

**Summary of Consulting Party Meeting Comments/Responses**  
**Meeting Date: October 3, 2013**  
**Kamehameha Highway Station Group (KHSG) Meeting #1 and Aloha Stadium Station Focus Meeting**

#	Commenter	Comment	HART Response
1	O'ahu Council, Association of Hawaiian Civic Clubs	<ul style="list-style-type: none"> <li>• Inquired about the location of the watercress farm in proximity to Pearlridge Station; wondered how close it was to Sumida Watercress Farm (Kalauao Springs, a natural spring).</li> <li>• Inquired about rain and wind protection at the stations and the potential safety issue of wet pavements.</li> <li>• Noted that the overall station appearance is blocky and that rounded curved edges not sharp corners are preferred.</li> <li>• Also inquired about getting maps that showed the ahupua'a boundaries near the stations.</li> </ul>	<ul style="list-style-type: none"> <li>• Slide #39 showed the station location. Sumida Watercress Farm/Kalauao Springs is further west, near HomeWorld.</li> <li>• HART responded that this would be mitigated by the windscreens and overhead canopies, and also that the flooring would be a concrete aggregate or rough tile.</li> <li>• HART acknowledged the sharp corners and noted there was an attempt being made to implement curved edges when/if practical.</li> <li>• HART noted that the project has general maps showing the ahupua'a boundaries that would not provide her with the detail she is seeking</li> </ul>
2	O'ahu Council, Association of Hawaiian Civic Clubs	<ul style="list-style-type: none"> <li>• Made important comments about the Hawaiian history associated with Moku'ume'ume (Ford Island) and inquired if that would be included in the design or educational/interpretive program for Aloha Stadium Station. One example is Moku'ume'ume's association with Ka`ahupāhau, the shark goddess of Pu'uloa. She acknowledged Makahiki activities that could be related to Aloha Stadium Station.</li> </ul>	<ul style="list-style-type: none"> <li>• HART appreciates the comments and they will be quite relevant to the educational/interpretive program.</li> </ul>

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3	Kako’o	<ul style="list-style-type: none"> <li>Inquired about the status of the station naming activities.</li> </ul>	<ul style="list-style-type: none"> <li>HART noted that the committee has not yet convened.</li> </ul>
4	State Historic Preservation Division	<ul style="list-style-type: none"> <li>Asked several questions regarding how the fare gates service the public for each of the three stations.</li> </ul>	<ul style="list-style-type: none"> <li>HART provided answers to this question, including that the makai touchdown at Aloha Stadium had been eliminated to prevent direct impact to the Pearl Harbor NHL. At the Pearl Highlands station, most of the pedestrian flow is expected to come from the parking structure. SHPD thought that this station serviced Leeward Community College. At Pearlridge, there are two separate fare gates, one on each side.</li> </ul>
5	NAVFAC Hawai’i	<ul style="list-style-type: none"> <li>Raised a number of questions about traffic at the intersection of Kamehameha Highway and Ford Island Bridge, and pedestrian access issues related to the Ford Island. Concerned that traffic will have to go around the block to get to the Ford Island Gate.</li> <li>Concerned about traffic and why the station was located where shown.</li> </ul>	<ul style="list-style-type: none"> <li>HART noted that HART is coordinating with the National Park Service (NPS) regarding shuttle connections to the station. HART also noted that the access to the station from Salt Lake Boulevard is under coordination with the Stadium Authority and not finalized.</li> <li>HART explained that 2008 studies identified this location and also that this included extensive coordination with the Stadium Authority. HART further clarified that this station location dates back to 1992 and was intended to include the parking area as a park-and-ride transit center location.</li> </ul>

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6	Chair, O'ahu Island Burial Council	<ul style="list-style-type: none"> <li>Commented that this significance (Regarding National Historic Landmark) is true for near term historic but Ford Island was originally a significant island for the Hawaiian people. Its original name is Moku'ume'ume and was known for its relationship with Ka'ahupāhau, and for other rituals. Feels it very important that this part of the history of the area be told through interpretive signage and artwork at the station.</li> <li>Asked that for public presentations the Hawaiian place name be used first, followed by the English name.</li> </ul>	<ul style="list-style-type: none"> <li>HART commented that this was a good idea and would be noted, and perhaps somehow incorporated into the design.</li> <li>The consultant Historic Architect commented that this slide was being shown not as an example of signage for the station but solely to explain the significance of the Pearl Harbor NHL to inform the attendees of the meeting. (The Hawaiian names for the stations have not yet been identified so cannot be shown at this time.)</li> </ul>
7	Advisory Council on Historic Preservation	<ul style="list-style-type: none"> <li>ACHP noted that the station should conform to the SOI standards so that it matches in character much like we treat new structures in historic districts. However, in the case of the Aloha Stadium Station, there isn't a match available adjacent to the station as no historic structures are present. The follow-up approach is to consider other types of mitigative action.</li> </ul>	<ul style="list-style-type: none"> <li>Comment was acknowledged.</li> </ul>
8	NAVFAC Hawai'i	<ul style="list-style-type: none"> <li>NAVFAC Hawai'i said that the PA mitigation is not mitigation solely for this station but that it was agreed upon as mitigation for the project as a whole.</li> <li>Reminded the team that we need to also consider visual impacts of view planes towards the base, not just from the base.</li> </ul>	<ul style="list-style-type: none"> <li>There was some discussion by various Consulting Parties about the various views to and from the NHL.</li> </ul>

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9		<p>Consulting parties were invited to write comments and post-it notes on plan sheets that were made available at the meeting. A total of four post-it notes were included on a copy of the Aloha Station site plan:</p> <ul style="list-style-type: none"> <li>• Salt Lake Blvd Inbound - Great potential need for pedestrian crossing Salt Lake Blvd</li> <li>• Salt Lake Blvd Outbound - Great potential need for pedestrian crossing</li> <li>• Salt lake Blvd Inbound - Need to look at minimizing traffic at Ford Island Bridge Intersection</li> <li>• Midway between the two roadways: Need pedestrian walkway across Kam Highway and use former railroad right-of-way for trolley to Arizona Memorial site to decrease traffic on road.</li> <li>• Two post-it notes were included on a copy of the building elevations - east elevation:</li> <li>• Interested in seeing visual impact looking to Pearl Harbor NHL</li> <li>• As commented earlier, need vision and noise barriers on guideway from Hālawā Stream to Center Drive</li> </ul>	<p>These comments were not addressed in the meeting. Subsequently, the written comments on the Final Design Plans included similar remarks. Commenters have been referred to discuss these with the HART Systems Planning Manager.</p>