bulletin*, June 15, 1967, newspapers.com.

SITE MAPS

Figure 3: Aerial view of region surrounding Aloha Stadium.

Source: FAI Architects, 2023.

Figure 4: Aerial view of Aloha Stadium and TMKs in project.

Source: FAI Architects, 2023.

TMKs In Project

A (1) 9-9-003:055

B (1) 9-9-003:061

C (1) 9-9-003:069

D (1) 9-9-003:070

E (1) 9-9-003:071

ALOHA STADIUM COMPLEX FEATURES

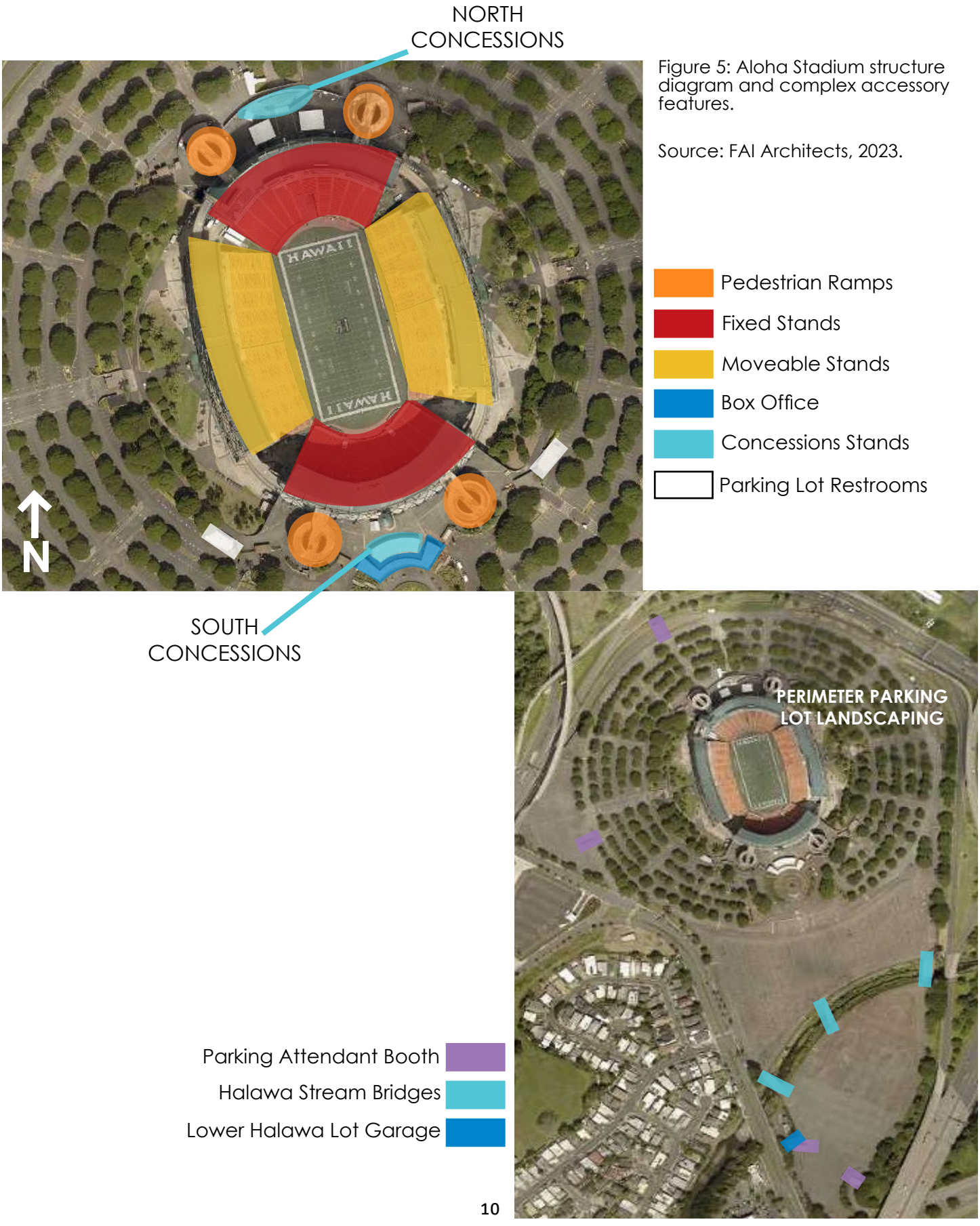

Figure 5: Aloha Stadium structure diagram and complex accessory features.

Source: FAI Architects, 2023.

HISTORIC BACKGROUND

Prior to the development of Aloha Stadium, Honolulu Stadium served as Oahu's major sports and entertainment venue in Moiliili. Honolulu Stadium, under the ownership and operation of J. Ashman Beaven, opened in 1926 and grew to a maximum capacity of 16,000 fans. With its wood construction and deteriorated condition, Honolulu Stadium earned the nickname the "Termite Palace". Replacing it with a new stadium became an ever increasingly popular topic of conversation after World War II. Businessman Louis Stephens envisioned a new stadium tied to the University of Hawaii and memorializing Hawaii's fallen soldiers. In 1947, State Representative Charles Kauhane put forth the corner of Kapiolani Park at Paki and Monsarrat Avenues as a new stadium location. In 1952, Olympic Stadium Ltd. led by State Representative Jack King suggested a modest 10,000-seat stadium in the vicinity of Sand Island. Bill Pacheco advocated for the remodeling of Honolulu Stadium into a 40,000-seat venue at its Moili location. To organize the discussion, in 1959 Honolulu Mayor Neal Blaisdell appointed a committee to study the feasibility of constructing a new stadium.[1]

As with all previous endeavors, nothing came of the mayor's committee's efforts. Finally, in 1965, after the State Fire Marshall testified before the Legislature that Honolulu Stadium was a fire hazard and should have been closed ten years earlier, the City and County of Honolulu and the State of Hawaii each set forth $50,000 for a stadium study. A new committee was formed headed by Morley Theaker. In February 1966, the committee recommended a new, 35,000-seat multi-purpose stadium be built in Halawa, on lands that had been recently declared surplus by the federal government. The site was selected for its proximity to Oahu's projected population center and because of its easy accessibility to the then in-progress H-1, H-2 and H-3 freeways.[2] In 1967 the City obtained the 58 acres of federally-owned land in Halawa and purchased additional adjoining acreage from Bishop Estate and other landowners.[3]

After reviewing proposals from six mainland architectural firms, including John Carl Warnecke and Skidmore, Owings and Merrill (SOM), the committee recommended Charles Luckman (1909-1999) be chosen as the architect of the new stadium, and in January 1968, the County began negotiating a contract with the Los Angeles architect's firm. At the time, Charles Luckman Associates was one of the five largest architectural firms in the United States and maintained offices in both Los Angeles and New York. Luckman was licensed in forty-

1 Jerry Tune, "Stadium's History an Old One," *Honolulu Star-Bulletin*, Sept 12, 1975, newspapers.com.
2 "Councilman builds case for Halawa stadium," *Honolulu Star-Bulletin*, Sept 19, 1967, newspapers.com.
3 Ray Higuchi, "City Aquires stadium land," *Honolulu Star-Bulletin*, June 15, 1967, newspapers.com.

eight states and the District of Columbia, making him the most widely licensed architect in the nation.[4]

Luckman graduated at the head of his class from the University of Illinois's School of Architecture in 1931. As little construction transpired during The Great Depression (1929-1939), he secured a draftsman job with Colgate-Palmolive-Peet before shifting into sales and moving to Pepsodent. He rose to president of Pepsodent at the age of 33, and upon Lever Brothers' acquisition of Pepsodent, the 37-year-old Luckman became president of all Lever Brothers companies in America.[5] In 1948, President Harry Truman named him to head the committee which distributed food to hunger-plagued Europe, and subsequent presidential assignments garnered him a reputation as an able governmental administrator. The June 10, 1946 *Time* magazine carried his portrait by Boris Artzybasheff on its cover.[6] In 1951, in the midst of constructing Lever House, which Luckman commissioned SOM to design, the young executive resigned his Lever Brothers presidency to return to architecture. Luckman partnered with William Pereira, a former University of Illinois classmate and an established architect in Los Angeles. In 1958, the partnership dissolved with Luckman opening his own architectural office. Luckman's firm did well and handled the design of various projects including U.S. armed forces bases in Spain, the Cape Kennedy missile launching base, the manned spacecraft center in Houston, Prudential Square in Boston, the Los Angeles Zoo, The Forum in Los Angeles, Madison Square Garden in New York City, and the Phoenix Symphony Hall.[7]

One of the main features of Luckman's Aloha Stadium plan was its ability to be reconfigured for either baseball or football, thanks to mobile seating sections. While other stadiums around the United States, including the Robert F. Kennedy Stadium in Washington, D.C., Busch Stadium in St. Louis, San Diego Stadium, and Shea Stadium in New York, featured movable bleachers, Hal Wood of the *Honolulu Advertiser*, was sure that Honolulu's stadium would be, "the most unique stadium in the world." Luckman declared,

> "In the new Honolulu Stadium we will be able to move 27,000 seats in 20 minutes to convert from a perfect baseball stadium to a perfect football stadium. And the cost will be only whatever electricity is used. The labor involves only the flicking of a switch."[8]

Luckman's contract with the City and County of Honolulu was signed in June 1968.[9] However, City Councilman Frank Fasi, who was running for mayor in the November elections, advised Luckman by letter, "The

4 "Architect to Address Rotary Club," *Honolulu Advertiser*, July 22, 1966, newspapers.com.
5 "ABC: 'ability, breaks...and courage'," *Honolulu Star-Bulletin*, July 27, 2023, newspapers.com.
6 "Corporations: Old Empire, New Prince," *Time*, June 10, 1946, newspapers.com.
7 "Designer of stadium disputes Fasi on cost," *Honolulu Star-Bulletin*, Dec 4, 1968, newspapers.com.
8 Hal Wood, "Unique Stadium on Tracks Approved," *Honolulu Advertiser*, Jan 30, 1968, newspapers.com.
9 Joe Arakaki, "Fasi adamant vs. stadium," *Honolulu Star-Bulletin*, June 7, 1968, newspapers.com.

contract you signed with Mayor Neal S. Blaisdell to design and construct a 36,000 seat stadium at Halawa at a cost of $18 million does not commit the City and County of Honolulu beyond the end of this year."[10] Upon his election as mayor, Fasi expressed concerns over the mobile stands actually working, and opposed the City moving forward with the project.[11] Instead he proposed either private investors or the State undertake the project, as the City could not afford it.[12] In July 1969, Mayor Fasi appointed a seven-person Stadium Advisory Committee headed by Cecil Heftel to study the stadium issue. In February 1970, the committee released a seventeen-page report recommending a 34,000-seat stadium be built at the Halawa location.[13] The new design retained the mobile stands concept, but a new air flotation system—similar to that used to move the Saturn rockets to their launch pads at Cape Kennedy—would replace Luckman's original rail system. It was estimated that four men could completely reconfigure the seating in thirty minutes.[14] The report also concluded that the stadium should not exceed $11.4 million to build. The State would cover two-thirds and the City would cover one-third of the total cost. Most of the City's share had already been expended on the land acquisition, initial architectural studies, and planning.[15]

Another distinctive feature of the new stadium was its use of Cor-Ten steel, whose name derives from its two distinguishing properties: corrosion resistance and tensile strength. Also called weather-proof steel, the material was reputed to eliminate maintenance by forming a protective layer of surface oxidation that prevents further corrosion. This alloy was developed by U.S. Steel during the 1920s, and during the 1930s found a practical application in railroad cars carrying coal, metal ores, and grains. In the 1960s it began to be used in highway bridge construction. John Deere's Headquarters in Moline, Illinois, designed by Eero Saarinen and completed in 1964, is the earliest known use of it in a building. In Hawaii, architect Vladimir Ossipoff employed the material in C. Brewer's building in Hilo, which opened in February 1971. Unfortunately, after its use in Aloha Stadium, it was discovered that the material continued to rust in humid, sub-tropical, and salt-air environments. This resulted in extensive necessary repairs to the stadium's Cor-Ten elements in 1987-1988, including the removal and replacement of the stadium's roof.[16] Atlanta, Georgia had a similar experience with its Omni Coliseum which opened in 1972.

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10 Ibid.
11 "Designer of Stadium Disputes Fasi on Cost," *Honolulu Star-Bulletin*, Dec 4, 1968, newspapers.com.
12 Tune, 1975.
13 Bruce Benson, "Study Urges Stadium at Halawa," *Honolulu Advertiser*, Feb 12, 1970, newspapers.com.
14 "Floating Grandstands in Proposal," *Honolulu Advertiser*, Feb 12, 1970, newspapers.com.
15 Benson, 1970.
16 "Stadium Project to Cost $10 Million," *Honolulu Star-Bulletin*, Oct 5, 1987, newspapers.com.

Governor John Burns supported the State's financial cooperation, and in 1970 the Legislature approved the State undertaking the project. In October 1970, after a second architectural selection process, Governor Burns signed a contract with Charles Luckman Associates to move forward with the architectural planning.[17] In the following year, Governor John Burns successfully requested additional funding to expand the stadium's capacity to 50,000, increase parking, and install artificial turf. [18] After Hawaiian Construction and Dredging was awarded the contract to build the stadium in May 1972, further delays were encountered as the bid process was challenged, leading to a Supreme Court ruling in favor of the Dillingham subsidiary in September 1972.[19]

Aloha Stadium was finally completed in 1975. In addition to hosting numerous high school and University of Hawaii football games, it was the home of the Triple A, minor league baseball team, the Hawaii Islanders, until 1987. It has hosted numerous musical concerts by international music stars, and was the home of the Hula Bowl (1976-1997, 2006-2008, 2020-2021) and the Pro Bowl (1980-2016). Aloha Stadium was the largest and foremost outdoor sporting arena in Hawaii until it was deemed unsafe to hold crowds in December 2020 due to the continual corrosion of its Corten steel.

Following page: Bronze entrance sculpture by Saturo Abe.

17 Bruce Spinks, "Signature Gets Stadium Wheels Going," *Honolulu Advertiser*, Oct 17, 1970.
18 Arthur Suehiro, *Honolulu Stadium,* Honolulu: Watermark Publishing, 1995.
19 George Kakesako, "State's Goal: '74 Hula Bowl in Halawa," *Honolulu Star-Bulletin*, Sept 13, 1972.


DO NOT CLIMB

DATA SUMMARY & RECOMMENDATIONS

ELIGIBILITY

This survey identifies the Aloha Stadium structure as over fifty years of age in 2025. While Aloha Stadium is the primary structure being assessed for eligibility in this survey, the multiple accessory buildings, sites, and structures contained within the grounds of the athletic complex are evaluated as contributing or noncontributing features to the Aloha Stadium complex and are also assessed for individual eligibility. The Halawa Stream bridges, parking attendant booths, parking lot landscaping, and likely the Lower Halawa Lot garage will be fifty years of age in 2025. The two parking lot restroom facilities were constructed after 1983. Per the National Historic Preservation Act (NHPA) of 1966 as ammended (2006), 36 CFR §60.4, the Aloha Stadium structure, Halawa Stream bridges, parking attendant booths, Perimeter Parking Lot landscaping, and Lower Halawa Lot garage meet the age requirement to be considered for listing on the Hawaii and National Registers of Historic Places. See Figure 6 for a summary of historic assessments of all features. This assessment is based on the understanding that no actions affecting the historic character of the stadium and associated elements will transpire until 2025 or later, when the stadium complex will be at least fifty years old.

Aloha Stadium

For a property to be considered eligible for listing on the Hawaii and National Registers of Historic Places, it must possess historic significance and integrity in addition to being at least fifty years of age. If a property retains essential characteristics despite changes over time, it maintains integrity and is able to convey historic significance. Aloha Stadium has been modified since construction. A significant change to the function of the stadium was the locking of the mobile stands in 2007 and the subsequent stiffening of the bridges between the fixed and mobile stands. Other changes include upgrading of security and administrative offices, replacement of dugouts with VIP seating, conversion of baseball press boxes to skyboxes, replacement of the roof, and replacement of the original clock and scoreboard. However, these changes do not compromise the structure's historic integrity of location, design, setting, materials, workmanship, feeling and association as such changes are dwarfed by the scale of the stadium and the volume of remaining historic material.

Aloha Stadium was designed by Charles Luckman Associates, and completed in 1975. Per the Hawaii Revised Statutes (HRS) Chapter 6E and the National Register of Historic Places (NRHP) signifiicance evaluation, Aloha Stadium appears to be eligible for listing in the Hawaii and National Registers of Historic Places under Criteria c/C[1] as a good example, at the state level, of a multi-purpose sports stadium built in Hawaii in the 1970s.

1 While possessing the same content, National Register criteria are noted with a capital letter and Hawaii register criteria are noted with a lowercase letter.

Its period of significance is the year of its construction, 1975.

Aloha Stadium was also evaluated for significance under Criteria a/A, b/B, and d/D; however, Aloha Stadium is not related to an event or pattern of events that made an important contribution to the history of the State or nation; is not associated with an individual who is important to the history of the community, State, or nation; and does not yield information important to the knowledge of the prehistory or history of the community. While Aloha Stadium has hosted a variety of sporting and cultural events over its years of service that have been important to the history of Hawaii, Aloha Stadium it is not considered to possess historic significance under Criterion a/A because these events primarily transpired outside its period of significance of 1975.

Per HRS §13-275-6, Aloha Stadium was also evaluated under Criterion e and was found not significant in having an important value to the native Hawaiian people or to another ethnic group of the state due to associations with traditional beliefs, events, or oral accounts.

Accessory Complex Features:

Halawa Stream Bridges

The three Halawa Stream bridges were designed by Charles Luckman Associates as part of the development of the Aloha Stadium complex and constructed with the stadium in 1975. The three bridges vary in width but are otherwise identical in design. They appear to be unmodified from their original design and retain integrity of location, design, setting, materials, workmanship, feeling and association. While sharing a similar modern aesthetic with Aloha Stadium, the curving elements of the bridges' design are distinct from the more angular shapes that define the stadium. The Halawa Stream bridges are considered to be strongly contributing structures to Aloha Stadium's historic significance due to their articulated design. While tied to the development of Aloha Stadium, the three bridges are also representative of the greater master planning and infrastructure development of the Aloha Stadium site. While contributing to the significance of the Aloha Stadium complex, they do not appear to be individually significant because when evaluated alone, the bridges are not related to an event or pattern of events that made an important contribution to the history of the State or nation; are not associated with an individual who is important to the history of the community, State, or nation; do not represent rare architectural features or embody high artistic values of a type, period or method of construction; and do not yield information important to the knowledge to the prehistory or history of the community. Per HRS §13-275-6, the Halawa Stream Bridges were also evaluated under Criterion e and were found not individually significant in having an important value to the native Hawaiian people or to another ethnic group of the state due to associations with traditional beliefs, events, or oral accounts.

Parking Attendant Booths

The four parking attendant booths were designed by Charles Luckman Associates as part of the development of the Aloha Stadium complex and constructed with the stadium in 1975. The parking attendant booths are identical in design but vary in number of bays. Some have been upgraded with mechanized parking bars but the booths otherwise appear to be unmodified from their original design and retain integrity of location,

design, setting, materials, workmanship, feeling, and association. The parking attendant booths are considered to be contributing structures to Aloha Stadium's historic significance but do not appear to be individually significant. The parking attendant booths are not individually significant because when evaluated alone, they are not related to an event or pattern of events that made an important contribution to the history of the State or nation; are not associated with an individual who is important to the history of the community, State, or nation; do not represent rare architectural features or embody high artistic values of a type, period or method of construction; and do not yield information important to the knowledge to the prehistory or history of the community. Per HRS §13-275-6, the parking lot attendant booths were also evaluated under Criterion e and were found not individually significant in having an important value to the native Hawaiian people or to another ethnic group of the state due to associations with traditional beliefs, events, or oral accounts.

Lower Halawa Lot Garage

The age of the Lower Halawa Lot garage could not be determined and it is not included on original plans for Aloha Stadium. However, the ribbed metal employed in its construction suggests that it was built close to if not at the time of the construction of the stadium and that a later addition added a third bay. The Lower Halawa Lot garage retains integrity of location, design, setting, materials, workmanship, feeling and association. Due to its assumed construction at the time of the stadium, it is at this time considered to be a contributing resource to Aloha Stadium's historic significance. The Halawa lot garage is not individually significant because when evaluated alone, it is not related to an event or pattern of events that made an important contribution to the history of the State or nation; is not associated with an individual who is important to the history of the community, State, or nation; does not represent rare architectural features or embody high artistic values of a type, period or method of construction; and does not yield information important to the knowledge to the prehistory or history of the community. Per HRS §13-275-6, the Halawa lot garage was also evaluated under Criterion e and was found not individually significant in having an important value to the native Hawaiian people or to another ethnic group of the state due to associations with traditional beliefs, events, or oral accounts. If it were discovered that the Lower Halawa Lot garage were built after the stadium and is less than fifty years old, it would no longer be considered a contributing building and would not need to be evaluated for individual significance.

Perimeter Parking Lot Landscaping

Aloha Stadium's Perimeter Parking Lot was designed by Charles Luckman Associates as part of the development of the Aloha Stadium complex and constructed with the stadium in 1975. While plans called for the planting of monkeypods in all parking lots, monkeypods were ultimately only planted in the Perimeter Parking Lot which encircles the stadium structure. The Perimeter Parking Lot landscaping retains integrity of location, design, setting, materials, workmanship, feeling and association. The landscaping is considered to be a contributing site to Aloha Stadium's historic significance but does not appear to be individually significant. The Perimeter Parking Lot landscaping is not individually significant because when evaluated alone, it does not related to an event or pattern of events that made an important contribution to the history of the State or nation; is not associated

with an individual who is important to the history of the community, State, or nation; does not represent rare architectural features or embody high artistic values of a type, period or method of construction; and does not yield information important to the knowledge to the prehistory or history of the community. Per HRS §13-275-6, the Perimeter Parking Lot landscaping was also evaluated under Criterion e and was found not individually significant in having an important value to the native Hawaiian people or to another ethnic group of the state due to associations with traditional beliefs, events, or oral accounts.

Parking Lot Restrooms

The two parking lot restrooms were constructed sometime after 1983 and designed as later additions to the Aloha Stadium complex to address issues of restroom access during pre-game tailgates. The two restrooms are identical in design. The two parking lot restrooms are not contributing structures to Aloha Stadium's historic significance as they were constructed after the stadium's period of significance and do not meet the age criteria to be considered a historic resource. The parking lot restrooms are not individually eligible because they will not reach 50 years of age prior to the start of this project.

Building	Year	Architect	Contributing Feature	National Register Individual Eligibility	National Register Criterion	HAR 13-275-6 Individual Eligibility	HAR 13-275-6 Criterion
Aloha Stadium	**1975**	**Charles Luckman**	**N/A**	**Eligible**	**C**	**Eligible**	**C**
Accessory Features							
Halawa Stream Bridges (3)	1975	Charles Luckman	Contributing	Not Eligible	N/A	Not Eligible	N/A
Parking Attendant Booths (4)	1975	Charles Luckman	Contributing	Not Eligible	N/A	Not Eligible	N/A
Lower Halawa Lot Garage	~1975	Unknown	Contributing	Not Eligible	N/A	Not Eligible	N/A
East Parking Lot Bathroom	Post 1983	Unknown	Non-Contributing	Not Eligible	N/A	Not Eligible	N/A
West Parking Lot Bathroom	Post 1983	Unknown	Non-Contributing	Not Eligible	N/A	Not Eligible	N/A

Figure 6: Historic assessment data summary table.

RECOMMENDATIONS

This RLS finds that Aloha Stadium is eligible for listing on the Hawaii and National Registers of Historic Places because the structure possesses historic significance and retains sufficient historic integrity. While demolition is not considered an appropriate treatment for the stadium as this will eliminate the eligible structure's historic significance and integrity, demolition of the stadium may be necessary to fulfill larger development goals and provide a safe, functional space for largescale athletic and cultural events in Hawaii. Consultation with the State Historic Preservation Division (SHPD) to mitigate effects on this eligible structure will be an important part of preparing to demolish Aloha Stadium. Because Aloha Stadium is such a large and publicly important structure and possesses historic significance, mitigations may be substantial.

Potential mitigations for consideration include one or more of the following:

- An Historic American Buildings Survey (HABS) which documents and preserves the design of Aloha Stadium through measured drawings and photographs.

- Historical Documentation of the events and design of Aloha Stadium in the form of up to ten (10) interpretive panels or wall mounts displaying images, plans, timelines, and narrative history on view in a public location in the new stadium and NASED project.

- Where feasible, preservation of certain historic elements of the stadium in the form of salvage and retention in the aforementioned displays or as additional decorative elements. Examples include: the moveable model of the original stadium, turf examples, original sports team and restroom signs, and other elements.

- Incorporation of new interpretations of Aloha Stadium's characteristic design elements into the new stadium or overall NASED design. This might include design elements inspired by Aloha Stadium's cross bracing built into a lobby space or incorporating the pattern of Aloha Stadium's signature ribbed metal sheets into various new elements.

- Exploration of the reuse of Halawa Stream Bridges—which are a good representation of the overall planning and infrastructure development of the site and a well-designed example of the style of their era—in new NASED design. If bridges are retained, signage identifying them as original to the Aloha Stadium complex would be useful.

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Kakesako, George. "State's Goal: '74 Hula Bowl in Halawa." September 13, 1972.

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Following page: Field level view.


Heineken

DATA SHEETS

State Historic Preservation Division
Reconnaissance Level Survey (RLS)-Survey Form
Individual Resource Information

Property Location:	**Property Classification:**
TMK:	Ownership:
(1) 9-9-003:061, 069	☐ Private ☒ Public
Street Address:	
99-500 Salt Lake Boulevard	Classification:
County:	☐ Building ☒ Structure
Honolulu	
State:	☐ District ☐ Object
HI	
Zip Code:	☐ Site
96701	

Property Function:	
Current: RECREATION/ sports facility: Stadium.	Historic: RECREATION/ sports facility: Stadium.

Property Description:
Date of Construction: 1972-75
Provide a description of the property, including the character defining features, and summarizing alterations to the property.

Aloha Stadium is no longer in use, and its staff is greatly reduced, although still operating from the building. The stadium is an oval shaped, 143'-8" tall building with free-standing, spiral pedestrian ramps at its four "corners". Each ramp has an approximate diameter of 129'-0'. The steel and masonry building faces south and houses a football field which runs in a north-south direction. Two tiers of bleachers encircle the playing field and provide seating capacity for 50,000 spectators. An asphalt paved parking lot, capable of holding 6,400 automobiles and 140 buses surrounds the stadium. The majority of parking is to the south of the stadium. The parking areas on the north, east and west sides of the stadium have monkey pod trees (*Samoea saman*) shading much of the lot, while the south side is essentially bereft of trees. The parking lot to the south of the stadium is bisected by the Halawa Stream, with two vehicular bridges and one pedestrian bridge crossing the

stream. Two free standing restrooms are located outside the stadium to the east and west of the primary entry. Four parking lot attendant booths are located on the stadium grounds. Two booths monitor entry to the main parking area from Salt Lake Boulevard and Kamehameha Highway. Two booths are located in the southern tip of the Lower Halawa Lot. There is also a small garage located in the southern tip of Lower Halawa Lot.

The stadium's curved main entry and box offices face south. The box office projects out from the stadium and a four-story cylindrical elevator shaft clad in ribbed metal siding rises from the rear of the box office. The box office looks out upon the south entry plaza. The south entry plaza sits in a bowl below the level of the stadium with the floor of the bowl sloping down towards the south parking lot. The plaza is open on its south side, allowing entry and egress. In the center of this opening a bronze bust of Governor John Burns by University of Hawaii art professor Fred Roster sits atop a circular base supported by a cylindrical shaft. This statue was dedicated in 1981.

The box office defines the north side of the entry plaza. The center of the plaza features a bronze sculpture, "Volcano", done by Satoru Abe in 1980. The sculpture sits in the middle of a circle. The sculpture's surrounding concrete paving is embedded with river stones and contrasts with the black top paving of the circular drive which leads up to the box office's ticket booths. Like the box office, the sculpture also sits in a bowl. Three steps descend from the paved parking lot to it, and on its north, east, and west sides it is circumscribed by a sloping lawn which is adorned by the word "Aloha" written in flowers.

The box office is the central bay of a wing which projects from the stadium. It has a built up shed roof which slopes to the south and further accentuates the sense of an entry bowl. Five flag poles rise from the front center of the wing's roof. The façade of the wing is curved and has an inset lanai which runs almost the length of the façade. The name "Aloha Stadium" is displayed in raised metal letters in the middle of the roof's cantilevered frieze, and four inset rectangular columns demarcate the wing's five bays. The box office's ten ticket booths are centered on the rear wall of the lanai in the second, third, and fourth bays. A glassed-in security office occupies the easternmost bay, and the westernmost bay is used to park electric carts driven by staff. To either side of the wing are inclined areas planted in bougainvillea (*Bougainvillea sp*) to define the entry plaza. Approximately 10'-0' from each of the wing's side walls a set of fourteen wide concrete steps lead up to a long landing. Above this, another fourteen steps ascend to an upper level where the main turnstiles to enter the stadium are located.

The ticket booths have a mid-height, narrow counter with an aluminum-framed glass window above. The window has a slot at the bottom through which money and tickets are exchanged. Above each ticket window is a large television screen. Metal railings demarcate the customers'

queue to each ticket booth. To the right of the ticket booths is a set of double doors and a single door, all of which have metal frames and glass panes above and below. The double doors have pull handles on the interior, while the single door has panic bar hardware. To the east of the set of three doors is a single-pane, fixed window. Above the three doors and window are four louvered transoms.

The doors open on a 12'-9" wide, front-to-rear running hallway which tapers to 9'-1" towards the rear. The hall has a polished concrete floor, concrete masonry unit (CMU) walls, and a 16'-3" high, open beam, concrete ceiling. The ceiling is consistent throughout this floor of wing, as are the CMU walls. On the west side of the hall a single door opens into a small security office. On the east side of the hall a pair of solid double doors open into a larger security office. This security office is formed by a framed pony wall that has a gap between its top and the hallway ceiling. This security office has two rooms and glass walls projecting out into what would have been the eastern-most bay of the ticket booth lanai. The southernmost room has three two-pane, fixed windows looking out onto the lanai and a bank of six similar windows looking out onto the south entry plaza. All the windows have transoms similar to those over the entry doors.

The hallway has two branches to the left, and its corners on both sides of each branch are rounded. Two doors on the south side of the southern-most lateral-running branch hallway provide access to the box office and ticket booths. A third door on this wall opens on the parking manager's office. On the other side of the branch hall a pair of double doors open onto an office and a single door serves as the back door to the stadium's administrative offices. All these rooms have vinyl tile floors. Beyond the door to the administrative office is an elevator.

At its west end the branch hallway intersects another front–to-rear running hallway. Again the corners at the intersection of the two hallways are rounded. The south end of the front-to-rear hallway leads to the front lanai and has a roll-up, metal grate door. The other end of the hallway runs to the rear of the wing and intersects the second lateral-running branch hall.

The more northern branch hall has on its south wall the main entrance to the administrative offices. This entrance and the interiors of the offices have been remodeled over time. The entrance has a set of bronzed aluminum double doors, which are flanked on either side by two single-pane, fixed windows. Mounted on the wall above the entrance and windows is a display of various teams' football helmets. The office floor is carpeted and has a dropped ceiling.

Across the hall from the administrative office is a metal gate which secures a concrete, dogleg ramp leading down to the locker rooms. To either side of the ramp are men's and women's bathrooms. To the west of the gate and the women's bathroom is a set of solid double doors that

lead to a hospitality/community room. The large room has a polished concrete floor, CMU walls, and a dropped ceiling. Between the gate and the men's bathroom the stadium clock used between 1991 and 2010 is mounted on the wall. Beyond the men's bathroom to the east the hall provides access to mechanical rooms.

The ramp has a pipe handrail running down both sides, and the ceiling is stepped to accommodate the contour of the floor of the seating above. At the bottom of the ramp is a lateral running, east-west hallway with two metal gates securing entry to the hall beyond the ramp. In both directions along the hallway two sets of double doors access the two locker rooms. The Hawaii team locker room is to the east and the visiting team locker is to the west. The identical locker rooms have coin rubber floors, CMU walls, and a stepped ceiling similar to that over the ramp down to this level. A short passage leads from the hall to the main area of the locker room, which retains many, but not all, of the lockers and benches. Four individual offices for coaches and another for the team physician are located along the south edge of the locker rooms. Other areas along the periphery house toilets and sinks, tiled showers, and a drying area.

Tunnels bisect each locker room and are oriented toward the playing field. The tunnels are accessed by double doors leading from each. Pipe hand railings are attached to the walls of the tunnels. The two tunnels give teams access to the playing field, opening on its south side. The football field is comprised of artificial turf and the goal posts remain standing. Between the two tunnels and below the grade of the field is the dugout box seating. In the middle and at the two ends of this sunken area are sets of four concrete steps providing access and egress. Most of the dugout box seats no longer remain; however, one grouping is still intact. In the middle of the rear concrete wall of the dugout box seats is an opening with a metal gate. This accesses a tunnel that leads back to the lateral running hallway. The south terminus of this tunnel is adjacent to the ramp descending from the administrative office. Doors on each side of this tunnel provide access to a storage room and the officials' locker room. The baseball dugouts were originally located to the outside of the two field access tunnels. However, these have been enclosed and converted to VIP seating.

On the northern side of the playing field a large, 14'-0' x 33'-0", centered tunnel provides access to the playing field from the street. The tunnel is two lanes wide and paved in concrete with a 9" curb. Along its center line are two, 2'-0" x 4'-6", rectangular columns. Under the stadium the tunnel expands to the east and west. To the west side is a loading area with a 4'-1" high loading dock at its west end. Six concrete steps approach the north end of the loading dock from a sidewalk formed by the curb. At the north end of the loading dock is an elevator and an enclosed, concrete stairway. Also at this end of the dock is a storage room accessed by an overhead sliding door. On the east side of the tunnel is a large maintenance area. This area has several inset bays and

metal mezzanines on both sides which are accessed by 14 metal steps with grate treads. Areas below the mezzanines have been enclosed by ribbed steel siding to form offices. The ceiling of the tunnel, loading dock, and maintenance area is stepped, following the profile of the bleachers above. The walls are made of CMU.

Initially, the stadium had permanent concrete stands holding 11,000 seats at its north and south ends and a pair of moveable steel frame stands on both the east and west sides. Each of the four mobile sections contains 7,000 seats. Each section of seating, both permanent and mobile, features cross bracing on its exterior perimeter. Portions of the cross bracing's concrete foundations have been removed to reveal extensive rusting at the base.

Eight bridges at the middle and upper concourse levels span the approximately 100'-0" wide gaps between the concrete and once mobile sections of the stands. These curving bridges have 2'-6" high railings clad in ribbed metal with a 1'-0" pipe rail above. On the underside of the lower bridges, yellow discs may be observed. These are the remains of the "air film" transporters manufactured by Rolair Systems, which facilitated the moving of the bridges. The bridges are now locked in place but originally had to be put up and taken down whenever the stadium seating was reconfigured. At ground level below the bridges are staging areas for the handling of the bridges. Centered under the bridges are 7'-3" diameter circular steel plates each housing a 3'-0" diameter hydraulic ram which is the shaft of a hydraulic piston that is anchored in concrete 104'-0" below the surface.

A wide, 17'-10" x 33'-6", flat arched opening is in the concrete face of the permanent stands facing the bridge staging area. This area contained support equipment and was used to store the bridges when not in use. The south wall of the staging area features an unimproved dirt slope held by 3'-1" CMU retaining walls. Three chamfered, rectangular, 2' x 4'-6" columns which help support the 32'-4" high concrete ceiling run along the line of the retaining wall. At the rear of this space on the playing field side, a ramp runs up the CMU side wall, and outside the ramp are five concrete steps. The steps and ramp lead up to an opening secured by an extruded metal gate. The gate opens on the end of the lateral-running hall which accesses the locker rooms. In the southeast corner of the southwest bridge staging area a single-story, flat-roofed, transformer building extends from the concrete wall of the permanent stands. The rectangular building has a 14'-0" x 20'-7" footprint and is characterized by metal vents on three sides. A set of double doors in its north wall is made of wood with metal louvers.

The stadium has two tiers. One features a lower field orange section and an upper field blue section. The other has an upper grandstand yellow section and lower grandstand red section, and a brown section of lodges below the red section. Three concourses ring the stadium. One is at ground level, one is between the orange and blue sections, and one is between the yellow and

red sections. In each section are individual plastic seats made by the American Seating Company. All three concourses feature concessions and restrooms enclosed by ribbed metal siding and set under the stadium's seating. In addition, twenty-two tunnels connect the concourses to the stands.

In addition to the concession stands under the bleachers, there are two free-standing concession stands at the north and south ends of the stadium on the ground level. The single-story north concession stand has CMU walls and a built-up flat roof. It is three bays long, with the western-most bay being the longest. The western and the middle bay are characterized by long counters running their length and open preparation and serving areas behind the counters. The equipment in the middle bay supported the preparation of hot foods. The eastern-most bay is a CMU-walled storage space. The roof is cantilevered beyond the serving counters and functions as a canopy. A set of wood steps on the east side of the concession stand access its roof. In the front middle of the roof is a wood stage which was intended for live performances.

The concession stand at the south end of the stadium is also of split block CMU and has a built-up shed roof. It has a curved front and is also three bays long. Its form visually nestles with the box office when viewed from the south entrance to the stadium. All the bays have counters and serving areas separated from the rear food preparation space by a white ceramic tile wall. The ceramic tile wall features pass-throughs in each bay for the delivery of food to the serving area. A rounded cloth canopy protects customers who are in front of the counters from the elements.

At the four corners of the stadium are large circular pedestrian ramps which provide vertical circulation for the spectators. The spiral ramps have a split face CMU foundation and rise six spirals into the air. A 3'-6" high guardrail with ribbed metal siding runs around the sides of the ramps and a pipe handrail runs down the center of each walkway. A flat slab bridge at the top of each of the four ramps connects to the upper concourse of the stadium.

Two raised concourses circle the stadium and provide access to the seating tiers. From the ground level, four sets of metal steps adjacent to the restrooms ascend to the lower concourse. The upper concourse is accessed from the free standing, spiral pedestrian ramps. The upper concourse accesses the football press box, the score board, and the sky boxes in addition to accessing the yellow, red and brown seating sections. The yellow section contains seventeen rows of seating, the red has five rows of seating, and the brown has four rows of seating.

At the south end of the stadium nineteen metal steps lead down to the brown seating section and the sky boxes. The sky boxes originally were baseball press boxes and are walled off from the corridor used by the public to access the brown level seats. A lateral running, double loaded hall which opens onto the public corridor on its east and west ends, services the sky boxes. Doors

in the north wall of the hall access the five private sky boxes, as well as a booth for the stadium manager. The wall is characterized by a 7'-6" high gypsum board surmounted by an extruded metal screen. Hinged single doors provide access to the booths. The sky boxes and manager's booth have two levels with five wood steps facilitating circulation between the two levels. A single pane fixed window in the manager's booth overlooks the playing field while the upper half of the sky boxes' end wall are open to the elements. A women's restroom is across the hall from the skyboxes, and the Lanai skybox also accommodates a men's room.

The football press box straddles the fifty-yard line on the west side of the stadium. Two sets of nineteen metal steps descend to a corridor that services the ten press boxes. A large box with two doors is assigned to the press. Other smaller boxes are for radio, television, the public address announcer, and spotters. All the booths are bi-level with a set of five wood steps facilitating circulation. The next-to-the-last booth at each end has an opening with six metal steps with a wrought iron railing and diamond treads descending to a platform for television cameras. This platform is enclosed by an approximately 42" high extruded metal mesh screened railing with a wrought iron frame.

The scoreboard is at the north end of the stadium. The last scoreboard, which was not original, was removed and repurposed for use at the Clarence Ching Stadium on the University of Hawaii at Manoa campus. A set of nineteen metal steps descends from the upper concourse to the brown seating level on the north side, which includes the control room for the score board. The control room has two tiers, with the upper tier 13'-4" above the lower. Between the lower tier and the opening for the scoreboard is 2" pipe railing which is 43" high. In addition to the control room there is also a computer room at this level.

A 53' wide metal roof, which replaced the original, protects the grandstand seats from rain. Rising from the roof is an 11'–6" high light box which contains the field lights. The speakers for the stadium are attached to the eaves of the roof.

The stadium is encircled by split block CMU walls and chain link fence, and spectator entry into the stadium is through eight turnstile gates. Four of these entry gates, 1, 2,3, and 4, are situated at the south end of the stadium while gates 6 and 7 allow entry from the north. Gates 5 and 8 permit access from the west and east, respectively. At Gate 6 there is a single-story satellite box office with a standing-seam metal shed roof. It is rectangular in shape and has split block CMU walls. On its north side it has a wide ticket counter.

Outside the stadium and to either side of the entry bowl is a free-standing, single-story restroom. The 17'-3" x 54' buildings have split block walls and built-up shed roofs which slope to the rear.

A concession stand with a rectangular opening accommodating a counter dominates the middle of the buildings. Open-ended, front-to-rear running passages at each end of the façades lead to men's and women's restrooms vestibule entries.

The southern parking area, made up of the Upper and Lower Halawa Lots, is bisected by the Halawa stream which flows in a lined concrete channel. Two concrete vehicular bridges are located at either end of the stream where it enters and leaves the parking lot. Between the two vehicular bridges is a concrete pedestrian bridge. All the bridges are single span, pre-stressed I-beam structures with concrete decks. They all have concrete abutments, and feature aluminum guardrails rising from curved concrete parapets. The west vehicular bridge is 41' wide and approximately 98'-6" long, while the east one is 53' wide and approximately 96' long. The pedestrian bridge is 20' wide and approximately 108'-4" long. The pedestrian bridge has four pre-stressed concrete girders and four bollards at its south end. The narrower vehicular bridge has six girders and the wider has eight. Each of the vehicular bridges has a 4' wide sidewalk with a 4" high curb.

Located within the parking lots are four parking attendant booths. One booth is located to the west of the stadium in the main lot. One booth is located to the north of the stadium in the main lot. Two are located in the southern end of the Lower Halawa Lot. All booths have identical design. Three feature four bays while one in the Lower Halawa Lot features only three bays. The booths are constructed with six metal posts supporting a ribbed metal parapet roof. The bays are divided by alternating 6' and 3'-6" curbs.

Next to the westernmost parking attendant booth in the Lower Halawa Lot is a three-bay, single-story garage used for storage. One bay is housed in what appears to be a smaller, later addition off the east side of the main section of the garage. Both sections have split block walls, roll-up metal doors, and ribbed metal parapet roofs.

Aloha Stadium Character Defining Features:

- Two-tiered stadium divided into two fixed reinforced concrete sections at the north and south ends and four moveable steel sections on the west and east sides.
- Ball-bearing air movement system allowing moveable sections to shift along smooth concrete pads.
- Corten steel construction.
- Exterior cross bracing forming a diamond pattern.
- Ribbed metal roof with a parapet accommodating ninety (90) individual lights per moveable section and twenty-four (24) individual lights per fixed section.
- Five sections of color-coded seating: orange and blue in the field seating, brown in the lower

tier, and red and yellow in the upper tier.

- Removable upper and lower pedestrian bridges between moveable and fixed stadium sections that descend for storage during baseball formation.
- Four spiral pedestrian walkway structures connected to the ends of each fixed stadium section by a walkway.
- One ribbed metal cylindrical elevator tower at the south end of the stadium.
- Stadium and pedestrian bridge railings constructed from ribbed metal with a metal pipe handrail.
- Ribbed metal walls dividing seating sections, encasing the elevator tower, and along the field, stadium exterior, vomitories, and pedestrian bridges.
- Concrete walkways.
- Turf field.
- Three baseball dugouts recessed below field at south end of stadium.
- Vehicle ramp and maintenance area at north end of stadium.
- Interiors defined by concrete block walls, polished concrete floors, and high exposed construction ceilings.
- Modern, angular design defined by industrial materials and sharp lines.
- White cast concrete and concrete block curvilinear box office following the uphill grade of the approach to the stadium and containing ten (10) ticket windows and two (2) pedestrian passageways.
- Concrete block curved concession stand at north end of stadium that has a flat roof and cast concrete counters.
- White, curvilinear, concrete block concession stand at south end of stadium nested within form of box office and featuring white and green subway tile walls in service area.
- Lush landscaping at entrance that features flowers grown to form the word Aloha.
- Circular organization of parking around stadium with monkeypod trees planted between rows.
- Set within an area of highway interchanges and low density subdivisions.
- Used as a venue for sports, including baseball and football, as well as concerts and entertainment.

Contributing Features

Halawa Stream Bridges Character Defining Features:

- Metal guardrails rising from curved concrete parapets backed with extruded metal screens.
- Reinforced and cast concrete construction with concrete deck, abutments, and wingwalls.

- Modern design.
- Set within open expanses of paved parking lot.
- Used for car and pedestrian transit between upper and lower parking areas.

Parking Attendant Booths Character Defining Features:

- Open, metal structure supported by six (6) metal posts set in concrete curbs.
- Ribbed metal parapet roof.
- Set in entrance lanes to parking lots surrounded by paved parking and road networks.
- Used to control vehicle access to the stadium and its parking lots.

Lower Halawa Lot Garage Character Defining Features:

- Rectangular, single-story, two-bay form with a rectangular, single-story one-bay addition to east.
- Split block construction.
- Ribbed metal roof with a raised parapet.
- Roll-up, metal garage doors.
- Set on edge of Lower Halawa Lot expanse of parking and next to a parking attendant booth.
- Used for storage.

Perimeter Parking Lot Landscaping Character Defining Features:

- Extensive planting of monkeypod (*Samoea saman)* trees between parking lanes.
- Concentric circular arrangement of five (5) tree medians and nine (9) parking rows.
- Ring formation around Aloha Stadium.
- Set in an expanse of pavement and road networks.
- Used to accomodate cars and busses bringing spectators to the stadium.

Parking Lot Restrooms Character Defining Features:

- Single-story, rectangular building.
- Deeply overhanging flat roof with wood soffit.
- Restrooms accessed from corridors passing through ends of building.
- Central service window with counter.
- Tan concrete split block construction with red pointing.
- Plain metal gates at restroom corridors.
- Plain, utilitarian design.
- Used as restrooms exterior to stadium and as concessions.

Historic Integrity Assessment:

Provide an evaluation of the property's integrity of location, design, setting, materials, workmanship, feeling, and association.

Aloha Stadium Complex

1. Location: High degree of integrity as the structure continues to stand in its original place of construction.

2. Design: Moderate degree of integrity as the original elements that create the form, plan, space, structure, and style of the stadium are generally intact, but renovations have affected some spatial relationships, stadium has lost ability to shift formation, and surface finishes have been altered.

3. Setting: High degree of integrity as the surrounding low-density residential neighborhoods and highway system are largely unchanged.

4. Materials: Moderate degree of integrity as most original materials remain but many are degraded and have been resurfaced and repaired. The stadium also had railing replacement along upper decks, seat replacement, roof replacement, Astroturf replacement, flooring changes, and replacement of original clock and scoreboard.

5. Workmanship: Moderate degree of integrity as the original Rolair movement system and corten steel structure are still extant although they do not retain their moveability or original finish, respectively.

6. Feeling: High degree of integrity as the stadium is still evocative of its 1970s period of significance.

7. Association: High degree of integrity as the stadium is sufficiently intact to convey its association with Hawaii's sports and recreation history and was used as a sports facility prior to closure.

Historic Significance Evaluation:

Provide a recommendation of eligibility to the Hawaii State Register of Historic Places including applicable criteria and areas of significance.

Aloha Stadium Complex

The State of Hawaii Department of Accounting and General Services (DAGS) contracted Charles Luckman Associates of Los Angeles, California to design the stadium in 1972. Hawaiian Dredging and Construction began work on the stadium in 1972 and completed the structure in September 1975. Michael T. Suzuki served as the local architect to oversee construction.

After receiving a degree in architecture from University of Illinois, Charles Luckman began his career as a businessman working for Colgate-Palmolive-Peet Company. Highly successful, he had become president of Lever Brothers in fifteen years. At Lever Brothers, he directed the building of their notable International Style headquarters in New York. This experience led him to return to architecture, opening his own firm in Los Angeles in 1950. Luckman liked to approach architecture as a business rather than an art, but his buildings are of a modern style. His projects include Boston's Prudential Center, Broadway Plaza in Los Angeles, Arco Center Towers in Long Beach, and Madison Square Garden, among many others.

Aloha Stadium is significant under Criteria c/C as a good example, at the state level, of a multi-purpose sports stadium built in Hawaii in the 1970s. The stadium is typical of its period, as during the 1960s and 1970s multipurpose stadiums began replacing the earlier baseball-only and football-only types of stadiums. The multi-purpose stadium offered the big advantage of utilizing a single piece of real estate and its accompanying infrastructure as a venue for baseball, football, and other special events, saving considerable amounts in initial costs and maintenance. Aloha Stadium was typical of such stadiums in featuring a moveable portion of seating to provide a more optimum playing field for each sport.

Aloha Stadium also is typical in its urban fringe location and for its large surrounding parking lot accommodating the post-World War II influx of cars. Furthermore, its close proximity to the H-1, H-2 and H-3 freeways made automobile access more convenient and was a typical stadium siting strategy. Another feature the stadium shared with other multi-purpose stadiums across the country was its use of artificial turf.

Aloha Stadium retains sufficient location, design, setting, materials, workmanship, feeling and association integrity to meet HAR §13-275-6(b) and is eligible for the Hawaii and National Registers of Historic Places.

Photographs:	
Quantity	**Description**
1-2	Street view(s) and/or overall view(s) of the resource setting.
1-2	Main Facades
1-2	Interior Photos (if applicable)

Figure Key:

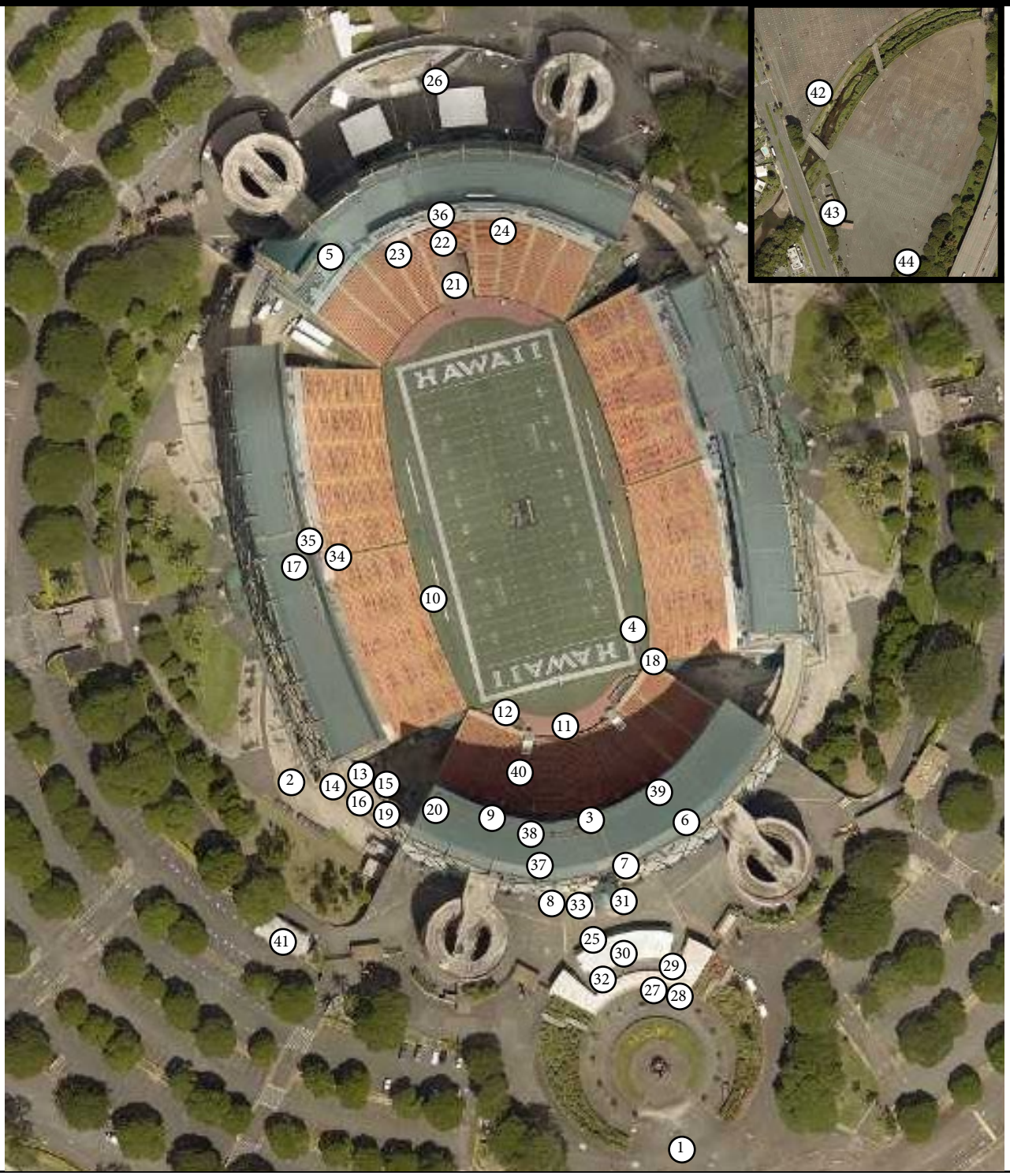

Figure 1: Southern view of Aloha Stadium entrance. Box office and southern concession stand are visible in front of stadium. Entrance drive landscaping and bronze volcano sculpture are visible in foreground.

Source: Kikuyo Akao, 2023.

Figure 2: Exterior of stadium at southwestern corner. Corten steel structure is visible as well as ribbed steel walls around base.

Visible Character Defining Features:

- Corten steel construction
- Crossing exterior support system
- Ribbed metal cladding
- Modern, angular design

Source: FAI Architects, 2023.

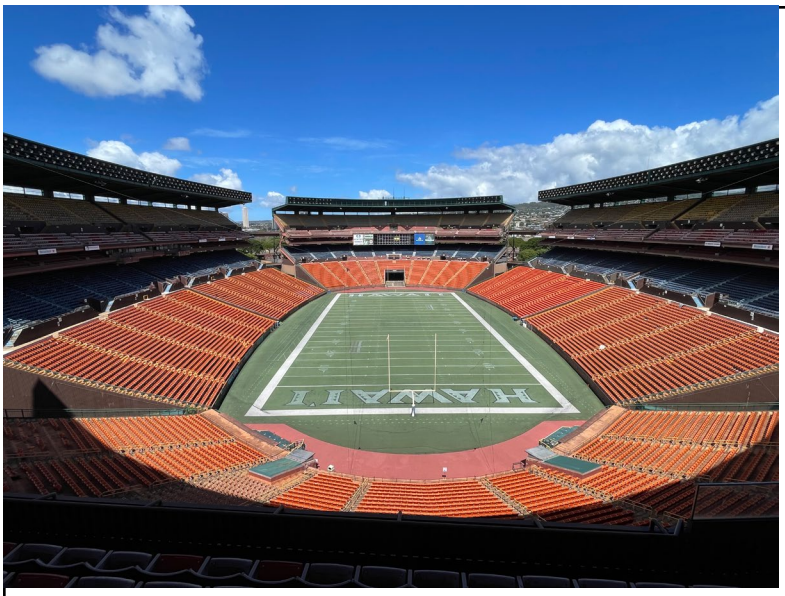

Figure 3: Stadium interior from south end.

Visible Character Defining Features:
- Color-coded seating
- Turf field

Source: FAI Architects, 2023.

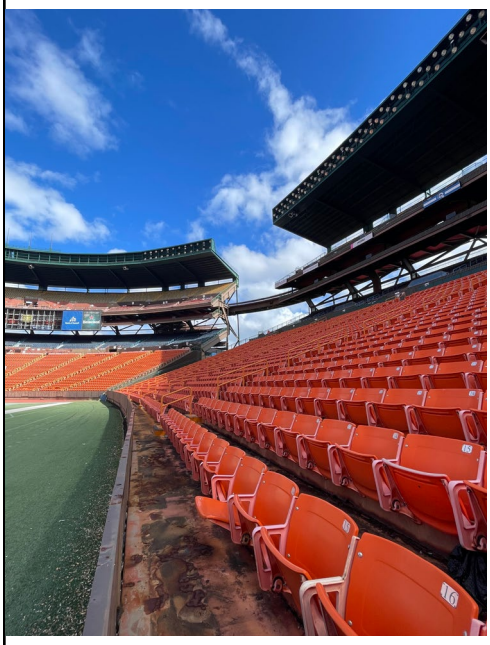

Figure 4: Eastern and northern stadium sections. Moveable eastern stadium section seen on the righthand side with visible rust on the steel decking.

Visible Character Defining Features:
- Color-coded seating
- Turf field
- Corten steel structure
- Modern, angular design

Source: FAI Architects, 2023.

Figure 5: Corten steel structure supporting the upper tiers of the stadium. Replacement railings visible in upper tier.

Visible Character Defining Features:
- Corten steel structure
- Ribbed metal cladding
- Color-coded seating

Source: FAI Architects, 2023.

Figure 6: Pedestrian exterior walkway along upper tier showing replacement railing and corten steel structure.

Visible Character Defining Features:
- Corten steel structure
- Modern, angular design

Source: FAI Architects, 2023.

Figure 7: Replacement and original railing present near the elevator shaft at the southern end of the stadium.

Visible Character Defining Features:
- Ribbed metal railings
- Ribbed metal elevator shaft

Visible Character Detracting Features:
- Replacement metal wire railings

Source: FAI Architects, 2023.

Figure 8: Lower pedestrian walkway at southwestern corner of stadium. Pedestrian ramp visible to the right. Bathrooms with ribbed metal siding visible in bottom left.

Visible Chacter Defining Features:
- Corten steel structure
- Ribbed metal cladding
- Spiral pedestrian ramp

Source: FAI Architects, 2023.

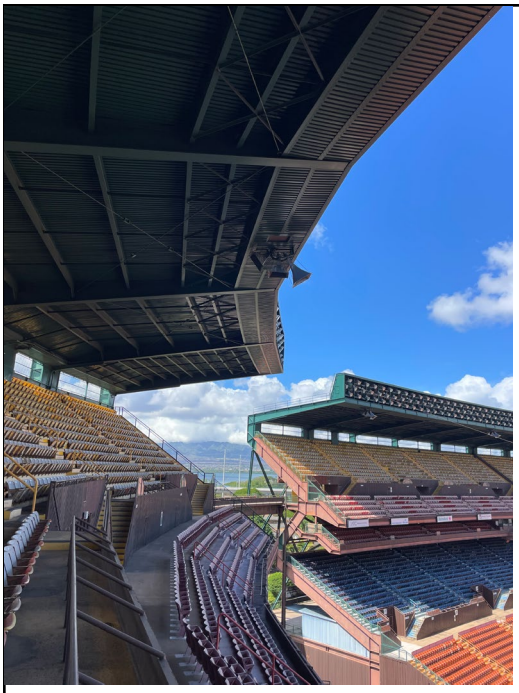

Figure 9: Western moveable sections visible from upper tier of southern fixed section. Original field lighting and speakers visible on roof.

Visible Character Defining Features:
- Ribbed metal roofing
- Two-tiered design
- Field lights
- Color-coded seating

Source: FAI Architects, 2023.

Figure 10: Ribbed metal wall along edge of field.

Visible Character Defining Features:
- Ribbed metal walls
- Turf field

Source: FAI Architects, 2023.

Figure 11: Center dugout at south end of stadium. Seating has been removed.

Visible Character Defining Features:
- Recessed dugout

Visible Character Detracting Features:
- Enclosed dugout

Source: FAI Architects, 2023.

Figure 12: Enclosed eastern dugout now converted to VIP room at south end of stadium.

Visible Character Detracting Features:
- Enclosed dugout

Source: FAI Architects, 2023.

Figure 13: Moveable pedestrian walkways at southwest corner of stadium. Moveable walkways are found at four corners of the stadium.

Visible Character Defining Features:
- Moveable pedestrian bridges
- Air movement system
- Ribbed metal cladding

Visible Character Detracting Features:
- Replacement railings

Source: FAI Architects, 2023.

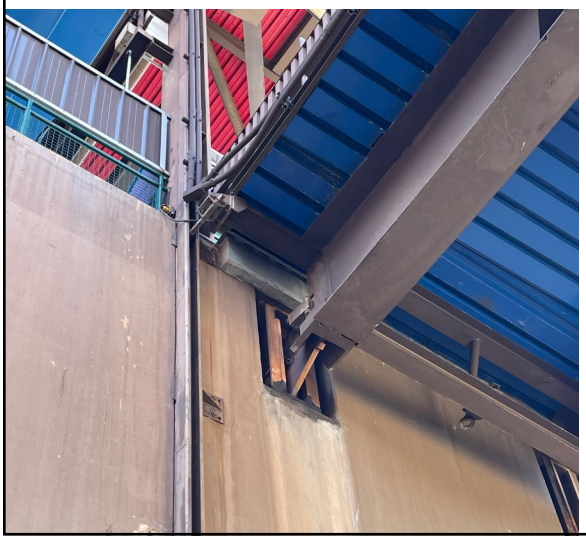

Figure 14: Channels for descent and connection points of pedestrian bridges.

Visible Character Defining Features:
- Moveable pedestrian bridges
- Ribbed metal cladding

Source: FAI Architects, 2023.

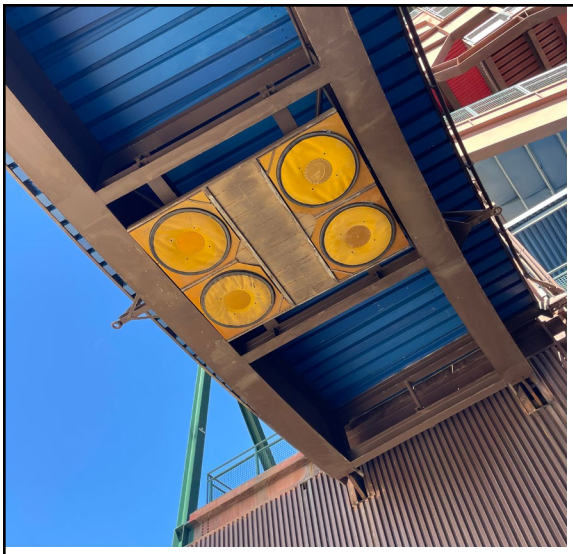

Figure 15: Air movement system ball bearings visible on underside of pedestrian bridges.

Visible Character Defining Features:
- Moveable pedestrian bridges
- Ribbed metal cladding
- Air movement system

Source: FAI Architects, 2023.

Figure 16: Base of moveable stadium section hovers above cement movement pad.

Visible Character Defining Features:
- Corten steel structure
- Moveable stadium section

Source: FAI Architects, 2023.

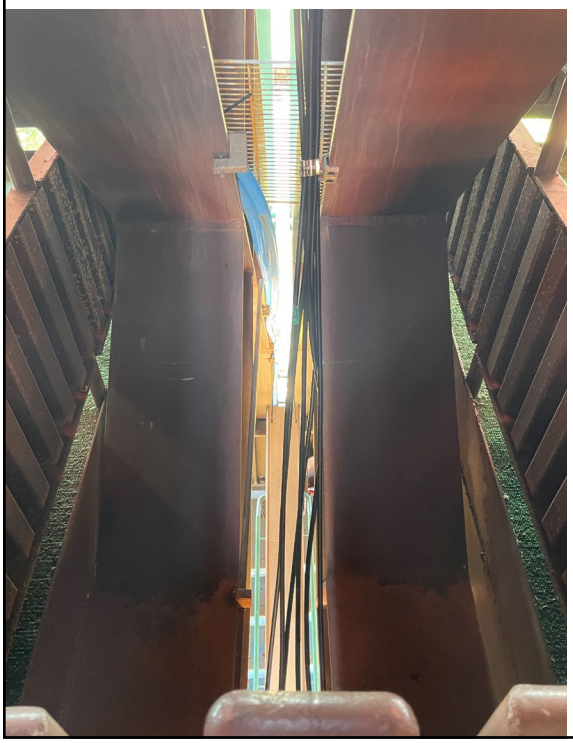

Figure 17: Meeting point of two moveable stadium sections showing corten steel structure.

Visible Character Defining Features:
- Corten steel structure
- Moveable stadium section

Source: FAI Architects, 2023.

Figure 18: Massive hinge where moveable and stationary stadium sections meet.

Character Defining Features:

- Moveable stadium section

Source: FAI Architects, 2023.

Figure 19: Piston cover for pedestrian bridges.

Source: FAI Architects, 2023.

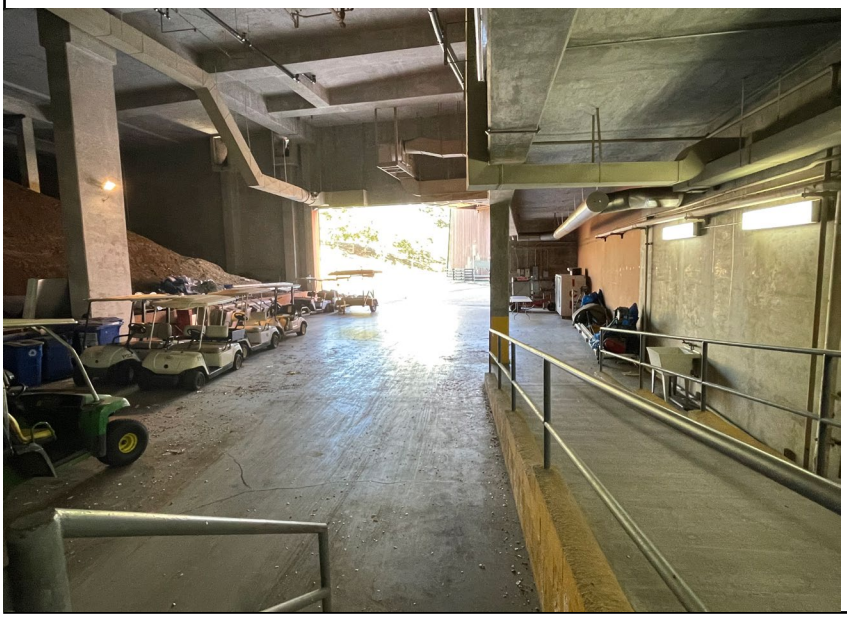

Figure 20: Bridge storage area with unimproved area under stadium visible in far left corner.

Source: FAI Architects, 2023.

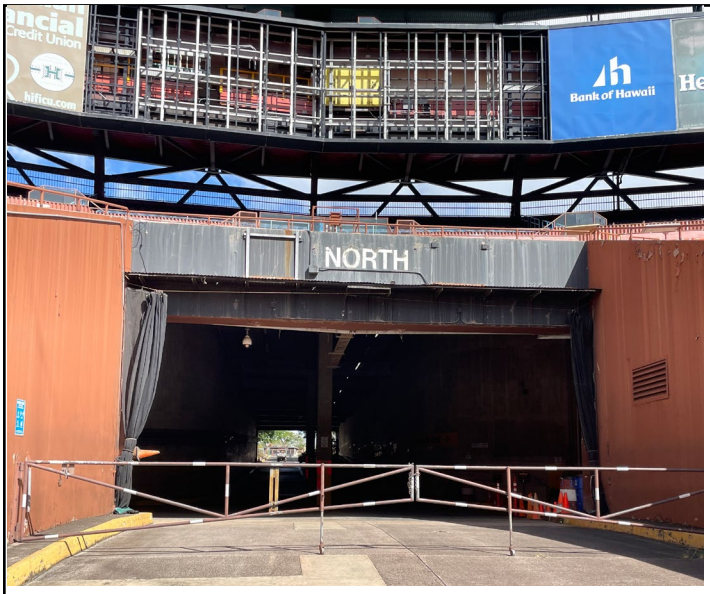

Figure 21: North end vehicle entrance onto field.

Source: FAI Architects, 2023.

Figure 22: North end vehicle ramp.

Visible Character Defining Features:
- Ribbed metal cladding

Source: FAI Architects, 2023.

Figure 23: North end loading zone.

Source: FAI Architects, 2023.

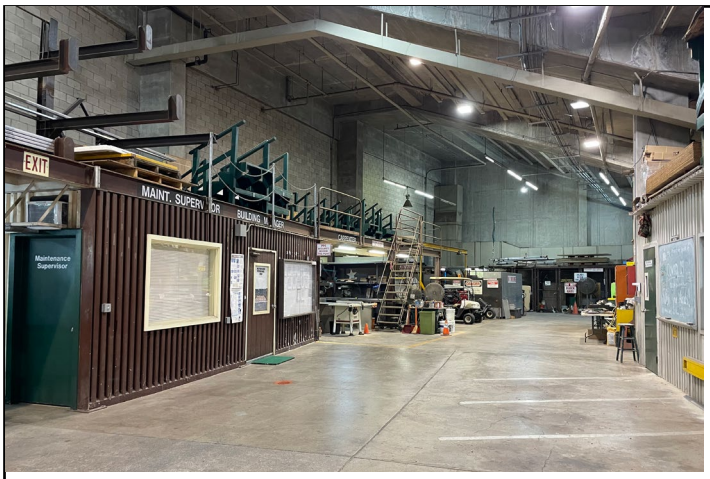

Figure 24: North end maintenance shop.

Visible Character Defining Features:
- Ribbed metal cladding

Source: FAI Architects, 2023.

Figure 25: South concession stand.

Visible Character Defining Features:
- Curvilinear south concession stand with white and green subway tile

Source: FAI Architects, 2023.

Figure 26: North Concession stand.

Visible Character Defining Features:
- Curvilinear, concrete block north concession stand with cast concrete counters

Source: FAI Architects, 2023.

Figure 27: Box office ticket windows and modified entrance on right.

Visible Character Defining Features:
- Curvilinear box office
- Ten ticket windows

Visible Character Detracting Features:
- Enclosed pedestrian passageway

Source: FAI Architects, 2023.

Figure 28: Infill windows and doors in eastern bay of box office & stadium main entrance.

Visible Character Detracting Features:
- Enclosed pedestrian passageway and new security office

Source: FAI Architects, 2023.

Figure 29: Infill wall where box office entrance was modified.

Visible Character Detracting Features:
- Enclosed pedestrian passageway and new security office

Source: FAI Architects, 2023.

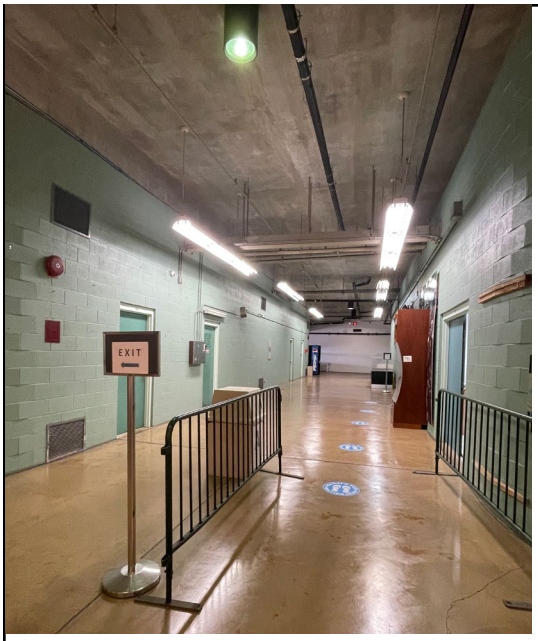

Figure 30: Interior hallway behind box office showing concrete block walls, finished concrete floors, and exposed utilities on ceiling.

Visible Character Defining Features:
- Concrete block walls
- Polished concrete floors
- Open construction ceilings

Source: FAI Architects, 2023.

Figure 31: Interior hallway and administration office with football helmets from various teams displayed above.

Visible Character Defining Features:
- Concrete block walls
- Polished concrete floors
- Open construction ceilings

Source: FAI Architects, 2023.

Figure 32: Renovated stadium office.

Source: FAI Architects, 2023.

Figure 33: Retired team signs in rear entrance hallway.

Visible Character Defining Features:
- Concrete block walls
- Polished concrete floors
- Open construction ceilings

Source: FAI Architects, 2023.

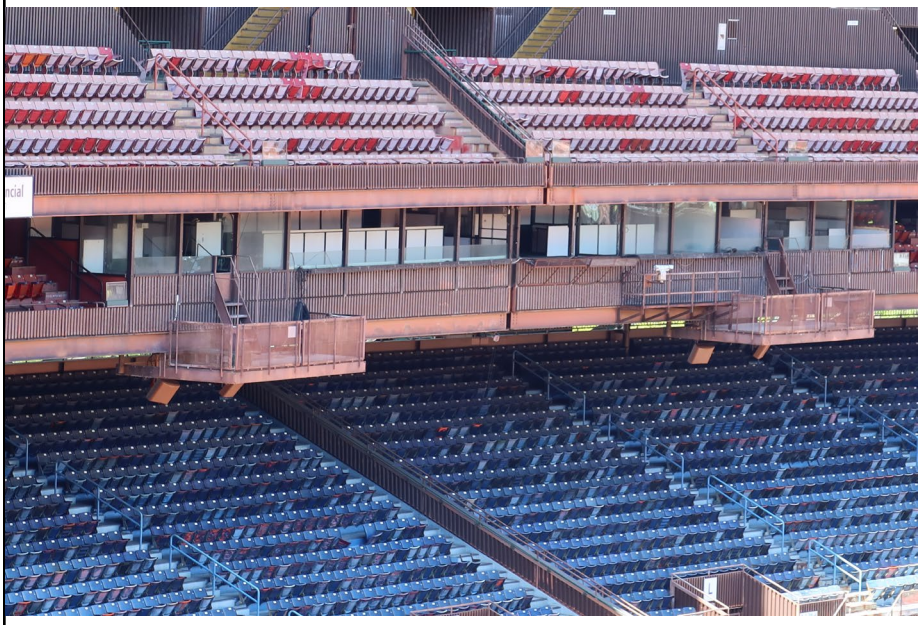

Figure 34: Exterior view of press boxes and TV mounts.

Visible Character Defining Features:
- Two-tier stadium
- Color-coded seating
- Ribbed metal cladding

Source: Kikuyo Akao, 2023.

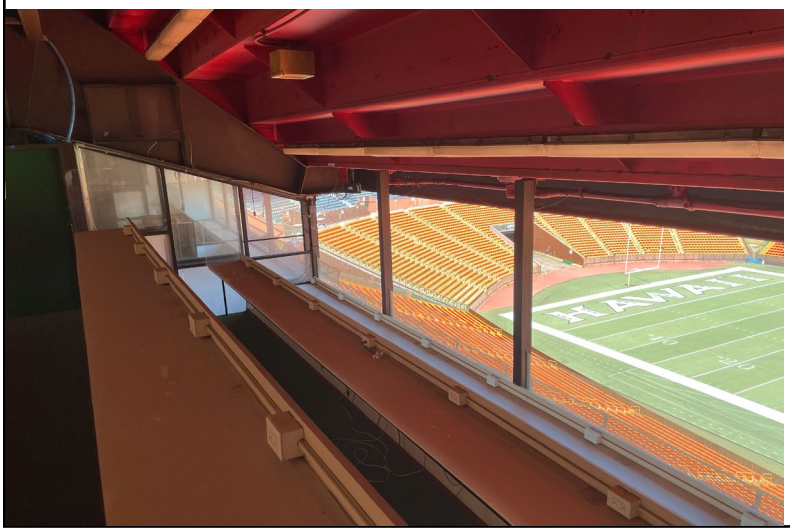

Figure 35: Interior view of press box for newspaper reporters.

Source: FAI Architects, 2023.

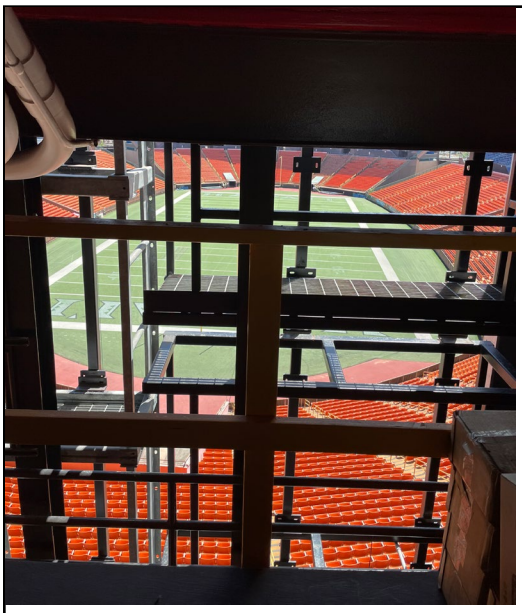

Figure 36: Scoreboard support structure.

Source: FAI Architects, 2023.

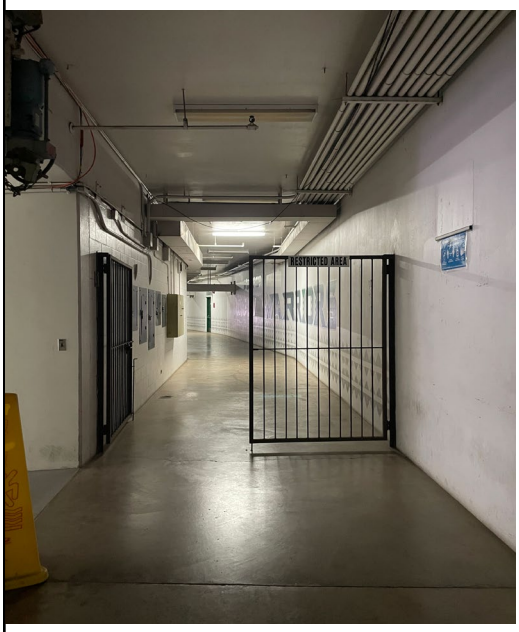

Figure 37: Basement hallway accessing player locker rooms. with typical metal gate.

Visible Character Defining Features:

- Concrete block walls
- Polished concrete floors
- Open construction ceilings

Source: FAI Architects, 2023.

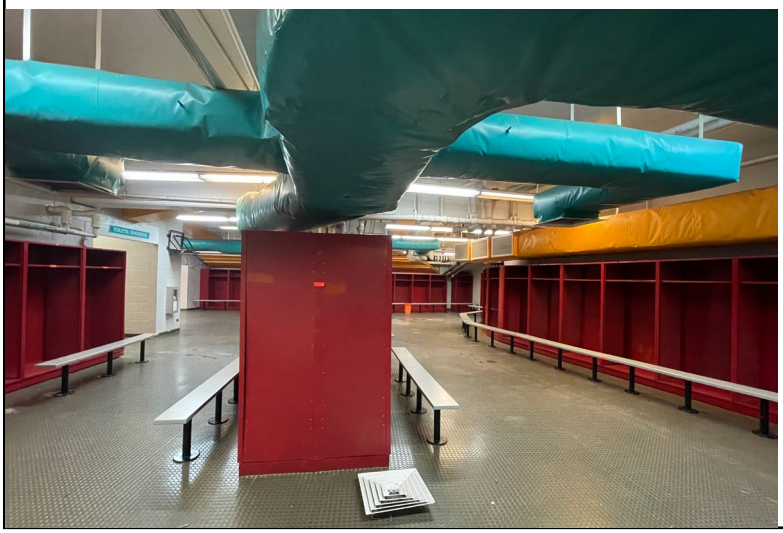

Figure 38: Guest team locker room.

Source: FAI Architects, 2023.

Figure 39: Shower room in home team locker room showing orange tile wall.

Source: FAI Architects, 2023.

Figure 40: Ramp accessing field from basement level locker rooms.

Source: FAI Architects, 2023.

Figure 41: Southwest parking lot restroom facilities.

Source: FAI Architects, 2023.

Figure 42: Halawa Stream bridges with middle bridge in foreground and eastern bridge in background.

Visible Character Defining Features:

- Cast and reinforced concrete construction
- Curved concrete parapets

Source: Kikuyo Akao, 2023.

Figure 43: Lower Halawa Lot garage and corner of west parking attendant booth.

Visible Character Defining Features:

- Ribbed metal parapet roof

Source: Google Maps, 2011.

Figure 44: Lower Halawa Lot east parking attendant booth.

Visible Character Defining Features:

- Ribbed metal parapet roof
- Open bays

Source: Google Maps, 2011.

Map:

Provide map(s) showing the location of the property.

TMK Map

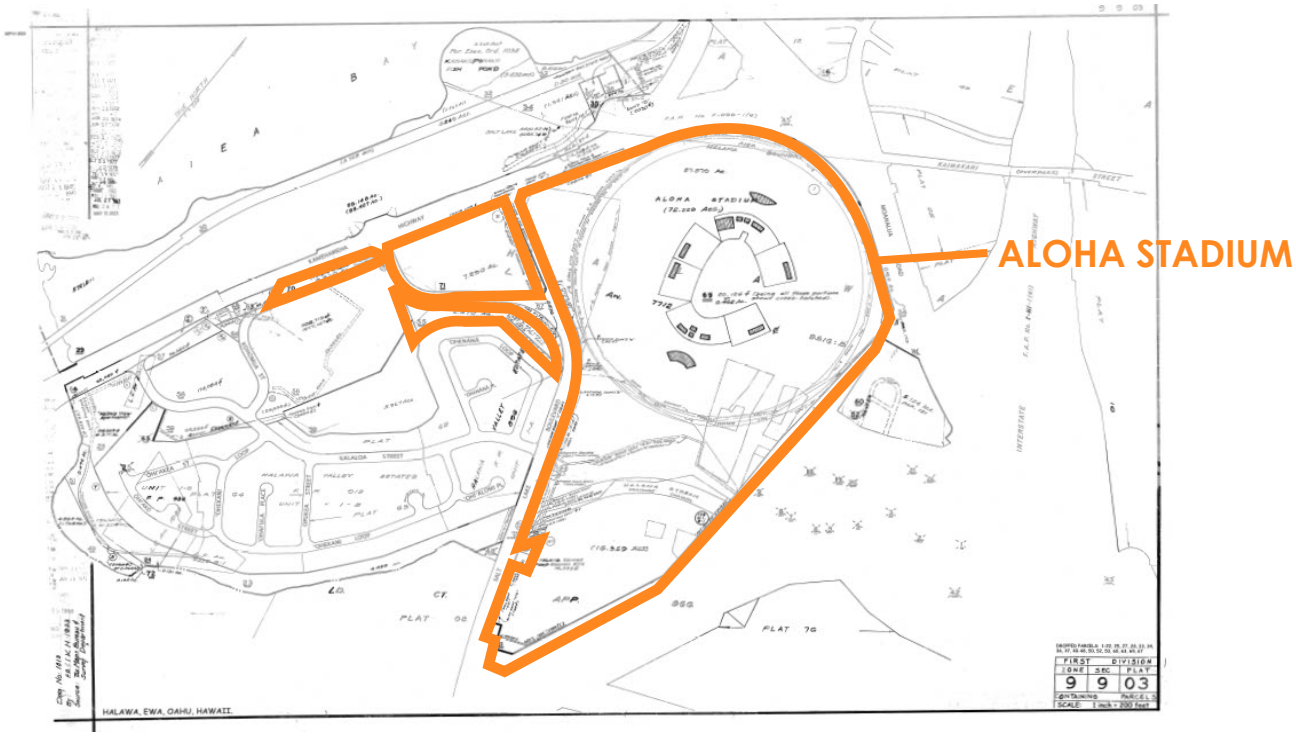

Figure 45: Plat Map with TMKs (1) 9-9-003:061, 069, 055, 070, 071
Source: County of Honolulu, Real Property Assessment Division, 2023.

ESRI Map (NTS)

Figure 46: Site Map.
Source: County of Honolulu, Real Property Assessment Division, 2023.