

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Irwin Memorial Park

Other names/site number: Irwin Park, William G. Irwin Memorial Park

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: 610 Bishop Street

City or town: Honolulu State: Hawaii County: Oahu

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide X local

Applicable National Register Criteria:

___A ___B ___C ___D

_____ Signature of certifying official/Title:	_____ Date
_____ State or Federal agency/bureau or Tribal Government	

In my opinion, the property meets does not meet the National Register criteria.	
_____ Signature of commenting official:	_____ Date
_____ Title : State or Federal agency/bureau or Tribal Government	

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4. National Park Service Certification

I hereby certify that this property is:
entered in the National Register
determined eligible for the National Register
determined not eligible for the National Register
removed from the National Register
other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
_____	_____	buildings
_____ 1 _____	_____	sites
_____	_____	structures
_____	_____	objects
_____	_____	Total

Number of contributing resources previously listed in the National Register 1

6. Function or Use

Historic Functions

(Enter categories from instructions.)

LANDSCAPE, parking lot

LANDSCAPE, plaza

Current Functions

(Enter categories from instructions.)

LANDSCAPE, parking lot

LANDSCAPE, plaza

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7. Description

Architectural Classification

(Enter categories from instructions.)

N/A _____

Materials:(enter categories from instructions.)

Principal exterior materials of the property: N/A

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

This amended nomination to the Hawaii and National Registers of Historic Places is part of the documentation for properties identified as incurring an adverse effect by the Honolulu Rail Transit Project (H RTP) in the City and County of Honolulu. This nomination is required under Stipulation VI.C. (1-3) of the Honolulu High-Capacity Transit Corridor Project (HHCTCP) Programmatic Agreement (PA), which was signed by the U.S. Department of Transportation's Federal Transit Administration, the Hawaii State Historic Preservation Officer, the United States Navy, and the Advisory Council on Historic Preservation. After consultation with the City and Count of Honolulu, the National Park Service, Pacific West Regional Office, in a letter dated June 29, 2011, specified the details of the required documentation efforts, including an NRHP nomination for this property and documentation in the HABS/HAER/HALS format for other properties affected by the H RTP.

The original NRHP nomination form for Irwin Park was submitted in 1999. This amended NRHP form provides expanded description and significance sections. Irwin Park is a 2.2-acre, rectangular parking lot and commemorative area west-southwest of downtown Honolulu adjacent to the Aloha Tower Marketplac e and Piers 10 and 11. The park is bounded by Ala Moana Boulevard to the east-northeast, Bishop Street to the south-southeast, and Aloha Tower Drive to the north and west. Irwin Park is primarily dedicated to parking but maintains moderate historic tree cover. Parking is provided on five asphalt strips that run northeast to southwest across the park. The parking strips are separated by four, linear, grassy islands with varied trees and plants, predominantly monkeypods and coconut palms. The north-northeast end of the park along Aloha Tower Drive and directly opposite Pier 11 is occupied by a 1965 commemorative walkway and fountain dedicated to William G. Irwin. Once part of a larger terminal system for the piers, the

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walkway runs parallel to the parking strips and provides pedestrian access from Ala Moana Boulevard to Aloha Tower and the Aloha Tower Marketplace at Piers 8 and 9. There have been changes to the site as well as surrounding buildings, but Irwin Park retains moderate integrity of location, setting, feeling and association. Alterations to the footprint and layout reduce the park's integrity of design, materials and workmanship.

Narrative Description

Irwin Park is a parking lot and plaza located at Honolulu Harbor, west-southwest of downtown Honolulu. The site was originally bounded by Fort Street to the north-northeast, Halekauwila Street to the east-northeast, Bishop Street to the south-southeast, and Ala Moana Boulevard to the west-southwest. In 1929 the land for the park was purchased by Mrs. Helene Irwin Fagan, daughter of deceased sugar magnate William G. Irwin, and donated to the territory for use as a park named in honor of her father. In 1952, Nimitz Highway was extended from Pearl Harbor to Waikiki by widening the Halekauwila corridor and shearing off nearly an acre of the three-acre park. The new thoroughfare was called Nimitz Highway Ewa (west) of its intersection with Fort Street, where it then became Ala Moana Boulevard. The previous Ewa terminus of Ala Moana Boulevard, along with the section of Fort Street makai of Nimitz Highway, was renamed Aloha Tower Drive. The limits of the park are Ala Moana Boulevard, Bishop Street and Aloha Tower Drive. The area is historically urban, commercial, industrial, and transportation oriented. It retains those characteristics within the greater urban density and increased downtown development.

Originally, Piers 8, 9, 10 and 11 formed an asymmetric U-shaped footprint on a manmade, peninsular wharf at Honolulu Harbor, and Irwin Park occupied the open space between the wharf and Halekauwila Street. The park was envisioned as a garden gateway to Honolulu for trans-oceanic passengers arriving by ship at Piers 8-11. Tourists disembarked at the piers beneath the Aloha Tower and entered Honolulu through a beautifully landscaped plaza where cars and taxis were waiting to take them to their final destinations. The pier area has changed over time. Terminals at Piers 8 and 9, west-southwest of Irwin Park, were demolished in the early 1990s to build the Aloha Tower Marketplace, a mixed-use facility comprised of four, two- and three-story, rectangular, hipped roof buildings and an assortment of smaller buildings, pavilions and kiosks. To the north-northwest is the original terminal building for Piers 10 and 11, which dates to Irwin Park's period of significance. The two story, concrete building runs almost the entire length of the wharf's northern wall from Nimitz Highway to the midpoint of Aloha Tower's northwest façade, fronting Aloha Tower Drive, the original Fort Street corridor. Aloha Tower, also from the park's period of significance, stands between the Pier 10 building and the more recent Aloha Tower Marketplace. At 184 feet tall, the tower is visible from some parts of Irwin Park, but the mature monkeypod canopies within the park now obscure many historic views of the tower.

Downtown Honolulu has changed significantly since the development of Irwin Park. Views of Punchbowl and the mountains are predominantly obscured by high-rise buildings. However, two important buildings from Irwin Park's period of significance remain: the HECO powerplant (1894-1954), opposite Bishop Street from the park; and the Dillingham Transportation Building (1932), diagonally across Ala Moana Boulevard from Irwin Park. Both buildings are easily visible from most points within the park and strengthen the site's integrity of setting.

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At its completion in 1934, Irwin Park covered roughly 3 acres and was a combination of open, landscaped green lawn and paved parking. The original footprint of Irwin Park was roughly square in shape with the mauka half used for parking and the makai half used as an open grassy plaza. Like the current configuration, parking was on paved strips that ran northeast-southwest and were separated by grassy islands with trees.

In 1952, Nimitz Highway/Ala Moana Boulevard was extended from Pearl Harbor to Waikiki. The mauka end of the Pier 11 building was demolished and approximately 36,146 square feet of the mauka side of Irwin Park.¹ The property lost nearly one third of its size, becoming the extant rectangular shape. The new highway cut through the parking section of Irwin Park, and to compensate for the lost parking stalls, the layout was slightly reconfigured. The parking strips and grassy islands were shortened along the new highway and extended on their southwest (makai) ends, significantly reducing the size of the landscaped plaza area. The original entrance and exit points were consolidated to a single, two-lane entrance and exit point on the new Aloha Tower Drive.

Irwin Park was modified again in the early 1960s after a large passenger terminal was built atop the buildings at Piers 8 and 9 and a vehicular ramp was constructed over Pier 7 to the upper terminal. HDOT Harbors Division contracted Richard C. Tongg, a prominent Hawaii landscape architect, to prepare a landscape master plan for Irwin Park. Governor John Burns wrote to Mrs. Fagan in January of 1964 describing these changes and seeking her approval.² Tongg's plan proposed changes to the entire site, including removal of parking, and a connection to the new passenger terminal. However, only a portion of the plan was adopted. When the work was completed in 1965, most of the existing parking was retained, and only Tongg's pedestrian promenade, water feature, and planter walls at the park's Ewa side, were built. This promenade was in alignment with the second-story terminal's twin escalators and connected Irwin Park to the new passenger terminal.

The next project at the terminals were for the Aloha Tower Marketplace development in 1994. This multi-phased project, initiated by the Aloha Tower Development Corporation (ATDC), entailed demolition of the Pier 8 and 9 buildings and development of retail shops and restaurants. At this time work at the park was relatively minimal and included additional lighting, signage and automated turnstiles at the parking lot's entrance and exit point.

Irwin Park is nearly rectangular in plan, with rounded corners, and is bound on all sides by a poured concrete sidewalk. A single, two-lane vehicular entrance and exit point on Aloha Tower Drive, opposite the Aloha Tower Marketplace, is the only section of the park boundary without the perimeter raised sidewalk. At its interior, the site is divided into three distinct sections. The 1965 walkway runs mauka to makai along the north-northwestern side of the park and occupies about one-fifth of the total land area. Diamond Head of the walkway is the parking lot, which extends along Ala Moana Boulevard to Bishop Street and encompasses the greatest area of land within the park, occupying a little over one acre. The smallest section of the park is an approximate 0.25-acre strip of grassy, tree covered lawn that constitutes what remains of the original green plaza

¹HHF Planners, "Irwin Memorial Park Cultural Landscape Report," (January 2020), 2-36.

²HHF Planners, "Irwin Memorial Park Cultural Landscape Report." January 2020. 2-41.

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from 1934. The lawn is on the makai side of the park between the vehicular entrance and Bishop Street along Aloha Tower Drive.

The 1965 pedestrian walkway is distinctly mid-century and is comprised primarily of smooth, cast and poured concrete. The walkway itself is an elongated trapezoidal shaped. The wide pedestrian entrance on the Ewa corner of the park along Ala Moana Boulevard is protected from vehicular traffic by three flagpoles. A small section of sidewalk leads diagonally from this entrance to the parking area. The main walkway is bracketed by two large, raised garden beds reminiscent of the landscaped strips from the original design of the park. The garden beds have coconut palms, a single monkeypod tree, and a ground cover of grasses. They are bordered by a non-historic hedge.

The walkway narrows slightly as it continues toward the harbor and is divided by a raised garden bed that was originally a reflecting pool when first built in 1965. The former reflecting pool has an elongated, isosceles trapezoid plan. Within the raised bed is a tall concrete and bronze dedication plaque that reads "W^m G. IRWIN MEMORIAL PARK" on both the front and back sides. The two paths rejoin at the terminus of the raised garden bed before dividing again to wrap around a low, circular fountain. The fountain is inoperable and does not contain water. The walkways reconnect on the opposite side of the fountain and continue toward Honolulu Harbor. The walkway's opening on the makai side of the fountain is cinched by a low, curving wall that extends from the wall of the raised beds and provides seating. Beyond the enclosure of the raised beds and seating wall, the path is somewhat more organic.

From 1965 until 1994, twin escalators extended from just outside the circular boundary of the water fountain to the second story of the large terminal at Piers 8 and 9. After the demolition of the terminals and escalators, this area was reclaimed as open pedestrian space. The center is paved and acts as an extension of the original 1965 path. Ewa of the pathway is a small, at-grade grassy patch with two coconut palms. The patch on the Diamond Head side is larger with a monkeypod tree and a banyan tree. There is a rough path of basalt steppingstones and hard-packed earth that leads from the paved walkway to the parking area.

The parking area is the largest section of the park and is also the most tree covered. The parking lot is paved with asphalt and has a combination of basalt curbstones and concrete curbs with basalt curbstones being the most prevalent. Vehicular access to the parking lot is restricted to a single entrance and exit point on Aloha Tower Drive opposite the Aloha Tower Marketplace at Piers 8 and 9. The two-lane entrance is flanked by asymmetric lawn areas and then opens into the large, rectangular parking lot. The lot is arranged into five parking strips divided by four irregularly shaped and angled landscaped strips. The parking and landscaped strips all run northeast to southwest, or mauka to makai, from Ala Moana Boulevard to Aloha Tower Drive. The landscaped strips do not extend the full length of the parking area, and the space left at the ends of the strips is used as a driving lane within the lot.

Each of the four landscaped strips is divided into two parts. The mauka sections are original, though somewhat altered, features from the 1934 design of the park. They were truncated when Nimitz Highway was expanded and an acre of the park was condemned, but otherwise, their footprints and locations are unchanged. The makai sections were added after the 1952 highway expansion to extend the parking strips to compensate for lost parking spots. The landscaped

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strips have basalt curbs and grass groundcover, along with old and newer growth monkeypod trees and coconut palms.

The most prominent of the four strips is the second from the pedestrian walkway. Prior to the 1965 terminal expansion, it was the central of five landscaped strips. Its mauka section is triangular, rather than rectangular like the other three. Its makai section is an irregular polygon and is significantly wider than the other landscaped strips. This larger section has two monkeypod trees and several small palms that help to obscure the three utility structures that have been placed within the lot. The three small structures are not historic and do not contribute to the historic character of the site.

The parking lot is buffered from street-traffic along Ala Moana Boulevard by a narrow line of grass and regularly spaced manila palms and concrete bollards. Along the Bishop Street side, there is a wider band of landscaped lawn with coconut palms, grass groundcover and tall, cylindrical planters.

The smallest section of Irwin Park is the approximately 0.25-acre rectangular lawn facing Aloha Tower Drive between the parking lot entrance and Bishop Street. This unpaved area is all that remains of the large lawn that defined the original layout of Irwin Park. A single banyan tree survives from the ca. 1934 landscaping. The other landscape features are not historic and include coconut palms and bougainvillea hedges. Included within the landscaped area is a concrete picnic table and benches, as well as the original Pier 8 building pediment with an interpretive panel.

Irwin Park retains much of its original historic integrity. The park's location is unchanged. Integrity of setting has been somewhat impacted by the development of downtown Honolulu, but the site's visual and physical relationship to Honolulu Harbor, Aloha Tower, the Pier 10/11 building, the HECO plant, and the Dillingham Transportation Building underscore Irwin Park's integrity of feeling and association. Changes to the footprint and layout of the park as well as the addition of non-historic objects and structures reduce the site's integrity of design, materials and workmanship. However, Irwin Park's continued use as a landscaped parking lot and pedestrian plaza serving Honolulu Harbor and downtown Honolulu convey the original intent and use of the site.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance

(Enter categories from instructions.)

COMMUNITY PLANNING AND DEVELOPMENT
SOCIAL HISTORY

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Period of Significance

1934-1965

Significant Dates

1934

1951-52

1963-65

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Architect: Unknown

Landscape Architects: Thompson and Thompson (1934(partial) and
Richard C. Tongg 1965 (partial)

Builder: Department of Transportation, Harbors Division

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Irwin Park was completed in 1934 as a combination parking lot and tropical, landscaped plaza serving Honolulu Harbor and downtown Honolulu. The site is of local significance under Criterion A as a component of the development of Piers 8, 9, 10 and 11 as well as for its role in the social history of car culture in Honolulu. The 1999 National Register nomination considered the property eligible under Criterion B and C also but is not in this amended nomination. For Criterion B, William Irwin was a significant person in the history of Hawaii, but the park is commemorative only and is not directly associated with his life or his career. Under Criterion C, the park does not possess distinctive characteristics that make it eligible under this criterion. Although portions of the park were designed by very prominent Hawaii landscape architects, the Thompsons in the 1930s and Richard Tongg in the 1960s, who would both be considered local masters, their designs were only partially implemented and therefore the park is not an exemplary representation of their work. The period of significance for Irwin Park begins with its completion in 1934 and ends with the installation of the pedestrian walkway in 1965. There have been two major design changes to Irwin Park since 1934: the loss of an acre of land from the Makai Arterial project in 1952 and the addition of a pedestrian walkway in 1965. Both changes significantly altered the original design of Irwin Park, but neither change affected the historic use or intent of the site. Both alterations are now considered historic, are intrinsic to Irwin Park, and communicate the park's adaptability to the changing urban fabric of downtown Honolulu.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The land on which Irwin Park now stands was created during the first Honolulu Harbor development project, which was completed in 1870. What had been mostly mudflats and beach was converted into fill land where heavy industry and shipping-related businesses were established. The area that comprises Irwin Park was then home to a blacksmith and wagon shop, a planing mill, ice works, a boat builder and several storage sheds.³ By the turn of the century, shipping had evolved from sails to steam, and Honolulu Harbor needed larger and more modern wharves to accommodate the larger ships.

Plans to modernize Honolulu Harbor came about while the City Beautiful Movement was gaining popularity in the United States and Europe. Hawaii was becoming a tourist destination and so there was a desire to showcase the city of Honolulu as a beautiful vacation spot rather than a port of call for trans-Pacific trade. Renowned city planner Charles Mumford Robinson was hired to design a beautification plan for Honolulu and his design for a waterfront park, or "gateway to the city," was first announced in 1906.⁴ The development of Honolulu Harbor was still in the planning stage and the location of the park was not yet settled. The first location suggested was the block between Alakea, Richards, Halekauwila and Allen Streets. Robinson wanted visitors to Honolulu to "pass through the city's gate, getting an idea of something beautiful right at the start,

³ Dakin Fire Insurance Map 1891, Honolulu Sheet No. 2.

⁴ "Robinson's Gateway to the City," *The Hawaiian Gazette*, March 23, 1906, 7.

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instead of meeting the present rather squalid waterfront views...⁵ The territorial government had recently begun a major dredging and wharf construction project to adapt Honolulu Harbor to larger industrial and passenger-based ships. As the harbor developed, it was decided that the wharf for Piers 8, 9, 10 and 11 was better suited for large passenger ships, and the ideal location for the park shifted two blocks Ewa to where Irwin Park is now located.

Construction of the Pier 8, 9, 10, and 11 terminal complex began in 1919 and was completed in 1927. The complex formed an irregular U-shape of two-story concrete passenger and freight terminals that faced a bisected city block of industrial businesses and warehouses. In an interview with the *Honolulu Advertiser* upon the completion of the passenger terminals, superintendent of the department of public works Lyman Bigelow stated that "Tourists coming to Honolulu... will be greeted by a sight more beautiful than is found in any other sea port." He went on to explain that all the buildings in the adjacent block were going to "be torn down within a short time and the lot planted with grass and palms. Parking space for automobiles will also be designated."⁶

Clearing the block took several years. By 1929, a single privately-owned property remained in the area, and though territory leaders wanted to purchase the land, funds were not appropriated. Mrs. Helene Irwin Fagan, daughter of sugar magnate William G. Irwin,⁷ agreed to purchase the lot and donate it to the territory on the condition that it be developed as a park that would be named in honor of her father.⁸ Kekuanaoa Street, which once divided the block, was abandoned in 1931 to create a single tract of land. The last structure on the site was demolished in 1932, and the park was officially opened in 1934 and was named "Irwin Memorial Park."

Multiple designs had been presented for Irwin Park. Local landscape architects Catherine Richards and Robert Thompson proposed a plan with elaborate tree cover and organic walkways, but without parking. Their plan was not considered functional enough and was not used. The Board of Harbor Commissioners drew up a plan for the park that was almost exclusively parking with little or no landscaping. That plan did not comply with Helene Irwin Fagan's stipulations for greenspace and was not adopted. A third plan, attributed to a designer known only as W.C.V., blended the organic lines of the Richards/Thompson plan with the functionality of the Board of Harbor Commissioners plan to create a park that was half parking lot, half landscaped lawn. The design was not a park in the traditional sense, but it served the purpose of Honolulu Harbor's "gateway to the city." Passengers arriving by boat at Piers 8-11 exited the terminals to see the park's wide, tropically landscaped lawn. Behind a broad screen of palm leaves was a tree-covered parking lot of six rows of parking stalls divided by landscaped strips and protected from traffic along adjacent streets by a barrier of monkeypod trees. Irwin Park's dual purpose both beautified the waterfront and facilitated automobile transportation to and from the piers.

⁵ Ibid.

⁶ "Scenery Near New Docks To Be Improved," *The Honolulu Advertiser*, November 21, 1927, 29.

⁷ William G. Irwin (1843-1914) attended Punahou School in Honolulu. He formed a firm with Claus Spreckels of San Francisco, WG Irwin & Co., that was the leading sugar agent in Hawaii for many years. He later opened a bank with Mr. Spreckels that went on to become First Hawaiian Bank. In 1909 he sold his firm and it merged with C. Brewer & Co. He moved to San Francisco and became president of Mercantile Trust Company that later became Wells Fargo Bank. His elaborate home in Waikiki (designed by C.W. Dickey) was located on the site of the Waikiki Natatorium War Memorial. His daughter Helene was married to Paul Fagan, San Francisco industrialist. ["W.G. Irwin Passes Away on the Coast" *Honolulu Star Bulletin*, January 28, 1914, p.1-3]

⁸ "Mrs. Fagan Buys Land of HC&D to Give it to Hawaii for Park." *Honolulu Star Bulletin*, September 30, 1930, p.1.

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Following the Imperial Japanese Navy attack on Pearl Harbor that occurred on December 7, 1941, the Aloha Tower, the pier complex and Irwin Park were sequestered by the U.S. military. During this time, Irwin Park was slightly altered. The coconut arbors that had marked vehicular entrances to the park were removed, as were numerous palms from the lawn side of the park. After the war, the park was returned to public use. A comfort station was added in 1949 but was later removed.

The first major change to Irwin Park came in 1952 as a result of the Makai Arterial project, which extended Nimitz Highway from Pearl Harbor to Waikiki by widening and realigning Halekauwila Street from Fort Street to Richards Street before sweeping makai where it joined the extant Ala Moana Boulevard. The widening of Halekauwila Street sheared off 36,146 square feet (just under one acre) from the mauka side of Irwin Park. In order to make up for the lost parking spaces, the lot section of Irwin Park was extended makai into the lawn portion of the park. Original vehicular access points on Halekauwila Street, Fort Street, and Bishop Street were replaced by a single entrance and exit point on Aloha Tower Drive opposite Pier 8 with a new lane of pavement bisecting the lawn.

The second major change to Irwin Park was part of a large terminal expansion and modernization plan that began in 1963 and completed in 1965. The project included a pedestrian walkway along the Fort Street side of the park that extended from Ala Moana Boulevard, extending to meet two escalators on the makai side that transported passengers to the top of the new second floor terminal. Because the alterations had a major impact on the design and use of the memorial park, Helene Irwin Fagan was consulted. Governor John A. Burns informed Mrs. Fagan that the walkway would have a reflecting pool and a memorial plaque for her father, and she permitted the changes.⁹ The Honolulu Star-Bulletin stated that “the park is being relandscaped to provide an inviting approach to downtown Honolulu.”¹⁰ The new terminal and walkway were opened with much fanfare on March 29, 1965. Like the 1919 harbor complex project, the 1965 changes were intended to modernize and beautify the waterfront for visiting ship passengers and residents alike. Governor Burns said the new terminal and walkway would provide “a more gracious welcome than ever before.”¹¹

The current layout of Irwin Park represents three distinct phases of the site, and each phase aligns with the original intent of the park – to beautify the waterfront and to function as a much-needed parking lot. The first automobile in Oahu arrived by ship in 1899.¹² By 1925, Oahu was issuing 18,000 automobile registrations annually, and disorganized street parking was being blamed for traffic congestion in the “heart of the city.”¹³ Parking became a major concern for the public, and government officials were tasked with devising the island’s first parking regulations. Parking lots and covered “auto shelters” began to pop up throughout downtown in response to stringent street parking restrictions.^{14,15} Though parking lots were commonplace in downtown Honolulu by 1934, only Irwin Park included landscaping using native plants and lush tree cover. The downtown

⁹ Letter to Helene Irwin Fagan from Governor John A. Burns, January 4, 1964. In *The Built History of William G. Irwin Memorial Park*, by Loriann Gordon, Landscape Architect, LLC, June 22, 2016, 66.

¹⁰ “Dedication of Terminal on Schedule Tomorrow,” *The Honolulu Star-Bulletin*, March 28, 1965, 39.

¹¹ “Harbor Complex is Dedicated,” *The Honolulu Star-Bulletin*, March 29, 1965, 15.

¹² “The Automobile,” *The Hawaiian Gazette*, October 10, 1899, 4.

¹³ “Auto Congestion Demands Remedy,” *The Honolulu Advertiser*, March 31, 1925, 14.

¹⁴ Sanborn Fire Insurance Map from Honolulu, Oahu County, Hawaii, 1927.

¹⁵ “Traffic Law of Honolulu Takes Effect on Thursday,” *The Honolulu Advertiser*, March 7, 1920, 21.

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surface lots and auto shelters that emerged to serve the needs of Honolulu's car drivers were designed and built with more thought to efficiency than beauty. By blending functional parking with the aesthetically pleasing "gateway to the city," Irwin Park served as a unique respite for pedestrians and drivers alike.

Because Irwin Park was designed during the time that the automobile was becoming the preferred mode of transportation for people in Honolulu, planners knew that greater numbers of steamship passengers arriving at Piers 8-11 would most likely be picked up by car and that parking was critical to the success of the harbor. Hawaii's economy was transitioning from sugar to tourism, and the seamless movement of people and their luggage from passenger ships to resorts was a critical part of the industry's success. Automobiles were soon considered so necessary to the enjoyment of Honolulu, in fact, that "in the days before rental cars, the affluent traveled not only with numerous steamer trunks, but also with their servants and personal automobiles." The Matson Navigation Company advertised the benefits of bringing one's own car and would load it in the cargo bay of their passenger ships for a fee of \$100.¹⁶

The need for parking continued to grow and soon began to dictate where businesses chose to be located. Parking limitations downtown led many retailers to move to less developed areas where large shops and even larger surface parking lots could accommodate the growing number of car-owning shoppers. By the mid-1940s, stores began to advertise their parking lots as much as they advertised their wares. Newspaper ads for Trader Vic's, Van's Furniture Mart and the Kakaako Meat Market all proudly announced, "ample parking." Much like the surface lots that emerged downtown at the advent of automobile usage, these newer parking lots were focused on parking efficiency rather than appearance. Some, like that of the Ala Moana Shopping Center, were large, paved expanses with little or no tree cover. For decades, these large, hot and sunny parking lots were the norm, both in Honolulu and across the United States. Over time, people grew tired of parking in, and walking through, such vast and uncomfortable lots, and so cities began to add landscaping ordinances to their development standards. In Honolulu, codes now mandate square foot minimums for landscaping strips, shrubbery, and tree canopies in new parking lots, all of which were present in the original design of Irwin Park and remain today.¹⁷

Over time, the footprint and layout of Irwin Park changed, but never its purpose. Ocean liners no longer dock at Piers 8-9, but cruise ships still dock at the Pier 10 and 11 building and the area is still actively used by both pedestrian and vehicular traffic. The Aloha Tower and Aloha Tower Marketplace are tourist attractions that draw visitors on foot and by car. Additionally, the area is a satellite of Hawai'i Pacific University's campus accessed by students who walk the historic Fort Street corridor, cross Nimitz Highway and use the 1965 pedestrian walkway to attend classes. Anchored in the City Beautiful movement, Irwin Park has proven itself an early forerunner to today's parking lot landscaping ordinances, and in many ways, a precursor to elements of New Urbanism. Of all the public, surface parking lots that were created in downtown Honolulu to accommodate the increasing popularity of the automobile, Irwin Park is the only one that remains.

¹⁶ Lynn Blocker Krantz, Nick Krantz and Mary Thiele Fobian, *To Honolulu in Five Days: Cruising Aboard Matson's S.S. Lurline* (Berkeley, California: Ten Speed Press, 2001), 26-27.

¹⁷ Office of Council Services, *Revised Ordinances of Honolulu, Article 4. General Development Standards, 21-4.4*, https://www.honolulu.gov/rep/site/ocs/roh/ROH_Chapter_21_art4-6.pdf.

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Burns, John A. "Letter to Helene Irwin Fagan - January 4, 1964." In *The Built History of William G. Irwin Memorial Park*, by Loriann Gordon, Landscape Architect, LLC, June 22, 2016.

Dakin Fire Insurance Map 1891, Honolulu Sheet No. 2.

HHF Planners. Irwin Memorial Park Cultural Landscape Report. January 2020.

The Hawaiian Gazette

"The Automobile." October 10, 1899.

"Robinson's Gateway to the City." March 23, 1906.

The Honolulu Advertiser

"Auto Congestion Demands Remedy." March 31, 1925.

"Scenery Near New Docks To Be Improved." November 21, 1927.

"Traffic Law of Honolulu Takes Effect on Thursday." March 7, 1920.

The Honolulu Star-Bulletin

"Dedication of Terminal on Schedule Tomorrow." March 28, 1965.

"Harbor Complex is Dedicated." March 29, 1965.

"Mrs. Fagan Buys Land of HC&D to Give it to Hawaii for Park." September 30, 1930.

"W.G. Irwin Passes Away on the Coast." January 28, 1914.

Office of Council Services. *Revised Ordinances of Honolulu, Article 4. General Development Standards, 21-4.4.* https://www.honolulu.gov/rep/site/ocs/roh/ROH_Chapter_21_art4-6.pdf.

Sanborn Map Co. Sanborn Fire Insurance Map from Honolulu, Oahu County, Hawaii. 1927.

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Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreeage of Property 2.1985 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

- 1. Latitude: 21.30720 N Longitude: -157.86450 E
- 2. Latitude: Longitude:
- 3. Latitude: Longitude:
- 4. Latitude: Longitude:

Or

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UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|----------------|--------------------|----------------------|
| 1. Zone: UTM 4 | Easting: 617779.01 | Northing: 2356571.28 |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary of Irwin Park is all land and paved areas within the rectangle formed by Aloha Tower Drive, Ala Moana Boulevard and Bishop Street.

Boundary Justification (Explain why the boundaries were selected.)

These boundaries were selected because all key features of the park, including the landscaped lawn, parking area, and pedestrian walkway are within them.

11. Form Prepared By

name/title: Lindsey Walsworth, edited by A. Westfall
organization: Mason Architects, Inc.
street & number: 119 Merchant Street, Suite 501
city or town: Honolulu state: Hawaii zip code: 96813
e-mail lew@masonarch.com
telephone: 808-536-0556
date: June 22, 2021

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Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

List of figures:

Figure 1. USGS Honolulu Quadrangle. Hawaii-Honolulu Co. 7.5-Minute Series 2013 (arrow added)

Figure 2: Aerial photograph (arrow added) MAGIS University of Hawaii at Manoa Library Aerial Photographs and Imagery (<https://guides.library.manoa.hawaii.edu/aerials/digital>)

Figure 3: View of Fort Street from Aloha Tower showing the early development of Irwin Park, 1930. (Hawaii State Archives, PP-39-1-023)

Figure 4: Aerial photograph of Piers 8-11 showing the early development of Irwin Park, ca. 1931-32. (Hawaii State Archives, PP-40-5-028)

Figure 5: View of Irwin Park from atop Aloha Tower showing lush landscaping and parking, ca. 1938. (U.S. Army Museum Hawaii, No. 511)

Figure 6: Photo of cars parked in Irwin Park, ca. 1951. Extensive tree cover and the site's proximity to Aloha Tower are evident. (U.S. Army Museum, No. 5602)

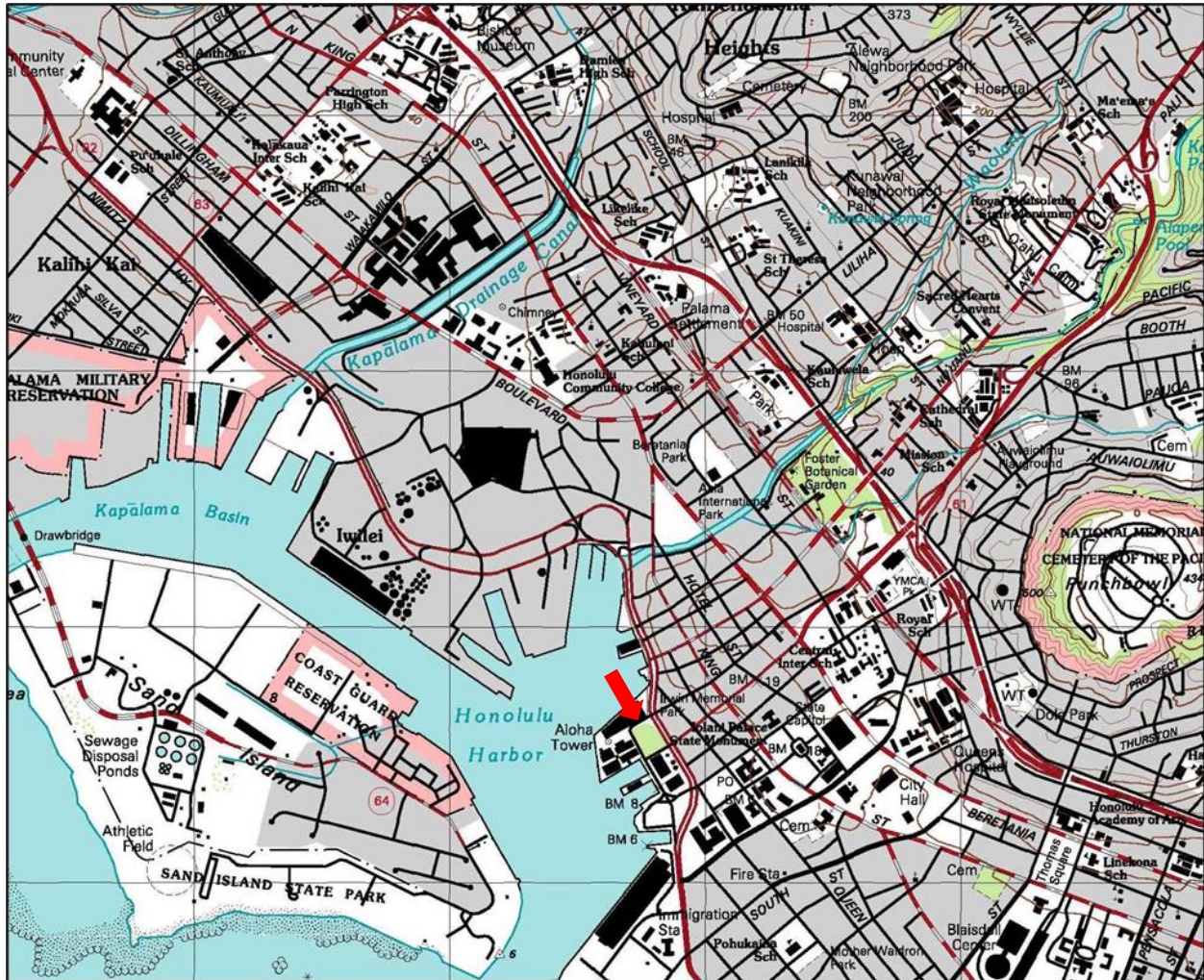
Figure 7: 1955 view of the Makai Arterial, which sheared off the mauka end of Irwin Park to make room for the four Diamond Head-bound lanes. (Hawaii State Archives, PP-39-6-012)

Figure 8: 1965 photograph of the pedestrian walkway on the Ewa end of Irwin Park and the terminal expansion in the pier complex. (Department of Transportation Services, Harbors Division)

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Figure 1. USGS Honolulu Quadrangle. Hawaii-Honolulu Co. 7.5-Minute Series 2013 (arrow added)



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Figure 2: Aerial photograph (arrow added) MAGIS University of Hawaii at Manoa Library Aerial Photographs and Imagery (<https://guides.library.manoa.hawaii.edu/aerials/digital>)



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Figure 4: Aerial photograph of Piers 8-11 showing the early development of Irwin Park, ca. 1931-32. (Hawaii State Archives, PP-40-5-028)



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Figure 5: View of Irwin Park from atop Aloha Tower showing lush landscaping and parking, ca. 1938. (U.S. Army Museum Hawaii, No. 511)



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Figure 6: Photo of cars parked in Irwin Park, ca. 1951. Extensive tree cover and the site's proximity to Aloha Tower are evident. (U.S. Army Museum, No. 5602)



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Figure 7: 1955 view of the Makai Arterial, which sheared off the mauka end of Irwin Park to make room for the four Diamond Head-bound lanes. (Hawaii State Archives, PP-39-6-012)



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Figure 8: 1965 photograph of the pedestrian walkway on the Ewa end of Irwin Park and the terminal expansion in the pier complex. (Department of Transportation Services, Harbors Division)



Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

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Photo Log

Name of Property: Irwin Park

City or Vicinity: Honolulu

County: City and County of Honolulu

State: Hawaii

Photographer: Lindsey Walsworth

Date Photographed: 9/28/2018

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo 1 of 10. Photo from above of Irwin Park from Topa Tower across Ala Moana Boulevard. Camera facing southwest.

Photo 2 of 10. Photo of parking area within Irwin Park. Camera facing south-southwest

Photo 3 of 10. Photo of original green lawn space with HECO building in the distance. Camera facing south-southeast.

Photo 4 of 10. Photo of 1965 pedestrian walkway with reflecting pool converted to planter. Camera facing east-northeast.

Photo 5 of 10. Photo of 1965 concrete and bronze dedication plaque. Camera facing southwest.

Photo 6 of 10. Photo of vehicular entrance to Irwin Park with Pier 10 and 11 building in the distance. Camera facing north-northeast.

Photo 7 of 10. Photo of vehicular entrance to Irwin Park with Pier 10 and 11 building in the distance. Camera facing north-northeast.

Photo 8 of 10. Photo of bollard barrier and landscape strip along Bishop Street with the Dillingham Transportation Building in the distance. Camera facing east-northeast.

Photo 9 of 10. Photo of central landscape strip showing the original area in the background and the ca. 1951 addition in the foreground. Camera facing east-northeast.

Photo 10 of 10. View of Aloha Tower from Irwin Park. Camera facing west-southwest.

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Photo 1 of 10. Photo from above of Irwin Park from Topa Tower across Ala Moana Boulevard.
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Photo 2 of 10. Photo of parking area within Irwin Park. Camera facing south-southwest.



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Photo 3 of 10. Photo of original green lawn space with HECO building in the distance. Camera facing south-southeast.



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Photo 4 of 10. Photo of 1965 pedestrian walkway with reflecting pool converted to planter. Camera facing east-northeast.



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Photo 5 of 10. Photo of 1965 concrete and bronze dedication plaque. Camera facing southwest.



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Photo 6 of 10. Photo of 1965 pedestrian walkway including fountain. Camera facing east-southeast.



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Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.