HONOLULU RAIL TRANSIT PROJECT

DILLINGHAM KAKAʻAKO STATION GROUP

CONSULTING PARTIES
MONTHLY MEETING

FEBRUARY 27, 2014

PERKINS+WILL

PRELIMINARY ENGINEERING

DRAFT

AGENDA

1. **Current Station Designs**
   - Kalihi Station
   - Kapālama Station Station
   - Iwilei Station
   - Chinatown Station
   - Downtown Station
2. **Historical Preservation + Discussion**
   - Kalihi Station
   - Kapālama Station Station
   - Iwilei Station
   - Chinatown Station
   - Downtown Station

PRELIMINARY ENGINEERING

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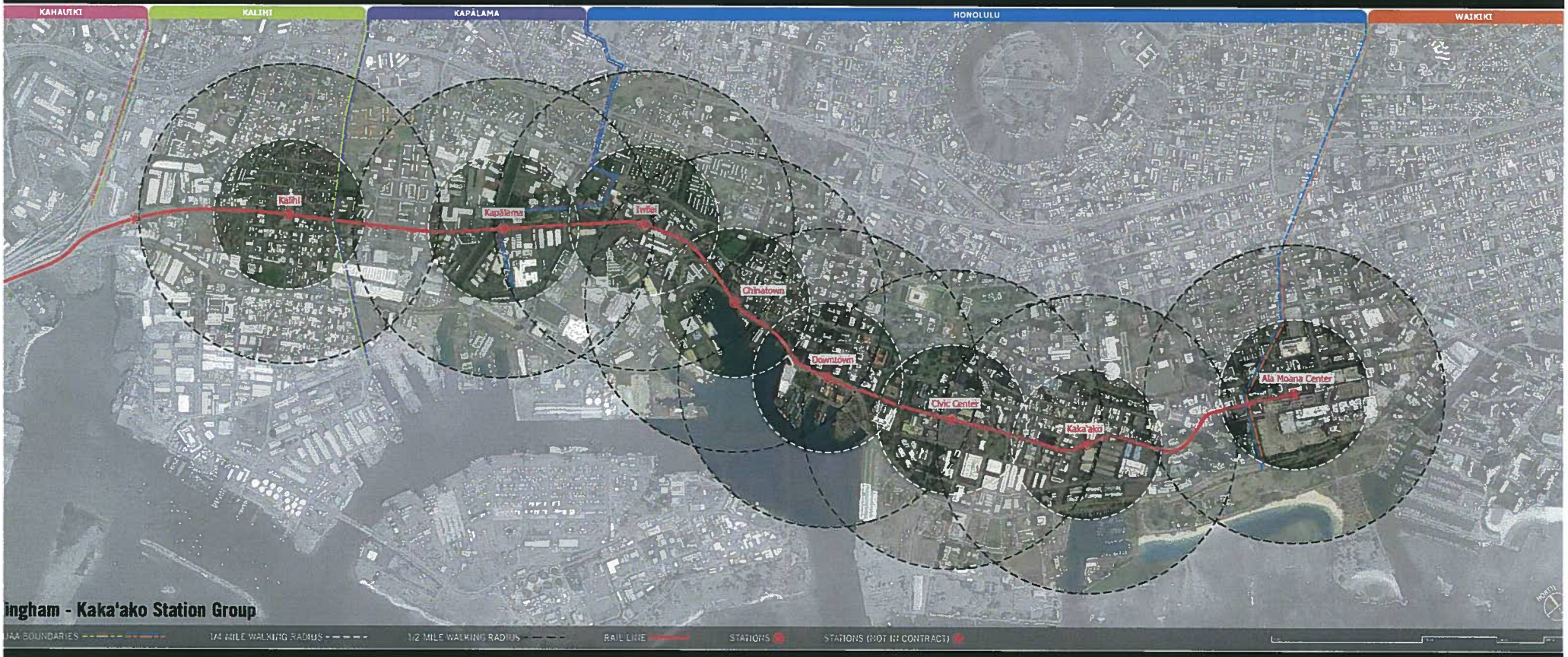
PEARL CITY
WAIPAHU
'AIEA
Leeward Community College
Pearl Highlands
Waipahu Transit Center
Pearlridge Center
West Loch
PEARL HARBOR
Aloha Stadium
Ho'opili
UH West O'ahu
SALT LAKE
Pearl Harbor Naval Base
East Kapolei
Honolulu International Airport
Middle Street
KALIHI
KAPOLEI
Lagoon Drive
Kalihi
'EWA BEACH
HONOLULU INTERNATIONAL AIRPORT
Kapalama
Iwilei
HONOLULU
Chinatown
Downtown
Civic Center
Kaka'ako
Ala Moana Center
PRELIMINARY ENGINEERING
DRAFT
nolulu Rail Transit Project
OR ROADS
MINOR ROADS
RAIL LINE
STATIONS
STATIONS (NOT IN CONTRACT)


KAHAUIKI
KALIHI
KAPĀLAMA
HONOLULU
WAIKIKI
Kalihi
Kapālama
Iwilei
Chinatown
Downtown
Civic Center
Kaka'ako
Ala Moana Center
ingham - Kaka'ako Station Group
1/4 MILE WALKING RADIUS
1/2 MILE WALKING RADIUS
RAIL LINE
STATIONS
STATIONS (NOT IN CONTRACT)

KALIHI STATION

PRELIMINARY ENGINEERING

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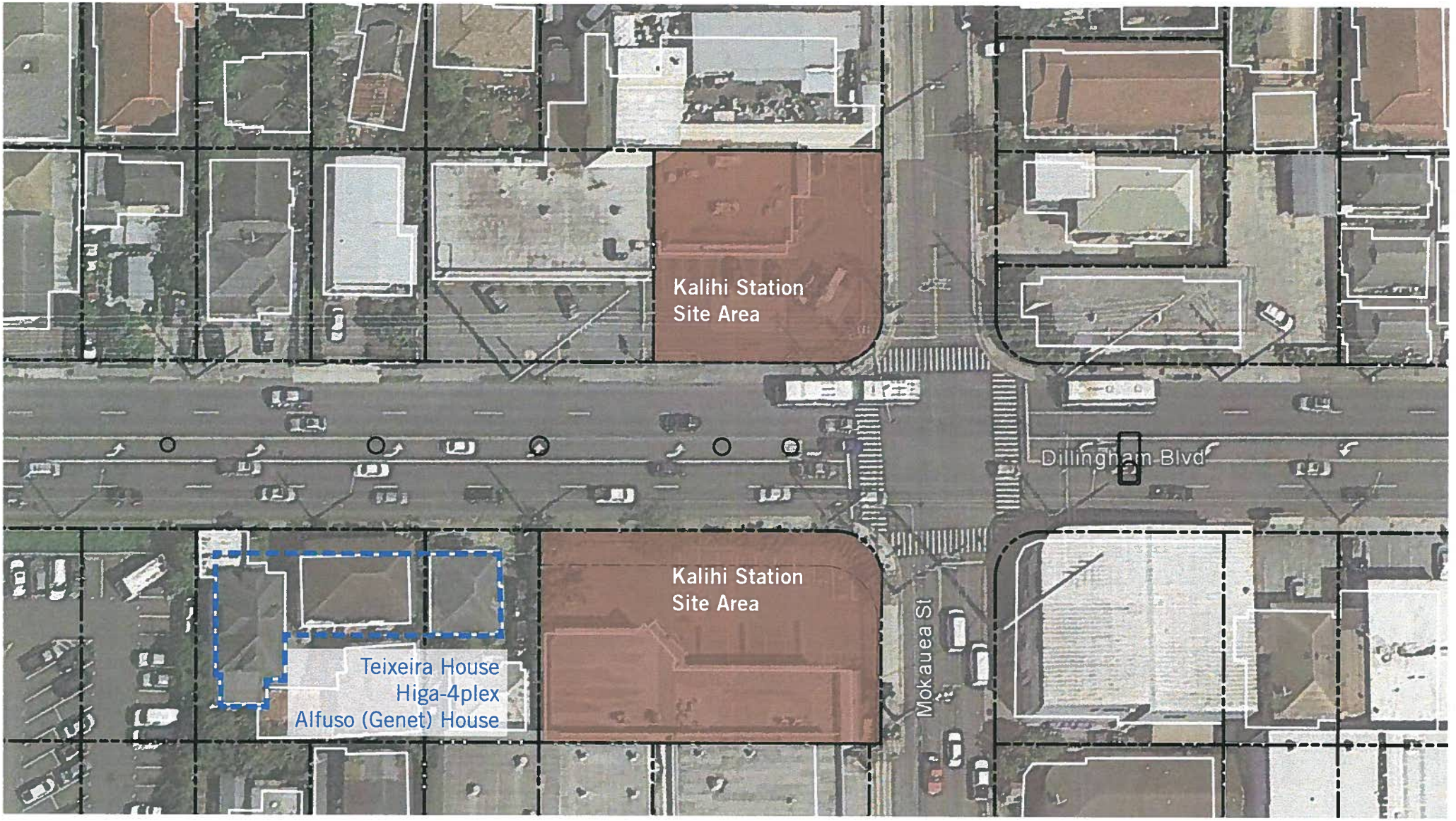

Kalihi Station
Site Context - 02-27-2014

PRELIMINARY ENGINEERING **DRAFT**

HONOLULU RAIL TRANSIT

HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

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Kalihi Station
Site Photos - 02-27-2014

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HONOLULU AUTHORITY for RAPID TRANSPORTATION

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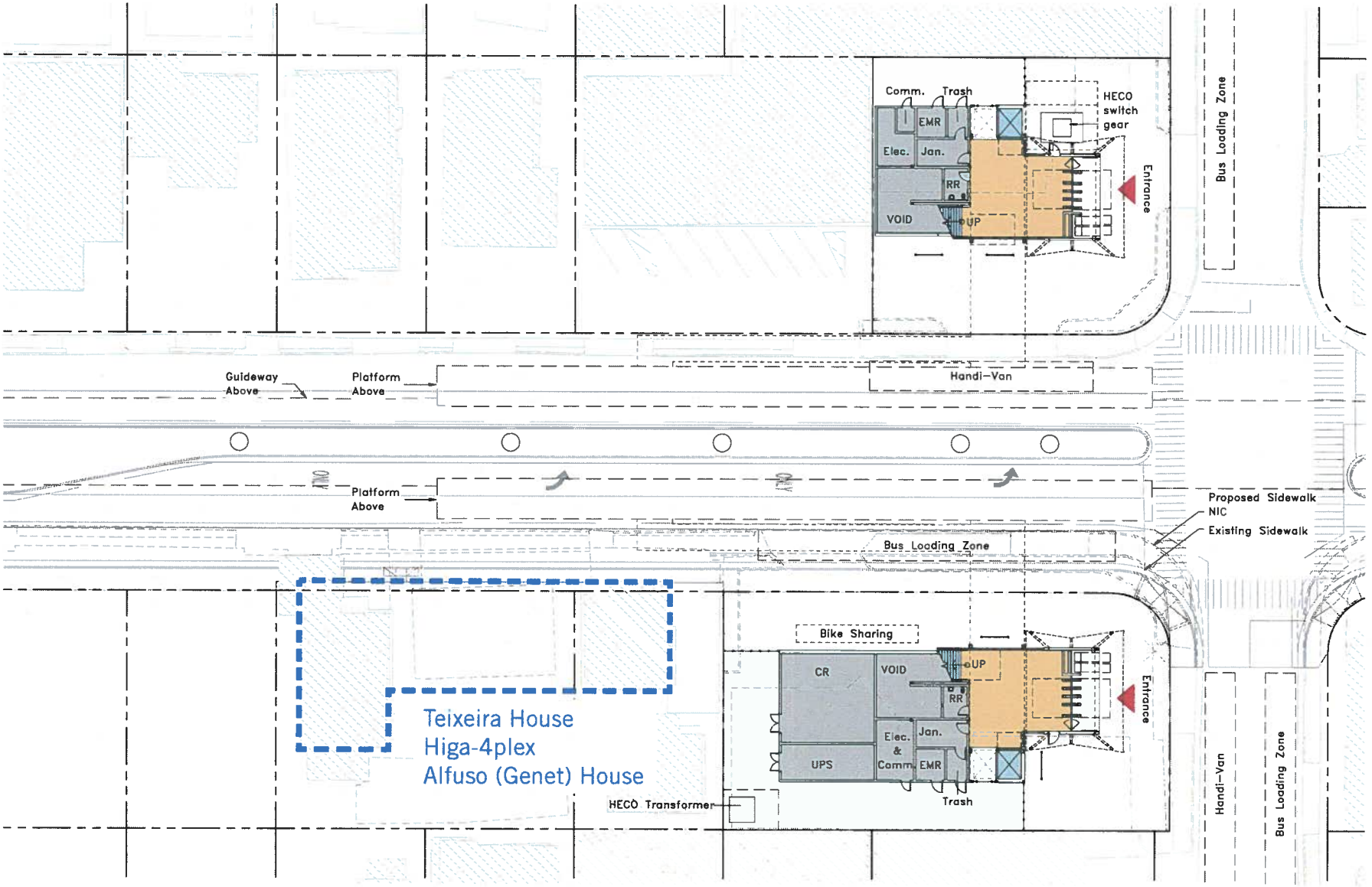
1949 Dillingham Boulevard, Honolulu, Hawaii, United States
Address is approximate



Kalihi Station

Ground Level Floor Plan - 02-27-201

PRELIMINARY ENGINEERING **DRAFT**

HONOLULU RAIL TRANSIT

HART HONOLULU AUTHORITY — RAPID TRANSPORTATION

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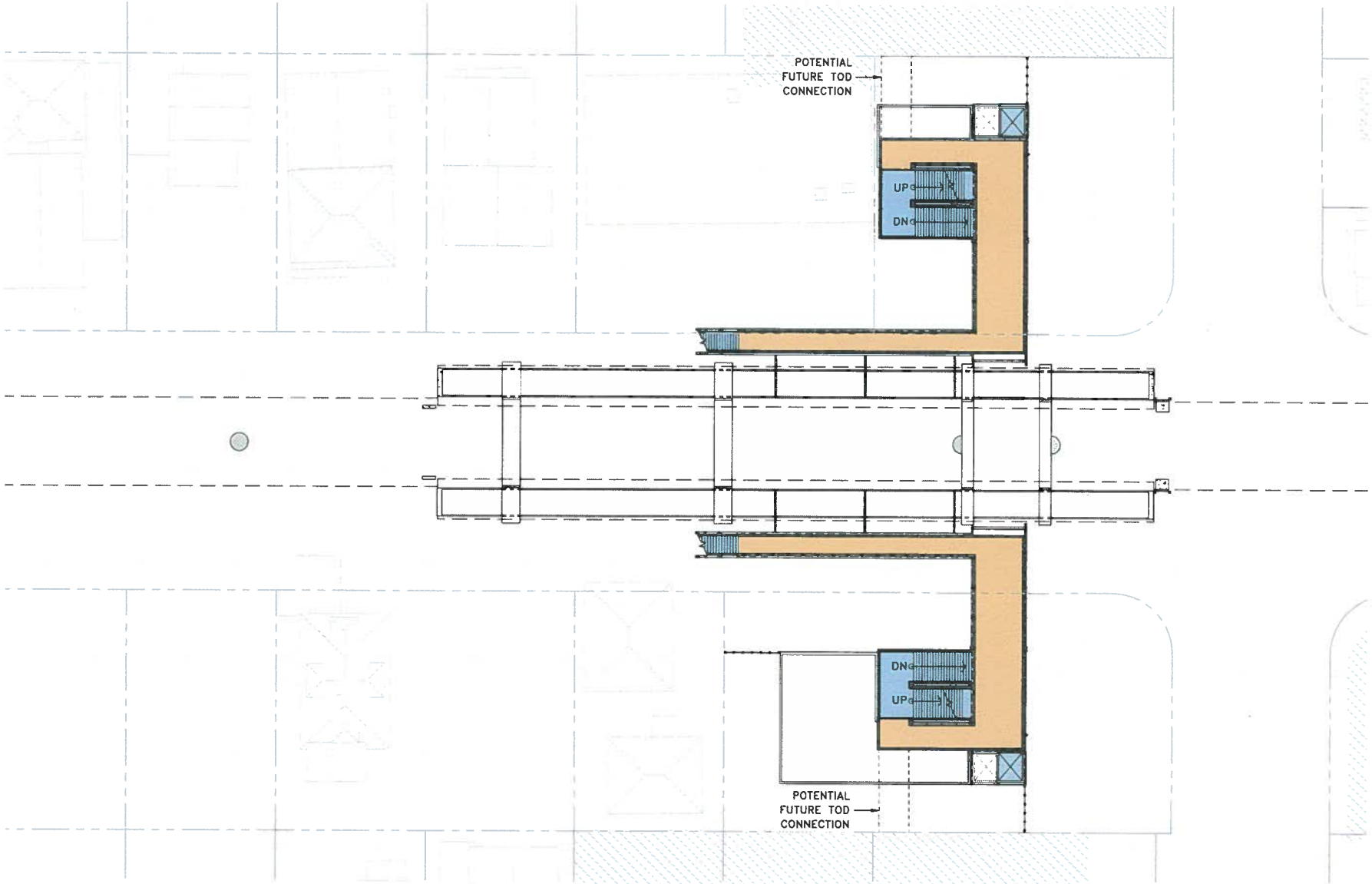

Kalihi Station

Concourse Level Plan - 02-27-2014

PRELIMINARY ENGINEERING **DRAFT**

HONOLULU RAIL TRANSIT

HART
HONOLULU AUTHORITY — RAPID TRANSPORTATION

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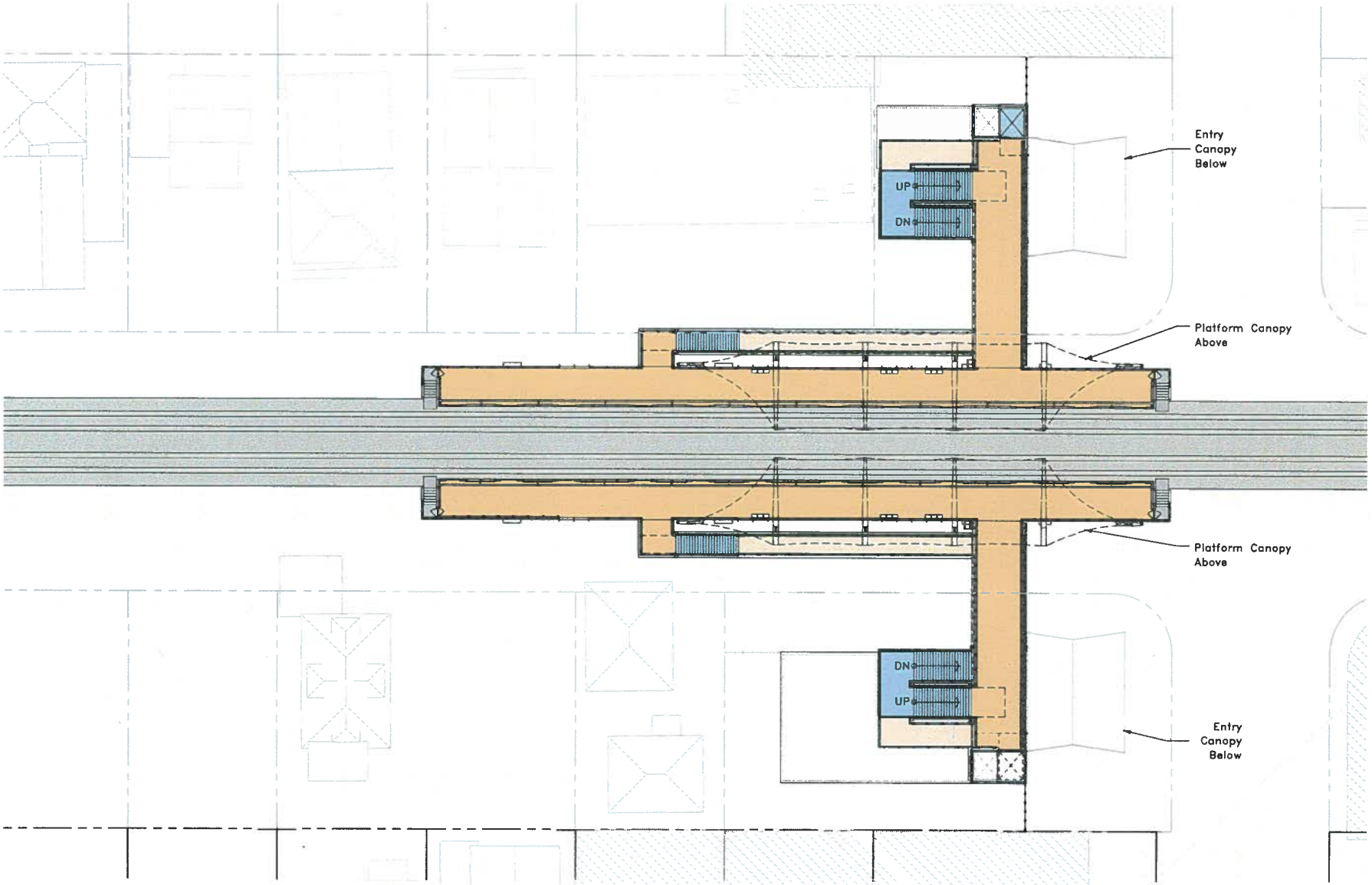

Kalihi Station

Platform Level Plan - 02-27-2014

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HONOLULU RAIL TRANSIT

HART
HONOLULU AUTHORITY — RAPID TRANSPORTATION

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KAPĀLAMA STATION

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PRELIMINARY ENGINEERING

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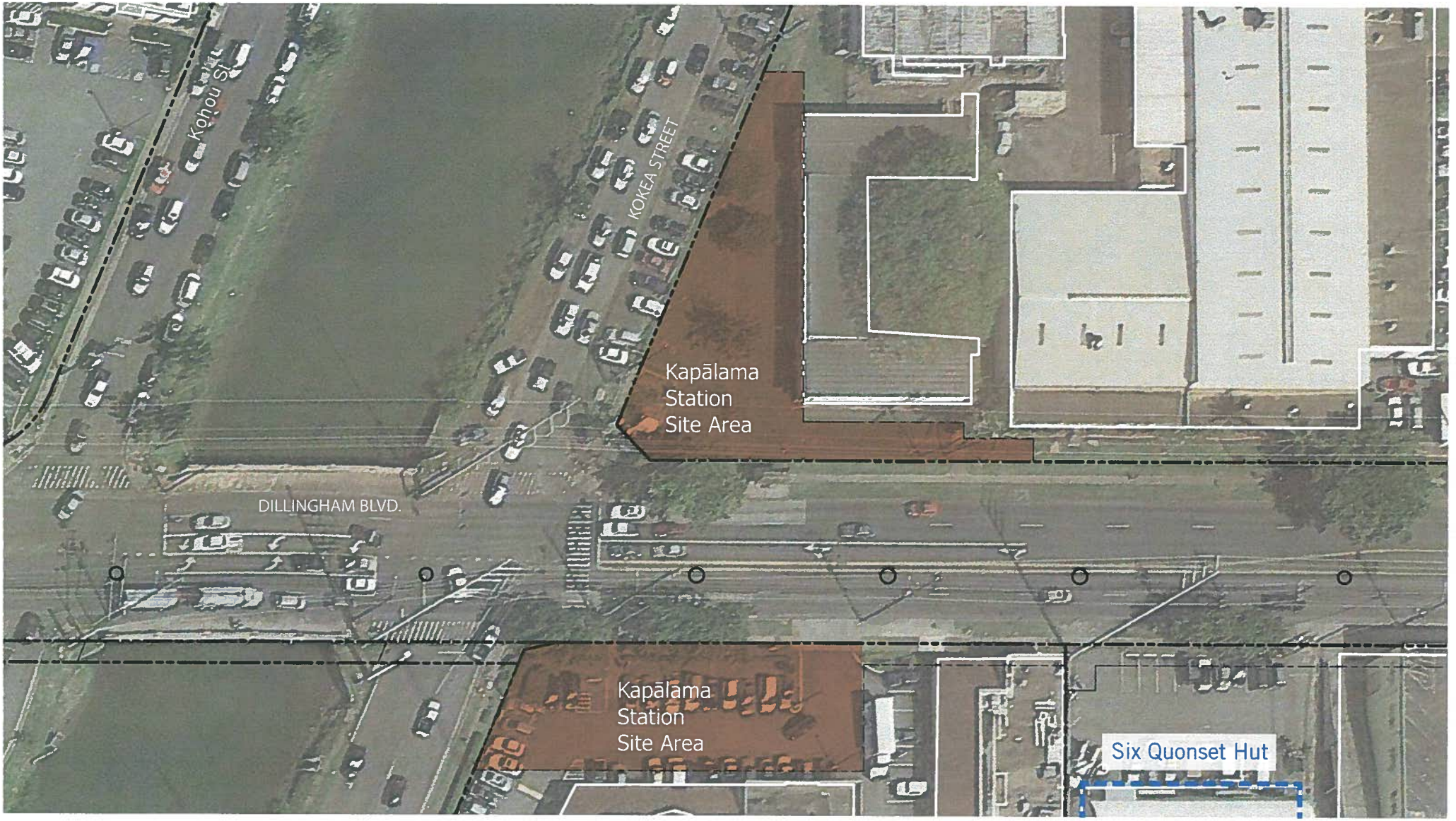

Kapālama Station

Site Context - 02-27-2014

PRELIMINARY ENGINEERING DRAFT

HONOLULU RAIL TRANSIT

HART
HONOLULU AUTHORITY — RAPID TRANSPORTATION

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Kapālama Station

Site Photos - 02-27-2014

PRELIMINARY ENGINEERING **DRAFT**

HONOLULU RAIL TRANSIT

HART

HONOLULU AUTHORITY — RAPID TRANSPORTATION

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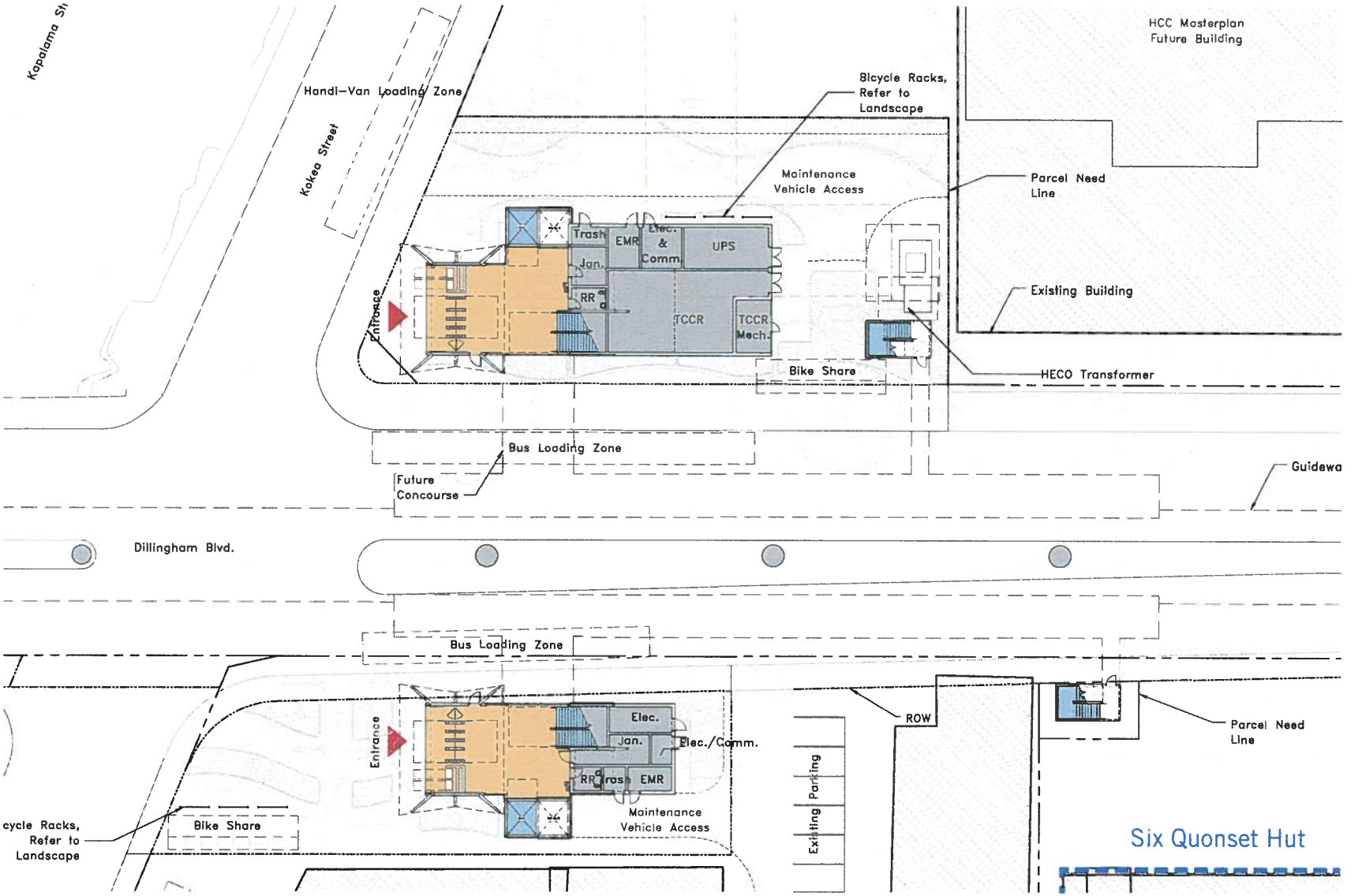

Kapālama Station

Ground Level Floor Plan - 02-27-201

PRELIMINARY ENGINEERING DRAFT

HONOLULU RAIL TRANSIT

HART HONOLULU AUTHORITY — RAPID TRANSPORTATION

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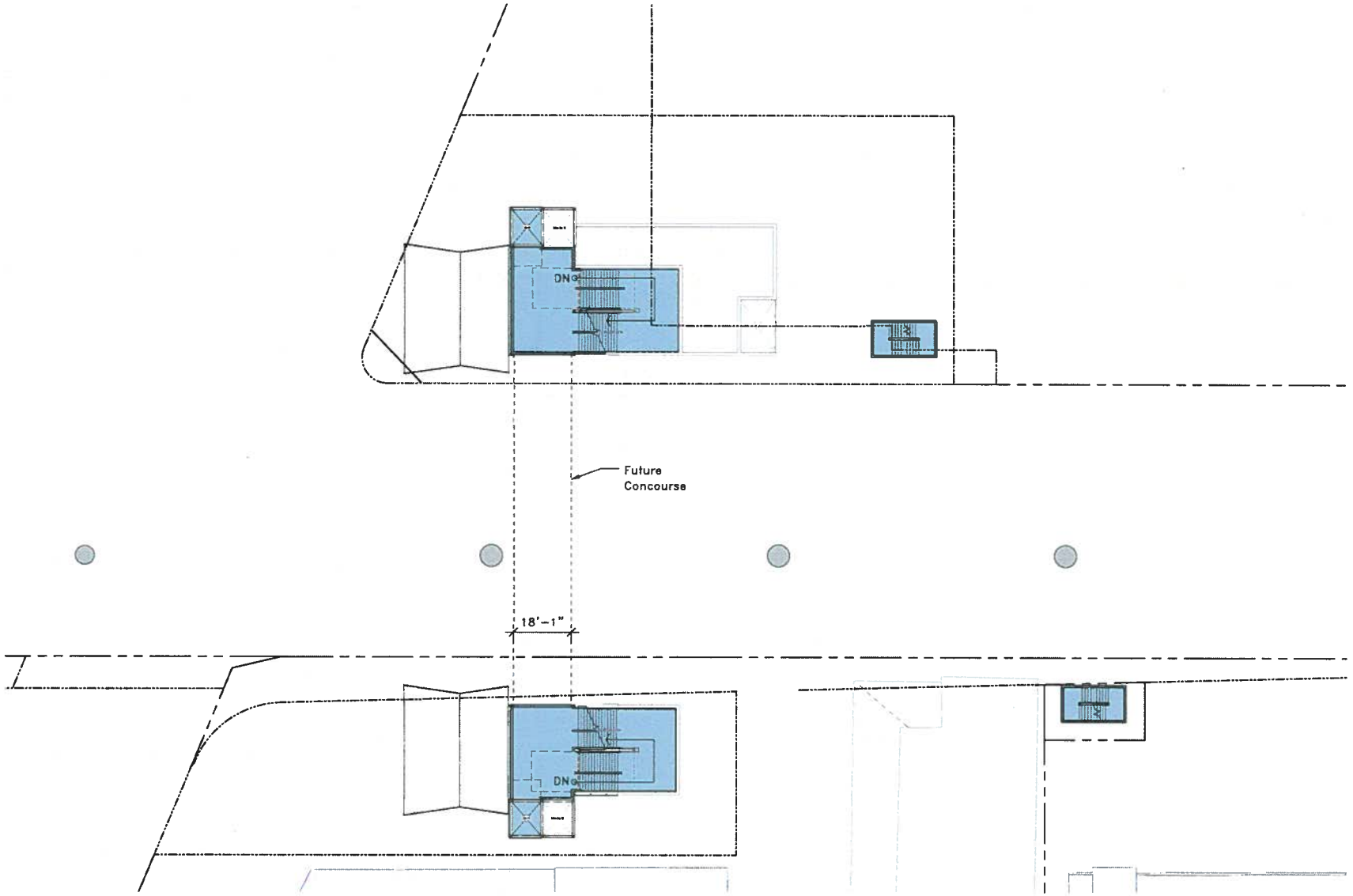

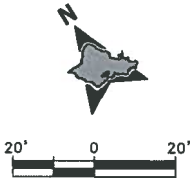

Kapālama Station

Concourse Level Plan - 02-27-2014

PRELIMINARY ENGINEERING **DRAFT**

HONOLULU RAIL TRANSIT

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HONOLULU AUTHORITY — RAPID TRANSPORTATION

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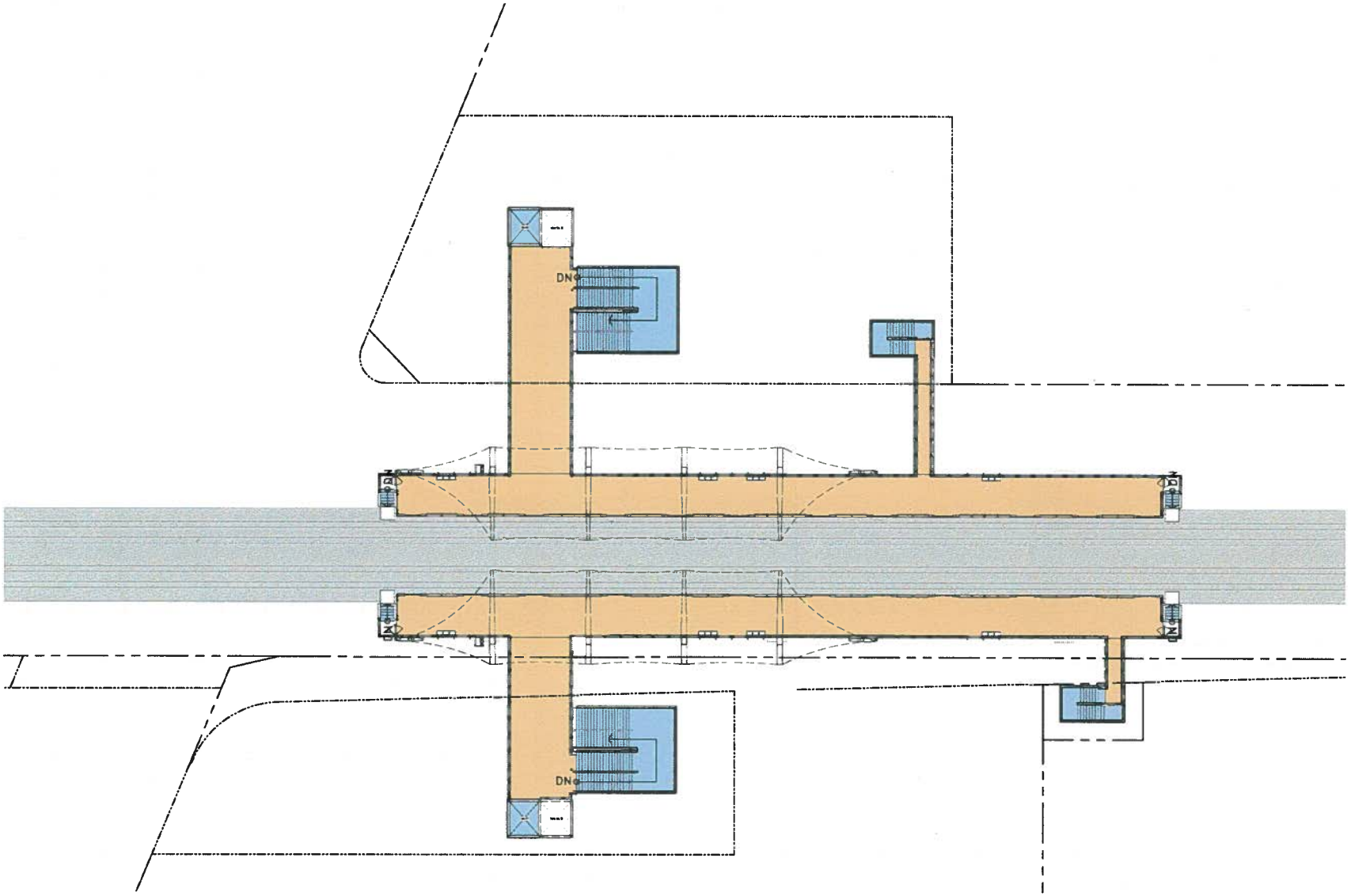

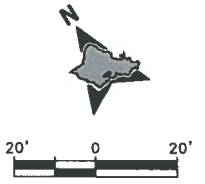

Kapālama Station

Platform Level Plan - 02-27-2014

PRELIMINARY ENGINEERING **DRAFT**

HONOLULU RAIL TRANSIT

HART
HONOLULU AUTHORITY — RAPID TRANSPORTATION

PERKINS + WILL

IWILEI STATION

PERKINS+WILL

PRELIMINARY ENGINEERING

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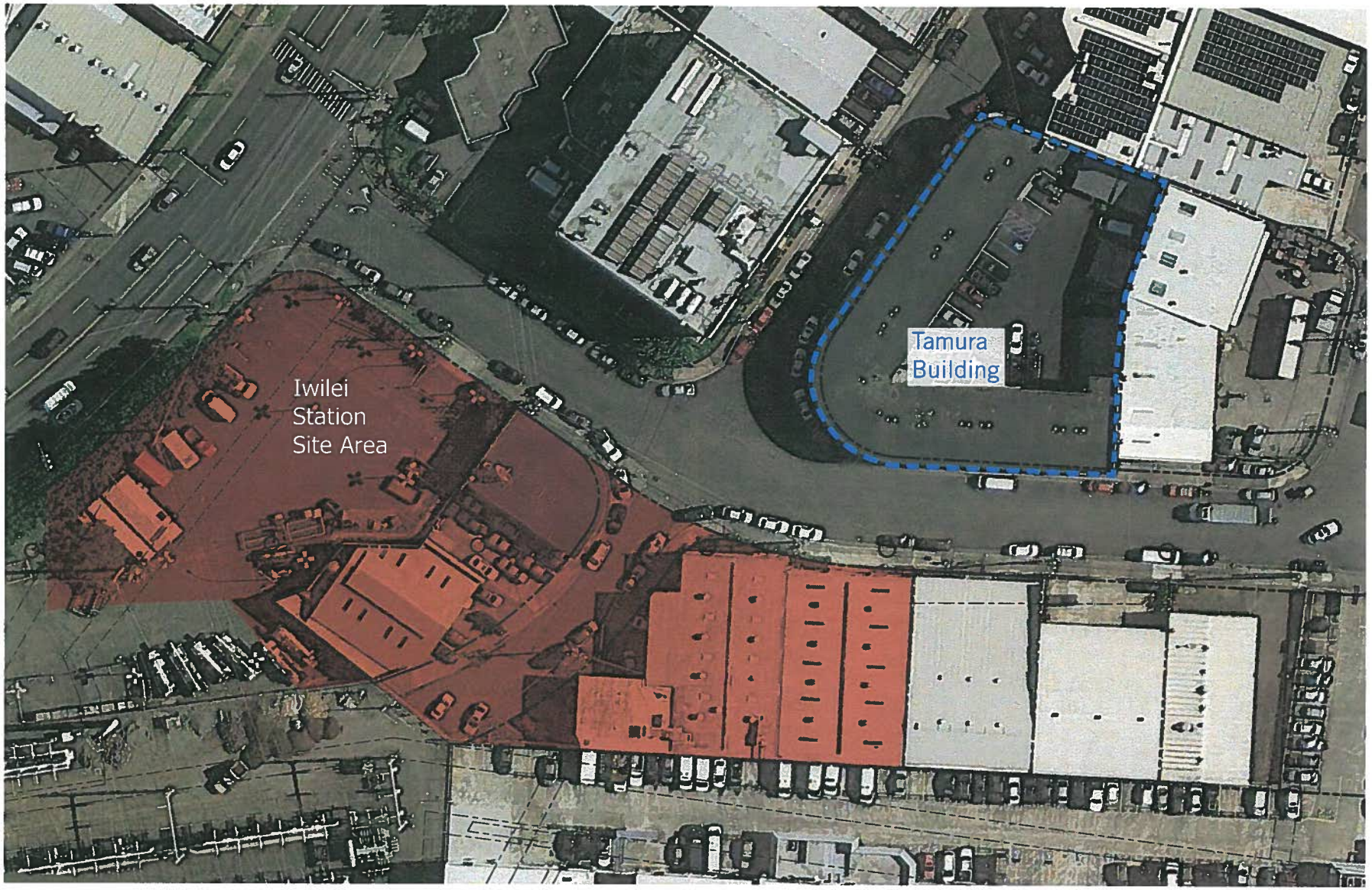

Iwilei Station
Site Context - 02-27-2014

PRELIMINARY ENGINEERING **DRAFT**

HONOLULU RAIL TRANSIT

HART
HONOLULU AUTHORITY – RAPID TRANSPORTATION

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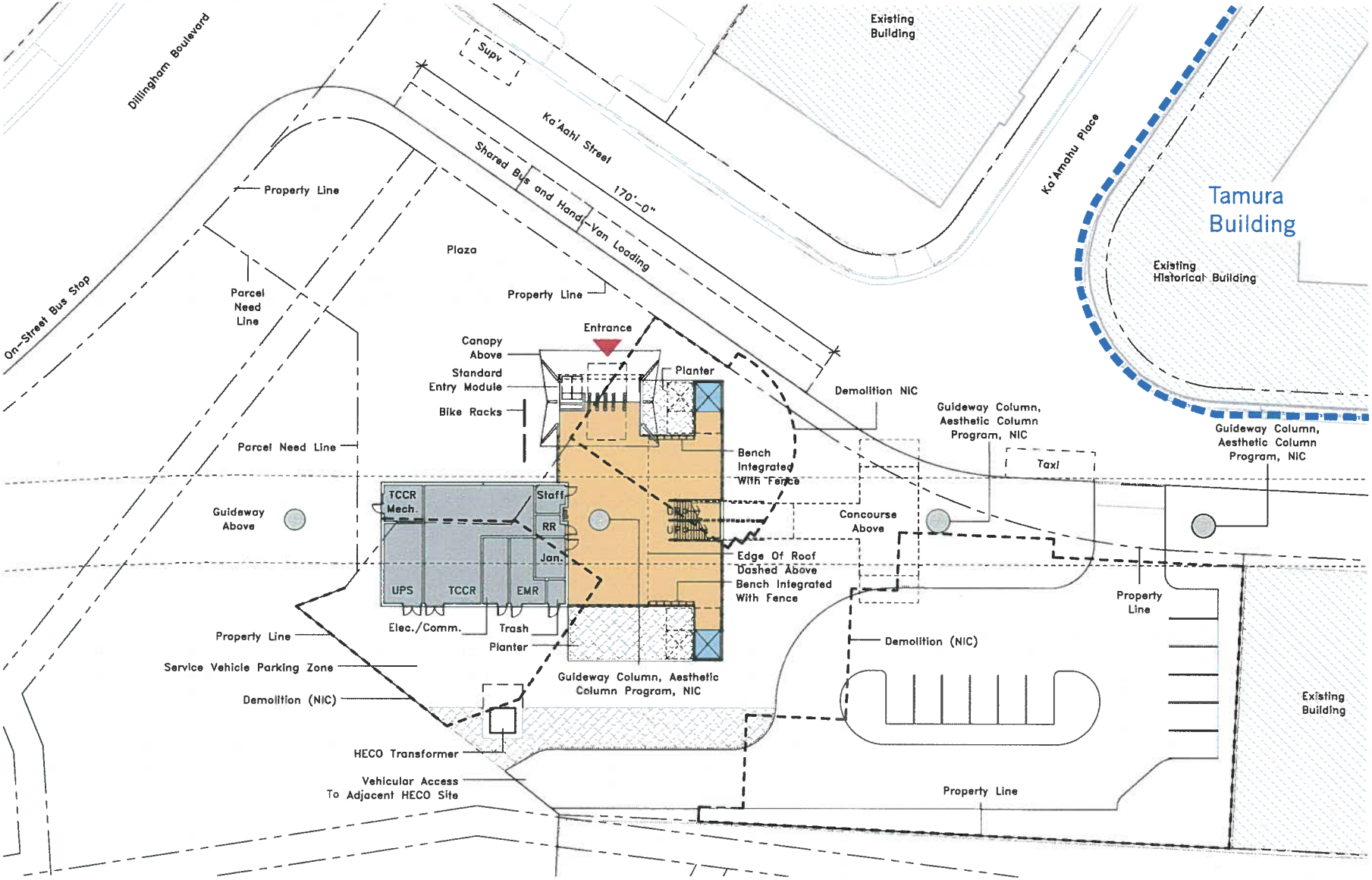
Iwilei Station
Site Photos - 02-27-2014

PRELIMINARY ENGINEERING **DRAFT**

HONOLULU RAIL TRANSIT

HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

PERKINS + WILL



Iwilei Station

Ground Level Floor Plan - 02-27-201-

PRELIMINARY ENGINEERING **DRAFT**

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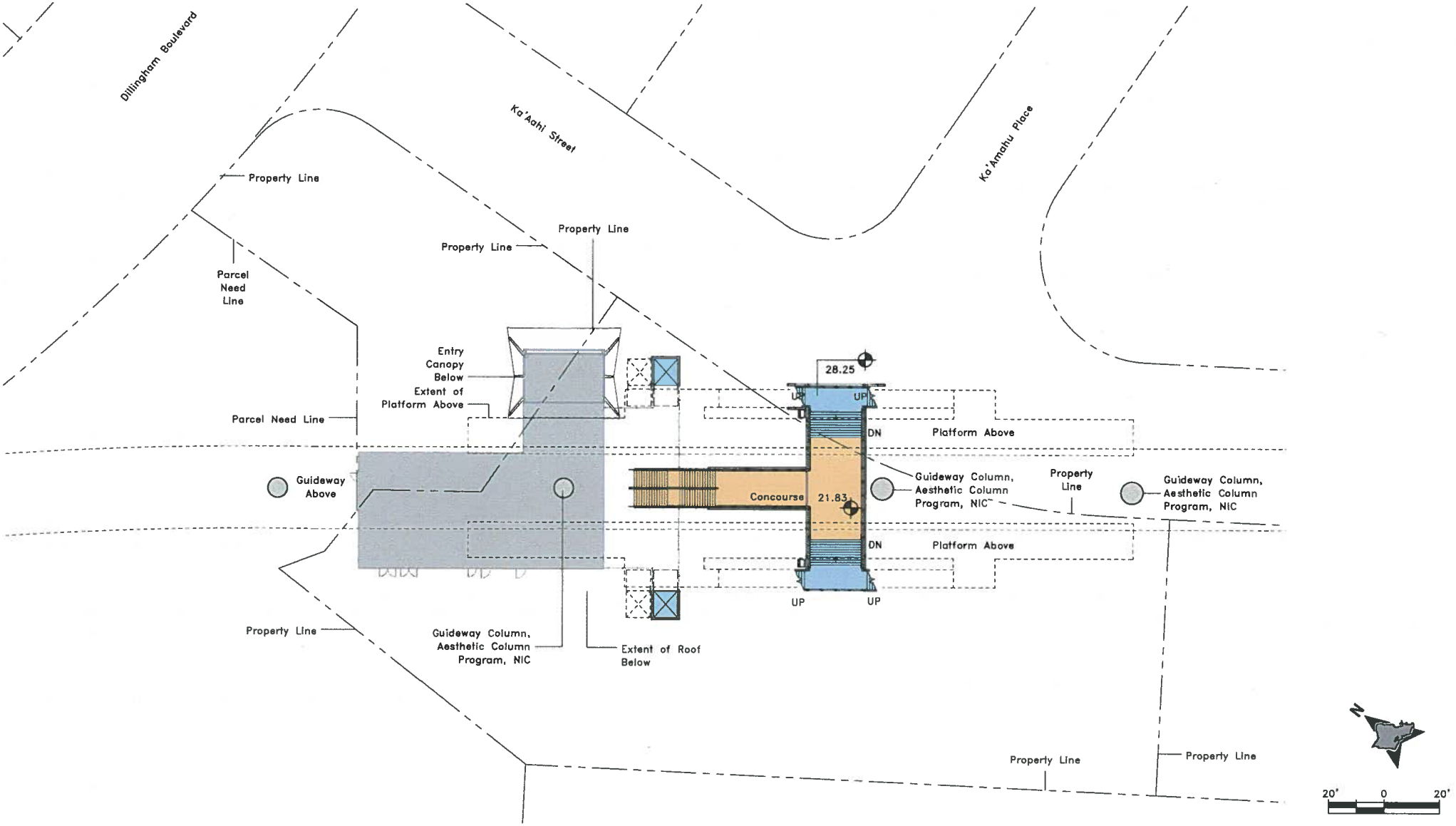
HART HONOLULU AUTHORITY — RAPID TRANSPORTATION

PERKINS + WILL



Iwilei Station

Concourse Level Plan - 02-27-2014

PRELIMINARY ENGINEERING **DRAFT**

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HART HONOLULU AUTHORITY for RAPID TRANSPORTATION

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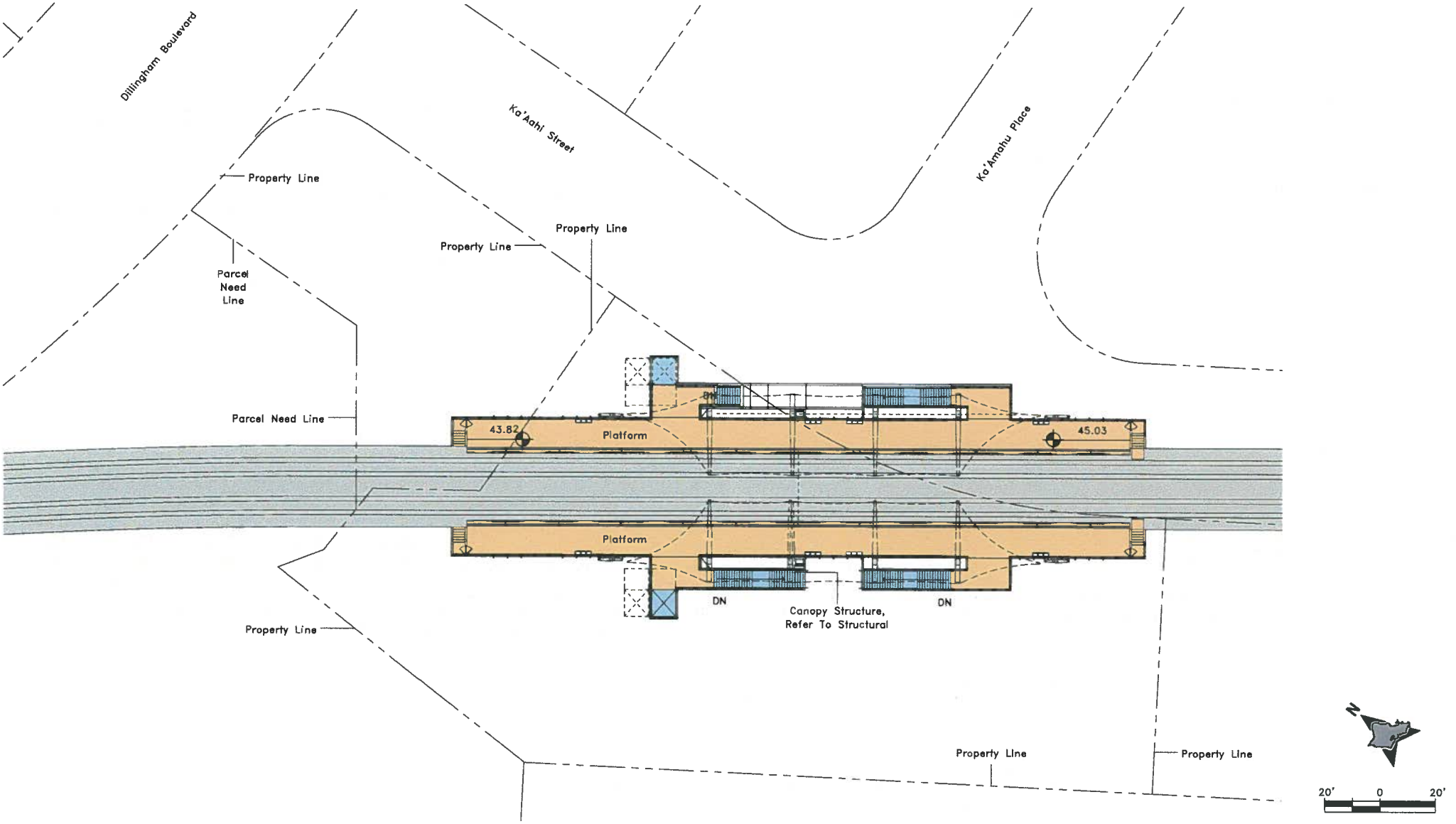

Iwilei Station

Platform Level Plan - 02-27-2014

PRELIMINARY ENGINEERING **DRAFT**

HONOLULU RAIL TRANSIT

HART HONOLULU AUTHORITY — RAPID TRANSPORTATION

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CHINATOWN STATION

PERKINS+WILL

PRELIMINARY ENGINEERING

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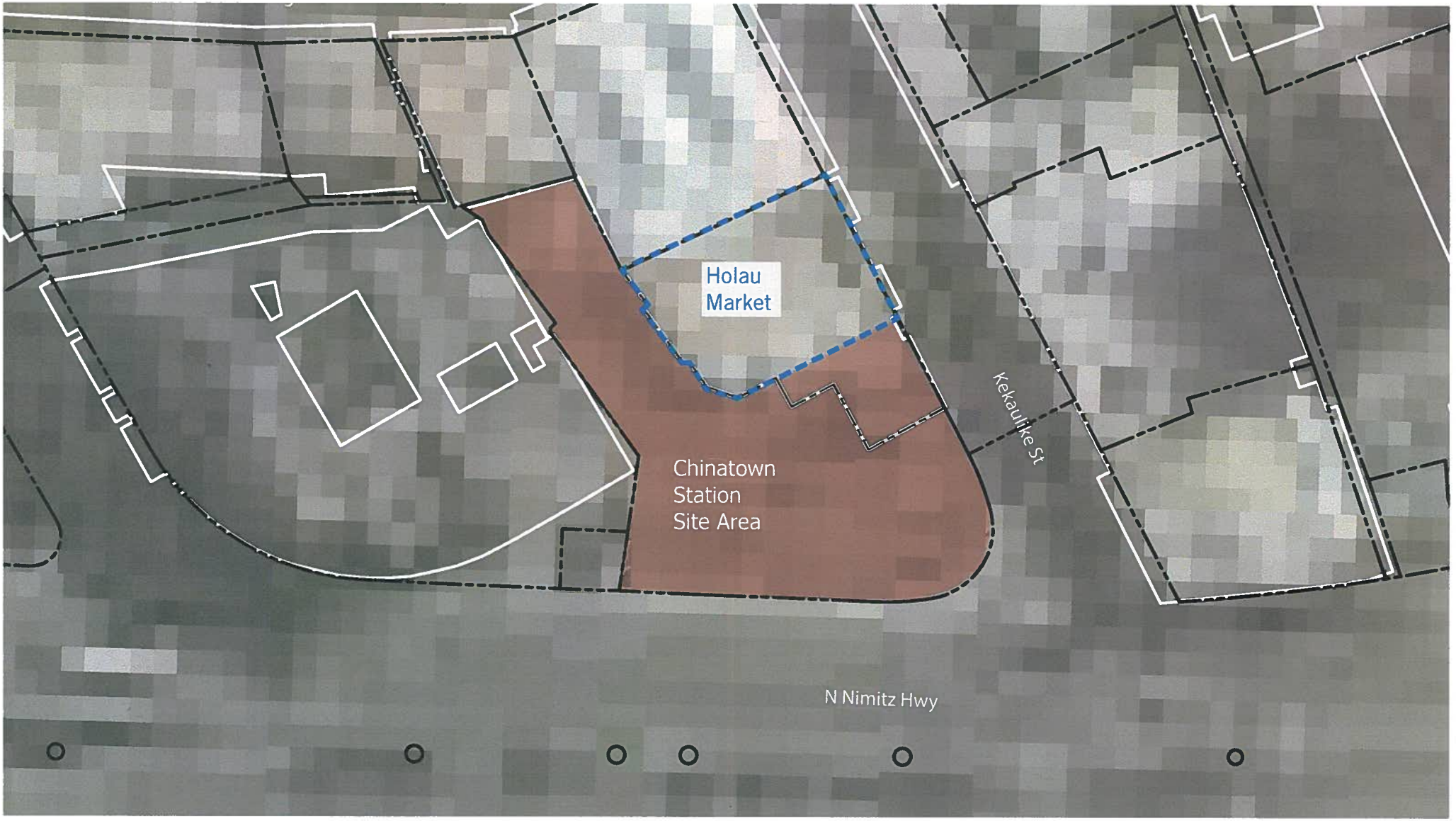

Chinatown Station
Site Context - 02-27-2014

PRELIMINARY ENGINEERING **DRAFT**

HONOLULU RAIL TRANSIT

HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

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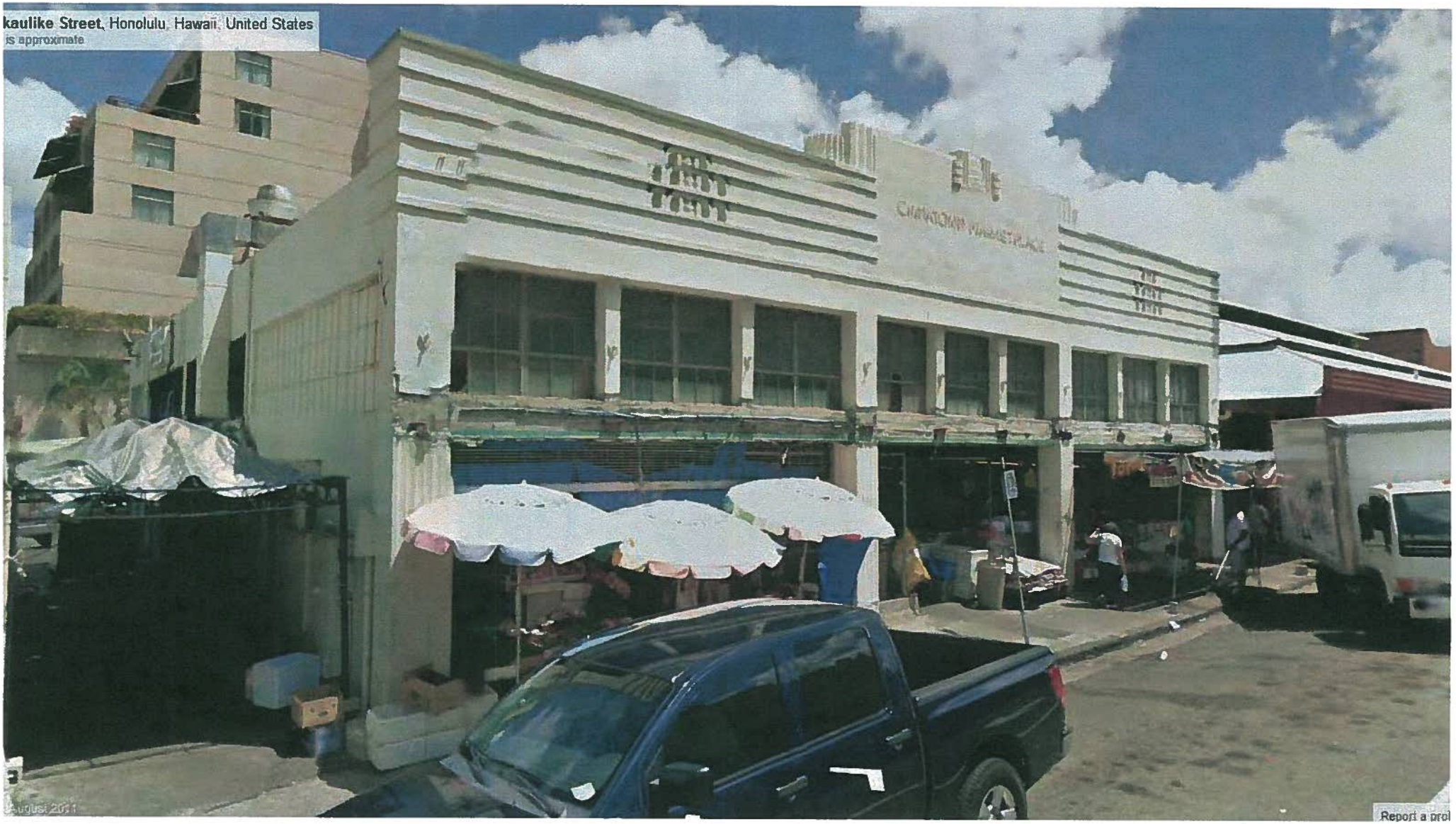
Chinatown Station
Site Photos - 02-27-2014

PRELIMINARY ENGINEERING **DRAFT**

HONOLULU RAIL TRANSIT

HART
HONOLULU AUTHORITY — RAPID TRANSPORTATION

PERKINS + WILL



Chinatown Station
Historic Properties - 02-27-2014

PRELIMINARY ENGINEERING DRAFT

HONOLULU RAIL TRANSIT

HART
HONOLULU AUTHORITY — RAPID TRANSPORTATION

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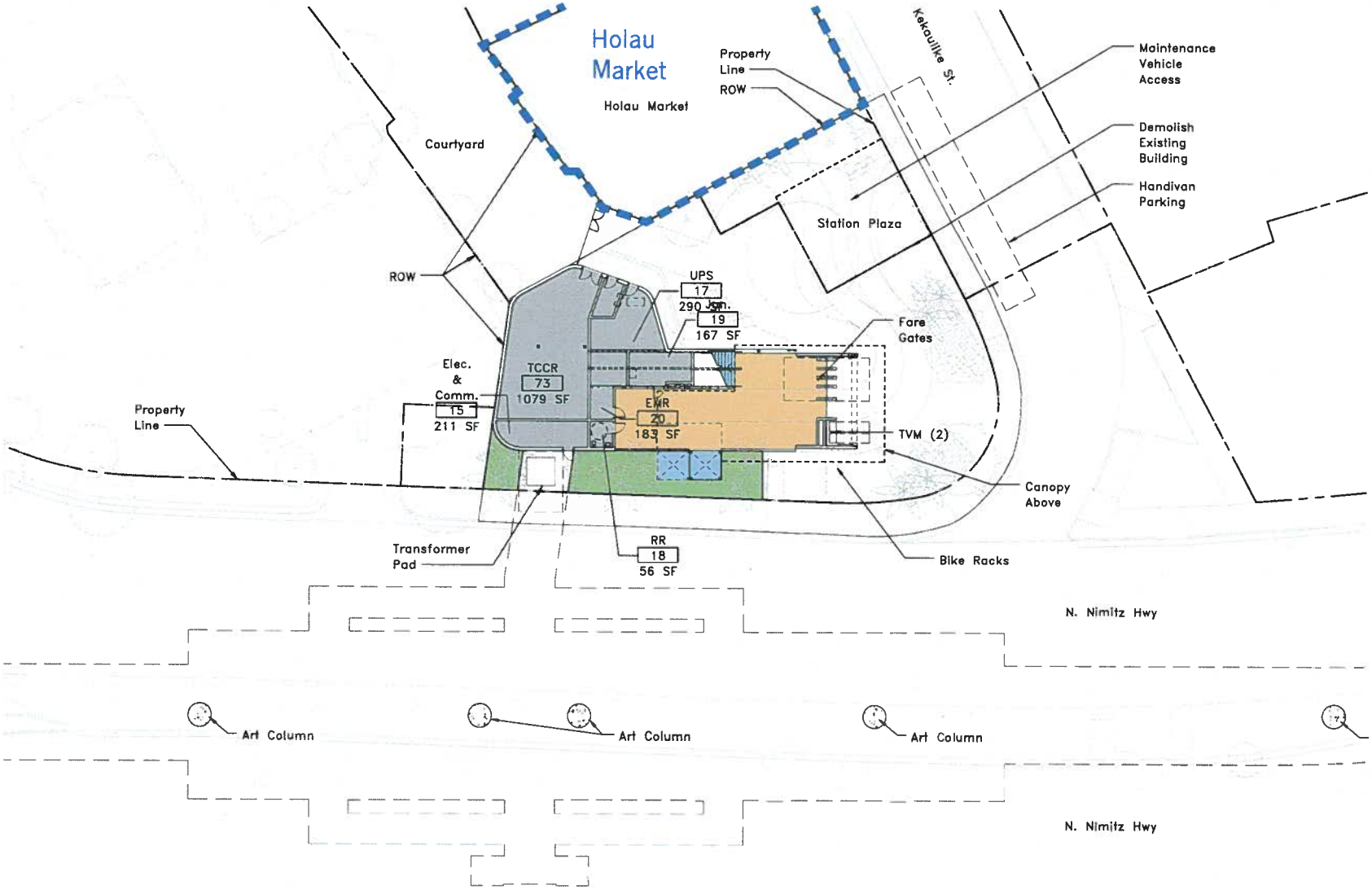

Chinatown Station

Ground Level Floor Plan - 02-27-201 .

PRELIMINARY ENGINEERING DRAFT

HONOLULU RAIL TRANSIT

HART HONOLULU AUTHORITY for RAPID TRANSPORTATION

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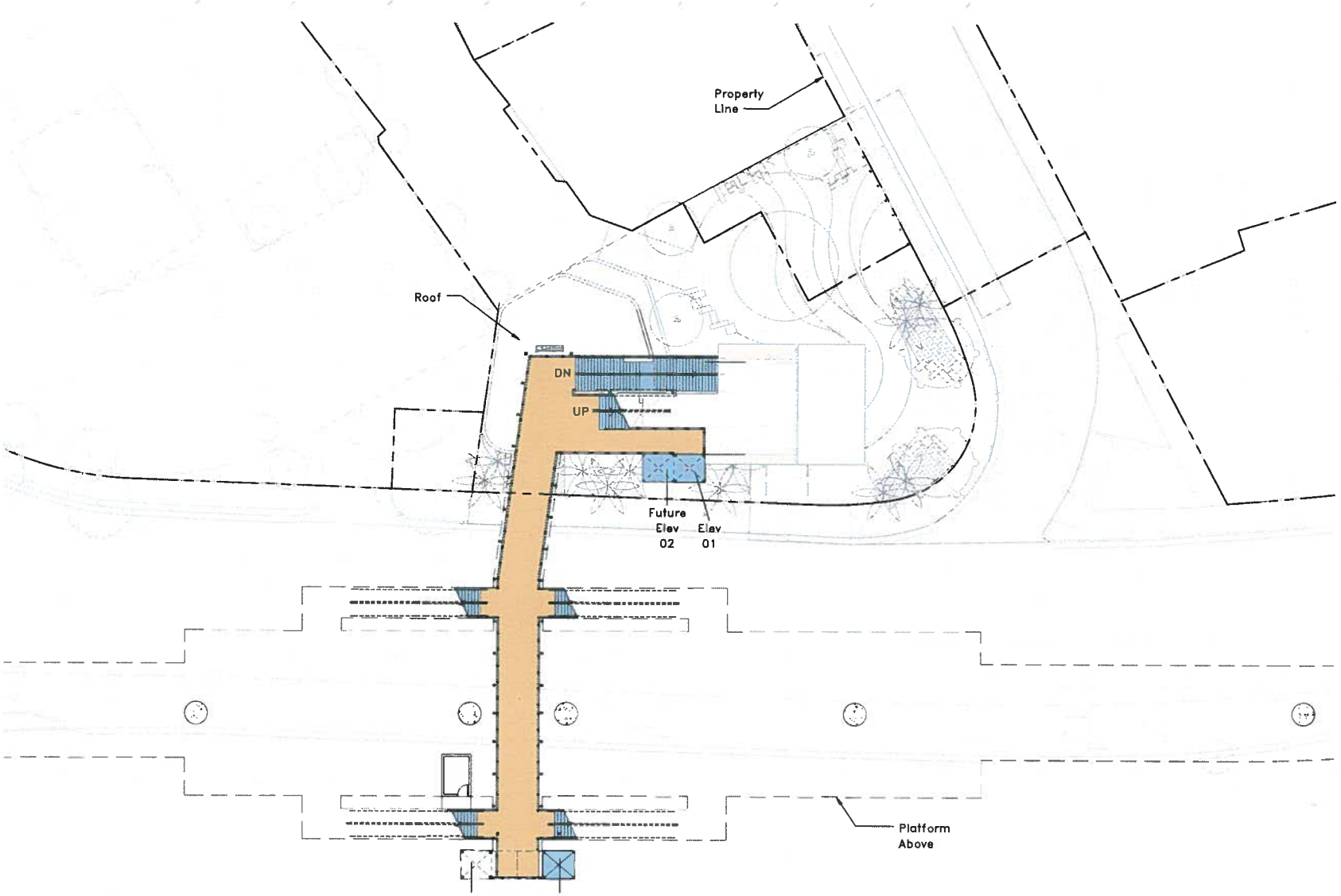

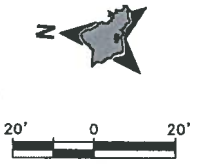

Chinatown Station

Concourse Level Plan - 02-27-2014

PRELIMINARY ENGINEERING DRAFT

HONOLULU RAIL TRANSIT

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HONOLULU AUTHORITY for RAPID TRANSPORTATION

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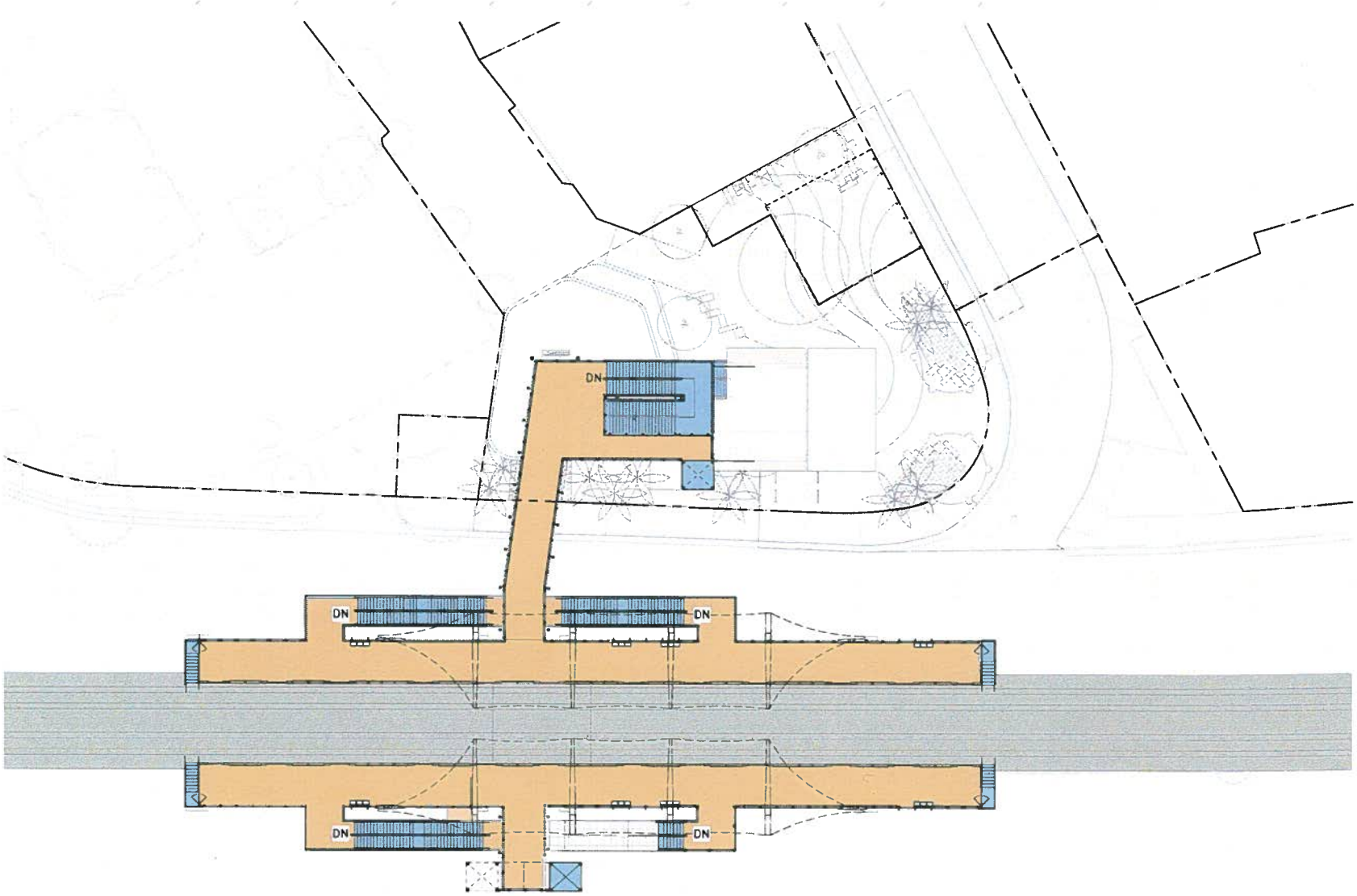

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20' 0 20'

Chinatown Station

Platform Level Plan - 02-27-2014

PRELIMINARY ENGINEERING **DRAFT**

HONOLULU RAIL TRANSIT

HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

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DOWNTOWN STATION

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PRELIMINARY ENGINEERING

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Downtown Station
Site Context - 02-27-2014

PRELIMINARY ENGINEERING **DRAFT**

HONOLULU RAIL TRANSIT

HART
HONOLULU AUTHORITY — RAPID TRANSPORTATION

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Downtown Station
Site Photos - 02-27-2014

PRELIMINARY ENGINEERING **DRAFT**

HONOLULU RAIL TRANSIT

HART
HONOLULU AUTHORITY — RAPID TRANSPORTATION

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Downtown Station

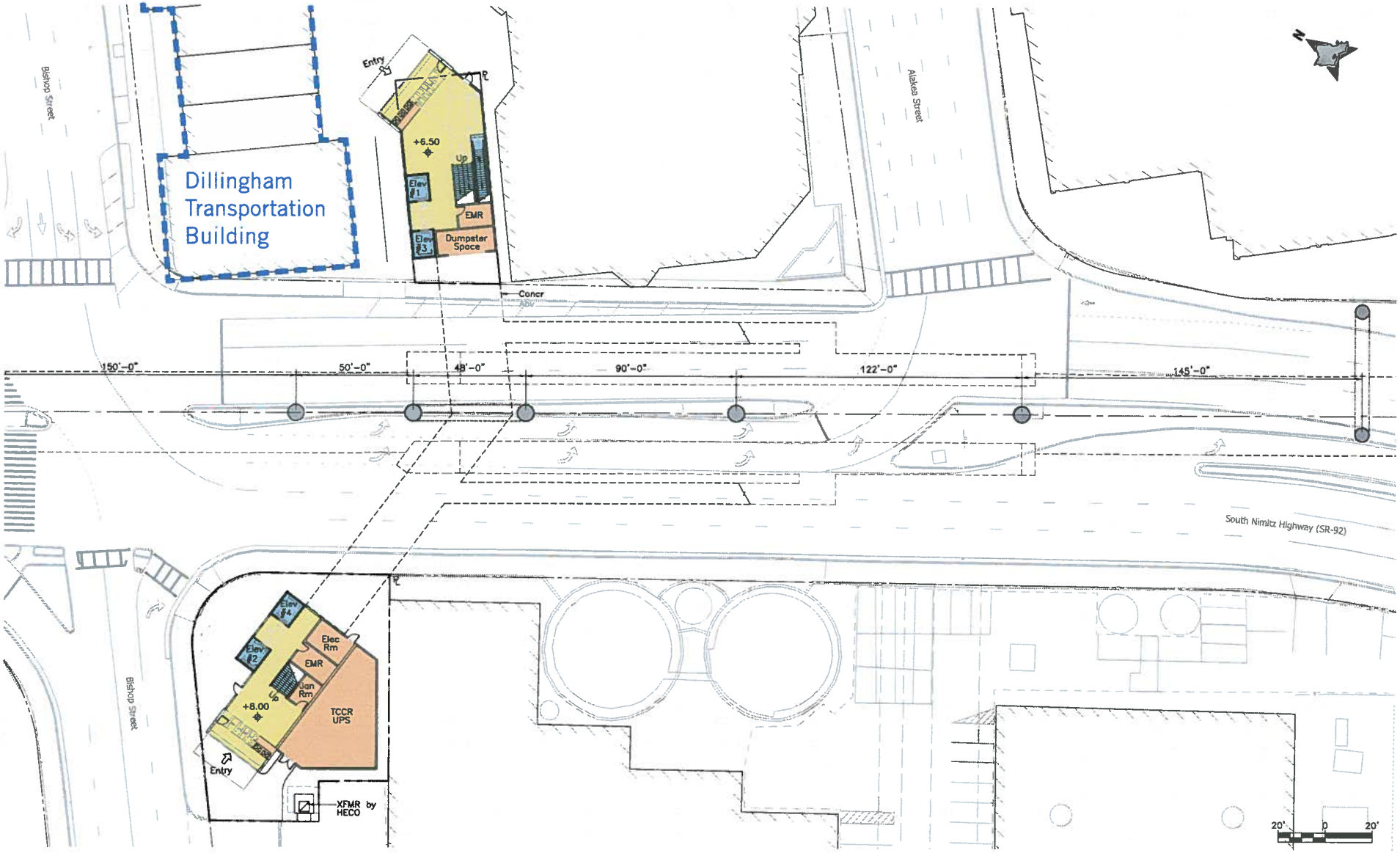
Historic Properties - 02-27-2014

PRELIMINARY ENGINEERING **DRAFT**

HONOLULU RAIL TRANSIT

HART
HONOLULU AUTHORITY — RAPID TRANSPORTATION

PERKINS + WILL



Downtown Station PRELIMINARY ENGINEERING

Previous Concept Ground Level Floor Plan - 02-27-2014

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HONOLULU RAIL TRANSIT

HART HONOLULU AUTHORITY FOR RAPID TRANSPORTATION

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HISTORICAL PRESERVATION

PERKINS+WILL

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The Secretary of the Interior's

Standards for Rehabilitation

The Secretary of the Interior is responsible for establishing standards for all national preservation programs under Departmental authority and for advising Federal agencies on the preservation of historic properties listed or eligible for listing in the National Register of Historic Places.

The Standards for Rehabilitation, a section of the Secretary's Standards for Historic Preservation Projects, address the most prevalent preservation treatment today: rehabilitation. Rehabilitation is defined as the process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions and features of the property which are significant to its historic, architectural, and cultural values.

The Secretary of the Interior's Standards for Rehabilitation

The Standards that follow were originally published in 1977 and revised in 1990 as part of Department of the Interior regulations (36 CFR Part 67, Historic Preservation Certifications). They pertain to historic buildings of all materials, construction types, sizes, and occupancy and encompass the exterior and the interior of historic buildings. The Standards also encompass related landscape features and the building's site and environment as well as attached, adjacent or related new construction.

The Standards are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility.

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

3. Each property shall 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 architectural elements from other buildings, shall not be undertaken.

4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.

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

7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

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

10. New additions and adjacent or related new construction shall 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.

Note: To be eligible for Federal tax incentives, a rehabilitation project must meet all ten Standards. The application of these Standards to rehabilitation projects is to be the same as under the previous version so that a project previously acceptable would continue to be acceptable under these Standards.

Certain treatments, if improperly applied, or certain materials by their physical properties, may cause or accelerate physical deterioration of historic buildings. Inappropriate physical treatments include, but are not limited to: improper repainting techniques; improper exterior masonry cleaning methods; or improper introduction of insulation where damage to historic fabric would result. In almost all situations, use of these materials and treatments will result in denial of certification. In addition, every effort should be made to ensure that the new materials and workmanship are compatible with the materials and workmanship of the historic property.

KALIHI STATION
HISTORICAL PRESERVATION

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PRELIMINARY ENGINEERING

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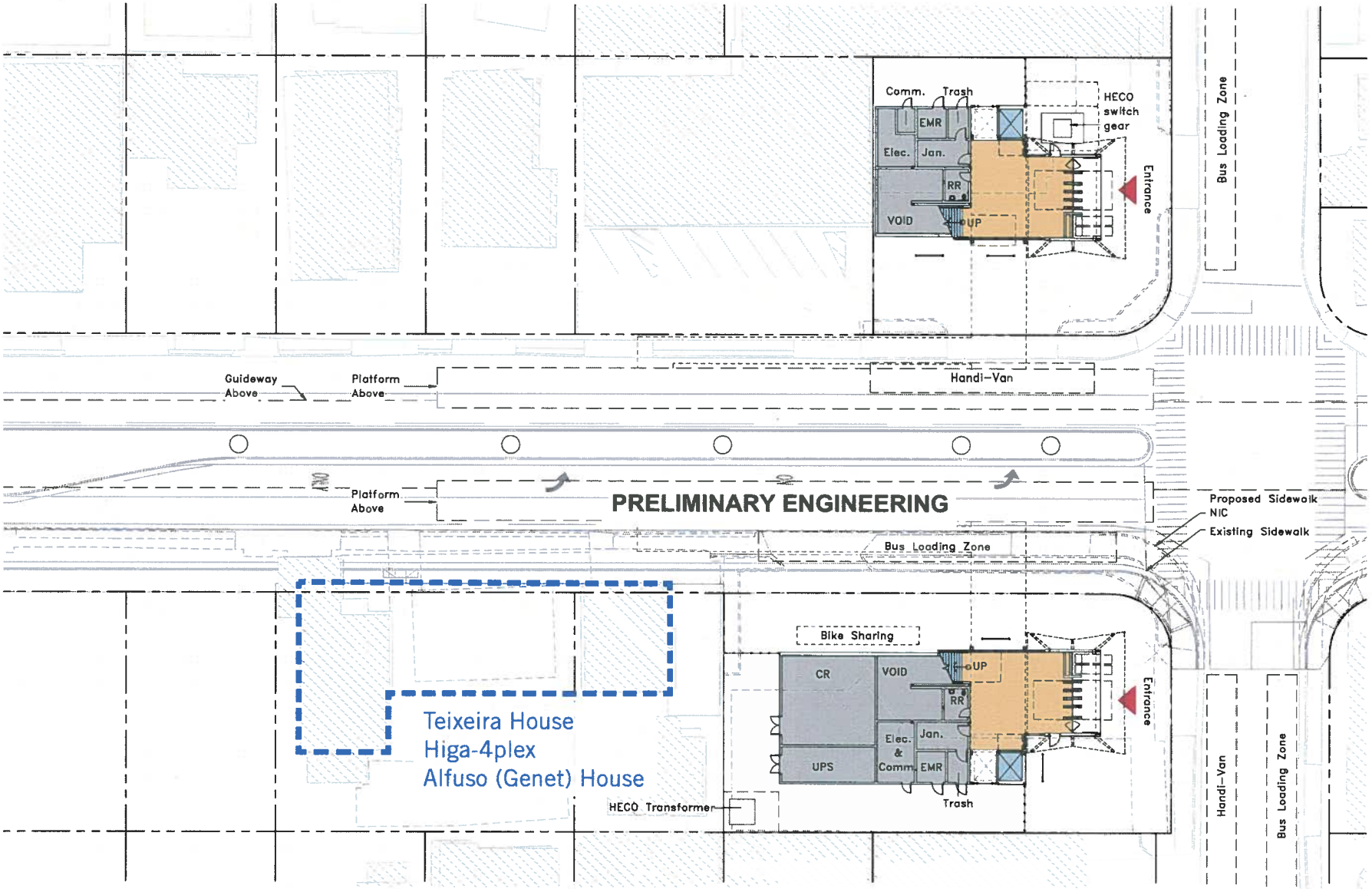

Kalihi Station

Ground Level Floor Plan - 02-27-201 .

PRELIMINARY ENGINEERING **DRAFT**

HONOLULU RAIL TRANSIT

HART

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KAPĀLAMA STATION HISTORICAL PRESERVATION

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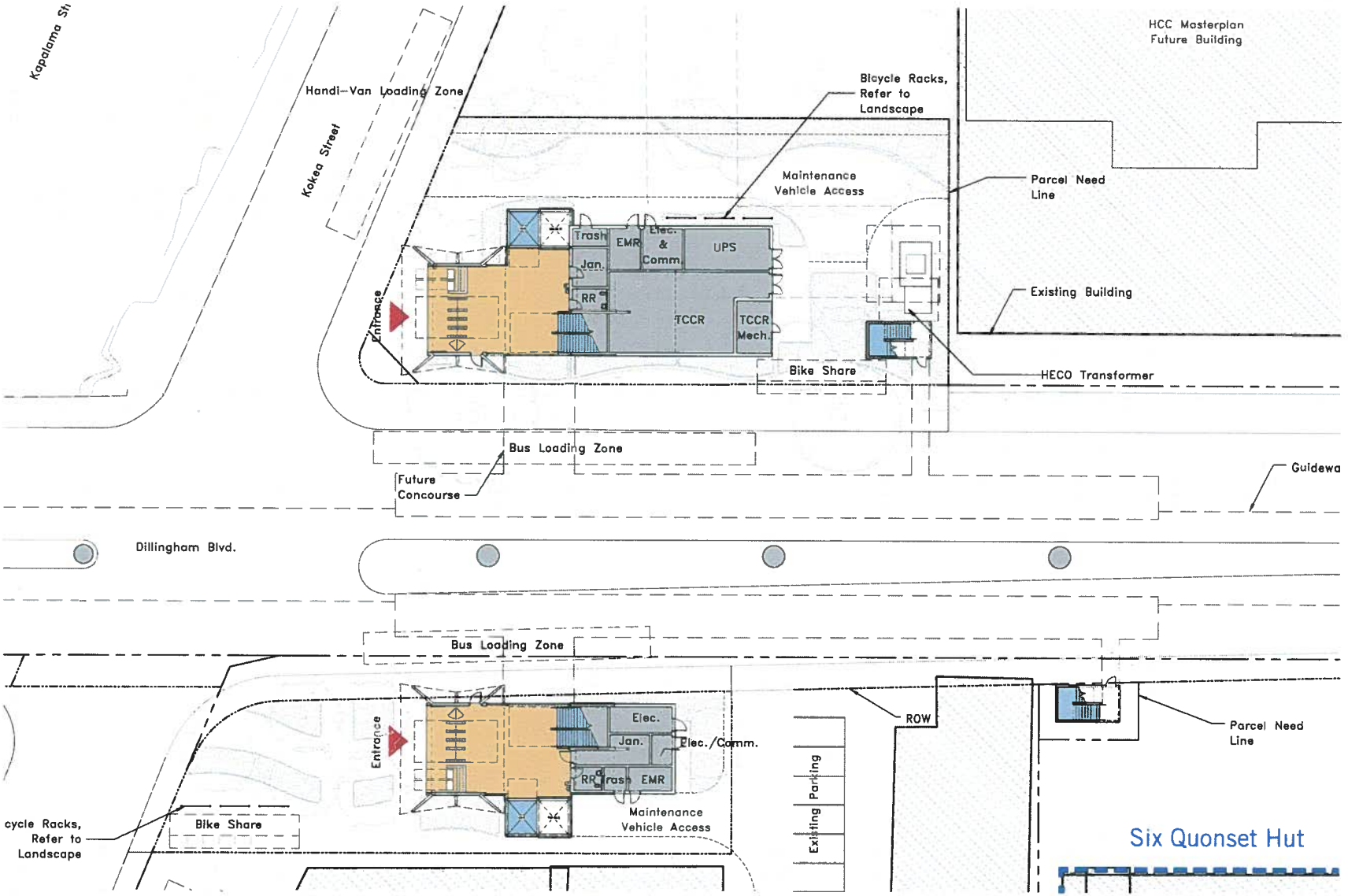

Kapālama Station PRELIMINARY ENGINEERING

Ground Level Floor Plan - 02-27-2014

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HONOLULU RAIL TRANSIT

HART HONOLULU AUTHORITY – RAPID TRANSPORTATION

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IWILEI STATION HISTORICAL PRESERVATION

PRELIMINARY ENGINEERING

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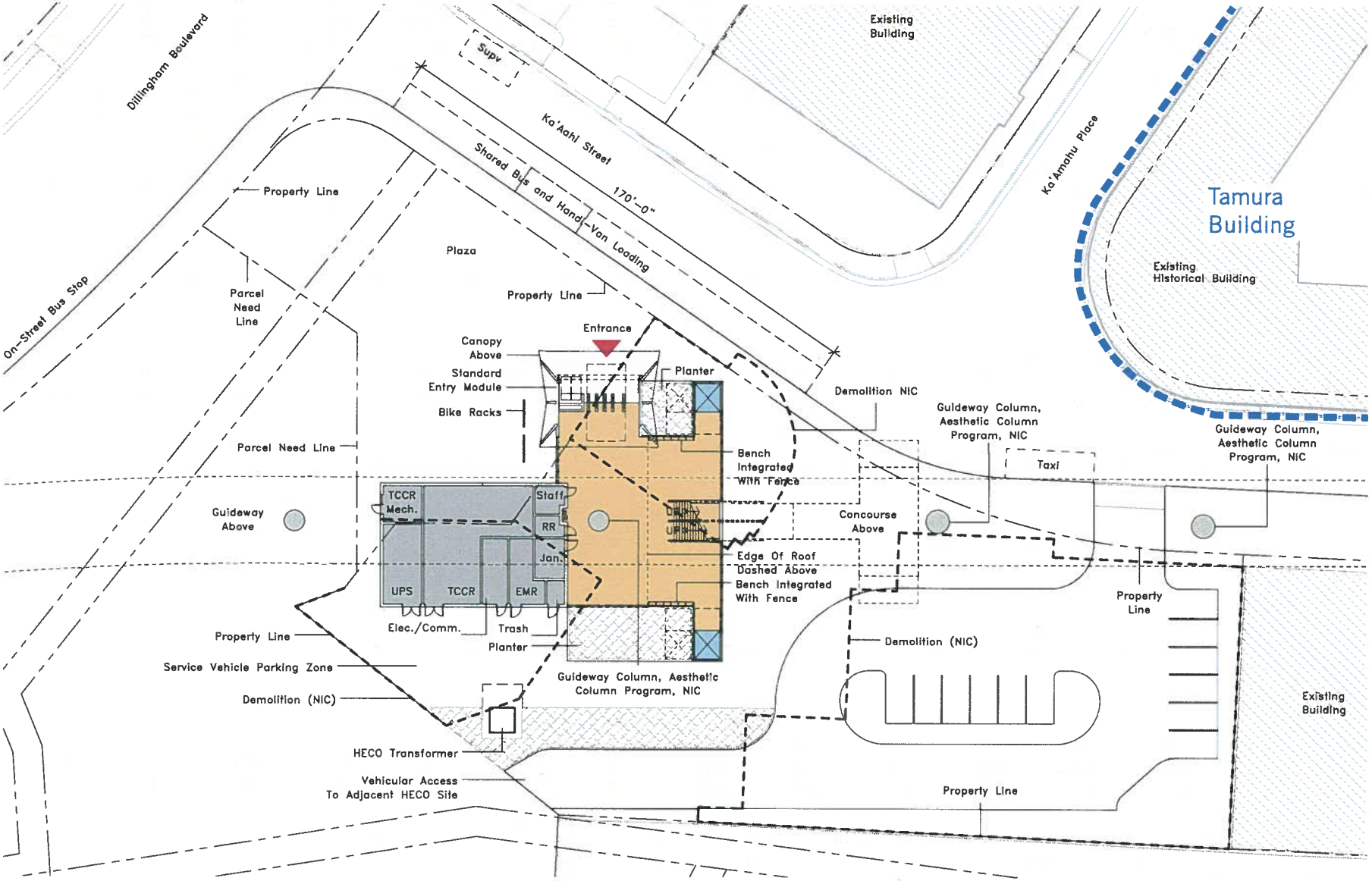

Iwilei Station

PRELIMINARY ENGINEERING

Ground Level Floor Plan - 02-27-2014

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HONOLULU RAIL TRANSIT

HART
HONOLULU AUTHORITY — RAPID TRANSPORTATION

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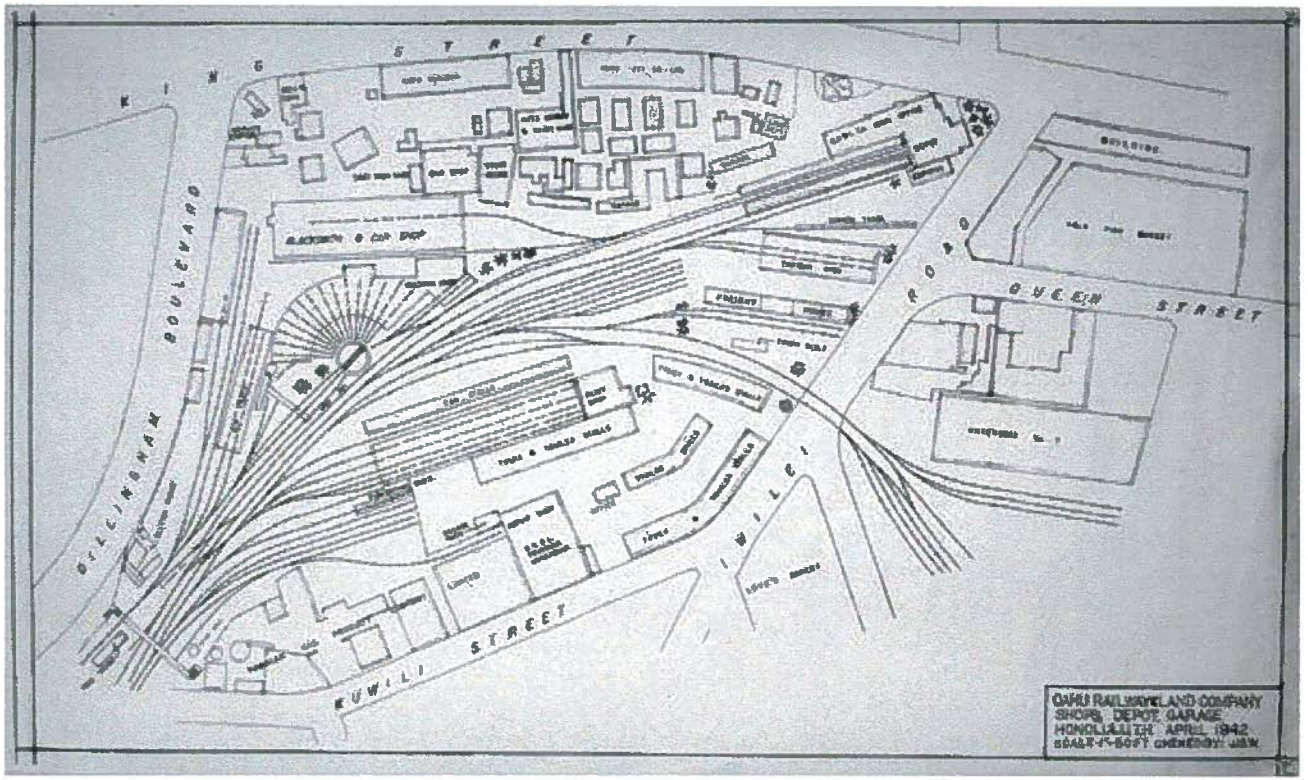

Iwilei Station
Historic Rail Yard - 02-27-2014

PRELIMINARY ENGINEERING **DRAFT**

HONOLULU RAIL TRANSIT

HART
HONOLULU AUTHORITY — RAPID TRANSPORTATION

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CHINATOWN STATION
HISTORICAL PRESERVATION

PRELIMINARY ENGINEERING

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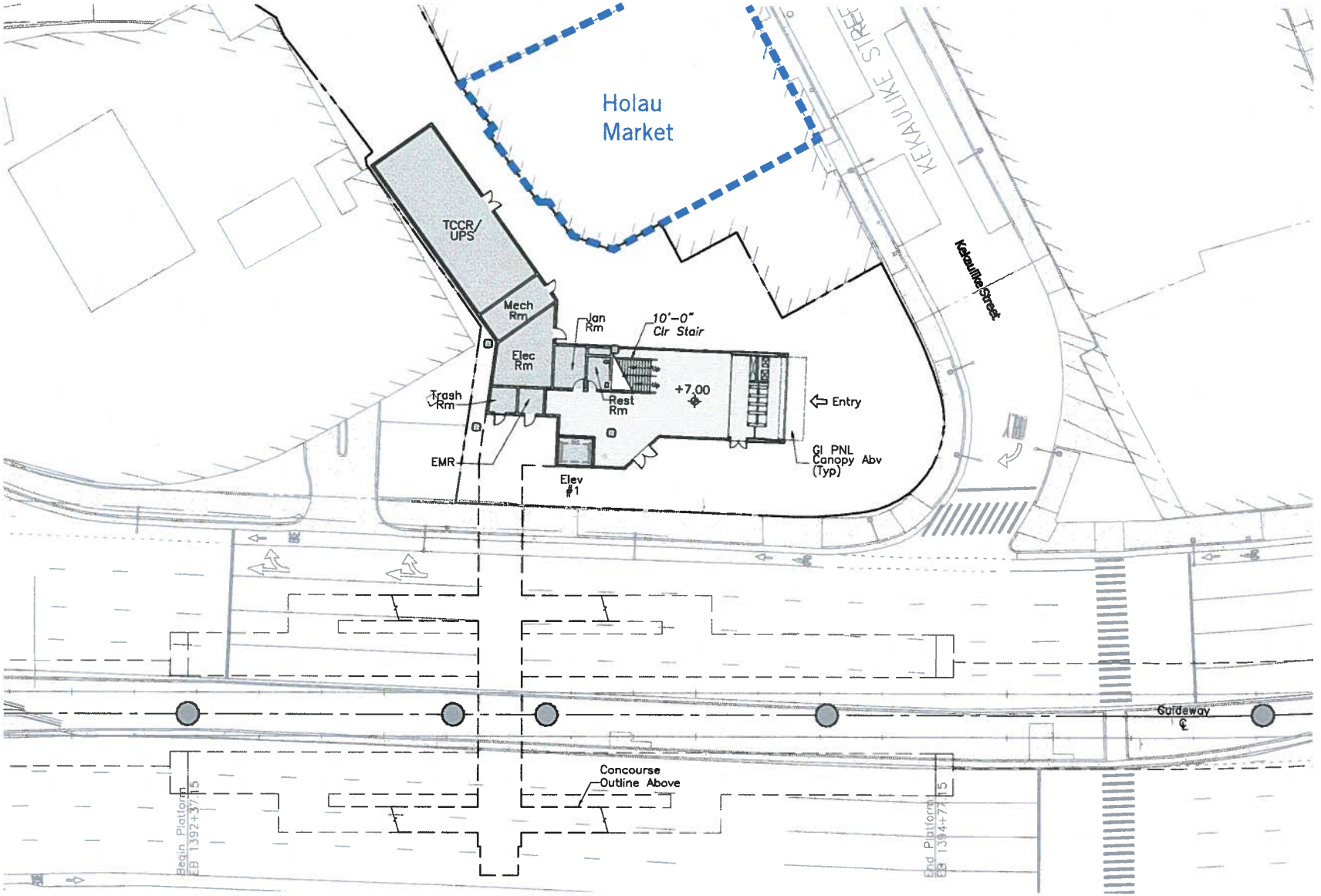

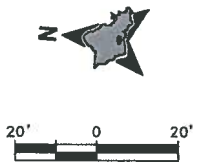

Chinatown Station **PRELIMINARY ENGINEERING**

Previous Concept Ground Level Floor Plan - 02-27-2014

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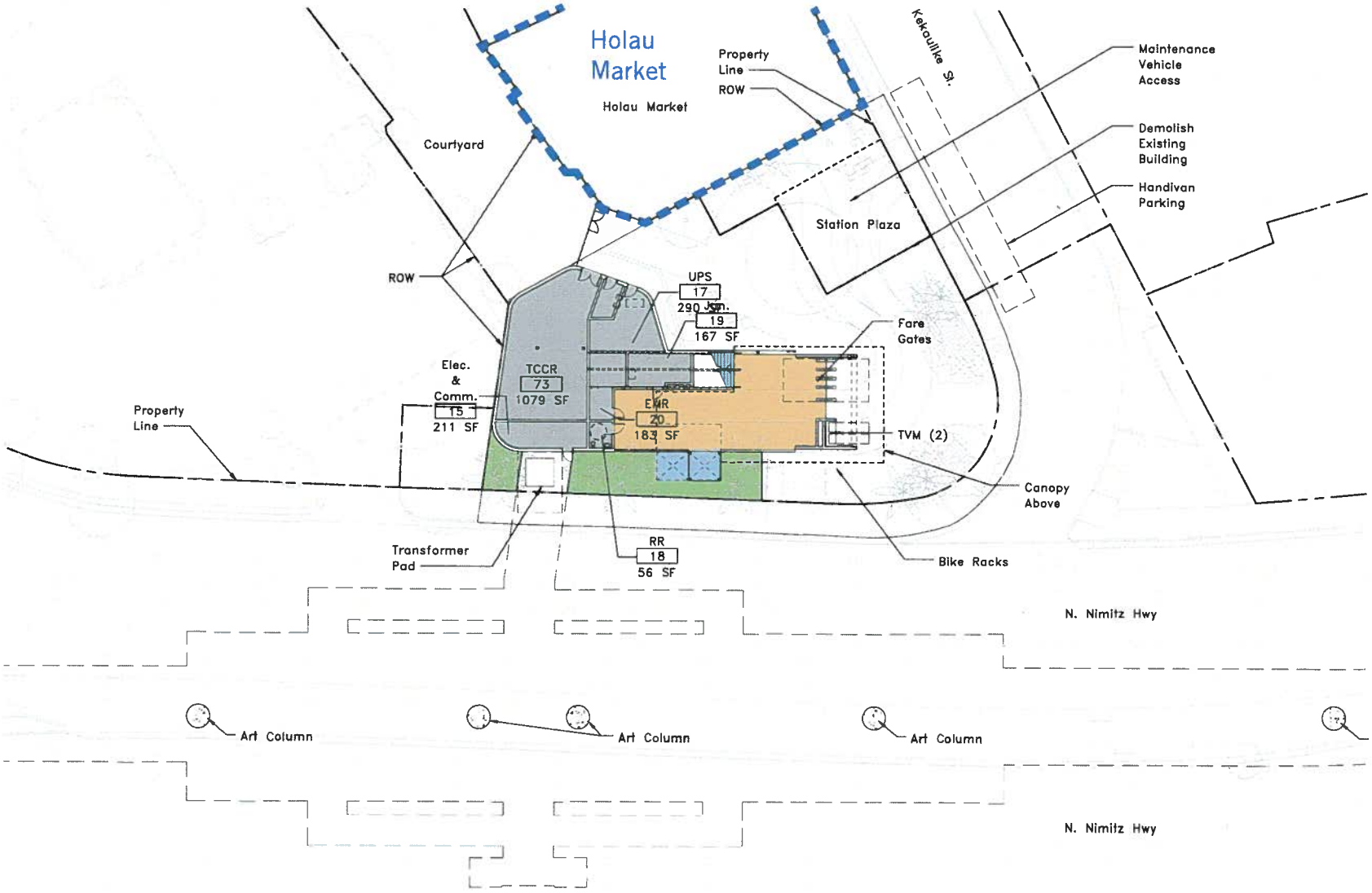
HONOLULU RAIL TRANSIT

HART

PERKINS + WILL



Chinatown Station **PRELIMINARY ENGINEERING**

Ground Level Floor Plan - 02-27-2014

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HONOLULU RAIL TRANSIT

HART

PERKINS + WILL

Chinatown Station **PRELIMINARY ENGINEERING**

Holau Market Historical Photo - 02-27-2014

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HONOLULU RAIL TRANSIT

HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

PERKINS + WILL

DOWNTOWN STATION
HISTORICAL PRESERVATION

PRELIMINARY ENGINEERING

DRAFT

PERKINS+WILL

Downtown Station

Option 2 Site Plan - 02-27-2014

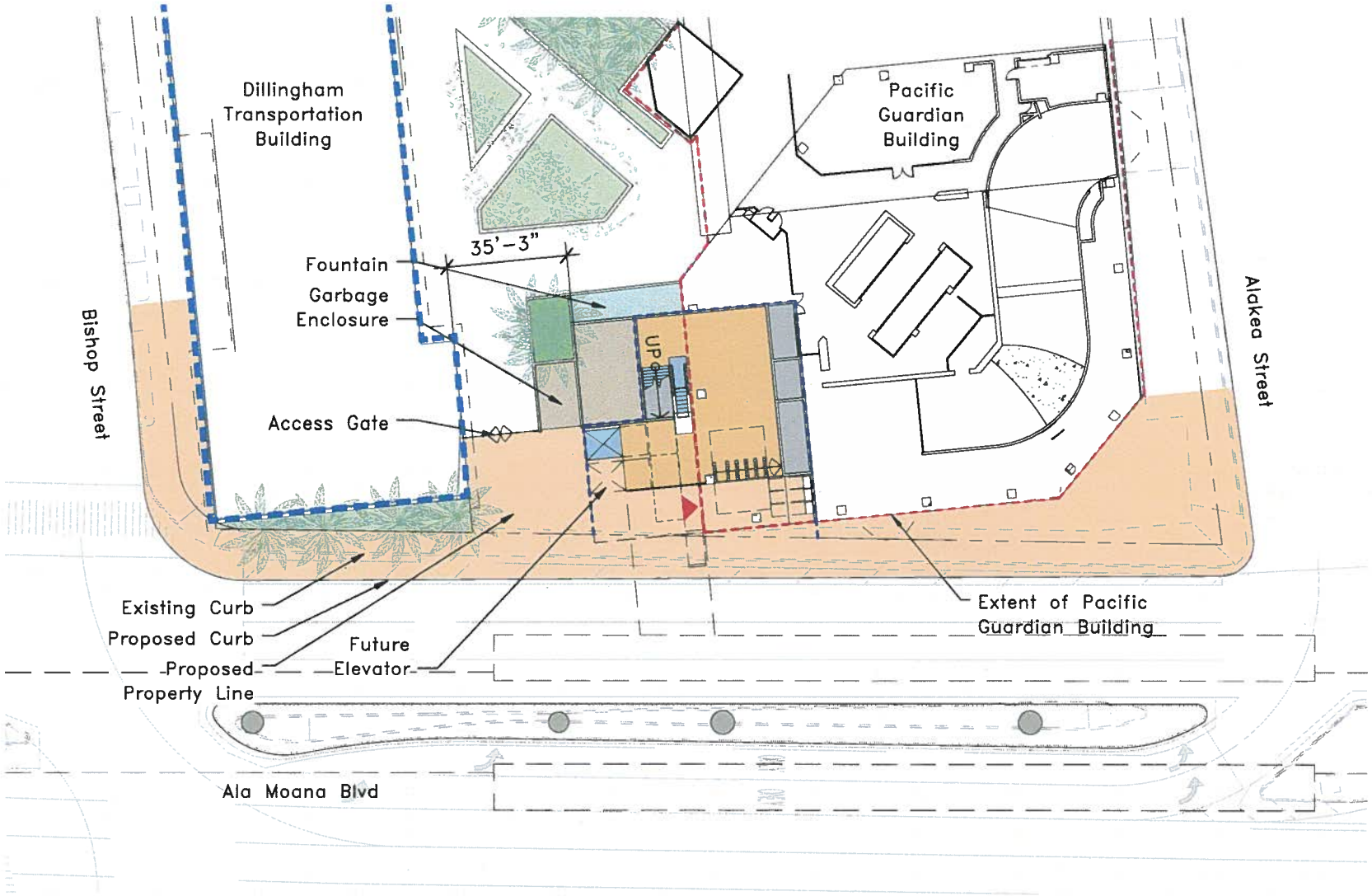
PRELIMINARY ENGINEERING **DRAFT**

HONOLULU RAIL TRANSIT

HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

PERKINS + WILL



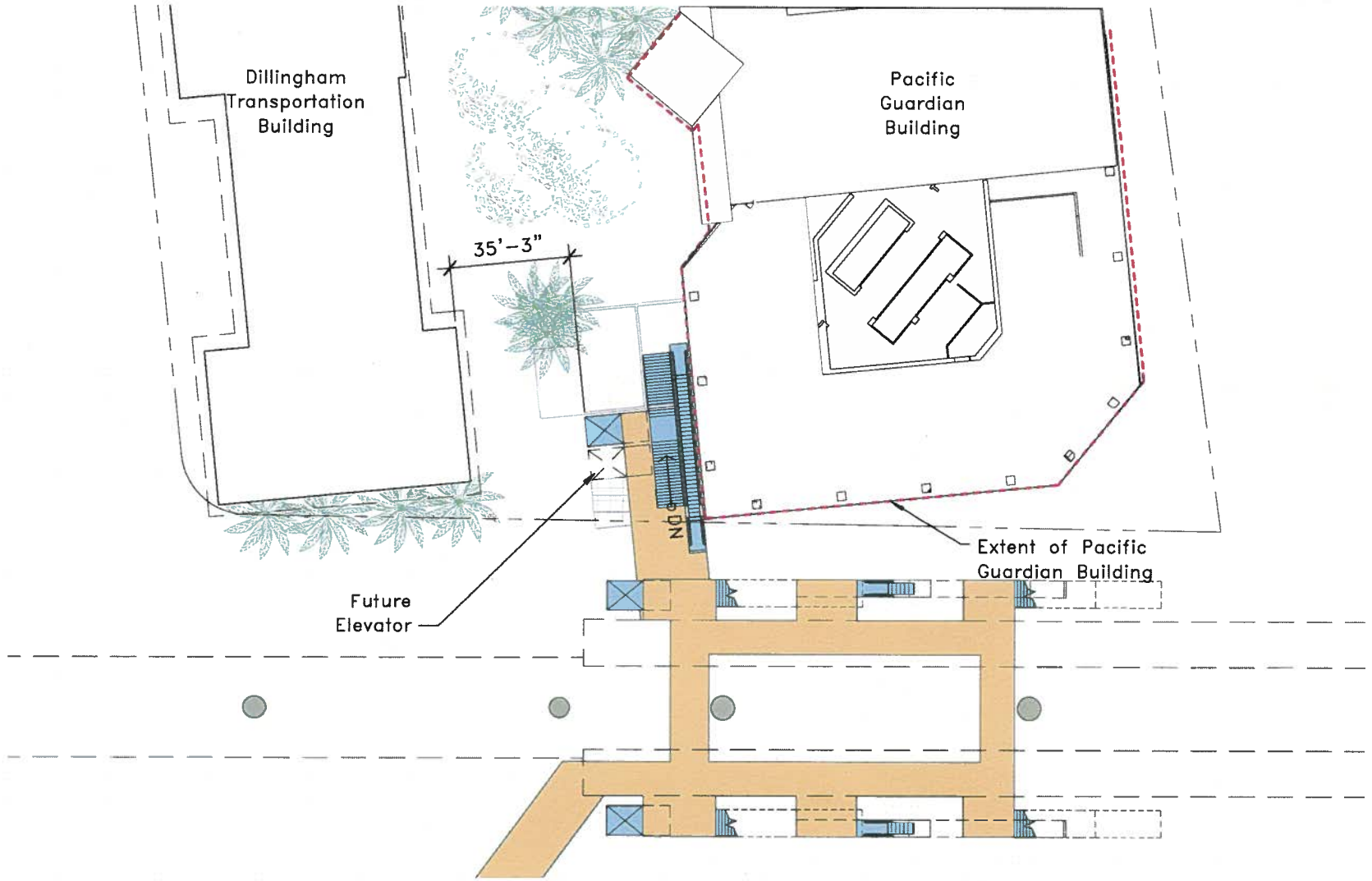
Downtown Station **PRELIMINARY ENGINEERING** **DRAFT**

Option 2 Ground Level Floor Plan - 02-27-2014

HONOLULU RAIL TRANSIT

HART HONOLULU AUTHORITY — RAPID TRANSPORTATION

PERKINS + WILL



Downtown Station **PRELIMINARY ENGINEERING**

Option 2 Concourse Level Floor Plan - 02-27-2014

DRAFT

HONOLULU RAIL TRANSIT

HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

PERKINS + WILL

mahalo

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