

Programmatic Agreement Stipulation IV. A Design Requirements Secretary of Interior's Standards will be applied to the following Stations

Note: While the stations in which the SOI Standards will be applied will not change once agreed upon during consultation, it is expected that this can be a living document that can evolve as Mitigation undergoes consultation with SHPO and Consulting Parties

Note: HART will incorporate cultural and historic elements into the following Programs for all 21 transit stations: (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

#	Station	Associated Historic Resource	Mitigation Proposed	Design Phase Status
1	Pearl Highlands	Near the Waiawa Stream Bridge	Completed documentation on this bridge.	Final Design
2	Aloha Stadium	Pearl Harbor National Historic Landmark	<p>Impacts largely on the visual view plane from NHL/Kamehameha Highway relative to the Station.</p> <ul style="list-style-type: none"> - For security purposes, the Navy requires visual screening to impede views from the Station into the Naval yard. This has been incorporated into the design - Soften the view of the station via additional plantings and landscaping. Propose locating trees on the makai side of Kamehameha Highway along the NHL boundary to block the views of the stations from the Harbor - Color concrete coatings 	<p>Final Design</p> <p><i>Note – The bid package for the “West Side” Stations, including Pearl Highlands and Aloha Stadium Station, was intentionally delayed to permit FTA to convene the CPs to address HHF’s letter. However, HART would like to timely proceed on submitting the bid package for proposals. Thus, we would request that priority discussion be given to these two stations.</i></p>

			<ul style="list-style-type: none"> - Colored/textured metal panels along stairs on the makai side - Massing and footprint or other intrusions on context, setting, feeling and association. If minimization efforts are not achievable, then strong mitigation must be developed. - Nexus between NHL and anticipated patrons therefore address ways to link travelers to the NHL (e.g . PH Visitors Cents or Ford Island); - The setting is the larger area or environment in which a historic property is located...The relationship of buildings to each other, setbacks, fence patterns, views, driveways and walkways, and street trees together create the character of a district or neighborhood; - Color, form, detailing roof line, and landscaping within the context of the historic sites and compatibility with the historic existing and former structures, site features and current 	
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			<p>neighborhood setting;</p> <ul style="list-style-type: none"> - Must include considerations for the historic cultural landscape of Pu`uloa, pre Pearl Harbor, including loko-o-mano, and the shark mo`olelo – ka-ehu-iki-mano-o-Pu`uloa and Ka`ahupahau 	
3	Pearl Harbor Naval Base	Pearl Harbor National Historic Landmark /Little Makalapa Historic District/Splinterproof Shelf/ Makalapa Navy Housing Historic District	<p>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.</p> <ul style="list-style-type: none"> - The trees should be preserved to help keep the setting of surrounding historic residential area and park-like feeling - There should be no parking at the station - Soften the bulk/heaviness of the Utility building, possibly with paint, landscape or other means - Comments were provided to HART during the FD review that the roofs should be simple and reflect the historic residential area. 	Interim Design

			<p>The design is too busy with the different angles and curved roof. 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.</p> <p>HART's response is that 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 trees 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</p> <ul style="list-style-type: none">- Site planning and circulation need to better address pedestrian safety.	
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4	Kalihi	Afuso House/Higa Four-Plex/Teixeira House	Preliminary recommendations by SOI-Historic Architect indicate softening the design through ground-level plantings; landscape buffer; colors, patterns and building materials from the Design language pattern book shall be incorporated into features which are allowed to have variability, such as finish materials, site furnishings and landscaping	Preliminary Engineering (note – an initial pre-design CP meeting with the Historic Architects were held to discuss Downtown station designs.)
5	Kapalama	Six Quonset Hut; Kapalama Stream Bridge; Lava Curbs	Preliminary recommendations by SOI-Historic Architect indicate softening the design through ground-level plantings; landscape buffer; colors, patterns and building materials from the Design language pattern book shall be incorporated into features which are allowed to have variability, such as finish materials, site furnishings and landscaping.	Preliminary Engineering
6	Iwilei	Tamura Building	Preliminary recommendations by SOI-Historic Architect indicate softening the design through ground-level plantings; landscape buffer; colors, patterns and building materials from the Design language pattern book shall be incorporated into features which are allowed to have variability, such as finish materials, site furnishings and landscaping. Opportunity to incorporate the historic railway into	Preliminary Engineering

			the station.	
7	Chinatown	Chinatown Historic District and Chinatown Special District	Preliminary recommendations by SOI-Historic Architect to acknowledge that the 'standard' tensile fabric canopy not be utilized; also include the re-orientation of the building along Nimitz Highway to provide an acoustic break for the plaza area; keep the structure simple; do not try to mimic Chinatown design features; orientation of the plaza to Kekaulike Street; indicate softening of the design through ground-level plantings. Pay close attention to the relationship to the Holau Market and move the station elements as far from that resource as possible; look for opportunities to revisit the canopy design; colors, patterns and building materials from the Design language pattern book shall be incorporated into features which are allowed to have variability, such as finish materials, site furnishings and landscaping.	Preliminary Engineering
8	Downtown	Dillingham Transportation Building/HECO Powerplant/Hicks Building/Irwin Park	Preliminary recommendations indicate softening the design through ground-level plantings, and colors, patterns and building materials from the Design language pattern book shall be incorporated into features which are allowed to have variability, such as finish materials, site furnishings and	Preliminary Engineering

			landscaping. In this location, move the station and touchdown as far from Dillingham Transportation Building as possible and HECO buildings.	
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