

HART/Kāko'o Monthly Meeting

Date and Time: **February 27, 2014, 10:00 a.m.**

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

The following materials are attached to these minutes as follows:

- Appendix A Agenda
- Appendix B PowerPoint Presentation

Purpose

Pursuant to agreement reached during the 2014 Programmatic Agreement (PA) Annual Meeting to conduct joint HART/Kāko'o meetings, this is the first joint monthly meeting to offer regular, on-going consultation opportunities with Consulting Parties (CPs) and Signatory Parties (SPs). The subject for this February 2014 meeting is a focus on City Center stations preliminary engineering (PE). WebEx was available at this meeting and will be available for future meetings to accommodate those unable to participate in person.

Discussion

Pursuant to requests by the CPs to have a timely opportunity to review preliminary designs as well as interact with the design consultants and Architect Historians, HART initiated this early design consultation meeting on the City Center Stations. The Dillingham/Kaka'ako Station Group (DKSG) consists of eight stations: Kalihi, Kapālama, Iwilei, Chinatown, Downtown, Civic Center, Kaka'ako and Ala Moana Center, all of which are located in the City Center section of the Honolulu Rail Transit Project (H RTP). DKSG Interim Design is expected in early summer with final design expected in the fall. HART anticipates releasing request for proposals for DKSG in mid-2015.

Carsten Stinn, Perkins and Will (P+W), the Design Manager for DKSG and Glenn Mason, Mason Architects (MAI), the architect overseeing design at stations with historic sensitivities presented a PowerPoint (Appendix B) of the five stations within DKSG that have historical significance (Kalihi, Kapālama, Iwilei, Chinatown and Downtown). The presentation provided an overview of current setting, affected historic properties and mitigation proposals at each of these five stations.

Although three of the Secretary of Interior's (SOI) standards for rehabilitation (8, 9 and 10) have pertinence to the H RTP, Standard 9 is most applicable:

New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

KALIHI STATION Dillingham Blvd. and Mokauea Street

- **Historic Properties:** The Teixeira House, Higa four-plex and Genet (Afuso) House. Historic American Building Survey (HABS) documentation have been prepared for these three resources.
- **Proposed Impact:** The new property line along Dillingham Blvd. goes through the front of the Teixeira House. Changes to the site are expected. It is unlikely that these structures will remain in existence in the long term.
- **Mitigation Proposal:**
 - Fencing and landscaping to buffer station site from adjacent historic properties. Additional mitigation measures are limited due to existing conditions.

- Comments: Historic Hawai'i Foundation (HHF) asked if the Teixeira House, Higa four-plex and Genet (Afuso) House were originally slated for demolition. If possible, HART seeks to avoid demolition, although HART agreed to double check the status of whether these structures will be demolished or not. HHF asked for elevation views to understand bulk and massing. MAI reiterated that stations, platforms and entry structures tend to be bulkier in context to their surroundings. In evaluating the context of affected historic properties, there will be an adverse effect.
- Action Item: provide design and visual analysis that conveys massing, size and scale. Clarify status of demolition of the structures.

KAPĀLAMA STATION Dillingham Blvd. and Kokea Street; adjacent to Honolulu Community College (HCC)

- Historic properties: Six Quonset huts within proximity to the station, which are also located approximately 50-feet from the makai station landing stair structure.
- Proposed Impact: This stair structure will affect view plans from the Quonset huts. MAI's assessment is that the huts will not be existent for much longer due to market forces. HABS recordation have been prepared for this resource. Design took into account HCC's master plan as well as the City's plans for improvements to Kapālama Canal
- The area is mainly industrial
- Mitigation Proposal:
 - Landscaping to soften the appearance of the station
- Comments: HHF stated that True Kamani Trees are another historic resource in the area. If relocation isn't feasible, propagating keiki from existing trees was previously discussed. The significance of the trees is their part in an urban beautification movement where the intent was to make Dillingham a tree-lined boulevard. 'Ōiwi Cultural Resources (OCR) would like to see the trees relocated in proximity to their current locations. HHF feels that a tree plan is the best approach.

P+W advised that a Tree Disposition Plan has been prepared, which includes the True Kamani Trees. Draft HABS documentation have been prepared for the trees.

Lava Rock Curbs are another resource that must be documented, removed during construction and re-installed in proximity to their original locations.

IWILEI STATION Dillingham Blvd. and Ka'a'ahi Street; adjacent to HECO substation

- Historic Property: Within proximity is the Tamura Building.
- Proposed Impact: Design retained Dillingham Blvd. view corridor
- Mitigation Proposals:
 - Landscaped plaza that is visible from Dillingham Blvd. and Ka'a'ahi Street; set-up view of Tamura Building
 - Station is on the site of the former Oahu Rail & Land Co. (OR&L), which presents a great opportunity to share the history of rail in Hawai'i via educational and interpretive programs.
- Comments: HHF asked for clarification on guideway proximity to the OR&L Office and Document Storage Building and Terminal Building.

MAI noted that the Tamura Building is large in plan and mass in comparison to the station. However, there is a scale issue with the height of the station platform and canopy in relationship to the building.

CHINATOWN STATION Nimitz Hwy. and Kekaulike Street

- Historic Property: Within Chinatown Historic District, which predominantly consists of plaster and masonry, stone and brick buildings

- HART owns the station site area and the adjacent Holau Market Building
 - Current challenge for reuse of the building is its size and limited leasing opportunities
- Early conceptual design included auxiliary structures behind Holau Market. Revised design has removed those auxiliary structures and has oriented the station to be as far away from the market as possible, which presents an opportunity for a landscaped courtyard and plaza.
- Design took into account the City's recommendation/plan to convert Kekaulike Street into a pedestrian promenade in the future. It is anticipated that there will be coordination with the Chinese Chamber of Commerce.
- Mitigation Proposals:
 - The rail transit system helps to define the boundary of the Chinatown Historic District and serves as an acoustical buffer from Nimitz Highway
 - Landscaping will soften view of station and guideway from Kekaulike Street, which remains largely uninterrupted
 - There was general consensus for a simplistic design that is compatible with setting and context without being replicative
 - Visual study of platform and stair canopies. Discuss opportunity of departing from system standards in order to minimize any visual impacts
 - Proposed design is meant to be simple and "quieter" and deserves special attention; including opening the mauka/makai corridor.
- Comments: HHF commented that this presents a great opportunity and would like to see the building restored, rehabilitated, and reintegrated. HHF wants to see this resource preserved.
- Action Item: 3D/visual analysis of platform and stair canopies

OCR asked what importance has been placed on the market building. MAI responded that the building is reminiscent of the history of later development of Chinatown in the 1950s and its characteristics fit within the setting.

HHF also noted that the mauka-makai view corridor was an adverse effect. HHF was pleased with the significant change in design from what had previously been presented. The station has been shifted further 'ewa from its original location, which further preserves the view corridor. The guideway and a single column are the remaining impacts to the Kekaulike Street view corridor. HHF inquired if possible to shift column. HART noted that column design in this area has been revised from previous design based on comments and the maximum span has been reached.

DOWNTOWN STATION Nimitz Hwy./Ala Moana Blvd. and Bishop Street

- Historic Property: Within close proximity to Dillingham Transportation Building, HECO Downtown Plant and Leslie A. Hicks Building; and in vicinity of Irwin Park. The station is also near Walker Park.
- Design coordination continues with Pacific Guardian Center (PGC). The station and platforms have been moved the furthest extent possible away from the Dillingham Transportation Building
- Mitigation Proposals:
 - See pages 53 and 54 of Appendix B: proposed design plan that incorporates the station within the PGC to further distance its proximity to the Dillingham Transportation Building while retaining current use of the courtyard and fountain
 - Widen sidewalk on Nimitz Highway to 10-feet
- Comment: HHF commented that it is positive to move away from the historic building and courtyard, and incorporate the station within PGC. HHF also noted Irwin Park and specifically the requirement of a Park Improvement Plan (Stipulation VII.D), and suggests

exploring ways to integrate with pedestrian connections while also noting the need to consider nearby cruise ship alighting and pedestrian traffic from Hawaii Pacific University (HPU). MAI noted that HPU is exploring the opportunity of restoring Irwin Park to a green space; it currently serves as a parking lot. HHF reiterated a request to combine the Chinatown and Downtown stations in to one station while also noting the Mayor's campaign to Build Rail Better. If that is to be the case, it seems the reasonable station location alternative would be at Fort Street Mall, which would then impact Walker Park and other historic properties.

- Action Item: HART will follow-up on the idea of consolidating the Chinatown and Downtown stations

KAKA'AKO STATION in the parking lot near Ross Dress for Less at Ward Centers
HHF requested elaboration on this station given the historic properties in the general vicinity

- Revised design has consolidated the station where all ancillary structures are under the guideway.
- There is an opportunity for future residential development to be incorporated into the station
- Action Item: bring the preliminary engineering design plans to future monthly meeting

Closing Remarks/Adjournment

Follow-up meeting scheduled for March 27 where design for Kaka'ako, Civic Center and Ala Moana Center stations will be presented. Plan is also to discuss the Historic Context Study scope and status.

*** Meeting adjourned at 11:36pm ***

Attending Consulting Parties & Signatories

Betsy Merritt	National Trust for Historic Preservation
Blythe Semmer	Advisory Council on Historic Preservation
Charlene Oka-Wong	NAVFAC HI, Navy Region Hawai'i
Jeffrey Dodge	NAVFAC HI, Navy Region Hawai'i
Jerry Norris	Office of Hawaiian Affairs
Kiersten Faulkner	Historic Hawai'i Foundation (HHF)
Tanya Gumarac-McGuire	HHF
Ted Matley	FTA

Attending Project Staff

Aki Marceau	Honolulu Authority for Rapid Transportation (HART)
Carsten Stinn	Perkins and Will
Dawn Chang	Kuiwalu
Gary Omori	Gary Omori
Glenn Mason	Mason Architects
In Tae Lee	HART
Joe Lapilio	Na Kii Ku
Josh Silva	Parsons Brinckerhoff (PB)
Joy Davidson	Mason Architects
Ka'anohi Kaleikini	'Ōiwi Cultural Resources
Kathleen Chu	CH2M Hill
Liz Scanlon	HART
Paul Cleghorn	Pacific Legacy, Inc.

Paul Luersen
Scott Hansen
Stan Solamillo

CH2M Hill
HART
HART

Appendix A

Agenda

Appendix B

PowerPoint Presentation