

PA Consulting Party Sticky Note Comments and HART Responses
from January 10, 2013 Project-Wide Station Design Workshop
Honolulu Rail Transit Project (In addition to PA requirements)

Sticky Note Text Sorted by Poster	HART Responses
1. West O'ahu Station Group	
<ul style="list-style-type: none"> • No comments. 	No response required.
2. Farrington Highway Station Group	No comments
<ul style="list-style-type: none"> • No comments. 	No response required.
3. Kamehameha Highway Station Group	No comments
<ul style="list-style-type: none"> • No comments. 	No response required.
4. Airport Station Group	To be forwarded to station designer - AECOM
<ul style="list-style-type: none"> • Minimize visual impacts of station and guideway. 	Suggestion acknowledged.
<ul style="list-style-type: none"> • Conceal utilities rather than exposed or surface mounted. 	Suggestion acknowledged.
<ul style="list-style-type: none"> • The Pearl Harbor Station might use the Hawaiian name Makalapa because site is located in the Makalapa Crater. 	Suggestion acknowledged – to be forwarded to station naming team.
<ul style="list-style-type: none"> • Restore WWII splinter proof bomb shelter and provide public interpretive panel at the Pearl Harbor station. 	Suggestion acknowledged.
<ul style="list-style-type: none"> • Make recommendations for National Historic Landmark boundary changes based on known and new information for Pearl Harbor, McGrew Makalapa and Pearl City Pen. 	Suggestion acknowledged – not related to station design.
<ul style="list-style-type: none"> • Preserve green space between Little Makalapa and Makalapa. Minimize pavement on Makalapa side of Kam. Highway. Consider alternate station entrance station entrance on Makalapa Gate side of Kam. Highway 	Suggestion acknowledged.
<ul style="list-style-type: none"> • Minimize footprint of station at Pearl Harbor. Bury or remove added TPSS and Ancillary Bldg. 	Cannot put these below ground or remove necessary buildings. Other footprint minimization is possible.
<ul style="list-style-type: none"> • Guideway between the Aloha Stadium and Center Streets needs noise and vision screen to decrease impact on adjacent housing and base for noise and security impacts. 	Suggestion acknowledged – also see Final EIS noise analysis.
<ul style="list-style-type: none"> • Restore open Makalapa Crater Stream through the Green space adjacent to Radford Drive up to the station location. 	Suggestion acknowledged.
<ul style="list-style-type: none"> • Preserve natural stone out croppings near Pearl Harbor Station and along the Kam. Highway corridor. 	Suggestion acknowledged.
<ul style="list-style-type: none"> • Restore or provide new underground walkways crossing Kam. Highway if station access is not provided on Makalapa side of 	Suggestion acknowledged – would create a use of a section 4(f) resource.

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Kam. Highway.	
<ul style="list-style-type: none"> Provide vegetation lattice to cover guideway columns on Kam. Highway adjacent to all housing areas. 	Suggestion acknowledged.
<ul style="list-style-type: none"> Who will develop design methodology for stations with historic considerations? How will that methodology be shared with consulting parties? 	Station Designers will develop methodology in coordination with HART. Secretary of Interior (SOI) qualified designers will be identified as appropriate prior to Consulting Party workshop #1 for each station group with historic considerations.
<ul style="list-style-type: none"> How is the modular design looking forward to be able to customize stations with historic considerations? 	Operational features such as escalators, elevators, fare gates, etc. will be standard for all stations. Other architectural forms, finishes, landscaping, display signage and surface treatments (including interpretive panels) will be customized to reflect the appropriate historic and cultural considerations.
5. Dillingham Station Group	Designer To Be Determined.
<ul style="list-style-type: none"> Need to see floor design of station to determine whether there was enough test sites done in the area or where additional sites will be required 	This information would not be available until plan updates are completed and information on ground excavation needs are identified. Designer has not been identified at this time. Not expected for this station group before January 2014.
<ul style="list-style-type: none"> SOI standards include sections applicable to new construction adjacent to historic properties 	Acknowledged. SOI standards will be implemented to the extent applicable.
<ul style="list-style-type: none"> Historic considerations apply to all stations adjacent to historic properties, includes: <ul style="list-style-type: none"> Iwilei Dillingham Kaka'ako Waipahū Downtown Chinatown Pearl Harbor 	See attached table for updated information.
	See table.
	Unclear reference
	NA
	NA
	See table.
	See table.
	See table.
<ul style="list-style-type: none"> Incorporate Chinatown station around the iwi kūpuna where the iwi will not have to be relocated (Ka'anohi) 	HART can design around this find. Coordination in process with SHPD, OIBC, and descendants.
6. City Center Station Group	Designer To Be Determined.
<ul style="list-style-type: none"> Adverse effect to historic districts and adjacent properties is of greater magnitude than presentation acknowledges 	Presentation purpose was to show physical relationship of station to properties. Other impacts will be addressed during design.
<ul style="list-style-type: none"> Kaka'ako should have "Historic Considerations" 	No historic properties adjacent to station at Kaka'ako. The station will be in the midst of the new Howard Hughes development.
<ul style="list-style-type: none"> Incorporate in one of the stations (preferably Kaka'ako and Ala Moana Center) the phases of the Hawaiian moon with it's names 	Suggestion acknowledged.

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7. Design Language Pattern Book, Aesthetic Treatment	To be used by HART Planning, Station Designers, and Station Art -Design Team.
<ul style="list-style-type: none"> Will mayor support integrating infrastructure into guideway (i.e. Lighting, traffic signals/signals, etc.) 	Guideway suggestion – to be forwarded to appropriate designers.
<ul style="list-style-type: none"> Want Hawaiians and community to have interface with actual designers. 	HART is on schedule to include this interface in 2013-2014.
<ul style="list-style-type: none"> How artist and art selected. 	A “Call for Artists” Request for Qualifications will be released to solicit interested professional visual artists. A public pre-submittal conference will be scheduled to discuss the Art-in-Transit Program, the submittal and selection process and to respond to questions.
<ul style="list-style-type: none"> Design round, not square. This is more in keeping with Hawaiian perspective. 	Suggestion acknowledged.
<ul style="list-style-type: none"> Signs I like for example “Mahalo for not smoking” should be written entirely in the Hawaiian language with translation on bottom in English. (Ka’anohi) 	Suggestion acknowledged.
8. Station Naming	To be used by HART Station Naming Team
<ul style="list-style-type: none"> Outreach to Ka Wai Ola, Hawaiian Homes, Newspapers, media, Hawaiian xxxxx 	Suggestion acknowledged.
<ul style="list-style-type: none"> Mike Lee 683-1954. Name the KapoLei station 1. “Wai Na Na” (prophetic waters). This is a stream name from Mauna Kapu right above this station. 	Suggestion acknowledged as E. Kapolei Station naming suggestion - to be forwarded to station naming team.
<ul style="list-style-type: none"> Naming the Chinatown Station: 1. Kapu’ukolo, the ancient name or the village on this property 2. Kinopu, the original owner. 3. Kaiki O’ahu (Little gathering place). The Poo Lawaia the head fisherman of Kamehameha I and grandfather of Kinopu. 	Suggestion acknowledged as Chinatown Station naming suggestion - to be forwarded to station naming team.
9. Reinterment Sites	
<ul style="list-style-type: none"> When will discussions about reinterment sites begin? What is timeline for setting sites aside? 	Forthcoming in 2013. Schedule TBD.
10. General Comments	
<ul style="list-style-type: none"> Is a percentage of station budget dedicated to Art? Concern: Art will be value engineered out (<i>moved from West Oahu Station Group above</i>). 	Per the FTA Art-In-Transit Program, HART’s allocated funding is 1% of the station construction costs and 1% of the maintenance and storage facility construction cost estimates.
<ul style="list-style-type: none"> What is anticipated life span of this system? 	HART Design Criteria stipulates that system components operate for 30 years without major repair or replacement and 50 years without significant renovation of facilities.
<ul style="list-style-type: none"> In coastal areas, how high above sea level will the stations be? 	Station entries are designed to provide access via the current pedestrian pathway, sidewalk or walking surface. The elevation of the entry plaza

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	will align with that elevation.
<ul style="list-style-type: none"> How will you address projected sea level rise (3 ft.?) in coastal areas? Potential for impacts on foundational structures? 	HART engineers are designing to current codes, restrictions and guidelines as stipulated by local authorities (usually the City and County of Honolulu). Any new regulations or recommendations will be incorporated into the station design as mandated by the City.
<ul style="list-style-type: none"> How high above sea level are the embossed sections on the columns? 	The embossed images are approximately 3 ft. above the curb height at the median in the roadway and extend to approximately 12 ft. above the curb.
<ul style="list-style-type: none"> Windscreens 	
<ul style="list-style-type: none"> <ul style="list-style-type: none"> What wind speeds can they sustain? 	Windscreens, as well as the entire station structure will be engineered to meet code-mandated hurricane force winds.
<ul style="list-style-type: none"> <ul style="list-style-type: none"> Will they be protected against flying objects in case of hurricane force winds? 	Windscreens will be designed to hurricane code, as mentioned above, and the glass will be laminated, tempered glass.
<ul style="list-style-type: none"> Disappointed with absence of design contractor from meeting. How are comments being relayed to design team? 	This meeting was intended to be a general preparation meeting for future station group meetings. There are a number of "design contractors". HART will oversee the general design and each individual contractor will be forwarded a copy of these comments.
<ul style="list-style-type: none"> Firms that make up each station group design team? 	See attached table.
<ul style="list-style-type: none"> Submissions for review – what is schedule relative to workshop dates? 	Design plan reviews will generally match workshop dates.
<ul style="list-style-type: none"> Provide means of accessing architects contracts 	http://hartdocs.honolulu.gov/docushare/dsweb/View/Collection-10 .
<ul style="list-style-type: none"> Fare gate modules – do these have restrooms? 	The rest rooms will be located in the station circulation area, adjacent to the stairs and elevators.
<ul style="list-style-type: none"> Please provide list of design team members that meet SOI professional qualifications, per PA Stip. XI. Resumes will be appreciated. 	See attached table names and contractors.
<ul style="list-style-type: none"> All station designs cognizant of the various ethnicities in Hawai'i. Shall still give preference to the Native people's story, language, history and culture. 	Using the Native Hawaiian culture as the basis along the entire route, other ethnicities will be added on as they entered into the history of O'ahu.
<ul style="list-style-type: none"> Hold a meeting of this size and nature at a more appropriate place with more conducive set-up. 	Suggestion acknowledged.
<ul style="list-style-type: none"> Consider this is the Kingdom. Please read HawaiianKingdom.com, section on War Crimes/Genocide. Your project is violating the Laws of Occupation. Section 495(a), US Army Field Manual 27-10. 	Suggestion acknowledged - not related to station design.
<ul style="list-style-type: none"> Why are there no rain shelters on the platforms? Platform canopies? Please 	Platform canopies are included.

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<p>provide design team info for all stations in a systematic way.</p>	
<ul style="list-style-type: none"> Impacts to Hist. properties also xxxxx impacts to the historic setting, hence visual impacts need to be addressed through design elements. 	<p>See attached table for clarification of station relationship to historic properties.</p>
<ul style="list-style-type: none"> Re: materials. If cost is too high, how will you decide on alternatives? 	<p>HART has very specific budgetary guidelines and the station design consultants will be tasked with following those budgets.</p>
<ul style="list-style-type: none"> There is no lineal descendent. Have cultural descendents. 	<p>Suggestion acknowledged - not related to station design. (Both types of descendants are acknowledged.)</p>
<ul style="list-style-type: none"> How are views from platforms being evaluated for opportunities to interpret local history? 	<p>This will be part of the interpretive signage program.</p>
<ul style="list-style-type: none"> Stations of Hist. considerations – must also consider all Hist. properties not just Hist. districts. 	<p>There are several properties near stations that are not in historic districts as noted in the attached table.</p>
<ul style="list-style-type: none"> Now that project is moving along, need more Hawaiian groups involved in process. 	<p>HART is continuing its efforts to outreach Native Hawaiian Organizations - not related to station design.</p>
<ul style="list-style-type: none"> Can we have update on TCP study for Hawaiians to review. 	<p>The TCP study for Phase 4 City Center will be available this Spring (2013) - not related to station design.</p>