

**OFFICE OF HAWAIIAN AFFAIRS (OHA) COORDINATION:  
ARCHAEOLOGICAL AND HISTORIC RESOURCES  
MEETING MINUTES**

**DATE/TIME:**

January 30, 2005, 9:00 a.m.

**PLACE:**

OHA Office, 711 Kapiolani Blvd., Board Room

**ATTENDEES:**

Lance Foster	Office of Hawaiian Affairs (OHA), Native Hawaiian Rights Director
Jesse Yorck	(OHA)
Kai Markell	(OHA)
Matt McDermott	Cultural Surveys Hawaii (CSH)
Dawn Chang	Ku'iwalu
Lani Ma'a Lapilio	Ku'iwalu
Alex Buttaro	Parsons Brinckerhoff (PB)

**COMMENTS/CORRECTIONS AND VERIFICATION STATEMENT:**

Anyone noting any error or omission in this document is to notify Alex Buttaro (566-2235) within two weeks of document receipt.

**MATERIALS PROVIDED:**

1. Scoping Information Package (hand delivered)
2. Maps
3. Meeting agenda

**DISTRIBUTION:**

Meeting attendees

**PURPOSE OF MEETING:**

To initiate consultation and discuss the methodologies for preparation of archaeology and cultural resource assessments, and to coordinate further OHA review of developing documentation.

To demonstrate that the new Transit routes don't substantially differ from the previous routes that have been studied for almost two decades. Therefore, previous methodologies and findings for identical alignments are likely to be applicable today.

## **1.0 SUMMARY OF DISCUSSION**

Participant introductions were made and roles were discussed. Overviews of the project and corridor descriptions were provided, and summaries of the regulatory processes and timelines that apply to the Honolulu High-Capacity Transit Corridor Project were outlined. PB will submit an Alternatives Analysis report to Honolulu City Council that describes the officially screened options and their relative relationship to one another, and upon the City's determination of a Locally Preferred Alternative (LPA), production of a Draft Environmental Impact Statement (DEIS) will commence.

## **2.0 CULTURAL RESOURCES REPORT**

### **2.1 APPROACH AND METHODOLOGY**

#### **2.1.1. Agency Consultation**

The cultural resources consultant stated that in general cultural impact assessments, prepared under Act 50, generally focused on impacts of the proposed projects in a rural setting. These reports have traditionally included the historical background of the area, ethnographic interviews, oral history, and consultation with community organizations and native Hawaiian groups. In general the scope of the study area was the entire *ahupua'a*. However, in an urban transit corridor we are faced with the challenges of identifying and assessing cultural practices in a urban developed area. As recent as 2000, the cultural consultant for the Primary Corridor Project, in consultation with Office of Environmental Quality Control (OEQC), OHA, SHPD, and a panel of experts (Dr. Davianaa McGregor, Dr. Luciano Minerbi, Ms. Maria Orr, and Mr. Bruce Tsuchida) designed an approach and methodology for assessing cultural practices in an urban setting. The methodology broadly defined "cultural practices" to encompass all traditional cultural practices being conducted in an urban setting, and traditions, beliefs, practices, lifeways, and societal history of a community and its traditions, arts, crafts, music, and related social institutions. As a result the PrimCor cultural assessment report provided a comprehensive identification of all cultural practices (not only native Hawaiian, but all the various ethnic groups) along the PrimCor corridor.

The cultural resources consultant contacted OEQC regarding utilizing the same approach and methodology for the Transit Project. OEQC personnel confirmed that the PrimCor methodology was an appropriate approach for this project as it technically complied with Act 50. However, OEQC will defer to OHA and the cultural organizations and communities to determine the cultural appropriateness of the information.

Accordingly, OHA is being consulted to confirm the appropriateness of the same methodology for the Transit Project. Consultation will be made with SHPD as well.

#### **2.1.2. Proposed Methodology**

The cultural resources consultant proposes the following methodology:

- (1) Conduct a detailed desktop inventory of all available information related to cultural assessments for the Project Area of the Proposed Transit alignments;
- (2) Identify the “previously reviewed areas” in PrimCor and the “new areas” that go beyond the PrimCor corridor;
- (3) Conduct a massive mailout to community organizations, groups, and individuals requesting information about cultural practices in the Project Area and identification of follow up contacts.
- (4) Conduct a field survey to update and confirm the previously identified cultural practices in the “previously reviewed areas,;
- (5) Conduct a field survey of the “new areas,” especially focusing on areas of greater impact (i.e. transit stations, areas of higher elevation that may have visual impacts);
- (6) Identify a panel of cultural experts from the various Ahupua’a that can provide guidance on identifying cultural practices and assessing the project impacts on those cultural practices;
- (7) Assess the impacts of the Transit Project on the cultural practices.

## 2.2 OHA’S RECOMMENDATIONS

- (1) Contemporary “local” Native Hawaiian culture practices a mix of ethnic traditions, so OHA’s efforts will focus on traditional and contemporary Native Hawaiian cultural resource concernsm however the cultural assessment should include considerations on all cultural and ethnic practices.
- (2) While OHA staff suggested adopting the methodology in Guidelines for Assessing Cultural Impacts, adopted by the Environmental Council on November 19, 1997, they also understood the value and appropriateness of the methodology used in the PrimCor project for the Transit Project and had no objection to utilizing the same approach. However, they urged that greater review, research, and consultation needs to be focused on the areas of greater impact (stations, visual planes, etc.)
- (3) OHA also expressed concerns that government agencies are not fulfilling their constitutional obligation by engaging in the *Ka Pa’akai* three prong analysis to asses the projects impacts on traditional and customary practices. OHA staff noted that many permits are approved without sufficient analysis, and they have been including in their comments to these agencies the *Kapa’akai* analysis should be done. They would specifically recommend that:
  1. Mitigations should include education of the community. Archaeological and cultural resources should be interpreted and integrated into design of the project. In Seattle, stations are used as interpretative centers.
  2. The Art in Public Spaces Program can be used to integrate culturally representative art into the project route.

3. OHA staff suggested that potential impacts should be stated as “adverse” in the beginning of analysis if they are likely to be, and mitigative strategies should be disclosed—instead of debating significance. They recommended that the team take a proactive approach.

### **2.2.1 Specific Recommendations**

1. Impacts upon cultural resources such as trails, paths, and parades should be examined.
2. It will be important to include descriptions of the movement of people or goods through a landscape, and how the new technology will cut a line through resources and activities.
3. Once traditional cultural practitioners have been identified, if younger cultural practitioners are made aware, they could be interested in reestablishing the practice.
4. Feng shui may need to be examined. Hong Kong establishments and banks incorporate this concept, and it may be appropriate to talk to some Chinatown practitioners.
5. Traditional cultural properties such as Pu’u Kapolei and heiau on ridges may have viewplanes affected by the tracks.
6. The project corridor is more mauka than makai than what is obvious. Fishing sighting and landmarks could be obstructed by an elevated structure.

### **2.2.2 Cultural Informants**

1. Henry Maunakea should be consulted.
2. “Lopaka” at Kaumakapili is conducting Glen Grant-like ghost tours, and may be able to lend insight into some potentially impacted areas.
3. OHA staff suggested that Hawaiian civic clubs and as many people as possible be contacted. Broad-based cultural questions and issues can be addressed by the Native Hawaiian Burial Council (NHBC).
4. Vicki Takamine’s hula Halau at Aiea.

## **2.3 WAHIPANA PROJECT**

The Wahipana Hawaiian Culture Project is a cultural resources database available to the public. OHA staff has suggested that the database can mutually feed information *to* and *from* the Transit project database. The Wahipana database can be used and backed-up at OHA, UH, and SHPD.

## **3.0 ARCHAEOLOGICAL RESOURCES**

The archaeological consultant stated that there has been little previous work done in the corridor.

Land Commission Awards (LCAs) and existing sites will be assessed.

### **3.1 OHA GUIDANCE**

1. OHA representatives commented that the State Historic Preservation Division Director Melanie Chinen has stated that the historic resource database is presently unusable.
2. Urban core examples of projects in New York, Seattle, etc., show that there is a high likelihood of historic uses and resources in urban environments. Proper subsurface testing and surveys should be performed.
3. Pualoa and coastal areas might need advance testing or monitoring due the anticipated high frequencies of *iwi* (bones) that are likely to be encountered.
4. OHA staff suggested that "Sandborn" fire insurance maps be used. The archaeological consultant commented that they will use early Sandborn maps, sites and LCAs as part of their methodology.
5. Photographs of Downtown areas should be useful.
6. OHA will review and enforce compliance of other approving agencies.

### **3.2 BURIALS**

1. SHPD consultation needs to happen for burial issues. OHA staff commented that SHPD need to be relied upon for this project.
2. The O'ahu Island Burial Council needs to be consulted as early as possible on this project. Attend the meeting and present the project if necessary.
3. People visiting re-internment sites make those places important.
4. It would be good to know if there was mauka to makai connectivity in coastal areas like Salt Lake, lower Aiea, and Pearl City.