

### HART/Kāko‘o Monthly Meeting

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*Date and Time:* **May 22, 2014, 10:00 a.m.**

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

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The following materials are attached to these minutes:

Appendix A	Agenda
Appendix B	Historic Context Studies Topical Outline
Appendix C	Historical Context PowerPoint Presentation

#### Project Updates

- HART is still getting treatment suggestions for Aloha Stadium Station. This should be wrapped up soon and a report will be made when this is done.
- Several major procurements are going out. Westside station group construction went out on Tuesday. The Aloha Stadium Station is included but there is a stipulation that construction cannot start until they get an NTP from HART. Bids will be due in mid-August. One of the addendums is the treatment plan. Bidders know this is coming.
- The \$750m Airport- City Center guideway contract is going out in July for a six month procurement process with no NTP until the end of the year.
- Airport Utility package went out in December to move the utilities for the airport guideway and prepare for the station. You may see airport utility work happening. Airport Station is still being designed. Negotiations are still taking place. Utility relocations are related but actual station not finalized. The location of the station is Waikiki end of the lei stands. As soon as something is ready, it will be sent out.
- We will discuss the Pearl Harbor Station at our June meeting.
- There will be community meetings and we will let you know about these.
- Construction – the first segment of the guideway is coming up in Hoopili. Segments will start going up in the Westside.
- Geotechnical work is ongoing in city Center.
- Data Recovery was completed over the weekend with the last trench on Sunday. There are no additional finds. Consultation has been taking place with the cultural descendants group.
- Monthly reports are on the website along with schedules and other information. This site is recommended to keep up with the progress of the project.

#### Historic Context Study

Copies of the Historic Context Studies Topical Outline were distributed online and at the meeting. HART funded the preparation of Traditional Cultural Property (TCP) studies to meeting the requirements of Stipulation II.A. TCP management summaries and technical reports for all four sections of the project which records traditions and wahi pana in all 21 ahupua‘a.

HART HHH and NRHP documentation meets the requirements of Stipulations V.C and VI.A through VI.C as well as current NPS standards using English language sources. TCP studies used both English and Hawaiian language materials and recollections of oral history informants. Research design and methodology for the Historic Context Study integrates the existing HHH and NRHP documentation with the TCP work and current historiography trends. When combined with additional multi-lingual resources and records, this approach will produce inclusive histories from indigenous Hawaiian and settler (immigrant) perspectives. The outline distributed at the meeting included source materials that will be included in the study.

It is disconcerting that much of what is used negates Hawaiian contributions after the overthrow. To find this in 2014 is troubling considering that there is documentation from

Hawaiian language newspapers that have been translated are online. There are many sources of materials that can be used. The resources at there, they just need to be brought together. The key will be to get various historians from various ethnic groups to work together and capture the full history of the area. It is particularly important to get the kupuna to share their oral histories.

The intent is to provide context and to get information currently left out. The project is currently working with what has already been done and documented. The context study is to identify what else is there. Details have not been worked out yet. At this time, there is no timeline completion of the study. This scope supplements what PB did and does not replace it. This is an addition to what PB did. The challenge was that the focus was on pre-contact information leaving a gap on what happened afterward. The focus is to fill in the holes.

This will require translators from various ethnic groups and will be part of the qualifications of whoever does the work. There is an opportunity to include assistance from the University of Hawaii, and other colleges and universities to incorporate those resources. This is comprehensive and this can be the opportunity to involve other resources. Groups like the Association of Hawaiian Civic Club and other community groups are suggested. It is also recommended that HART work with community groups at this point rather than wait until it is done and have them feel left out. HART is still fleshing out the work plan and looking for help with this.

#### Historic Preservation Fund

The Historic Preservation Fund was established as a part of the PA to help as a general mitigation measure to protect existing structures. \$2 million has been set aside for this fund and a committee was set up to administer the fund. This was done using mainland models that have worked well.

After a call for proposals, ten applications were received as of April 2014. Copies of the applications will go to members of the committee and a date will be set for their next meeting. This is the first round of applications, there will be a second round next year. This first year was to figure out how to do it. It is anticipated next year will be even smoother.

#### Preliminary Designs for Civic Center, Kaka'ako and Ala Moana Center Stations:

This is an update on preliminary engineering, but much more to do. This report will provide current status with preliminary sketches. There will be future meetings with more detail. Today we are talking mostly about planning issues.

Civic Center Station: Located at Halekauila and bordered by South and Keawe Streets. This is near the seat of government, hence the name, Civic Center. Naming will take place from committee with a Hawaiian name and a location name. The site is currently a large parking lot. Adjacent developers include residential and commercial projects planned Sanford Carr and Kamehameha Schools. On mauka side of the site is Servco but there have been no long range plans at this time. The station is planned to allow for future expansion of the entry ways.

Kaka'ako Station: This located at the end of the Ward Shopping Center. The guideway will travel from Halekauila and transition to Queen Street. The Ross Store will be removed to make room for the project. The EIS positioned the guideway through the Ross Store with the columns and station in the store footprint. The project was repositioned guideway which allowed HART to conduct needed studies now with store removal later. Repositioning also allows better positioning on Queen Street making it more efficient and cost effective.

Supplemental AIS has already been vetted with the cultural descendants. Trenching also matched the trenching in the original plan.

Concerns on access for handicapped and handi-vans were addressed. HART is following all ADA requirements. Everything is predicated by the federal government. Elevators, escalators and other pathways follow these guideline. HART is working with DTS to accommodate the handi-vans.

Planners are working with the landowners, developers, HCDA and others to plan for multi-modal uses at each site. This will accommodate, pedestrians, bikes with less dependence on automobiles.

Ala Moana Station: This is the current terminus of the line. It is anticipated this station will see heavy use with approximately 26,000 to 30,000 patrons per day or more. The station is located at the intersection of Kona and Konaiki Streets and adjacent to the Reynolds recycling building. HART is working with General Growth Properties and others to make sure that the terminal is integrated with the shopping center and the other properties around the station.

The platform is elevated and bisected by Konaiki Street. Fare gates are on the concourse level. Bus traffic will be retained Kona Street. HART is working with DTS to establish a transit center at this site.

The long term plan is to extend the line to the University of Hawaii. Planners are looking at the impact of that and how it would be done. This is still preliminary and being discussed internally particularly with the developments planned in the area.

#### Open Discussion/Adjournment

We will be discussing the Pearl Harbor Station at the next meeting. There were no other questions or comments. The next meeting is scheduled for June 26<sup>th</sup> at 10am to Noon.

\*\*\* Meeting adjourned at 11:20am \*\*\*

#### **Attending Consulting Parties & Signatories**

Akoni Sexton	
Betsy Merritt	National Trust for Historic Preservation ( <i>dial-in</i> )
Charlene Oka-Wong	NAVFAC HI, Navy Region Hawaii
Elaine Jackson-Retondo	National Park Service (NPS) ( <i>dial-in</i> )
Jeffrey Dodge	NAVFAC HI, Navy Region Hawaii
Jerry Norris	Office of Hawaiian Affairs
John Lohr	
Kiersten Faulkner	Historic Hawai'i Foundation (HHF)
Mahealani Cypher	O'ahu Association of Hawaiian Civic Clubs
Mary Nguyen	FTA ( <i>dial-in</i> )
Mike Gushard	State Historic Preservation Division (SHPD)
Susan Lebo	SHPD
Tanya Gumapac-McGuire	HHF
Ted Matley	FTA ( <i>dial-in</i> )
Umi Sexton	

**Attending Project Staff**

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Dawn Chang	Kuiwalu
Gary Omori	Gary Omori
Jon Nouchi	Honolulu Authority for Rapid Transportation (HART)
Kawika Farm	HART
Ken Caswell	HART
Liz Scanlon	HART
Lisa Yoshihara	HART
Paul Cleghorn	Pacific Legacy
Paul Luersen	CH2M Hill
Stan Solamillo	HART

# **Appendix A**

## Agenda

## **Appendix B**

### Historic Contact Studies – Topical Outline

## **Appendix C**

### Historical Context – PowerPoint Presentation