
Programmatic Agreement Consultation Meeting

Date and Time: **March 19, 2014, 8:00 a.m.**

Location: **Ali'i Place, 1099 Alakea Street, Honolulu, HI 96813**

The following materials were provided to consulting parties (CPs) and signatory parties (SPs) prior to the meeting and are attached to these minutes. Handouts were also available at the meeting.

Appendix A Agenda

Appendix B PA Stipulation IV.A. SOI Standards List of 8 Stations

Welcome and Introductions

Facilitator initiated roundtable introductions. Federal Transit Administration (FTA) opened the meeting and welcomed attendees.

Meeting Purpose

This meeting was a follow-up to the March 13 Aloha Stadium Station Focus Meeting. The purpose of this meeting is to formalize a list of stations to be considered for application of the Secretary of Interiors (SOI) Standards under Stipulation IV.A and focus on the treatment plan for the West Stations bid package (Pearl Highlands and Aloha Stadium stations).

List of Stations

Attendees reviewed the list of eight stations (Appendix B). The list was also distributed via email prior to the meeting and comments/feedback is requested by Friday, March 21. Historic Hawaii Foundation (HHF) asked if there is a way to memorialize the list; perhaps cosigned by FTA.

1. PEARL HIGHLANDS STATION

Includes the bus transit center and parking structure

Associated Historic Resource: near the Waiawa Stream Bridge (Hawai'i Department of Transportation jurisdiction [HDOT])

Proposed Mitigation:

- Historic American Engineering Record (HAER) documentation completed for Waiawa Stream Bridge.
- Educational & Interpretive Programs, Materials and Signage, Aesthetic Column Program

Design Phase Status: Final Design

COMMENTS:

National Trust for Historic Preservation (NTHP) stated that we're assessing scale of resource and impacts; Waiawa Stream Bridge is not impacted. NTHP recommends revise list not to include this station.

HHF asked if the column aesthetic treatment will be applied to all stations and if the treatment could continue on more columns towards on the Eastern side of the station, if the columns are visible by the public. HART noted that every station will have the column aesthetic treatment, and that about six columns within the station platform will have the treatments.

HART agreed that the column aesthetic treatment can be extended beyond the station platform.

2. **ALOHA STADIUM STATION**

HDOT has jurisdiction of Kamehameha Highway and the Stadium Authority has jurisdiction of the Stadium property on which the station is entirely located. HART has a memorandum of understand (MOU) with the Stadium Authority to allow HART use of the Stadium property. HART noted that the station will be conveyed by easement, and the Stadium Authority will utilize the parking lot during special events and game days. The design of the parking lot accommodates the Stadium Authority's needs relative to its continued use of the lot.

HART has delayed the West Station bid package pending resolution of some design issues and consultation of Aloha Stadium station. HHF appreciated that HART withheld going out to bid on this station pending the further consultation.

Associated Historic Resource: Pearl Harbor National Historic Landmark (NHL)

Proposed Mitigation:

- Visual screens have been incorporated into the design (security measure required by Navy)
- Landscaping; HART proposes a tree screen on the makai side of Kamehameha Highway along the boundary of the NHL (Richardson Field) to soften views of the station from the NHL
- Educational & Interpretive Programs, Materials and Signage. Makahiki incorporated in to station design.
- Materials including color concrete coatings, colored/textured metal panels along stairs on makai side of station

Design Phase Status: Final Design

Treatment Plan

HART is gathering feedback from CPs on mitigation and will develop a preliminary draft outline for a treatment plan for Aloha Stadium Station, which will be distributed for review.

COMMENTS:

Mass/Scale

Mitigate if unable to minimize mass and scale.

Tree Screens

Navy noted that historically, Richardson Field has been open space and the tree screen would need to be assessed. National Park Service (NPS) commented that trees would be an added visual barrier; State Historic Preservation Division (SHPD) concurs.

Views To/From NHL

HHF commented that the Historic Architect presented views from the NHL to the Station but the Association of Hawaiian Civic Clubs (AHCC) had requested other views looking to the NHL; more views are needed to and from the NHL as well as looking at Ford Island. NPS concurs need to further assess impacts to viewsheds. SHPD suggests clarifying with AHCC as a starting point. The consensus of the group was to explore visual opportunities.

Patron/Travel Connections

HHF repeated the need to enhance patron/traveler connections to the Pearl Harbor Visitor's Center – with approximately 1.5 million visitors annually – and Ford Island. Project should improve sidewalk conditions at a minimum for safety issues.

HDOT has jurisdiction of Kamehameha Highway and has had minimal participation. Parties are in agreement that HDOT should be more engaged. HART is committed to facilitating a discussion with HDOT, the Stadium Authority, et al. HHF proposed FTA leveraging HDOT funding. FTA replied that they have no leverage with Federal Highways and proposed parties contact the Governor's office.

NPS suggests a pedestrian concourse; however, the cost would be approximately \$3-4 million and would have to be supported by ridership. Note: in the Draft EIS process, there was an entrance/touchdown within the NHL that was eliminated as a measure to avoid having a portion of the station in the Pearl Harbor National Historic Landmark.

Navy suggests using an existing pathway on the old railroad right-of-way along Richardson Field as a pedestrian connection.

Navy requests a design charette; Kuiwalu concurs.

HART noted that parking and pedestrian studies have been conducted for the Final EIS. The MOU with the Stadium Authority requires HART to complete a Before and After traffic and pedestrian study. Intermodal studies have also integrated the Navy's visitor shuttle. HART also clarified that there are no pedestrian safety issues. Improvements to the traffic signals and crosswalks at the Kamehameha Highway intersections are included with the guideway. HART will be conducting parking and pedestrian studies after the project is built (per HART's MOU with Aloha Stadium) to assess any future needs.

Educational & Interpretive Materials & Signage

Materials and signage will include pre-Pearl Harbor accounts as the cultural landscape of "Pu'uloa".

SHPD suggests using historic images of the area on platform visual screens. SHPD also proposed a web-based application or walking tour as a wayfinding tool.

General Comments

SHPD recommends the use of native plants. HART noted a proposed City ordinance regarding the use of indigenous plants.

NPS asked if there is any latitude in platform canopies. Canopies are a system standard. Historic Architect, Minatoishi Architects also commented that the station canopies have been assessed. Canopies were designed to represent the sails of the Hokule'a, a culturally symbolic image for the Hawaiian and public community.

Navy requests noise impacts to residential area. Kamehameha Highway was once called Government Road and was constructed below-grade of the residential area as a noise mitigation. Noise impacts were addressed in the Final EIS.

Per NPS, the NHL is 4,599 acres of land and 8,500 acres of water.

Closing Remarks/Adjournment

The meeting ran out of time and discussion on the other six stations on the list did not occur.

Next HART/Kāko'o meeting scheduled for March 27 at 10am Hawaii time with the purpose of discussing mitigation measures for Aloha Stadium Station. Send any comments, proposed measures, and effects to HART in advance of the next meeting.

*** Meeting adjourned at approximately 11am ***

Attending Consulting Parties & Signatories

Betsy Merritt	National Trust for Historic Preservation (<i>dial-in</i>)
Charlene Oka-Wong	NAVFAC HI, Navy Region Hawai'i
Elaine Jackson-Retondo	National Park Service (NPS) (<i>dial-in</i>)
Jeffrey Dodge	NAVFAC HI, Navy Region Hawai'i
Kiersten Faulkner	Historic Hawai'i Foundation (HHF)
Mary Nguyen	FTA (<i>dial-in</i>)
Mike Gushard	State Historic Preservation Division (SHPD)
Susan Lebo	SHPD
Tanya Gumarac-McGuire	HHF
Ted Matley	FTA (<i>dial-in</i>)

Attending Project Staff

Aki Marceau	Honolulu Authority for Rapid Transportation (HART)
Dawn Chang	Kuiwalu
Gary Omori	Gary Omori
Joe Lapilio	Na Ki'i Ku
Josh Silva	CH2M Hill
Kathleen Chu	CH2M Hill
Brennon Morioka	HART
Liz Scanlon	HART
Lorraine Minatoishi	Minatoishi Architects (<i>dial-in</i>)
Mike Yoshida	HART
Paul Cleghorn	Pacific Legacy
Paul Luersen	CH2M Hill
Stan Solamillo	HART

Appendix A

Agenda

Appendix B

PA Stipulation IV.A. SOI Standards List of 8 Stations