

**Update on 2011 PE Comments - General Comments and Pearl Harbor Station Focus.** Comments below were received in April and May of 2011 in response to Consulting Party Review of PE Plans. HHF, Navy and OHA comments were provided. These continue to be posted on the project website under Stipulation IV. Only HHF comments associated with General and Pearl Harbor NHL are included below. Navy and OHA comments are shown in their entirety. RTD (HART) Responses are also shown both as presented in 2011 and updated for the current Final Design phase activities.

	HHF	PA Consulting Party Review of PE Plans Comments	Reviewer: HISTORIC HAWAII FOUNDATION/Faulkner Date: 04/28/11	
Comment No.	Station or Guideway Segment Name	Reviewer Comment (2011)	RTD Response (2011)	Hart UPDATED Response (2013)
1	General	<p>Please describe the process for integrating/responding to design comments. Who is the primary point of contact for overseeing architectural and design issues? How is the design review integrated into project changes?</p> <p>How are these comments to be directly conveyed to the designers/builders? What is the mechanism for quality control and seamless communications?</p>	<p>Comments on the project design are being received through a variety of forums from many interested parties. Comments are integrated into the design process through distribution to design leads. Comments are discussed in weekly design meetings that involve representatives from a variety of disciplines. The primary point of contact for overseeing architectural and design issues is Ken Caswell, chief architect of the Project. Changes to project design follow a procedure that depends on size/impact/type of proposed change. Design direction/changes are then transmitted to the final design consultants via weekly meetings and through the project change and quality control process.</p>	<p>All PA Consulting Parties and Communities Meeting comments are reviewed by the HART Architectural Group, and, if appropriate, the comments are conveyed to the Consultant Station Design Team through weekly or bi-weekly design review meetings. The station design submittals are reviewed at the Preliminary Engineering, Interim Design and the Final Design submittals. Ken Caswell, Chief Architect for the HRTP, remains the primary point of contact for these reviews.</p>
2	General	<p>Plans need to show context (e.g. urban fabric, rural or agricultural settings, surrounding areas) to demonstrate how the station/guideway fits with the existing environment. As shown in the PE drawings, each station appears to be a kit of parts rather than a purposeful design.</p>	<p>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.</p>	<p>In addition to the 2011 response: the regional context of the station location was discussed in the FEIS. Environmental and cultural resource impacts were analyzed. Mitigations to impacts were identified in the FEIS and PA and vetted through community and public review processes. Regarding station context, Transit Oriented Development (TOD) studies underway and are led by the City and County of Honolulu Department of Planning and Permitting (DPP) to ensure planned long range response to the urban context. An extensive community outreach program is conducted for each TOD plan process. Per DPP: <i>The Airport Neighborhood Transit-Oriented Development (TOD) Plan will address the areas around the rail stations planned at Pearl Harbor, Honolulu International Airport, and Lagoon Drive. The community planning process is expected to begin in late 2013.</i></p>
3	General	<p>The PA requires that for stations within the boundary of or directly adjacent to an eligible or listed historic property, the city shall comply with SOI standards and will make every reasonable effort to avoid adverse effects. If the FTA, the City and the Kāko‘o find that the standards cannot be applied, the city shall consult to develop a treatment plan to minimize &amp; mitigate adverse effects.</p> <p>Each station should be listed and identified with the related historic districts, properties and context. Describe the ways in which each station in or adjacent to historic properties has met the SOI standards and is compatible (or not) with that historic context.</p>	<p>As required in the Programmatic Agreement (PA), the City will comply with Secretary of Interior (SOI) standards. Materials will be selected during final station design and the choice of materials will comply with SOI standards as appropriate and practical. Potential disputes will be resolved according to the provisions of the PA.</p> <p>Historic districts and eligible properties are listed in Final EIS Table 4-34. As part of the final design process for applicable stations, final designers will be required to describe how the design meets the SOI standards.</p>	<p>Per the PA, Stipulation IV.A. <i>...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.</i></p> <p>For the Pearl Harbor Station, AECOM, Final Design firm for the station includes, Kyle Williams, AIA, as their SOI standard qualified Historic Architect based on his qualifications as an architect with multiple years of experience with transit and historic preservation projects.</p> <p>This station location has no direct impacts to the U.S. Naval Base, Pearl Harbor NHL. Per Attachment 2 of the PA, <i>the entrances of the elevated Aloha Stadium Station and the Pearl Harbor Naval base station were designed to touch down on the mauka side of the highway to avoid taking any of the Pearl Harbor NHL property.</i></p> <p>Additionally, the PA states, <i>the noise analysis found there would be no adverse noise impacts...the visual simulations illustrate that the Project will be barely visible in mauka views from the harbor...however, there will be a general effect to this property.</i></p>

4	Arizona Memorial; Pearl Harbor Naval Base; Kalihi; Kapālama; Iwilei; Chinatown; Downtown; Civic Center; Kaka‘ako and Ala Moana Center	<p>For stations in or adjacent to historic districts or significant historic buildings, the design team should include a qualified preservation architect to assist with application of SOI standards and increased compatibility.</p> <p>We recommend that this approach be required for, at minimum, these stations: Arizona Memorial; Pearl Harbor Naval Base; Kalihi; Kapālama; Iwilei; Chinatown; Downtown; Civic Center; Kaka‘ako and Ala Moana Center.</p>	As required by the PA, station design teams will have qualified staff that meets the Secretary of Interior’s Professional Qualification standards.	See updated response to comment 3 above.
5	Pearl Harbor, Iwilei, Chinatown, Downtown	<p>Significant conflicts with SOI standards are apparent in stations adjacent to: Pearl Harbor National Historic Landmark; Makalapa housing district(s); Palama Settlement; OR&amp;L Terminal; OR&amp;L Office; Hawaii Institute of Human Services/Tamura building; Chinatown Historic District; Nu‘uanu Bridge, Nu‘uanu Stream wastewater pumping station; Merchant Street historic district; Dillingham Transportation; Aloha Tower; Piers 10 &amp; 11; DOT Harbors Building; HECO generator; and Hale Auhau.</p> <p>Recommend that a design workshop or charette be used to explore alternatives for increasing design compatibility with historic context for these stations. Include the overall project architect; the relevant station design team; preservation architect; any subject area experts to evaluate feasibility; and consulting parties.</p> <p>For example, can Chinatown &amp; Downtown be consolidated into single station and eliminate one set of impacts? Can the touchdowns be moved to less impactful locations? Can the bulk, massing and footprint be adjusted to minimize scale differences? Can the materials be changed to more compatible materials?</p> <p>If the design charette is unable to resolve the significant conflicts, the provision for additional mitigation and treatment should be invoked.</p>	<p>As required in the PA, the City will comply with SOI standards for the treatment of historic properties. As part of the final design process for applicable stations, final designers will be required to describe how the design meets the SOI standards.</p> <p>The City recognizes that some stations are located near historic properties and in historic districts and will provide an opportunity for the consulting parties to provide feedback on the design of these stations as they progresses through final design. The City will conduct workshops with appropriate stakeholders to discuss design compatibility with historic context for stations with high potential for issues. Workshops will be conducted for Pearl Harbor Naval Base, Chinatown and Downtown stations.</p> <p>Certain major decisions, such as station locations and number of stations have been established and approved by FTA. These are unlikely to change unless there are significant unforeseen circumstances.</p>	<p>Although not required by the PA, HART is conducting additional consulting party meetings including a pre-meetings for each station group and a focus meeting on Pearl Harbor Station.</p> <p>The commenter statement of “significant conflicts with SOI standards in stations” is an opinion. As such, the forthcoming consulting party meetings are expected to result in clarification of these concerns regarding Pearl Harbor Station ( adverse effect - The SHPO did not provide the basis for these determinations. Therefore, general effects to the resource are assumed.) , Potential Little Makalapa Housing District (no adverse effect), Potential Makalapa Housing District (adverse effect to setting and feeling).</p>

6	General	<p>PA requires that the City shall develop standards for &amp; maintain &amp; update the Project's Design Language Pattern Book for use in all Project elements. If the FTA, the City, &amp; the Kako'o find that the standards cannot be applied, the City shall consult to develop a treatment plan to minimize &amp; mitigate adverse effects on the historic property.</p> <p>Overall, stations and guideways are not consistent with the Design Pattern Book. Describe how the Pattern Book was applied and where was it not applicable. How is it used? Who provides quality control and consistency?</p>	<p>Principles of the Design Language Pattern Book are being 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 integrated, as appropriate. The Rail Project's chief architect is responsible for ensuring quality control and consistency.</p>	<p>The Design Language Pattern Book was written in the "possible tense" and continues to be used as inspiration by the station designers (see page 2, Using the Guidelines). Additional significant research has been developed to guide the conceptualization of the stations, including the Traditional Cultural Properties studies and the Archaeological Inventory Survey Reports. These various volumes provide interpretative information used to develop historical and cultural programs for the station design. These programs incorporate educational displays and iconography that reflect the mo'olelo of the station location. Specific programs include: (1) Aesthetic Column Program, (2) Station Naming Program (3) Interpretative Signage Program, (4) Station Plaza Paving Program, (5) Art-in-Transit Program, and (6) Station Standardization Program.</p>
7	General	<p>The overall impression is that the collective of stations is disconnected from geography, community, history and culture. Need repetitive structural elements to tie together but with place-specific execution that is similar but distinctive in each location. Needs more deliberate effort to link entire system into a cohesive whole.</p>	<p>The City appreciates your comment and has forwarded this observation to the architectural team for consideration. As the Project moves through the final design process, additional consideration will be given to the issues mentioned in your comment. Feedback received at public meetings, special workshops and consulting party review will be considered and integrated as appropriate.</p>	<p>As indicated in Item 6 above, thematic elements will occur in all stations. The described programs will provide a thematic thread that runs through all 21 stations. The history, culture and traditions of each specific ahupua'a, where the station is located, can be celebrated and provide educational opportunities through these six programs.</p>
8	General	<p>The roof structure for platform canopies provides the type of element that could be used to further tie the stations together. Good intent, but the execution is inconsistent between stations and needs further refinement.</p>	<p>The City appreciates your comment and has forwarded this observation to the architectural team for consideration. While the canopy design is inspired by the sails of ancient Hawaiian voyaging canoes, it is not intended to be a replica or representation of the sails themselves. Instead, it is simply meant to evoke a feeling of movement and travel that is consistent with the purpose of the transit system. The design of the platform canopy system will continue to be altered as it goes through final engineering for structural integrity of the canopy and supports, as well as the need to drain rainwater and light the platform at night.</p>	<p>The roof canopy is a standard feature and similar for all station platforms. This repeated structural element provides visual consistency throughout the project. Platform pedestrian access configuration and volume of ridership will determine the extent of platform coverage at each station, as such; refinement of the standard canopy is ongoing.</p>
9	Guideways	<p>The profile and use of concrete is heavy and overtly massive. Can the profile be narrowed or slimmed? Can the material be changed to something less heavy (e.g. steel)? Is there a finish or surface treatment that would be consistent with the Pattern Book recommendation for motifs or themes; ahupua'a markers; wayfinding; or art?</p>	<p>The City appreciates your comment and has forwarded this observation to the architectural team for consideration. Regarding the profile of the guideway structure, the column dimensions, height of sound walls and other elements are being minimized to save construction cost, but the columns will need to be large enough to support the weight of the guideway and expected lateral loads. Concrete is the most cost efficient material for this type of structure. Aesthetic treatment of columns and guideway is planned that includes cultural motifs representing the ahupua'a and station areas.</p>	<p>Numerous configurations for the guideway structure were investigated and after considering structural requirements, construction efficiency, maintenance and cost, the current configuration was deemed the most suitable for the project. The various programs described in Item 6 above also address this comment.</p>

10	All/Details	<p>The Pattern Book identifies historic and cultural themes or motifs related to finishes and details. The PE drawings do not include this level of detail. As the design develops, please provide information/drawings related to:</p> <p>Column/capitals treatments  Station columns  Ahupua'a markers  Landscaping materials  Sound barriers  Retaining walls  Finish details  Gateway markers  Station area interpretation  Stream markings/tree plantings  Bridges/stream crossing railings  Mauka-Makai views  Station furniture  Benches  Lighting</p> <p>Surfaces:  Sculptural shaping vs applied ornamentation  Patterned finishes  Motifs  Floor materials  Roof and ceiling (interior)  Surface patterns  Colors (no blue or green; use neutrals; Oahu color = yellow)</p> <p>Intermodal connections  Sheltering and shading  Circulation  Special needs (handicapped, elderly, young)  Signage/instruction  Waiting areas/benches</p> <p>Sustainable design: open air circulation, daylighting, rainwater detention</p>	<p>The City appreciates your comment and has forwarded this request to the architectural team. Further details will be available as station designs are refined.</p>	<p>As the station designs are developed, the station design consultants, with the approval of HART, will be incorporating numerous features into the facilities. Item 6 above establishes guidance for several items listed under this Item 10. To the extent relevant to a specific station design, the list of elements noted from the Design Language Pattern Book are being incorporated in station design. Also see response under Item 6 above.</p>
11		<p>Hawaiian design forms: stone, grass, timber  Pacific-Asian design form: roof, station canopies  European design form: walls and vertical surfaces  Verticality vs, horizontal</p>	<p>Thank you for your comment.</p>	<p>These are elements identified in the Design Language Pattern Book. See response to Item 6 above.</p>
	<b>NAVY</b>	<b>PA Consulting Party Review of PE Plans Comment Form</b>	<b>Reviewer: J. Coronado, US Navy Date: 5/18/2011</b>	<b>Hart UPDATED Response (2013)</b>
<b>Comment No.</b>	<b>Station or Guideway Segment Name</b>	<b>Reviewer Comment</b>	<b>RTD Response</b>	

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.	See various responses to HHF comments above, especially Items 3 and 6.
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.	Refer to responses to HHF Item 6 above.
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.	Refer to responses to HHF Item 9 above.
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.	Although not required by the PA, HART is conducting additional consulting party meetings including a pre-meetings for each station group and a focus meeting on Pearl Harbor Station (and other stations as noted).
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.	The two areas for cultural landscape reports were identified with the Consulting Parties many months ago as: Mother Waldron Playground/Park and Irwin Park.  Access was granted to conduct documentation of the NHL and other Navy historic properties in August 2013.

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.	The general character, durability and color tone of the material is specified in the HART Compendium of Design Criteria. Finish materials are selected based on the context of the station and related historical and cultural considerations. For example, stations in the Honouliuli ahupua'a might have coral materials used as finishes. Also, the station designer might use a color similar to the color of the red soil of this area.
	<b>OHA</b>	<b>PA Consulting Party Review of PE Plans Comment Form</b>	<b>Reviewer: Clyde W. Namu'o, Office of Hawaiian Affairs (OHA) Date: 4/11/11</b>	
<b>Comment No.</b>	<b>Station or Guideway Segment Name</b>	<b>Reviewer Comment</b>	<b>Reviewer: Clyde W. Namu'o, Office of Hawaiian Affairs (OHA) Date: 4/11/11</b>	<b>Hart UPDATED Response (2013)</b>
1		The canopy design for stations is inspired by Hawaiian long distance voyaging canoes such as the Hokule'a. We caution you that the image of and name "Hokule'a" are trademarked by the Polynesian Voyaging Society. Consultation with individuals and organizations with experience and expertise in Hawaiian canoe sailing and open ocean voyaging should occur to ensure that this design and theme are accurate.	Their trademark is respected through appropriate use of the trademark symbol in presentation materials. While the canopy design is inspired by the sails of ancient Hawaiian voyaging canoes, it is not intended to be a replica or representation of the sails themselves. Instead, it is simply meant to evoke a feeling of movement and travel that is consistent with the purpose of the transit system. The design of the platform canopy system will continue to be altered as it goes through final engineering for structural integrity of the canopy and supports, as well as the need to drain rainwater and light the platform at night.	No additional response is required.
2		We agree that native plant species should be incorporated into landscaping designs and we suggest research be conducted to identify native plant species which are adapted and culturally appropriate for specific areas.	According to the Final EIS, new plantings will be non-invasive as defined by the Hawai'i Chapter of Landscape Architects, and native plants will be included where appropriate. A landscape architect has been hired to investigate native plants in each of the station areas, and where possible, incorporate these plants into final station landscape design.	No additional response is required.
3		We would like to continue discussions on exterior wall appearances to whether "dry-stacked" wall designs in certain areas based on traditional uses are appropriate.	The stations are anticipated to have some stone veneer of natural or locally manufactured material. The use of "dry-stacked" wall designs would present challenges at stations for several reasons. For example, current City building codes do not allow "dry-stacked" rock in buildings, and rocks must be adhered with cement mortar to meet the building code.	No additional response is required.
4		A separate stipulation of the PA (VII) will develop educational and interpretive programs, materials and signage which will be displayed at or near transit stations and possibly inside transit vehicles. The Preliminary Engineering Drawings (PED) should be developed to consider where the products of Stipulation VII will be displayed.	As described in the PA, educational and interpretive programs, materials and signage displays will be incorporated into each station at the final design stage in coordination with appropriate stakeholders such as OHA. The PED do not include this level of detail.	The Station Interpretative Signage Program will include the installation of signs displaying text, photographs and illustrations near the station entry. This program will highlight historical themes, Hawaii history and culture, plantation culture and other interpretative narratives at appropriate station locations as indicated in Stipulation VII.A. The use of QR codes can be integrated into the signage which will access web-based material.