

Appendix B

Meeting Handouts:

Project Map

Station Design Workshop Schedule

Guidway and Typical Section Design Drawings

Column Construction Photos

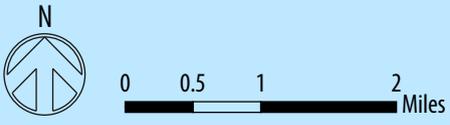
Compendium of Design Criteria, Chapter 11 – Landscape
Architecture

Programmatic Agreement, Stipulation IV – annotated
The Secretary of the Interior's Standards for the Treatment
of Historic Properties



LEGEND

- Park and Ride Access Ramps
- Park and Ride
- Design-Build Contracts**
 - West O'ahu Farrington Highway Guideway (WOFH)
 - Kamehameha Highway Guideway (KHG)
 - Maintenance and Storage Facility (MSF)
- Design-Bid-Build Contracts**
 - Airport Utilities and Guideway
 - City Center Utilities and Guideway
 - West O'ahu Stations
 - Farrington Highway Stations
 - Kamehameha Highway Stations
 - Airport Stations
 - City Center Stations
 - Kaka'ako Stations



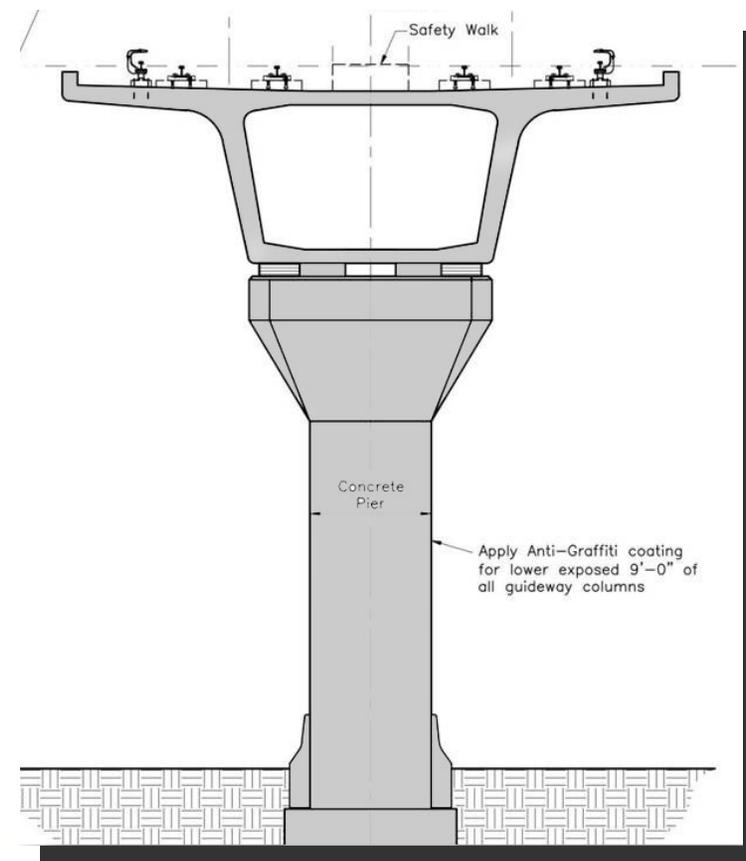
Honolulu Rail Transit Project Station Design Workshop Schedule

as of October 30, 2012

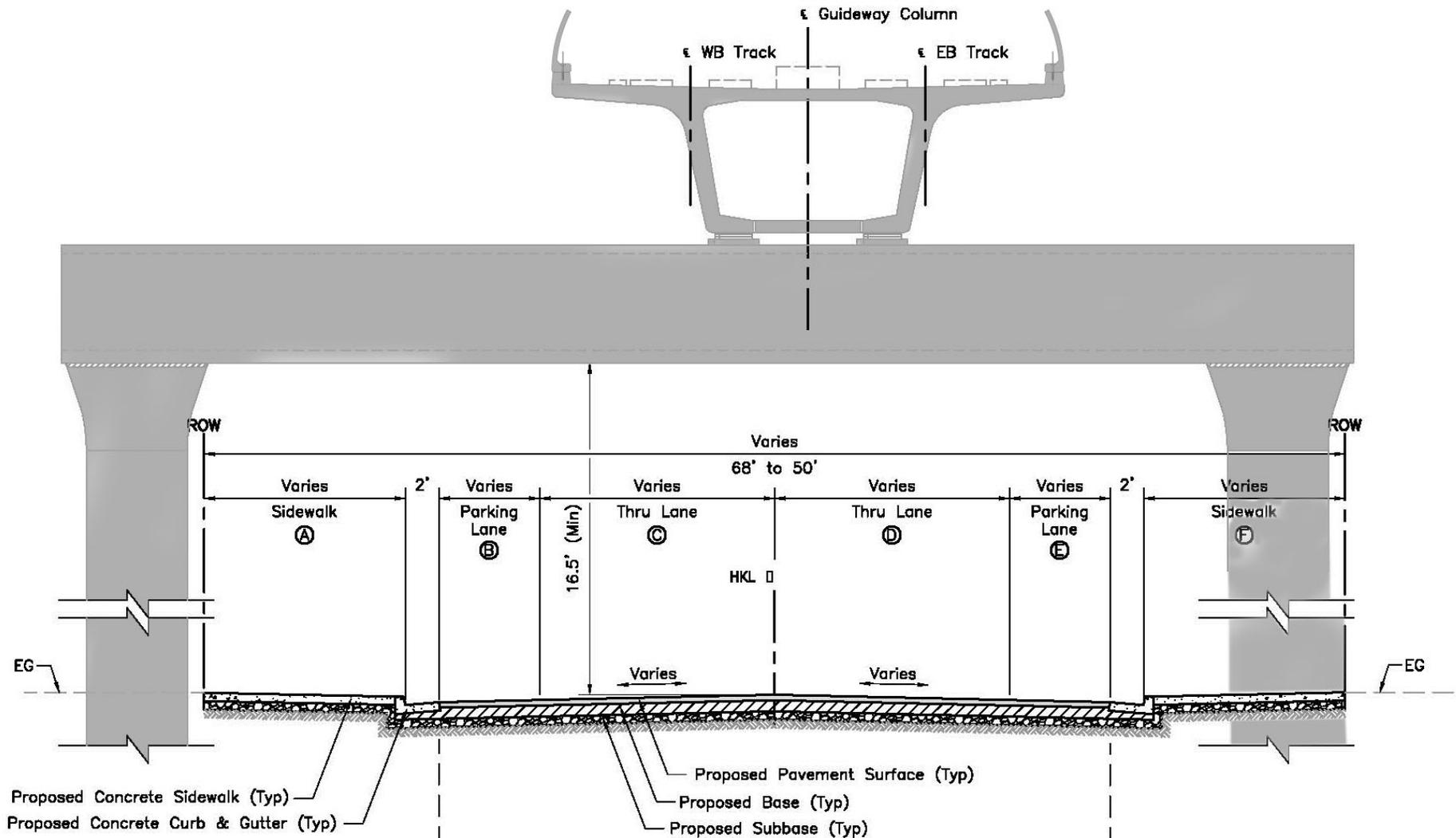
Design Package	Stations	Contracting NTP Date	Date	Workshop #1 Attendees	Purpose	Date	Workshop #2 Attendees	Purpose
Farrington Highway Station Group	West Loch, Waipahu TC, Leeward CC	NA	March 2011	Consulting parties	To present existing 30% designs	February 2013	Consulting Parties & Public	To present updated designs
West Oahu Station Group	East Kapolei, UH West Oahu, Ho'opili	July 2012	June 2011	Consulting parties	To present existing 30% designs	June 2013	Consulting Parties & Public	To present updated designs
Kamehameha Highway Station Group	Pearl Highlands, Pearlridge, Aloha Stadium, H2R2 ramp	November 2012	March 2013	Consulting parties	To present existing 30% designs	August 2013	Consulting Parties & Public	To present updated designs
Airport Station Group	Pearl Harbor Navy Base, Airport, Lagoon Drive, Middle Street	November 2012	April 2013	Consulting Parties & Other Stakeholders	Design Workshop to discuss historic context	October 2013	Consulting Parties & Public	To present draft designs
Dillingham Station Group	Kalihi, Kapalama, Iwilei, Chinatown	July 2013	January 2014	Consulting Parties & Public	Design Workshop to discuss historic context	August 2014	Consulting Parties & Public	To present draft designs
City Center Station Group	Downtown, Civic Center, Kaka'ako, Ala Moana	July 2013	January 2014	Consulting Parties & Public	Design Workshop to discuss historic context	August 2014	Consulting Parties & Public	To present draft designs

GUIDEWAY DESIGN

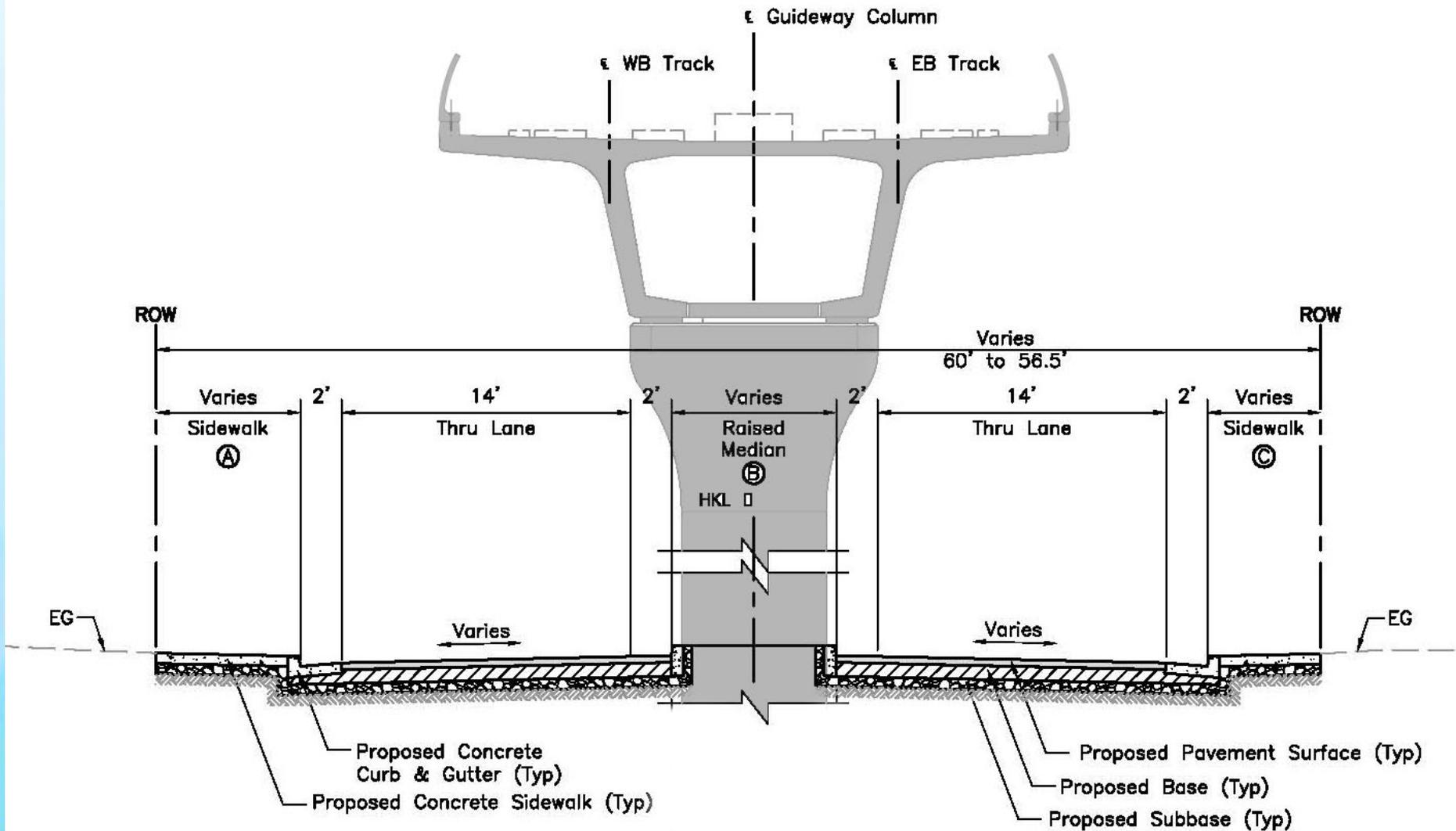
- Typical 150-ft Spans
- 30.5-ft wide x 8.75-ft deep box girder
- Supported by typical 6-ft piers
- Segmental construction



TYPICAL SECTION - 2



TYPICAL SECTION - 3



Column Construction



Column Rebar Cages



Column Forms



11.3 ZONES

11.3.1 Streetscape

The in-line, at-grade areas between stations is the streetscape. Street tree planting or transplanting will occur adjacent to the station area and along the alignment where the existing streetscape is impacted. Trees should be placed every 50 feet where adjacent to residential areas and every 40 feet where adjacent to commercial areas, within the project right-of-way. Tree species, sizes, and details must conform to City standards.

Tree grates or other accessible surfaces should cover over the planting area if the sidewalk hardscape surface is less than 6 feet wide. Trees must be planted a minimum of 3 feet away from curbs and a minimum 2 feet away from the edge of walkways.

11.3.2 Station Areas

A. Approaches

1. Planting and paving design play a pivotal role in increasing station visibility and identity, as well as directing patrons to the station entry. Entries shall be highlighted with paving and planting materials as directed. The design of the station approaches shall link the entry plazas to bus drop-off lanes and public walkways in creative ways that allow for pedestrian circulation, seating, and queuing.
2. Good visibility is important for traffic safety and security concerns. Low shrubs and groundcover should be used in station areas near bicycle or vehicular traffic to increase visibility.
3. Provide shade in station entries and approach areas for user comfort.
4. Select an identifying street tree to use in station approach. Palms also may be used as vertical accents, especially where horizontal space is restricted.

B. Concourse and Platform

In some locations it may be advisable to add planters to soften the station architecture. On the concourse and platform areas this will not be a standard feature throughout the transit system but decided on an individual basis.

C. Pedestrian Crossings

Clear visibility is of the utmost importance for traffic safety concerns. Trees shall have a minimum 7-foot clear trunk height, and shrubs and groundcover should be specified for a mature size of less than 2 feet in height.

D. Reburial sites

In some circumstances station areas may need to accommodate reburial vaults for *iwi kupuna* discovered during the project. Examples of some reburial sites are included in figures 11-2 to 11-4. Field trips are encouraged to these and other locations.

Figure 11-2: Reburial site at Wal-Mart (Corner of Makaloa St. and Sheridan St.)



Design details will be determined through site-specific consultation before construction, but sufficient space should be set aside within each station area to accommodate reburial vaults. These must be in locations that will not be impacted by future construction phases.

Figure 11-3: Reburial site at Quinn Lane



Figure 11-4: Reburial site at Pier 1 Imports (Queen St. and Kamakee St.)



11.3.3 Transit Centers and Bus Stops

- A. Transit centers serve as transfer stations between buses and trains. Pedestrian and bicycle circulation shall be separated from bus and train traffic to the extent possible.
- B. Where bus stops are co-located with transit stations every effort shall be made to provide shade in the bus queuing area with trees rather than structured shade to create a balancing character to the station approach. Where bus stops are located below the

guideway or station a minimum walkway width shall be maintained clear of furnishings to facilitate pedestrian circulation. Seating may be located along the wall facing the bus stop of the touch down structure. All plantings will maintain clear visibility, even at maturity, at all pedestrian and vehicular intersections.

- C. The landscape design should strive to provide a minimum of 50% shade on all roadway and paved surfaces where right-of-way and site conditions permit. Shade trees shall be planted with 40-foot spacing along road frontage. Trees must be of 2-inch caliper and 10 foot height or greater. Screen transit area to the extent possible from adjacent streets by a 42–inch-high continuous hedge, berm, or solid wall or combination thereof.

11.3.4 Park-and-Ride and Adjacent Parking Areas

- A. In parking lots with more than 10 spaces, 1 shade tree with a minimum 2-inch caliper, 10-foot clear trunk is required for every 6 parking spaces. Where 30 or more parking stalls are contiguous, islands parallel to the drive aisles are required to be a minimum of 6 feet in width OR planted islands that are perpendicular with drive aisles shall be included for every 10 parking stalls and have a 9-foot minimum width. Shade trees and those with average-to-low litter are preferred in park-and-ride parking lot areas to be placed to distribute shade evenly across the lot. Trees are to be located to reduce the likelihood of damage from vehicle bumpers.
- B. Parking lots shall be screened from adjacent streets by a continuous hedge, berm, or solid wall or a combination thereof per City standards.
- C. The main pedestrian access from the parking area to the station entry shall avoid crossing vehicular circulation wherever practicable. Pedestrian safety is of utmost importance.

11.3.5 Traction Power Substations

- A. Traction Power Substations are structures that redistribute the electrical current needed to run the rail system. Placed at regular intervals along the alignment, these structures are typically one story, windowless, and within a chain link enclosed area of approximately 40 feet by 80 feet. They typically have vehicular access along one end and pedestrian access on a side perpendicular to the vehicular access.
- B. Maintain a minimum 5-foot width clear access around all sides of the chain link enclosure.
- C. Use tall vertical planting or vines to visually screen or minimize the impact of the structure. Plants or vines should be a minimum of 6-foot height in secure areas while maintaining visibility to the entrances.

11.3.6 Under Guideway

Where the guideway columns fall within planter median areas, vines may be trained onto columns to reduce the likelihood of graffiti and soften the appearance of the structures. The surface of guideway columns might be textured to enhance vine attachment. Also, the use of a trellising system around the columns would facilitate vine growth. Shade-tolerant ground cover shall also be specified for the median planter, where applicable.

Honolulu Rail Transit Project, Programmatic Agreement

IV. Design Standards - annotated

A. The City shall develop standards for, and maintain and update the Project's *Design Language Pattern Book* for use in all Project elements. The pattern book shall be available electronically. For stations within the boundary of or directly adjacent to an eligible or listed historic property, the City shall comply with *The Secretary of the Interior's Standards for the Treatment of Historic Properties*, 36 C.F.R. pt. 68, and will make every reasonable effort to avoid adverse effects on historic properties. If the FTA, the City and the Kako'o find that the standards cannot be applied, the City shall consult with the consulting parties to develop a treatment plan to minimize and mitigate adverse effects on the historic property.

Comment [B1]: Available for all contracts.

Comment [B2]: Aloha Stadium, Pearl Harbor, Chinatown, and Downtown Stations.

Comment [B3]: Guidance only, focuses on historic buildings, H RTP will follow intent of guidance.

B. The City shall conduct a minimum of two neighborhood design workshops for the stations in each of the Project phases. The City shall notify all consulting parties of the workshops and consider any comments received when completing station design.

Comment [B4]: See workshop schedule – H RTP to consider comments.

C. At the earliest practicable time during preliminary engineering, prior to Project entry into final design, the City shall provide preliminary engineering design plans for built components of the Project, such as stations, guideway, and directly related Project infrastructure improvements, to consulting parties for review and comment. For stations within boundaries of or directly adjacent to listed or eligible historic properties, the City shall also provide plans during the final design phase. The consulting parties shall provide the City with comments on the plans within 30 days of receipt. The City shall consider and provide written documentation of that consideration on the project website of all comments provided by the consulting parties prior to completing preliminary engineering or final design plans.

Comment [B5]: Already completed.

Comment [B6]: For Aloha Stadium, Pearl Harbor, Chinatown, and Downtown Stations only – see workshop schedule for workshop #2 for general idea of availability of plans.

Additional Considerations not in Stipulation IV:

- Station Naming
- Station Art
- Elements of Design Language Pattern Book
- Interface with Interpretative Programs, Materials and Signage from Stipulation VII

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owner in the Historic Preservation Certification Application, Request for Certification of Completed Work (NPS Form 10-168c), as follows:

Fee	Size of rehabilitation
\$500	\$20,000 to \$99,999
\$800	\$100,000 to \$499,999
\$1,500	\$500,000 to \$999,999
\$2,500	\$1,000,000 or more

If review of a proposed or ongoing rehabilitation project had been undertaken by the Secretary prior to submission of Request for Certification of Completed Work, the initial fee of \$250 will be deducted from these fees. No fee will be charged for rehabilitations under \$20,000.

(d) In general, each rehabilitation of a separate certified historic structure will be considered a separate project for purposes of computing the size of the fee.

(1) In the case of a rehabilitation project which includes more than one certified historic structure where the structures are judged by the Secretary to have been functionally related historically to serve an overall purpose, the fee for preliminary review is \$250 and the fee for final review is computed on the basis of the total rehabilitation costs.

(2) In the case of multiple building projects where there is no historic functional relationship among the structures and which are under the same ownership; are located in the same historic district; are adjacent or contiguous; are of the same architectural type (e.g., rowhouses, loft buildings, commercial buildings); and are submitted by the owner for review at the same time, the fee for preliminary review is \$250 per structure to a maximum of \$2,500 and the fee for final review is computed on the basis of the total rehabilitation costs of the entire multiple building project to a maximum of \$2,500. If the \$2,500 maximum fee was paid at the time of review of the proposed or ongoing rehabilitation project, no further fee will be charged for review of a Request for Certification of Completed Work.

PART 68—THE SECRETARY OF THE INTERIOR'S STANDARDS FOR THE TREATMENT OF HISTORIC PROPERTIES

Sec.

68.1 Intent.

68.2 Definitions.

68.3 Standards.

AUTHORITY: The National Historic Preservation Act of 1966, as amended (16 U.S.C. 470 *et seq.*); sec. 2124 of the Tax Reform Act of 1976, 90 Stat. 1918; EO 11593, 3 CFR part 75 (1971); sec. 2 of Reorganization Plan No. 3 of 1950 (64 Stat. 1262).

SOURCE: 60 FR 35843, July 12, 1995, unless otherwise noted.

§ 68.1 Intent.

The intent of this part is to set forth standards for the treatment of historic properties containing standards for preservation, rehabilitation, restoration and reconstruction. These standards apply to all proposed grant-in-aid development projects assisted through the National Historic Preservation Fund. 36 CFR part 67 focuses on "certified historic structures" as defined by the IRS Code of 1986. Those regulations are used in the Preservation Tax Incentives Program. 36 CFR part 67 should continue to be used when property owners are seeking certification for Federal tax benefits.

§ 68.2 Definitions.

The standards for the treatment of historic properties will be used by the National Park Service and State historic preservation officers and their staff members in planning, undertaking and supervising grant-assisted projects for preservation, rehabilitation, restoration and reconstruction. For the purposes of this part:

(a) *Preservation* means the act or process of applying measures necessary to sustain the existing form, integrity and materials of an historic property. Work, including preliminary measures to protect and stabilize the property, generally focuses upon the ongoing maintenance and repair of historic materials and features rather than extensive replacement and new construction. New exterior additions are not within the scope of this treatment; however, the limited and sensitive upgrading of

mechanical, electrical and plumbing systems and other code-required work to make properties functional is appropriate within a preservation project.

(b) *Rehabilitation* means the act or process of making possible an efficient compatible use for a property through repair, alterations and additions while preserving those portions or features that convey its historical, cultural or architectural values.

(c) *Restoration* means the act or process of accurately depicting the form, features and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period. The limited and sensitive upgrading of mechanical, electrical and plumbing systems and other code-required work to make properties functional is appropriate within a restoration project.

(d) *Reconstruction* means the act or process of depicting, by means of new construction, the form, features and detailing of a non-surviving site, landscape, building, structure or object for the purpose of replicating its appearance at a specific period of time and in its historic location.

§ 68.3 Standards.

One set of standards—preservation, rehabilitation, restoration or reconstruction—will apply to a property undergoing treatment, depending upon the property's significance, existing physical condition, the extent of documentation available and interpretive goals, when applicable. The standards will be applied taking into consideration the economic and technical feasibility of each project.

(a) *Preservation*. (1) A property will be used as it was historically, or be given a new use that maximizes the retention of distinctive materials, features, spaces and spatial relationships. Where a treatment and use have not been identified, a property will be protected and, if necessary, stabilized until additional work may be undertaken.

(2) The historic character of a property will be retained and preserved. The replacement of intact or repairable historic materials or alteration of features, spaces and spatial relationships

that characterize a property will be avoided.

(3) Each property will be recognized as a physical record of its time, place and use. Work needed to stabilize, consolidate and conserve existing historic materials and features will be physically and visually compatible, identifiable upon close inspection and properly documented for future research.

(4) Changes to a property that have acquired historic significance in their own right will be retained and preserved.

(5) Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.

(6) The existing condition of historic features will be evaluated to determine the appropriate level of intervention needed. Where the severity of deterioration requires repair or limited replacement of a distinctive feature, the new material will match the old in composition, design, color and texture.

(7) Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

(8) Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

(b) *Rehabilitation*. (1) A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.

(2) The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.

(3) Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

(4) Changes to a property that have acquired historic significance in their own right will be retained and preserved.

(5) Distinctive materials, features, finishes and construction techniques or

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examples of craftsmanship that characterize a property will be preserved.

(6) Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

(7) Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

(8) Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

(9) New additions, exterior alterations or related new construction will not destroy historic materials, features and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

(10) New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

(c) *Restoration.* (1) A property will be used as it was historically or be given a new use that interprets the property and its restoration period.

(2) Materials and features from the restoration period will be retained and preserved. The removal of materials or alteration of features, spaces and spatial relationships that characterize the period will not be undertaken.

(3) Each property will be recognized as a physical record of its time, place and use. Work needed to stabilize, consolidate and conserve materials and features from the restoration period will be physically and visually compatible, identifiable upon close inspection and properly documented for future research.

(4) Materials, features, spaces and finishes that characterize other histor-

ical periods will be documented prior to their alteration or removal.

(5) Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize the restoration period will be preserved.

(6) Deteriorated features from the restoration period will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials.

(7) Replacement of missing features from the restoration period will be substantiated by documentary and physical evidence. A false sense of history will not be created by adding conjectural features, features from other properties, or by combining features that never existed together historically.

(8) Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

(9) Archeological resources affected by a project will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

(10) Designs that were never executed historically will not be constructed.

(d) *Reconstruction.* (1) Reconstruction will be used to depict vanished or non-surviving portions of a property when documentary and physical evidence is available to permit accurate reconstruction with minimal conjecture and such reconstruction is essential to the public understanding of the property.

(2) Reconstruction of a landscape, building, structure or object in its historic location will be preceded by a thorough archeological investigation to identify and evaluate those features and artifacts that are essential to an accurate reconstruction. If such resources must be disturbed, mitigation measures will be undertaken.

(3) Reconstruction will include measures to preserve any remaining historic materials, features, and spatial relationships.

(4) Reconstruction will be based on the accurate duplication of historic

features and elements substantiated by documentary or physical evidence rather than on conjectural designs or the availability of different features from other historic properties. A reconstructed property will re-create the appearance of the non-surviving historic property in materials, design, color and texture.

(5) A reconstruction will be clearly identified as a contemporary re-creation.

(6) Designs that were never executed historically will not be constructed.

PART 71—RECREATION FEES

Sec.

- 71.1 Application.
- 71.2 Types of Federal recreation fees.
- 71.3 Designation.
- 71.4 Posting.
- 71.5 Golden Eagle Passport.
- 71.6 Golden Age Passport.
- 71.7 Entrance fees for single-visit permits.
- 71.8 Validation and display of entrance permits.
- 71.9 Establishment of recreation use fees.
- 71.10 Special recreation permits and special recreation permit fees.
- 71.11 Collection of Federal recreation fees.
- 71.12 Enforcement.
- 71.13 Exceptions, exclusions, and exemptions.
- 71.14 Public notification.
- 71.15 The Golden Eagle Insignia.

AUTHORITY: Sec. 4, Land and Water Conservation Fund Act of 1965 (16 U.S.C.A. 4601-6a (Supp., 1974)), as amended by Pub. L. 93-303; and sec. 3, Act of July 11, 1972, 86 Stat. 461; sec. 2 of Reorganization Plan No. 3 of 1950 (64 Stat. 1262).

SOURCE: 39 FR 33217, Sept. 16, 1974. Redesignated at 44 FR 7143, Feb. 6, 1979, and 46 FR 34329, July 1, 1981; correctly redesignated at 46 FR 43045, Aug. 26, 1981, unless otherwise noted.

§ 71.1 Application.

This part is promulgated pursuant to section 4, Land and Water Conservation Fund Act of 1965, 16 U.S.C.A. 4601-6a (Supp., 1974), and section 3, Act of July 11, 1972, 86 Stat. 461. Any Federal recreation fee charged by any bureau of the Department of the Interior shall be charged according to criteria set forth in this part.

§ 71.2 Types of Federal recreation fees.

There shall be three types of Federal recreation fees:

(a) Entrance fees, charged either on an annual or single-visit basis, for admission to any Designated Entrance Fee Area;

(b) Daily recreation use fees for the use of specialized sites, facilities, equipment or services furnished at Federal expense; and

(c) Special recreation permit fees for specialized recreation uses, such as, but not limited to, group activities, recreation events, and the use of motorized recreation vehicles.

§ 71.3 Designation.

(a) An area or closely related group of areas shall be designated as an area at which entrance fees shall be charged (hereinafter "Designated Entrance Fee Area") if the following conditions are found to exist concurrently:

(1) The area is a unit of the National Park System administered by the Department of the Interior;

(2) The area is administered primarily for scenic, scientific, historical, cultural, or recreation purposes;

(3) The area has recreation facilities or services provided at Federal expense; and

(4) The nature of the area is such that entrance fee collection is administratively and economically practical.

(b) Any specialized site, facility, equipment or service related to outdoor recreation (hereinafter "facility") shall be designated as a facility for which a recreation use fee shall be charged (hereinafter "Designated Recreation Use Facility") if:

(1) For each Designated Recreation Use Facility, at least one of the following criteria is satisfied:

(i) A substantial Federal investment has been made in the facility,

(ii) The facility requires regular maintenance,

(iii) The facility is characterized by the presence of personnel, or

(iv) The facility is utilized for the personal benefit of the user for a fixed period of time; and,

(2) For each Designated Recreation Use Facility, all of the following criteria are satisfied: