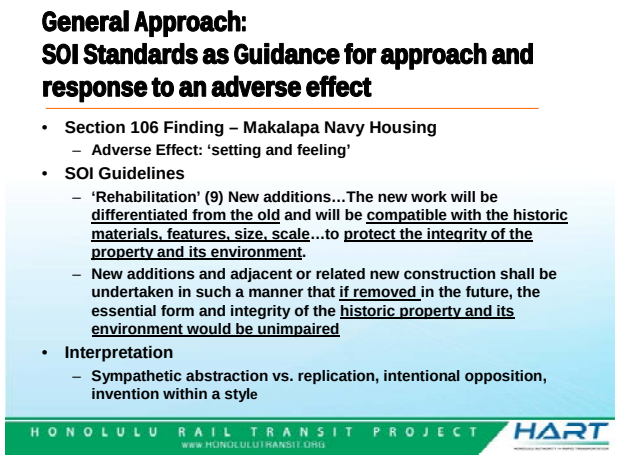
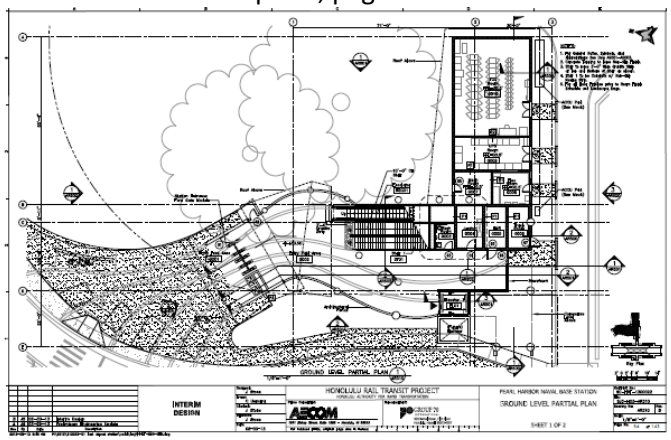
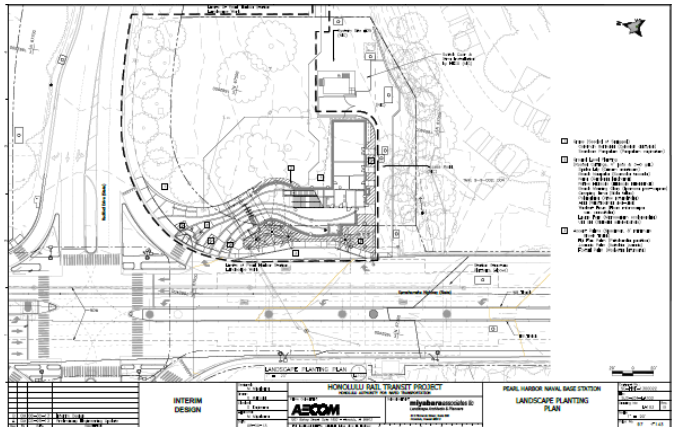
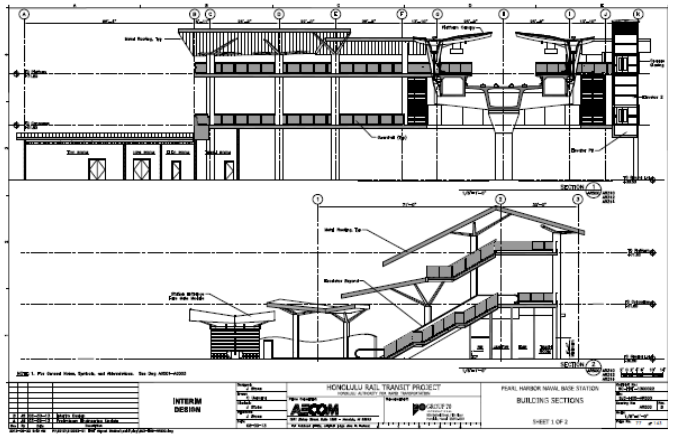
Comments on Final Design (FD) Plan Review for Pearl Harbor Station: Review period from to November 5, 2013 to December 5, 2013			
Comments below were received in response to Consulting Party Review of FD Plans in compliance with Programmatic Agreement (PA) Stipulation IV.C. Only two parties provided comments: Navy (Signatory) and Historic Hawaii Foundation (Consulting Party). This matrix is provided per PA Stipulation IV.C: *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.* This matrix is posted on the project website, under the Planning Tab, under Stipulation IV.			
	Navy	**PA Consulting Party Review Comments FD Plans for Pearl Harbor Station**	**Reviewer: S. Wachi, Deputy JB4 (Joint Base Pearl Harbor-Hickam) via letter s by Captain J.W. James - to HART December 5, 2013**
#	**Description**	**Reviewer Comment**	**HART Response**
1	Pedestrian Overpass	We believe a pedestrian overpass with a touchdown on the Makai side of Kamehameha Hwy is required to ensure base personnel can safely access the Joint Base from the rail station. We also believe if base personnel are required to cross the Hwy and Radford Drive on foot to access the base, it would compromise projected ridership to this station.	HART agrees that pedestrian and vehicular circulation are important elements of the project. The Final Environmental Impact Statement, Chapter 3 (June 2010) includes extensive discussion regarding traffic impacts of the project.
2	Traffic, Pedestrian and Bicycle Impacts	During peak traffic morning and afternoon hours: We would like to see projected traffic impacts around the station on Kamehameha Hwy and Radford Drive in regards to vehicle movement, pedestrian and bike use.	The Final Environmental Impact Statement, Chapter 3 (June 2010) includes extensive discussion regarding traffic impacts of the project. Also see response to Navy Comment #1 above.
3	Transit Oriented Development Coordination	We would like to review any plans for Transit Oriented Development for the station and projected traffic and pedestrian impacts around the station	We have forwarded this comment to the HART Planning Team for appropriate consideration. The Navy is encouraged to contact the City and County of Honolulu, Department of Planning and Permitting regarding participation in reviews of Transit Oriented Development plans.
4	Traffic and Pedestrian Movement	What comments have the State DOT provided regarding projected traffic/ pedestrian movement and traffic signal timing adjustments for the Kamehameha Hwy/Radford Drive Intersection?	HART is working closely with HDOT to coordinate roadway issues across the 20-mile project. There have been no specific comments from HDOT on this particular intersection. However, HART will continue to work with HDOT throughout the design and construction of the HRTP.

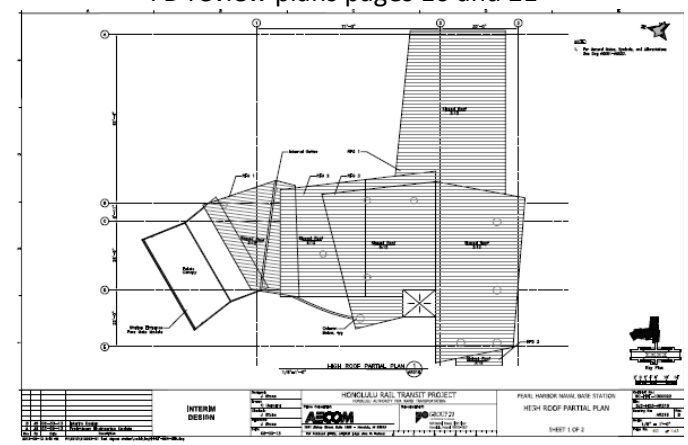
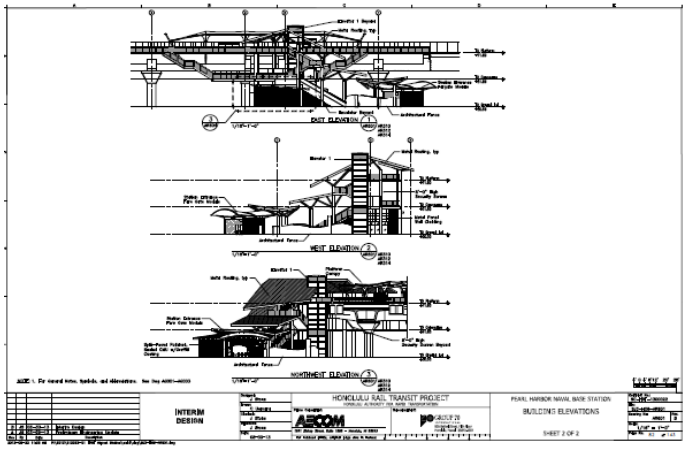
5	Visual, Security and Noise	Also see November 27, 2013 Navy comments from Aloha Stadium Station FD Plan Review requested to be applied to the Pearl Harbor Station FP Plan Review.	HART noted in this response: HART Safety and Security Team continues to coordinate these sensitive issues with appropriate Navy staff.
	Historic Hawaii Foundation	**PA Consulting Party Review Comments FD Plans for Pearl Harbor Station**	**Reviewer: Historic Hawaii Foundation (HHF) - to FTA and HART, November 22, 2013**
#	**Description**	**Reviewer Comment**	**HART Response**
1	Station Design and SOI Standards	Based on the presentations, it appears that the Pearl Harbor designer found that its design does comply with SOI Standards. Have these determinations been submitted in writing to FTA, HART and Kako'o per the requirements of PA Stipulation IV.A? Have the parties concurred with any determination? Please provide documentation of the concurrence or non-concurrence of the approving parties.	HART have provided a summary of the November 12 Focus Meeting presentation on the application of SOI Standards to the Pearl Harbor Station design to FTA and the Kako'o. This summary memo is attached to this comment matrix for your information as Attachment 1.
2 - 3	Station Design and SOI Standards	PPT Slide Focus Meeting Handout (11-12-13), page 4, slide 2  **2**. HHF agrees that the proper findings of the relevant SOI Standards were made and do apply to the surrounding Historic Properties.	Mahalo for the comments.

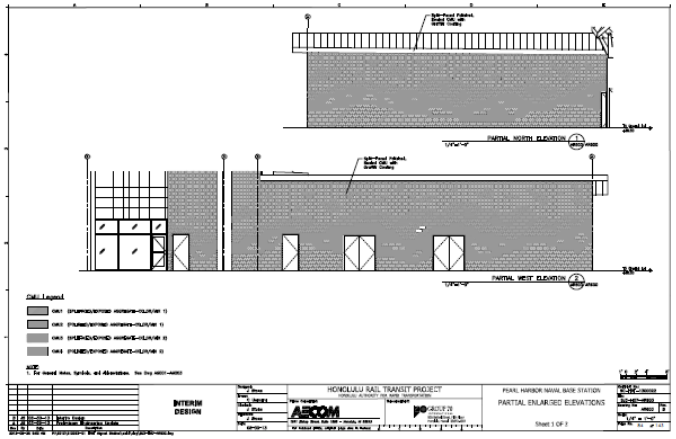
	Park-Like Feeling and Residential Setting	**3**. HHF agrees that the elements of historic integrity that are adversely affected by the station are feeling and setting, and that the design approach needs to address these areas by relating to the park-like feeling and residential setting.	Mahalo for the comments.
4 - 7	Station Design	PPT Slide Focus Meeting Handout (11-12-13), page 6, slide 1 **Pearl Harbor Station Design**  **4**. Overall, HHF feels that the current approach to the station design is an improvement over the design that was shown in the preliminary engineering drawing that were presented in 2011. HHF applauds HART's willingness to apply these changes. **5.** HHF agrees that a tight and small footprint of the station on the lot is preferred. We concur with shifting the station footprint closer to Kamehameha Highway rather than in the center of the open space. **6.** HHF agrees that the trees should be preserved to help keep the setting of surrounding historic residential area and park-like feeling. **7.** HHF agrees that there should be no parking at the station	Mahalo for the comments.

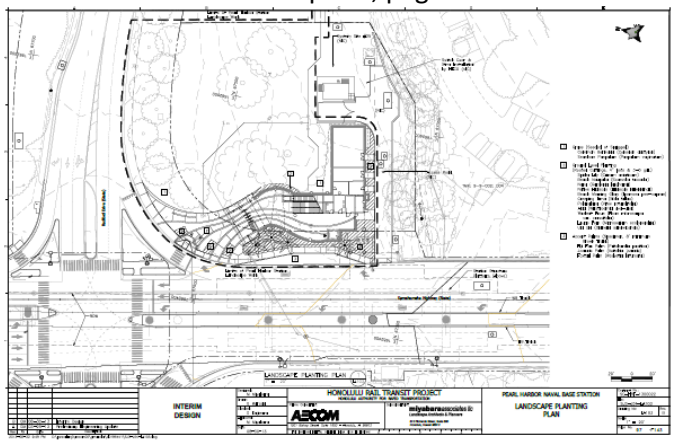
8 - 12	Utility Building Questions	FD review plans, pages 10 and 26   **8.** HHF is concerned with the impact of the utility building, and notes that this use expands the footprint of the facility and adds bulk, mass and heaviness to the overall design and extends into the park-like setting. **9.** HHF recommends that HART evaluate if this utility building has to be located at this station or whether it can be moved to a different station.	HART acknowledges the comment on facilities bulk, mass and heaviness on the setting of this site. This is something can be further explored during the design process. **8. Utility Bldg:** The Train Control & Communications Room (TCCR) and supporting UPS, A/C and Electrical Room is a requirement of the train operating system and is located at all stations. **9. Location of Utility Bldg:** The TCCR is positioned to allow electrical and communications wiring and associated conduit to connect to the station entry, the concourse and the boarding platform and must be in close proximity to these spaces and facilities.

		10. If the utility building needs to be sited at this location, the mass and size need to be minimized. Changes in material and overall bulk will be needed to lessen its massive appearance. **11.** How will workers access the utility area for maintenance? Are you proposing a driveway? Any additional asphalt, curb cuts or vehicular use will undermine the park setting. **12.** Is the proposed utility area on a slope? If so, the building may be able to use a cut and fill with a berm covering parts of the walls so the building doesn't seem so tall, massive and overwhelming.	**10. Location & Size of TCCR:** As stated in No. 8 above, the TCCR is located due to technical requirements of the train system. The height and floor area is optimized for the equipment housed therein. This facility, as with all HART station facilities, is minimal area required for technical and operational efficiency and is precisely the space required by the specific function. **11. Maintenance Drive:** The station facilities require access for maintenance and service vehicles, so it is proposed that a maintenance driveway will be located at this site. **12. Site Grading:** The TCCR is located on a flat portion of the site. Finished floor elevation is at 29.50 and adjacent grade is at 29.0. Significant cut and fill is not required.
13	Landscaping	**13.** HHF supports the preliminary direction of the proposed landscape. Additional trees and greenery would help give the feeling and setting of a residential and park area.	**13. Landscaping:** The landscape plant materials include indigenous plant materials selected to thrive at the specific station site and with favorable maintenance characteristics. The concept embraces the park-like setting and preserves the existing significant trees and lawn grass rather than replace or compete with the setting.
14	Lighting	**14.** Please provide a schematic lighting plan. Will street or pedestrian lighting be provide under the guideway for visibility and safety?	**14. Lighting:** For schematic lighting plans see Attachment 2. Street lighting along Kamehameha Highway is dictated by HDOT.

15	Consolidate Spaces	FD review plans, page 18  **15.** HHF recommends that HART evaluate how to merge some of the spaces, like the janitor room, under staircases to consolidate spaces and make a smaller footprint.	**15. Consolidate Spaces:** As shown on the building section at left, the Rest Room, Janitors Room, Elevator Machine Room and Trash Room are under the stairs and landing to minimize the entry structure footprint.

16 -18	Roof Material and Configuration	FD review plans pages 16 and 21   **16.** Plan notes indicate “RFG1,” “RFG 2” and “RFG3” but do not have explanations. Do these indicate different roofing materials? **17.** The roofs should be simple and reflect the historic residential area. The design is too busy with the different angles and curved roof. **18.** The roofs should be simplified to better reflect the calm, natural feeling of the park and historic residential area. This could potentially be achieved through using the same pitch and same material on all rooflines.	**16. Roofing Materials:** RFG 1 through RFG 3 are standing seam metal roofing. These roofs are the same material. **17. Roof Configuration:** The entry structure roof configuration was inspired by the adjacent Makalapa residential housing roofs, with various pitched, hips and sizes. The juxtaposition of the roofs, with supporting columns, are tree-like in character, a reflection of the adjacent tress and park-like setting. This design is a significant departure from previous roof configuration with a unified roof line. A unified roof does not address the vertical circulation configuration and resulted in a taller and more massive structure, as shown on the earlier preliminary drawing, see Attachment 3. **18. Roof:** Refer to No. 17 above.

19	CMU (Concrete Masonry Units)	FD review plans, page 22  **19.** Plan notes indicate CMU 1,2,3,4: Are these different CMU materials? Are you trying to show a pattern/design? The drawings do not clearly depict the intent. Please explain.	**19. CMU (Concrete Masonry Units) Materials:** The CMU materials, as indicated on the CMU Legend at the lower left of the drawing, are a combination of textured and integral color concrete block. The various colors, textures and finishes were inspired by the earth tones of the stone retaining walls, the massive tree trunks, variegated leaf and shadow pattern and the setting of the station location.

20 - 22	Traffic and Pedestrian Movement	FR review plans, page 26  **20.** Overall site planning and circulation need to better address pedestrian safety. Have traffic studies been done during peak morning and afternoon hours? If so, HHF would like to see those studies. **21.** If all access is to occur at grade, please provide a pedestrian, bus, bicycle and vehicle diagram to indicate major movements, points of connect and points of conflict. **22.** HHF would like to see an alternative that includes a pedestrian overpass connection that links the station to the makai side of Kamehameha Highway.	For responses to 20, 21 and 22 see responses to Navy Comments #1-#4 above.

Attachments:

- Attachment 1 - Written Documentation from AECOM
- Attachment 2 - Schematic Lighting Plan Sheets
- Attachment 3 - Prior PE Massive Roof Structures – Also described in presentation (see Attachment 1).

ATTACHEMENT 1 –
SOI ARCHITECT SUMMARY

AECOM
1001 Bishop Street
Suite 1600
Honolulu, HI 96813
www.aecom.com

808 521 3051 tel
808 524 0246 fax

Memorandum

To	Joanna Morsicato	Page	1
CC	Cheryl Kaneshiro, Stanley Solamillo		
Subject	Summary of architectural notes presented during the Pearl Harbor PA meeting November 12, 2013		
From	Kyle Williams		
Date	February 6, 2014		

Pearl Harbor Station Design

The intent of the presentation is to explain our approach to the Pearl Harbor Naval Base Station design, particularly in regards to the siting and architectural response to mitigate the Section 106 Finding of "Adverse Effect: setting and feeling". The presentation is organized into three sections:

- General Approach: Using the Secretary of the Interior's Standards as guidance for the overall design
- Recent Example: Present a similar project recently designed by AECOM using the same approach.
- Pearl Harbor Station design: Present the design of the Station and describe the intent of the building and site design in regards to mitigating the stated adverse effect.

General Approach: SOI Standards as Guidance for Approach and response to an adverse impact.

We are proposing to build a new structure on a property adjacent to the historic Little Makalapa Navy Housing.

- The Station entry structure is the physical element that is being reviewed for Adverse Impact on the adjacent historic property. Particularly, the 'setting and feeling' of the location is the focus of the Adverse Impact.
- The structural Guideway is a separate element and has been considered independently. Any mitigation in regards to the Guideway is separate from that of the Station, and not part of this discussion.
- The four general categories are defined in the Standards regarding the treatment of historic properties: Preservation, Rehabilitation, Restoration, and Rehabilitation. Some judgment and interpretation is required when using the Standards. Rehabilitation seems the most appropriate guidance for this project, particularly item (9): "New additions, exterior alterations or related new construction will not destroy historic materials, features and special 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"
- We have successfully interpreted the design guidance as 'sympathetic abstraction' of the existing architectural expression in previous projects. Our approach is similar for this project.

AECOM

Example: OMF/ Lowertown Historic District

The next series of slides is a recent example of how the approach was implemented and the resultant building for a conceptually similar project.

- (slide 1) The project was to renovate an existing warehouse building into the Operations and Maintenance Facility (OMF). The two white boxes on the aerial image are existing buildings, the lower one targeted for the new OMF. The highlighted buildings in the image are of a portion of downtown St. Paul, MN and define the Lowertown Historic District. The red buildings in that image are designated, or eligible, historic buildings. The light rail transit line runs in the street directly in front of the historic Union Depot (the image in the lower left and the lower middle/left building on the image) and into the new OMF.
- (slide 2) The character of the area is distinguished with red and brown brick masonry, arched doors and windows with steel wide flange frames at the street level.
- (slide 3) The façade of the existing building was reworked. To be sympathetic to the existing architecture without attempting to copy it, it was determined that one of the distinguishing characters of the area, arched windows, would be targeted for incorporation into the design of the OMF as a 'sympathetic abstraction'. This slide shows the elevations and some details of the abstracted 'windows' incorporated into the train entrance at the street.
- (slide 4) Because of the rail location being in the street, the train entry doors and the abstracted steel windows were located in the middle of the street, and are a visual focal point of the street. The OMF entry was included in the same area. This photo montage depicts the visual relationship of the OMF, the street and the neighboring buildings. The height of the base of the OMF (below the arch) is approximately the same height as the stone base of the building on the left of this image.

Pearl Harbor Station Design

The next series of slides represent our review of the site and area and the resultant design of the Station entry.

- (slide 1) The aerial site plan depicts the Guideway and station canopy (gray line with a white canopy in the highway), the Station entry building and site (green roof on the mauka side of highway and the existing landscape area adjacent to it), Pearl Harbor Makalapa gate area (on the makai side of the highway), and Makalapa and Little Makalapa historic areas (ewa and Diamond head of the Station site, respectively).
- (slide 2) We reviewed the place and the setting of the Station entry building and its relationship to the adjacent Navy housing.
    - The setting is residential Navy housing, characterized as one and two story structures with sloped roofs.
    - The 'feeling' is park like, with a large grass area and landscaping.
- (slide 3) An earlier concept, the lower two images, and the proposed concept, the upper two images
    - The lower two images were an earlier version of the Station entry design. It was based on the concept of complying with the Navy Facility Standards. The resultant building was considered too visually massive.
    - As depicted in the upper two images, the initial design was refined to visually lighten the roofs, structures and bridges. Reducing the visual mass increased the transparency of

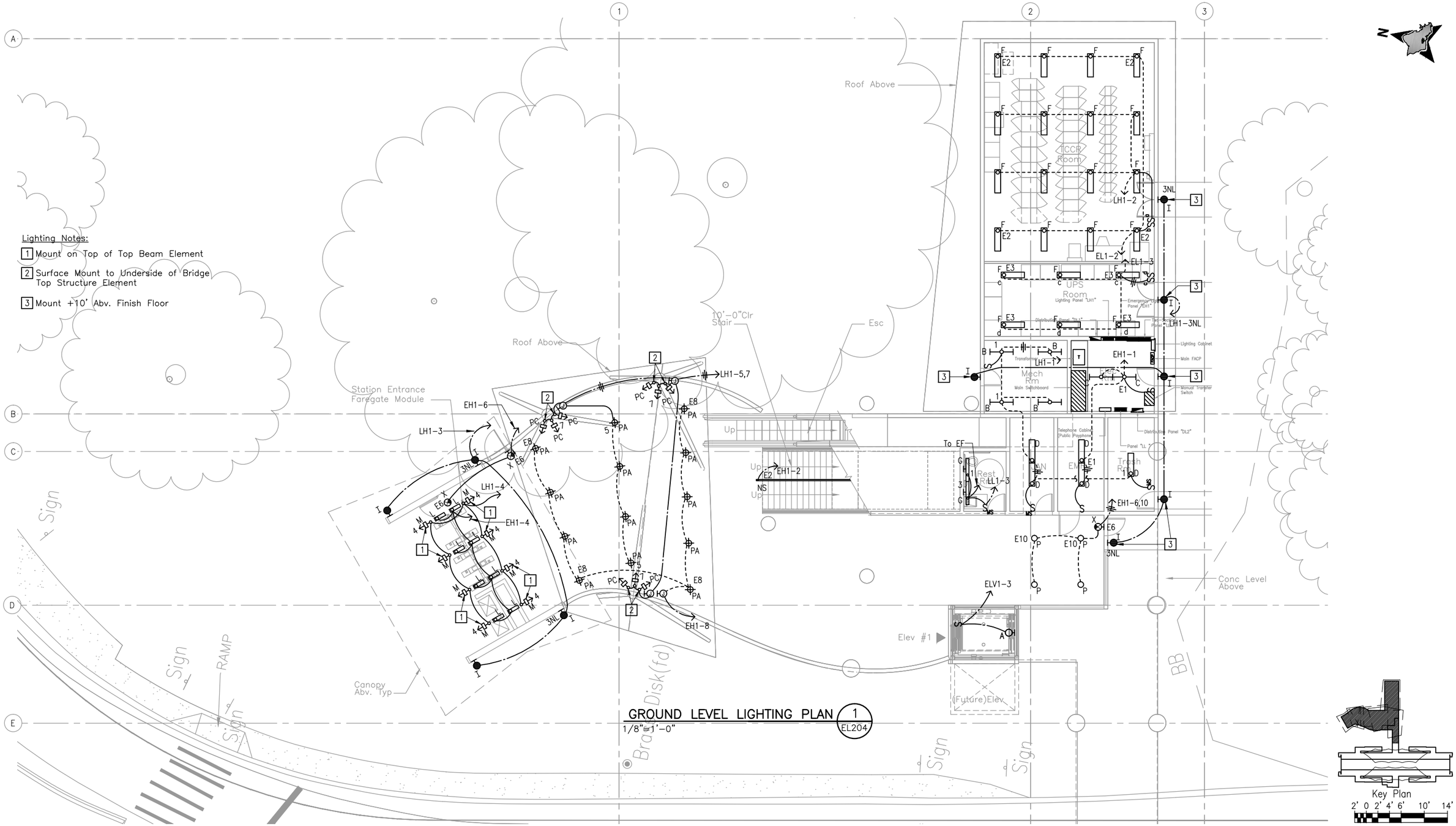
the building and reduced the scale and mass to be more consistent with the scale of the adjacent housing.

- The primary roof form of the Station, covering the main entry stair, was modified to be a soft green, light ‘tree canopy’ structure; an abstraction of the both the existing Navy housing and of the adjacent park like area.
- The final design is sympathetic to, and compatible with, both the ‘setting’ and ‘feeling’ of the site and Makalapa area.

ATTACHMENT 2 –
Schematic Lighting Plan Sheets

Lighting Notes:

1. Mount on Top of Top Beam Element
2. Surface Mount to Underside of Bridge Top Structure Element
3. Mount +10' Abv. Finish Floor



GROUND LEVEL LIGHTING PLAN 1 / EL204

1/8"=1'-0"

Rev	By	Date	Description
B	RDC	8-30-13	Interim Design
A	RDC	3-29-13	Preliminary Engineering Update

INTERIM DESIGN

Designed: R Chong
Drawn: R Carag
Checked: A Chong
Approved: R Chong
Date: 08-30-13

HONOLULU RAIL TRANSIT PROJECT
HONOLULU AUTHORITY FOR RAPID TRANSPORTATION

Prime Consultant: AECOM, 1001 Bishop Street, Suite 1600 – Honolulu, HI 96813

Subconsultant: Albert Chong Associates Inc., Consulting Electrical Engineers and Lighting Designers, 1117 Kapahulu Avenue, Honolulu, Hawaii 96816, Telephone (808) 738-5355

For reduced prints, original page size in inches: 0 1 2 3 4

PEARL HARBOR NAVAL BASE STATION

GROUND LEVEL LIGHTING PLAN

Contract No.: SC-HRT-1300022
File: SJ3-L04-EL204
Drawing No: EL204 Rev. B
Scale: 1/8" = 1'-0"
Page No. 117 of 143

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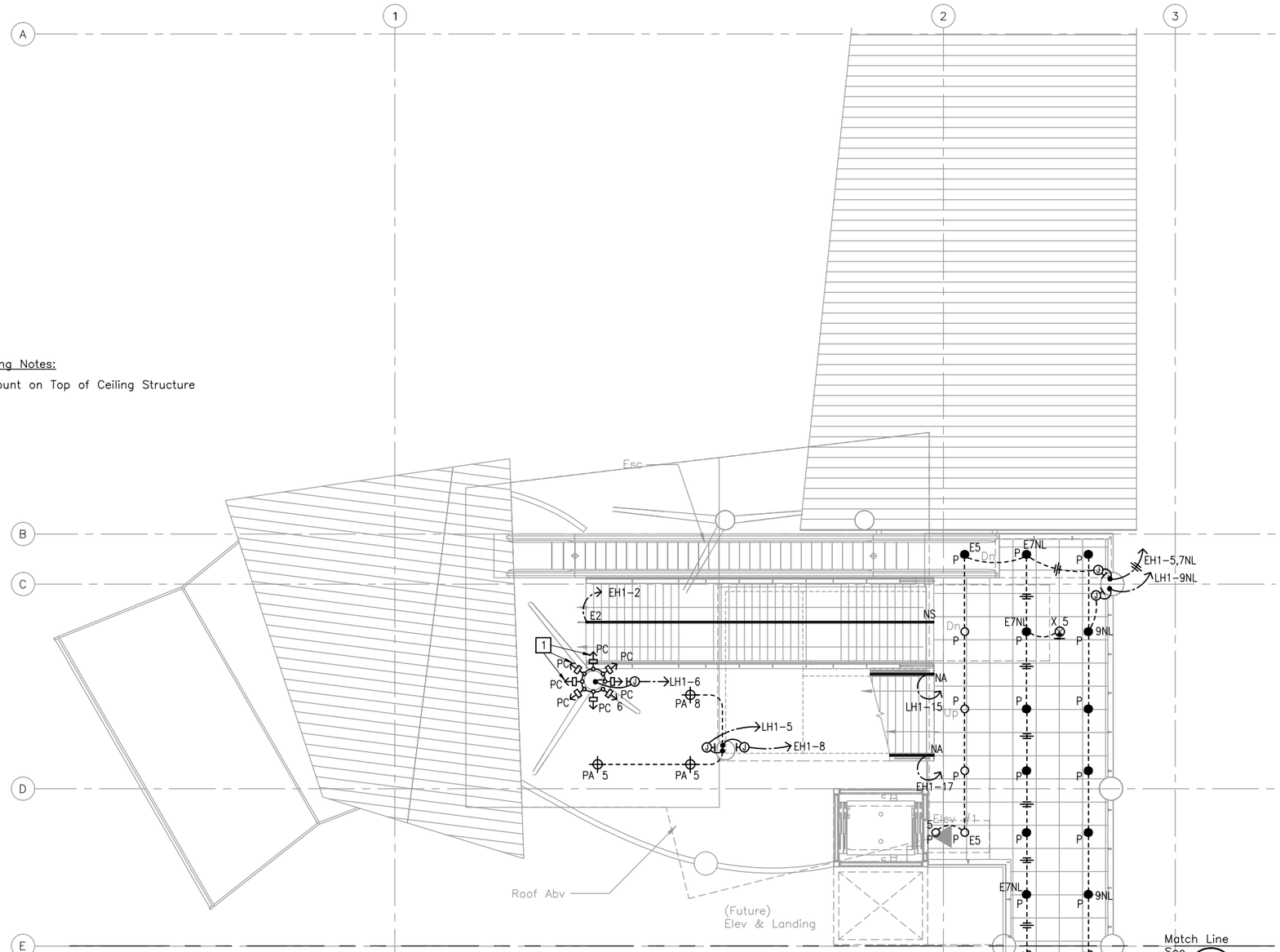
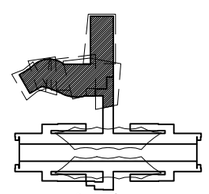
Lighting Notes:

1 Mount on Top of Ceiling Structure



CONCOURSE LEVEL PARTIAL LIGHTING PLAN 1/8" = 1' - 0" (1 / EL205)



Rev	By	Date	Description
B	RDC	8-30-13	Interim Design
A	RDC	3-29-13	Preliminary Engineering Update

INTERIM DESIGN

Designed: R Chong
Drawn: R Carag
Checked: A Chong
Approved: R Chong
Date: 08-30-13

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For reduced prints, original page size in inches: 0 1 2 3 4

PEARL HARBOR NAVAL BASE STATION

CONCOURSE LEVEL PARTIAL LIGHTING PLAN

SHEET 1 OF 2

Contract No.: SC-HRT-1300022
File: SJ3-L04-EL205
Drawing No: EL205 Rev. B
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Page No. 118 of 143

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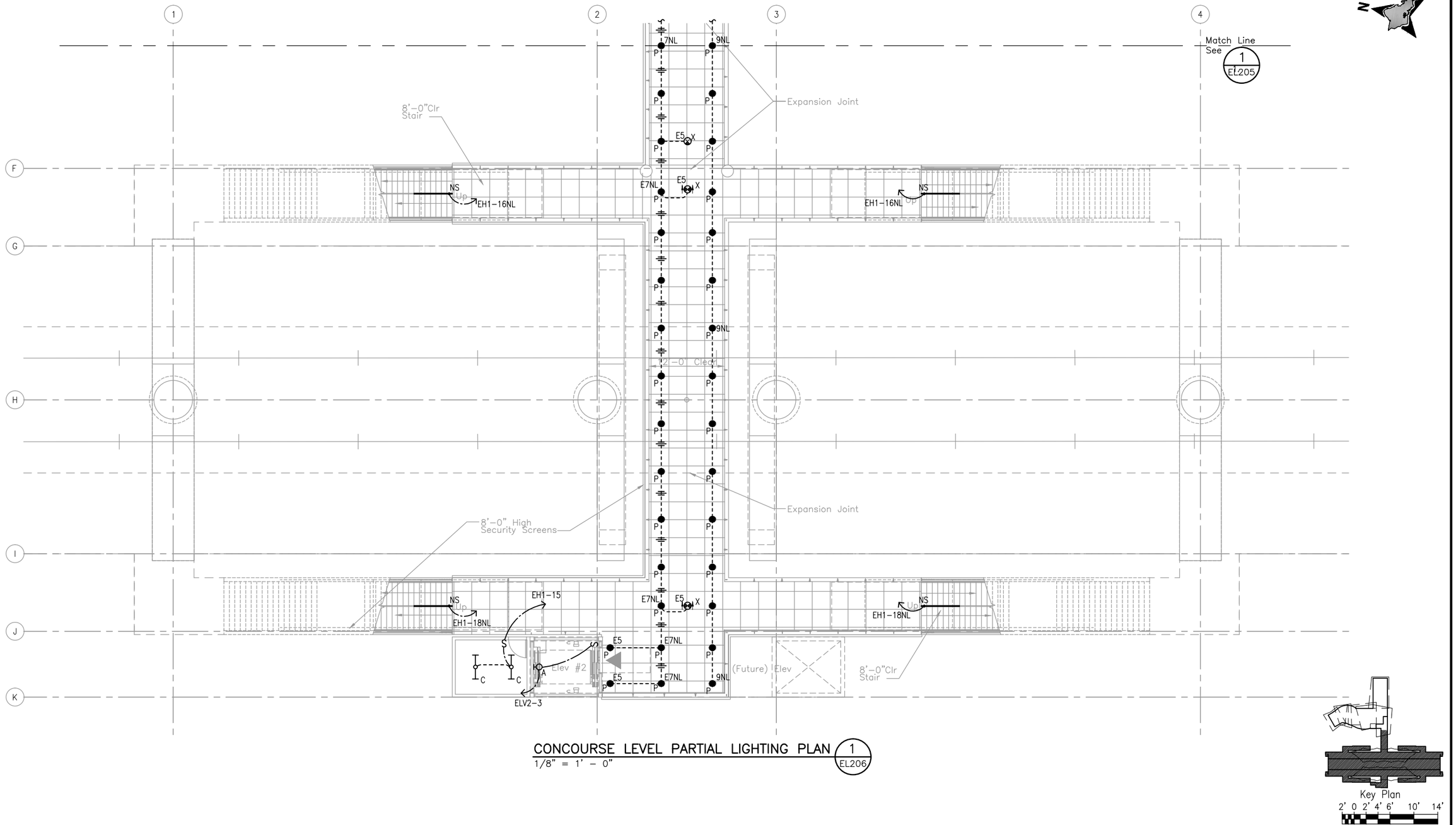

CONCOURSE LEVEL PARTIAL LIGHTING PLAN 1 EL206

1/8" = 1' - 0"

Rev	By	Date	Description
B	RDC	8-30-13	Interim Design
A	RDC	3-29-13	Preliminary Engineering Update

INTERIM DESIGN

Designed: R Chong
Drawn: R Carag
Checked: A Chong
Approved: R Chong
Date: 08-30-13

HONOLULU RAIL TRANSIT PROJECT
HONOLULU AUTHORITY FOR RAPID TRANSPORTATION

Prime Consultant: AECOM
1001 Bishop Street, Suite 1600 - Honolulu, HI 96813

Subconsultant: Albert Chong Associates Inc.
Consulting Electrical Engineers and Lighting Designers
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PEARL HARBOR NAVAL BASE STATION

CONCOURSE LEVEL PARTIAL LIGHTING PLAN

SHEET 2 OF 2

Contract No.: SC-HRT-1300022
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Drawing No: EL206 Rev. B
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Page No. 119 of 143

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ATTACHMENT 3 -
Prior PE Massive Roof Structures – Also described in presentation (see Attachment 1)

Pearl Harbor Station Roof Design from Early PE Drawings