

**Honolulu High-Capacity Transit Corridor Project**  
**PA Consulting Party Review of PE Plans**  
**Comment Form**

Reviewer: J. Coronado, US Navy

Date: 5/18/2011

Comment No.	Station Name or Guideway Segment Name	Reviewer Comment	RTD Response
1	General	The Programmatic Agreement includes several stipulations for design considerations where stations are in or adjacent to a National Register (or eligible) property or district. These stipulations include conformance with the Secretary of the Interior Standards (SOI) as well as use of the Design Language Pattern Book, which identifies appropriate materials/colors/textures/forms for individual stations as well as the overall system. The preliminary designs depicted in the submission do not appear to respond to either source of guidance. The massing, scale, materials, and geometry of the stations require a more intensive contextual review.	Final designs will address SOI standards as required. Principles of the Design Language Pattern Book will be integrated into each station's final design through regular consultation between the book's author and the final designers. Final designers will be required to provide a summary of the basis of design for each station, including source of inspiration and how the SOI standards and the principles of the Design Language Pattern Book have been addressed.
2	General	While the submission is understandably conceptual as a preliminary engineering package, it lacks details that should be integral to the design/engineering process from the early stages. While some ideas of what may be the final appearance were included in the March public presentation for the Farrington Station Group, the submission does not convey such details. Similar to what is included in the Design Language Pattern Book, each submission should include some background about influences on the design, photo-simulations or renderings, and discussion of materials.	As the final designs are developed, presentations materials will include contextual images, influences, simulations, renderings and discussion of materials and surface treatments.

3	Kamehameha Hwy Guideway	Guideways and columns lack design details and "lightness" that should be achievable with modern technology. With the proposed height of the guideways/columns/platforms, minimizing the visual impacts of these elements may require some innovative approaches (and be possible through engineering).	As noted in the Final EIS, guideway materials and surface textures will be selected in accordance with generally accepted architectural principals to achieve integration between the guideway and its surrounding environment. The City will ensure that the Project's design guidelines require that the guideway columns be softened by plantings in specified areas. The columns themselves will be a minimum possible dimension to save costs while taking into consideration the height and width of the guideway and lateral loads.
4	Pearl Harbor	The Navy strongly encourages, in the short term, an informal design charrette to review known engineering constraints as well as areas that provide opportunities to enrich the design's response to the site's history and context (both traditional and military). Recommend this charrette (or series of charrettes) be conducted in advance of the two neighborhood design workshops stipulated in the Programmatic Agreement.	The City recognizes that the Pearl Harbor station is located adjacent to an historic district and will provide an opportunity for the Navy and other consulting parties to provide feedback on the station design as it progresses through final design. The City will conduct special workshops with appropriate stakeholders to discuss design compatibility with the historic context for appropriate stations. These special workshops will be conducted for Pearl Harbor Naval Base, Chinatown and Downtown stations.
5	Pearl Harbor	The Programmatic Agreement requires Cultural Landscape Reports for areas along the corridor as well as updated/new National Register Nominations for Pearl Harbor and Little Makalapa. Without either having been started, or the cultural landscape fully understood, there exists an inherent challenge to providing appropriate contextual design. Please provide the schedule for this groundwork, as it would help inform the design/development for the Station.	Cultural landscape reports (CLRs) are a targeted tool to be used on specific landscapes for the development of a preservation plan. They are not a general document for general areas. Two CLRs have been identified in the corridor and will be completed prior to construction commencing in those areas.  The City submitted a request to the Navy on May 25, 2011, for access to begin the documentation for updating the Pearl Harbor National Register Nominations. This documentation is scheduled to be completed prior to construction.
6	Pearl Harbor	Material selection is very important to the station designs, and the palette for the station should be discussed early in the design process. Plaster finish, as one example, is not responsive to the site's history and also has possible long-term maintenance challenges. What are the criteria established for selecting durable materials, color palettes, accessibility items, lighting, etc.?	Materials will be selected during final station design and the choice of materials will comply with SOI standards as appropriate and practical. Material selection will reflect the principles of the Design Language Pattern Book and will be integrated into final design through regular consultation between the book's author and the final designers.

