

Meeting Summary

HART/Kāko‘o Monthly Meeting

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

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

The following materials are attached to these minutes:

- Appendix A Agenda
- Appendix B PowerPoint Presentation

Meeting Purpose

The purpose of this meeting was to receive comments from consulting parties (CPs) regarding the treatment plan for the design of Aloha Stadium Station.

Discussion

The bid-package for West O‘ahu Station Group (WOSG) has been postponed for multiple reasons. Aloha Stadium Station is included in WOSG, which is scheduled for passenger service in the system’s mid-2017 interim opening.

NPS noted that different areas of responsibility rest with different divisions of the NPS. Discussions regarding Section 106 consultation including impacts to the NHL and implementation of the PA should be directed to Elaine Jackson-Retondo. Discussions related to vehicular and pedestrian circulation along with any other access, coordination and collaboration for the Visitor’s Center should include Paul DePrey. Communications related to Federal Lands to Parks including Aloha Stadium parcel deed restriction should be directed to David Siegenthaler.

Paul noted that when either NPS representative speaks, they are not speaking on behalf of another division.

Elaine also requested a status of the deed restriction and noted that David was surprised when he saw the design plans she had and how much of at-grade space was occupied. HART noted that regular coordination with State Department of Accounting and General Services (DAGS) and the Stadium Authority have occurred. DAGS has taken the lead on coordination with NPS regarding the land issues at the stadium site, and to HART’s knowledge there is no outstanding issue. It has been agreed that the station supports the recreational use of the stadium parcel.

EXISTING VISUAL IMPACTS

Several CPs including the Association of Hawaiian Civic Clubs (AHCC) had requested additional views to and from the NHL. Further clarification was received from AHCC who wanted to ensure that the project considered mauka-makai cultural landscape view planes. The following view planes were presented:

Kapūkakī (Red Hill)

Hālawā Valley

- Association with the Battle of Kuki‘iahu

Keaīwa heiau (‘Aiea Heights)

- Known as the “healing heiau” that is still in use by community and cultural practitioners
- View of Pu‘uloa are obscured by trees

View of NHL from ‘Aiea Heights

- General view of NHL and Stadium site from ‘Aiea Heights at Puliki Place

Kūki'iahu

- View from Kaonohi Street overpass at H1 freeway

Kūkaniloko (view of NHL/Pu'uloa from Central O'ahu)

- View from central O'ahu, from the Ka Uka Blvd. overpass/H1 on-ramp.
- Per Kuiwalu, AHCC noted significance of Ali'i traveling from the shores of Pu'uloa to Kūkaniloko. Also noted that Shad Kane starts his makahiki at Pu'uloa.

COMMENTS:

Considering some of the technical reasons why the station is located and configured in its current fashion (retaining number of parking stalls, topographic grade issues, retaining certain distance of straight-track before entering in to the station, etc.), NTHP asked what is the maximum distance the station could be moved further 'ewa, possibly bridging Salt Lake Blvd. Outbound or on the 'ewa side of the Blvd. noting that shifting the station would significantly reduce its visual intrusion, making it fit within the context of the Stadium.

NTHP and NPS are not keen on reflectiveness of the proposed colors/materials:

- makai side of the Station will have translucent glass panels as visual barrier screens at the platform level and along the escalators and stairs; there is an opportunity to add artistic etching.
- Exterior walls will be white porcelain tile to further soften the Station.
- Elevator shafts would be glass.

NTHP further commented that the lightness contributes to a visual intrusion and proposes painting or using colored-concrete to darken the station. Anil Verma responded darkening the station would be oppressive and counter visual minimization. SHPD further clarified that the glass will not be mirrored.

ON-SITE DESIGN MITIGATION**Educational & Interpretive Programs, Materials and Signage**

The Design Language Pattern Book serves as a guideline for facilities design and serves as a starting point for evaluating whether the system has a strong cultural relationship to its Honolulu setting. The historic context studies, cultural landscape reports, and traditional cultural properties (TCP) studies will also inform educational and interpretive programs, materials and signage.

COMMENTS:

HHF commented that the educational and interpretive programs are moving in a positive direction but serves as project-wide mitigation. HART can't get double-points for mitigating the effects of the overall system and the effects of the Station.

The Makahiki – signified by the rising of *Nā huihui o Makali'i* (Pleiades constellation) – is a theme that has been incorporated through the plaza paving, art programs, educational and interpretive signage.

Aesthetic Column Program

The column wrap design and plaza paving plan for Aloha Stadium Station was included in the presentation.

- Motif inspired by wahi pana (sacred/storied place), mo'ōlelo (tradition, history, story, tale, myth, legend) and inoa 'āina (place name) from the TCP studies
- The aesthetic column program was an initiative prior to the PA.
- Each column wrap is appropriate and unique to the ahupua'a in which the station is located. Tells stories and iconography of the cultural and history of station locations.

Station Naming/Art/Plaza Paving Programs

- The program will select Hawaiian language names for stations
- The Station Naming Committee will select the lei used at each station.
 - Hina (of the O'ahu Island Burial Council [OIBC]) is on the committee
 - The station naming committee will analyze what is most important. For example, there is a dispute in which ahupua'a Iwilei Station is located. It straddles Honolulu and Kapālama. Research also found that the station location is the site of a former ancient Kūwili fishpond. There is preference in conveying the Iwilei station is at a boundary.
- Authentic lei maker will be commissioned to make lei for each station, which will then be photo documented and displayed via education and interpretive signage. In general, lei also signifies greeting and farewell.
- Plaza paving design will be reflective of the Pleiades constellation
- The moon phases of the Makahiki season will also be displayed in the trusses. Signage will further educate patrons on the Makahiki.

The Art Program is in the procurement process so much of the information related to this program is sensitive and confidential.

- 23 opportunities which includes lei wind screens
- All material will be durable
- Artists as provided condensed versions of the Environmental Impact Statement, AIS plans and reports, TCP reports and studies, and other historical and cultural reports.

Landscaping

The landscaping plan is guided by City Ordinance; the Memorandum of Understanding (MOU) between HART, the Stadium Authority, DAGS (landowner) and other stakeholders; and the Land Use Ordinance (LOU), which requires a certain number of trees. Focus was in placing trees along the perimeter of the park-and-ride as there were safety and security concerns related to the canopy of any trees placed within and throughout the park-and-ride preventing the visibility of any activity.

PBR Hawaii presented the station landscape plan, which included a combination of wet- and dry-season plantings to signify a progression from wet to dry season of the makahiki.

Plantings include:

- *Alahe'e* will be displayed in the wet planter zone
- *Hala* will be displayed in dry planter zones; shoreline plant
- *Na'u* and *Ti* – mountainous type plants
- *Pohinahina* and *'Akia* – shoreline plants
- *Ukiuki* – shoreline plants
- *Ma'o Hao Hele* – native Hibiscus

COMMENTS:

Navy commented that it would be best to soften the visual impact on the station site rather than on the makai side of Kamehameha Highway and noted the green wall system used at the Middle Street Bus Transit Center.

Historic Context Studies (HCS)

Additional photos and maps related to the Pearl Harbor NHL (Pu'uloa) were also presented. Included were: a 1959 map produced by E.G. Sterling for the Bishop Museum showing pre- and post-contact settlements, fishponds, lo'i, ranches, salt pans, rice and sugar mills; a 1941 aerial view of the NHL showing little vegetation; c. 1930-35 photo of settlement camps on the shores of the NHL; c. 1915-20 photo of rice lo'i at Pearl City, showing a cultural landscape

prior to the development of the base; view of Oahu Sugar Mill Co. overlooking the NHL c. 1915-20.

COMMENTS:

State Historic Preservation Division (SHPD) asked for a status on the HCS scope of work. HART will distribute a draft prior to the next meeting.

OFF-SITE DESIGN PARTNERING OPPORTUNITIES

The Hawai'i Department of Transportation (HDOT) and the Stadium Authority were invited to the meeting but couldn't attend. HART is committed to further facilitating coordination with stakeholders including HDOT, the Stadium Authority, DAGS, and National Park Service (NPS).

HART noted that per the MOU with DAGS and the Stadium Authority that the Stadium Authority is actually given control of the park-and-ride on game days. Also, the MOU requires that HART retain, to the extent possible, the existing number of stalls (600).

Circulation

Concerns regarding the need to improve pedestrian connections to and from the Pearl Harbor NHL visitor's center were previously raised. Crosswalks currently exist at the intersections of Kamehameha Highway & Salt Lake Blvd. Inbound and Kamehameha Highway & Salt Lake Blvd. Outbound. Using an existing pathway on the old railroad right-of-way along Richardson Field as a pedestrian connection was previously suggested.

COMMENTS:

OIBC noted the need for adequate lighting for crosswalk safety citing the high traffic in the area when there is an event at the Stadium; similar technology has been used at crosswalks near Windward Community College.

Navy asked how many users are expected to utilize this station. 30 people per hour (15 people per half hour or 3-4 people per trip during peak travel times) is the expected ridership. Navy suggests presenting anticipated pedestrian and vehicular circulation patterns/analysis at the next meeting.

NTHP further noted a need to consider the amount of patrons coming from the Stadium in relationship to system capacity.

Landscaping

A tree screen lining the makai side of Kamehameha Highway and Richardson Field is proposed, which would minimize the visual impact and soften views of the station from the NHL. Plant selection has not been determined for the proposed tree screen. However, PBR Hawaii proposes indigenous plantings:

- Kou tree with an approximate height of 30-feet with an approximate 30-foot canopy
- Milo tree
- Hala tree
- Monkeypod

COMMENTS:

NTHP asked if the tree screen would be considered an "undertaking". SHPD clarified that "undertaking" doesn't equal an adverse effect. NTHP further asked for clarification on the intent of the tree screen; is it to provide shade or visual mitigation? NTHP asked if vines could be grown on the columns as further visual mitigation. HART noted the

difficulting in this due to on-going maintenance that requires the need to inspect columns every two years.

Navy asked if the Station itself could be softened or if focus could be paid to softening elements within the Station site rather than on the makai side of Kamehameha Highway.

NPS asked if Navy supports the tree screen and who would be responsible for maintaining those trees. Coordination amongst HART, Navy and other stakeholders will continue.

OIBC advocates the use of indigenous plant materials and recommends Loulu, which is a low maintenance.

Other Comments/Open Discussion/Wrap-Up

DPP has not produced TOD plan for this area.

HHF asked why this Station is larger than the Pearl Harbor Naval Base Station. It was later clarified that both stations have the same components but are configured differently, Aloha Stadium Station having a more consolidated configuration. The station platform lengths and components are consistent at all stations throughout the system, and the square footage of the Aloha Stadium and Pearl Harbor Naval Base Stations are roughly the same

Kawika Farm starts with HART on March 31.

Closing Remarks/Adjournment

Consensus on Station design was not reached at this meeting. CPs will provide feedback to Liz Scanlon in advance of the next meeting scheduled for April 3 at 8:30am Hawaii time where CPs propose additional materials be presented.

Navy suggests presenting anticipated pedestrian and vehicular circulation patterns/analysis at the next meeting. HHF noted the need to developing an alternative for avoiding and minimizing impact and feels that the on-site design (presented) of which HART has control over doesn't appropriately mitigate the impacts of the station; HHF suggests adding mitigation to the agenda for the next meeting.

*** Meeting adjourned at approximately 12:20pm ***

Attending Consulting Parties & Signatories

Betsy Merritt	National Trust for Historic Preservation (<i>dial-in</i>)
Blythe Semmer	Advisory Council on Historic Preservation (ACHP) (<i>dial-in</i>)
Charlene Oka-Wong	NAVFAC HI, Navy Region Hawai'i
Elaine Jackson-Retondo	National Park Service (NPS) (<i>dial-in</i>)
Gary Tasato	NAVFAC HI, Navy Region Hawai'i
Hinaleimoana Wong-Kalu	O'ahu Island Burial Council
Jeffrey Dodge	NAVFAC HI, Navy Region Hawai'i
Kiersten Faulkner	Historic Hawai'i Foundation (HHF)
Mary Nguyen	FTA (<i>dial-in</i>)
Marc Shimatsu	PBR Hawaii
Melia-Lane Kamahale	NPS (<i>dial-in</i>)
Mike Gushard	State Historic Preservation Division (SHPD)
Paul DePrey	NPS (<i>dial-in</i>)

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 (<i>dial-in</i>)
Gary Omori	Gary Omori
Joe Lapilio	Na Kii Ku
Josh Silva	CH2M Hill
Kathleen Chu	CH2M Hill
Liz Scanlon	HART
Lisa Yoshihara	HART
Maris Peika	Anil Verma Associates
Mike Yoshida	HART
Paul Cleghorn	Pacific Legacy
Stan Duncan	PBR Hawaii
Stan Solamillo	HART

Appendix A

Agenda

Appendix B

PowerPoint Presentation