

memorandum

Date: February 10, 2014
Project Name: Historic Architect, HART Project, Aloha Stadium Station
To: Joanna Morsicato
From: Lorraine Minatoishi, Historic Architect
RE: Historic Architect Review



Meeting Notes of the **Historic Architect Review**, October 3, 2014

This *Historic Architect Review* presentation was the second presentation made during the **Aloha Stadium Station "Focus Meeting" for Consulting Parties** held at 10:45am on October 3, 2013.

The first presentation was lead by the Kamehameha Highway Station Group (KHSO). Joanna Morsicato (HART's Environmental Planning Special Projects Officer), Ken Caswell (HART's Chief Architect) and Lisa Yoshihara (HART's Transit Arts Program Administrator) lead this presentation with powerpoint visuals. Discussion included the the Aesthetic Column Program, Station Naming Program, Interpretative Signage Program, Station Plaza Paving Program, Art-in-Transit Program, System-Wide Station Standardization Program, and Individual Station Features.

The Historic Architect Review presentation followed, and ran for approximately 25 minutes, which included a powerpoint of 16 slides. (Please refer to the attached powerpoint.) A question and answer period and an informal walk-around discussion by all attendees followed, that lasted for approximately 25 minutes.

The following write-up presents the verbal portion of the powerpoint presentation. The sentences in *italics* are transcriptions of what I said at each slide. The non-italic portions of the paragraphs are general explanations included for the reader of this document. Attendee comments are also included within the text where applicable. Most comments were made after the presentation was concluded and these are transcribed and compiled at the end of this paper.

Slide #1

Title Page of presentation.

Slide #2

The powerpoint started with the explanation of the purpose of the Historic Architect. First, the slide was read verbatim. I discussed the role of the Historic Architect as it relates to the stipulations of the Programmatic Agreement.

The architecture/engineering team of Anil Verma is the consultant for HART contracted to execute the design, construction drawings, and construction management of the Aloha Stadium station. Further, Anil Verma is required, as part of the PA, to work with a historic architect to oversee the historic aspects of this particular station design and to assess any possible impacts of the station on the NHL.

Then, a brief explanation of my credentials were given, including the fact that I am an NPS qualified Historic Architect with fifteen years of experience.

I have reviewed the PA. I have also analyzed the site, including the significance of the Pearl Harbor NHL. The following presentation describes this review and my assessment of the affects of the new station to the Pearl Harbor NHL.

Slide #3 shows an aerial view of the site and station location in relation to the Aloha Stadium, Kamehameha Highway, and Ford Island Bridge. Two red arrows point to the the site and the station located along Kamehameha Highway. Using the laser pointer, I pointed out these prime site elements, as well as the rail guideway.

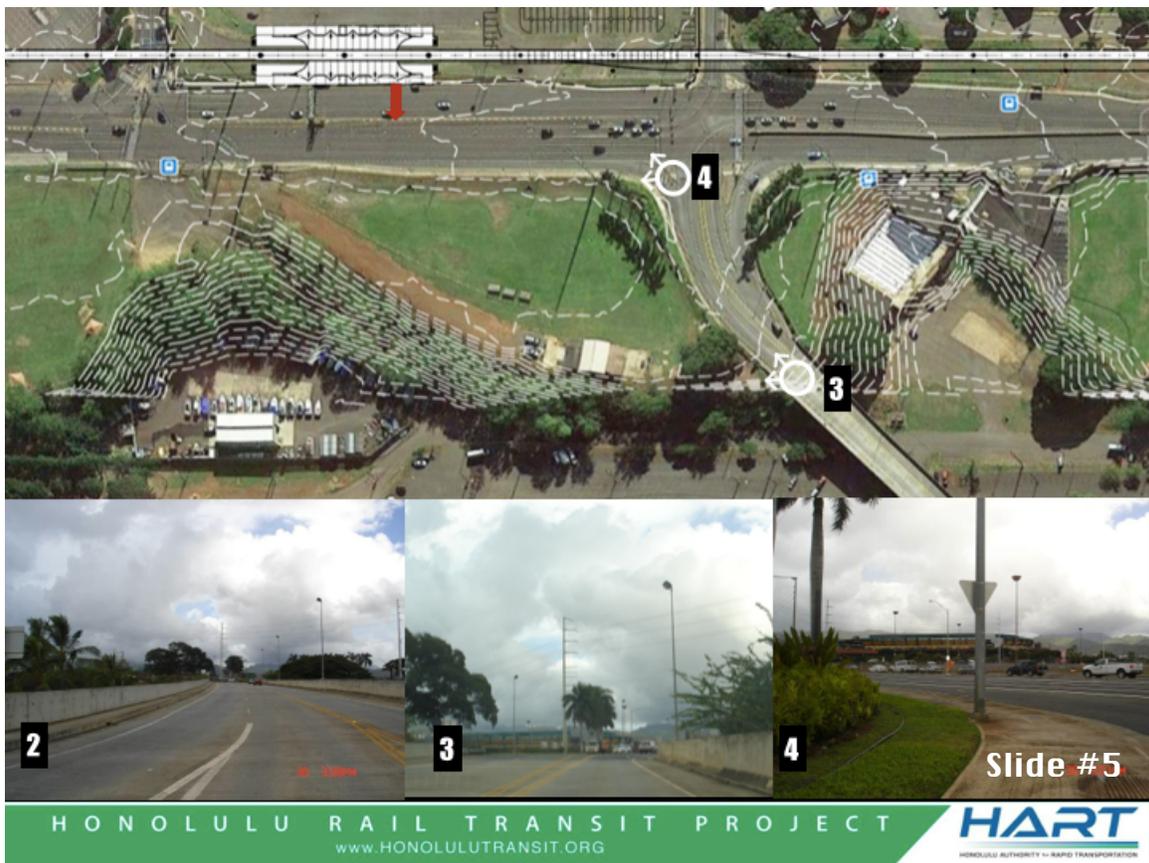


Slides #4 - #8, exhibits both the present-day site conditions as well as the proposed visual impact of the station. At each slide, the photo arrows were pointed out, and the views were discussed.

Slide #4 shows the view from the road that runs between the parking lot of the Aloha Stadium and that of the overflow parking lot where the station will be located. Note that the parking lot sits on an elevated plateau approximately 10 feet higher than street grade. Thus, the visual impacts are reduced.



Slide #5 exhibits three photos taken from the Ford Island Bridge. Photo #2 was taken from the guard house on the bridge to Ford Island. (Photo #4 is covering the house.) Photo #2 shows that the station and rail will have little to no visual impact on the views from the guard house because the grade at the building is significantly lower than the view plane of the street beyond. Note that Aloha Stadium is not visible from this location. The station would be to the left of the photo, and if the roof area were visible, it would largely be hidden by the palm trees in the foreground. The views from the bridge and from Ford Island, which are close to sea level, would not be impacted by the station. Photo #3 is taken closer to the intersection of Kamehameha Highway, on an incline approximately 100 feet from the guard house. The elevation is still significantly lower here but much of the Aloha Stadium is in view to the left and the cars at the intersection are in view. The rail and the station would be visible from this point. Photo #4 is taken at the intersection of the bridge and Kamehameha Highway. At this point, the station would clearly be seen.



Slide #6 shows the panoramic view taken from the existing bus stop slightly Diamond Head of the Ford Island Bridge intersection. The housing complex is seen in the foreground but, as a whole, little distinctive qualities make up this landscape. Kamehameha Highway, a six-lane highway, takes up most of the views. Sparse planting, narrow sidewalks, and concrete pedestrian barriers comprise the views from this angle.



Slide #7 is a simulated view of the visual impacts of the station and guideway from the Arizona Memorial. The two red arrows point out the Aloha Stadium structure and the proposed station structure (shown in white to help distinguish it in the photo). Here, the visual impact is almost insignificant, as it blends into the rest of the developed area and is significantly smaller than the existing Aloha Stadium.



Slide #8 shows the comparison view of what the area looks like presently, and a simulated view of what the area will look like when the guideway is complete.



Slide #9 includes a quote on the significance of the Pearl Harbor NHL as written in the 1978 Register of Historic Places form. This was read verbatim. Ms. Wong-Kalu commented that this significance is true for near term history 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 the shark god and for other rituals. She feels that it is very important that this part of the history of the area be told through the plaques and artwork of the Aloha Stadium Station. Joanna commented that this was a good idea and would be noted and perhaps somehow incorporated into the design. I 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.

Slide #10 was read verbatim. The slide quoted the FEIS finding of adverse affect for the project as a whole because it is located adjacent to the Pearl Harbor NHL . The Stadium station is NOT DIRECTLY ADJACENT to the Historic property. During the EIS process

the Stadium station touchdown was actually within the boundary of the Pearl Harbor NHL. As a result of the SHPO and other's concerns and as a mitigation measure the station was totally removed out of Pearl Harbor and relocated across the highway. The FEIS specifically states "located adjacent to Pearl Harbor." The PA states "directly adjacent," which implies a very different intention in the PA that the station must touch or be directly adjacent.

Slide #11 was read verbatim. The slide quoted PA Stipulation IV. A. The PA says, "directly adjacent." Thus, the word directly reasonably implies that the station must directly touch the historic property or share an adjoining property line.

Slide #12 quoted an excerpt from the NPS website that discusses the Secretary of Interior's Standards for Treatment of Historic Properties. SOI Treatment for Historic Properties includes guidelines for Restoration, Rehabilitation, Reconstruction, or Adaptive Reuse. This slide was read verbatim.

Neither the station nor the Aloha Stadium parking lot are historic structures. Thus, the SOI Treatment for Historic Properties are not applicable. The guidelines are meant to be applied to historic properties. The station is a "new construction" thus does not apply.

SOI Treatment of Historic Properties

SOI *Treatment of Historic Properties* includes guidelines for:

- **Restoration**
- **Rehabilitation**
- **Reconstruction and/or**
- **Adaptive Reuse**

The SOI *Standards* may be applied to all types of historic resources including buildings, sites, structures, objects and districts. The Standards hold a series of concepts about maintaining, repairing, and replacing historic materials as well as about designing new additions or making alterations which provide consistency and a unifying framework for the work.

Slide #12

Slide #13 clarifies the fact that the new station and the stadium parking are not historic structures so the SOI treatment standards do not apply. The stadium itself and the proposed station are not historic, they are not located on a historic property, they have no direct impact on the NHL, and they do not directly or indirectly affect the elements of the NHL that form the basis for the eligibility of the NHL to the National Register of Historic Places. As a result, the SOI treatment standards (as referenced in the PA Stipulation IV) are “not applicable” to this particular station.

Aloha Stadium/Aloha Stadium Station

Aloha Stadium and the proposed station are not historic properties. Consequently SOI *Treatment of Historic Properties* including Restoration, Rehabilitation, Reconstruction and/or Adaptive Reuse Guidelines do not apply.

As a result, the *Secretary of the Interior's (SOI) Standards for the Treatment of Historic Properties* (36 CFR 68) cannot be used as a mitigation tool.

Slide #13

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Slide #14 showed that FEIS mitigation measures which included the elimination of the station touchdown within the Pearl Harbor NHL.

This mitigation measure including literally moving the station outside the boundary of the Pearl Harbor NHL reinforces the Historic Architect's determination that the Stadium Station is not adjacent to the historic property. Therefore, the SOI standards do not apply. The slide also identifies the mitigation being conducted under the PA for the general adverse effect of the HRTP project.

The following three mitigative measures were read:

Historic American Building Survey (HABS), Historic American Engineering Record (HAER), and Historic American Landscape Survey (HALS) Recordation (HHH) documentation (PA Stipulation V)

NRHP Nominations and Updates (PA Stipulation VI) Charlene said that this is not mitigation solely for this station but that it was agreed upon as mitigation for the project as a whole- and that needs to be clarified. We also discussed the completion of the NRHP nomination forms that are being completed under Stipulation VI and the development and implementation of the interpretive programs for the stations under Stipulation VII.

Development and implementation of the Education and Interpretive Programs, Materials and Signage for stations (PA Stipulation VII). It was described that Ken Caldwell and Lisa Yoshihara are working on implementing these designs into the individual stations and that that presentation was conducted prior to the historic consultation presentation .

Current Aloha Stadium Station Mitigation

FEIS Mitigation measures resulted in the elimination of station touchdowns within the Pearl Harbor NHL

PA mitigation measures include:

- **HABS/HAER/HALS documentation (Stipulation V.C)**
- **Completion of NRHP nomination forms for historic properties (Stipulation VI)**
- **Development and Implementation of Educational Interpretive Program for stations (Stipulation VII).**

Slide #14

Slide #15 reviewed the design constraints of the station and guideway itself. The three items that cannot be changed are: the guideway alignment, station location, and US Navy security measures. The slide was read verbatim and there was no discussion by the viewers afterward.

Slide #16 There are some Brick and Mortar items that can be modified to lessen visual impacts of the station. Concrete color, metal panel colors, visual screen designs, at-grade landscaping are among the design elements that can be modified. Presently, the station is envisioned to be light or white in color. However, other color choices can be discussed to downplay its visual impact. Metal panels along the stairs can also be changed to lessen visual impact. Visual screens are located on the side facing Ford Island. They will be placed along the platform and stair edges of the makai side of the station due to the security measures required of the active Pearl Harbor Naval Base. The screen design can be changed from a flat obscure glass screen to a softer louver screen, for instance. Moreover, landscaping can be introduced along Kamehameha Highway. Though we are constrained by the proximity to the highway, we have a narrow strip between the station and the highway where we can introduce vertical plantings such as palms or vines that might lessen the visual massing of the station. The laser pointer was used to indicate where planting could be placed to mask or soften parts of the structure.

Brick and Mortar Design Mitigation Ideas

- **Concrete Color Coatings**
- **Colored Metal Panels Along Stairs**
- **Materials for Louvered Visual Security Screens**
- **At-Grade Landscaping Materials**

Slide #16

I then opened it up for discussion and then concluded this portion of the presentation. After answering questions posed by the attendees recorded below, I walked around and discussed the plans and drawings on the table and walls with the participants, but few had comments on the design. Pens and post-its were passed out and people were encouraged to write notes on the drawings to give their ideas of what changes could be made to the station design to improve its appearance at the site.

Questions and Comments (These notes reflect general key comments and may not include every statement made.):

Mahealani Cypher:

Mahealani made important comments about the Hawaiian history associated with Moku'ume'ume (Ford Island) and inquired if it 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.

Paul Cleghorn:

Paul inquired about the status of the station naming activities. Lisa noted that the committee had not yet convened.

Angie Westfall:

Angie asked how the fare gates serviced the public for each of the three stations. Ken 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. Angie commented that she thought that this station serviced Leeward Community College. At Pearlridge, there are two separate fare gates, one on each side.

Jeff Dodge:

Jeff raised a number of questions about traffic at the intersection of Kamehameha Highway and Ford Island Bridge, as well as pedestrian access issues related to Ford Island. He is concerned that traffic would have to go around the block to get to the Ford Island Gate. It was explained by the HART

engineer that a pedestrian bridge from the station to the Ford Island side was removed early on in the project, and it is not permissible under 4(f) guidelines.

Ken noted that HART is coordinating with the National Park Service (NPS) regarding shuttle connections to the station. Joanna also noted that the access to the station from Salt Lake Boulevard is under coordination with the Stadium Authority and not finalized.

Jeff was concerned about traffic and questioned why the station was located where shown. Ken explained that 2008 studies identified this location and also that this included extensive coordination with the Stadium Authority. Faith Miyamoto further clarified that this station location dated back to 1992 and was intended to include the parking area as a park-and-ride transit center location.

Blythe Semmer:

Blythe 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.

Charlene Oka-Wong:

Charlene 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.

She reminded the team that we need to also consider visual impacts on view-planes towards the base, not just from the base.

I spoke briefly with Tanya of the Historic Hawaii Foundation and asked if she would like to comment on the drawings. She declined and said that she would give Kiersten Faulkner the briefing and that Kiersten would get back to us with comments.

Consulting parties were invited to write comments and post-it notes on plan sheets that were made available at the meeting but most declined to make comments. None commented on the mitigation measures associated with the actual station design. Comments were related to pedestrian and vehicular traffic access and security issues, and were not historic preservation related.

A total of four post-it notes were included on a copy of the Aloha Station site plan:

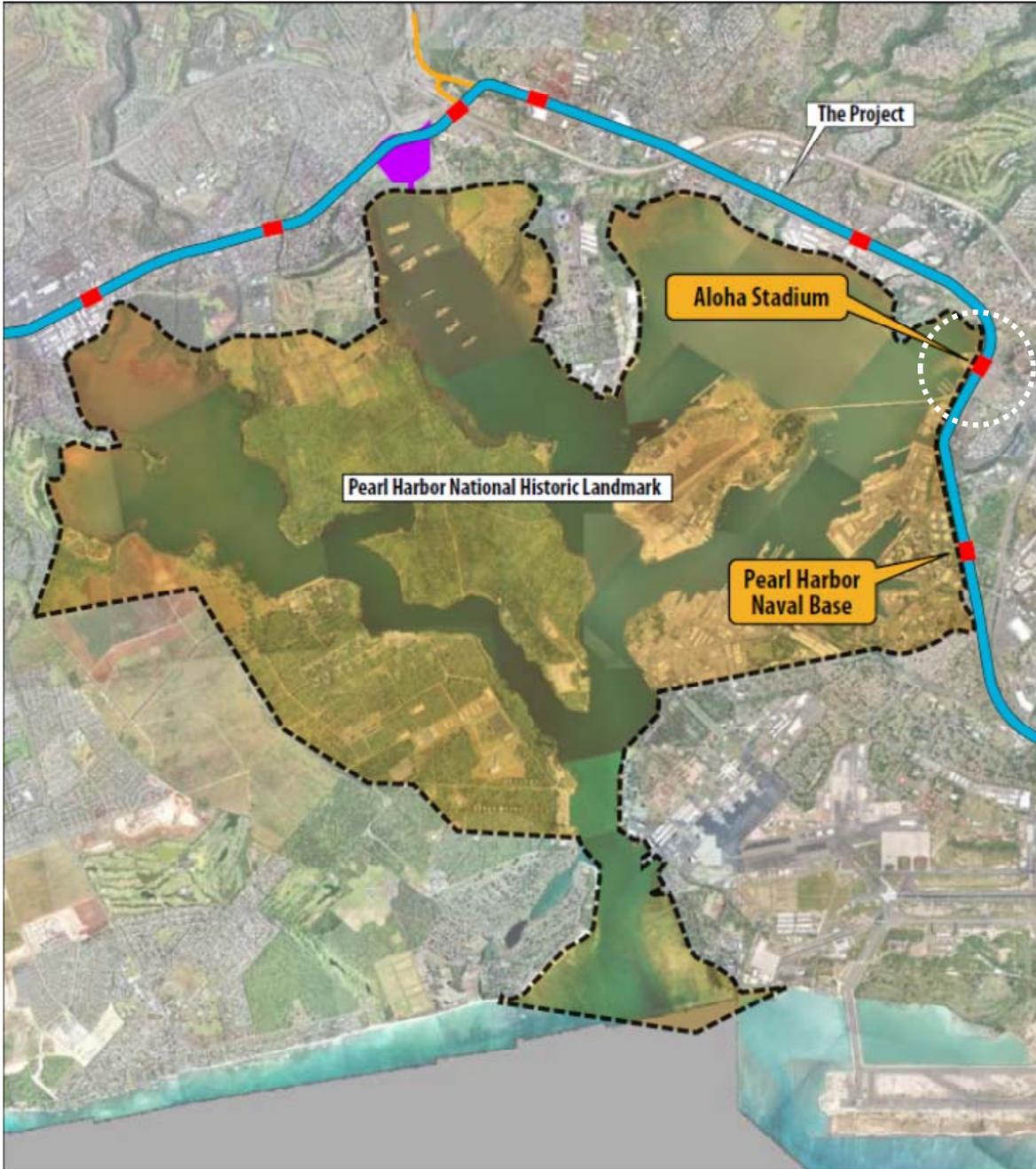
Salt Lake Blvd Inbound - Great potential need for pedestrian crossing
Salt Lake Blvd Outbound - Great potential need for pedestrian crossing
Salt lake Blvd Inbound - Need to look at minimizing traffic at Ford Island Bridge
Intersection
Midway between the two roadways: Need pedestrian walkway across
KamHighway and use former railroad right-of-way for trolley to Arizona
Memorial site to decrease traffic on road.

Two post-it notes were included on a copy of the building elevations - east elevation:

Interested in seeing visual impact looking to Pearl Harbor NHL

As commented earlier, need vision and noise barriers on guideway from Hālawā
Stream to Center Drive

*** The meeting was adjourned at approximately 11:30am ***



Aloha Stadium Station Historic Architect Review

SOI Historic Architect/Architectural Historian

Required by the Programmatic Agreement (PA) for Aloha Stadium.

Stipulation XI. City Contractors and Contract Adherents to PA

Contractors responsible for work set forth in [the] PA shall have qualified staff that meet the Secretary of the Interior's (SOI) Qualification Standards, 48 Federal Regulation 44,738-39 (September 29, 1983) for History, Archeology, Architectural History, Architecture, or Historic Architecture with experience in Historic Preservation Planning to ensure the satisfactory compliance with the terms of the PA during the Design and construction of each project construction phase.



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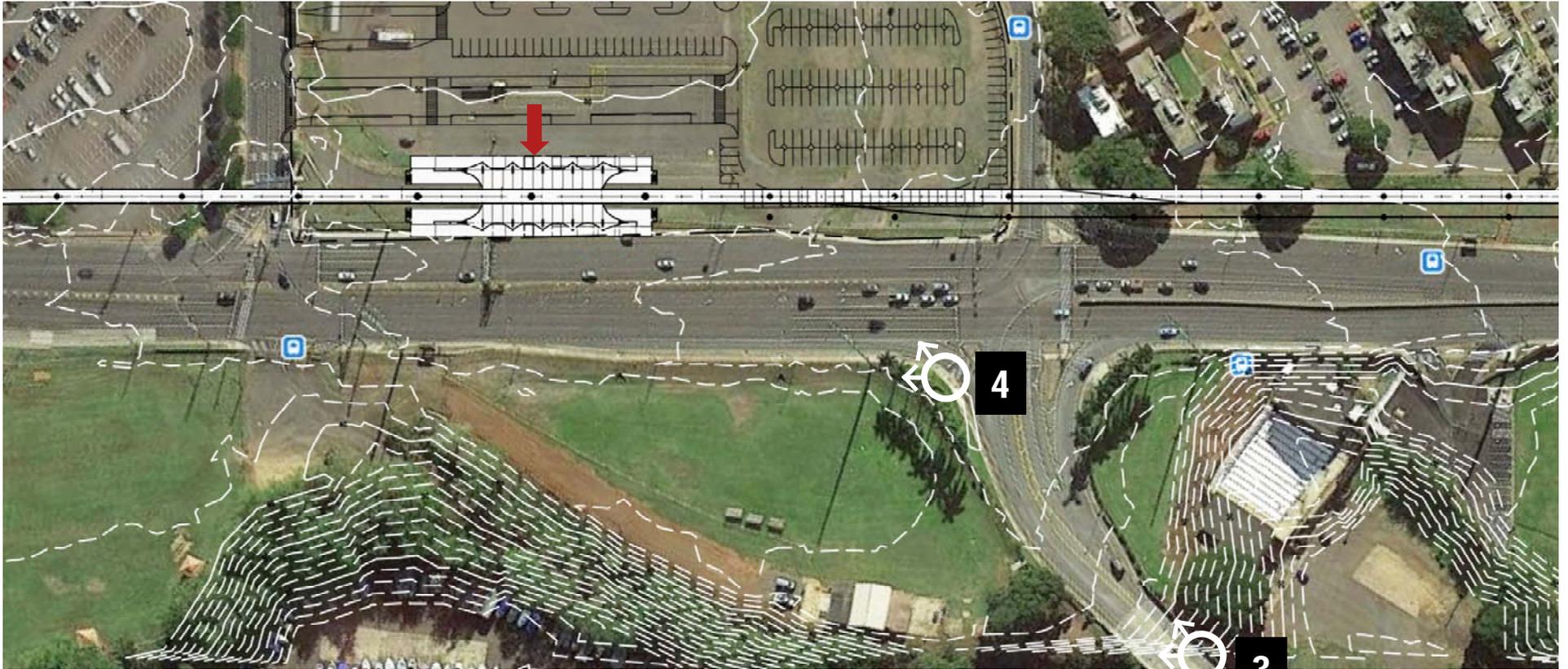
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Aloha Stadium Station

Visual Simulation from Arizona Memorial, Looking Mauka

SIMULATION



EXISTING



SIMULATION

Aloha Stadium, Looking 'Ewa

Pearl Harbor National Historic Landmark

Designated a National Historic Landmark in 1964. Statement of Significance: Pearl Harbor is a large, landlocked port which contributed to the rise of the United States as a major world power in the Pacific. Pearl Harbor's mission is support of the fleet, and for most of this century it has sheltered, armed and repaired naval ships, submarines and aircraft. Construction for the base began in 1902 when a channel was dredged to admit deep draft vessels to the inland anchorage. The United States has regularly modernized the port to maintain its responsibilities for national defense. The naval base was attacked by aircraft of the Imperial Japanese Navy on December 7, 1941, action which caused the United States to enter World War II.

FEIS Finding

A determination of Adverse Effect was made by the State Historic Preservation Officer (SHPO) for the project as a whole because it is located adjacent to the Pearl Harbor NHL.

PA Stipulation IV. A.

PA Stipulation IV.A. 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 (SOI) Standards for the Treatment of Historic Properties* (36 CFR 68), and will make every reasonable effort to avoid adverse effects on historic properties.

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- **Adaptive Reuse**

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Design/Mitigation Constraints

- **Guideway alignment is fixed**
- **Station locations are fixed**
- **US Navy security measures are required**

Brick and Mortar Design Mitigation Ideas

- **Concrete Color Coatings**
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