Honolulu High-Capacity Transit Corridor Project – Summary of Meeting to Discuss Pacific War Memorial Site
June 2, 2010 at DLNR-Parks

Attendees:

- For the State: Dan Quinn, Department of Land and Natural Resources (DLNR-Parks); Barry Cheung, DLNR-Land Division

- For the City: Faith Miyamoto, Department of Transportation Services, City (DTS); Amy Zaref, PB Americas; Jimmy Yamamoto, R.M. Towill

Purpose of the meeting: Meet with DLNR-Parks to discuss Project effects and mitigation on the Pacific War Memorial Site

The following items were discussed:

Project Effect on the Pacific War Memorial Site: The Project will traverse the property near the mauka property line next to Nimitz Highway and grade separated ramps for the H1 Freeway. On the property, the Project guideway will be approximately 30 feet wide, between 30 to 35 feet high, and elevated above approximately 0.5 acre of land. The guideway will be constructed on approximately three columns that will be about 6 feet in diameter each, which will result in the use of approximately 150 square feet of the property. The area where the three guideway columns will be constructed is generally where the elevated guideway will pass over the property is not used for memorial or recreational activities and is in an area where there are existing utility easements.

Noise analysis conducted for the Project compared the measured existing noise level and future project noise. There will be no noise impact on the property.

DLNR-Parks noted that there will be visual impacts from the Project on mauka views (from the area obelisk) and on the view of the obelisk when turning into the property from the property entrance road. The City noted that the Final EIS discloses visual impacts and mitigation. The City and DLNR-Parks discussed that the mauka views from the property are already obscured by the highway and freeway ramps.

The guideway columns are located as close to Nimitz Highway and the H1 Freeway as possible to minimize impact to the property. However, the Project will affect trees, the property's fence and landscaping along the mauka property boundary.

Property Ownership and Management:

- DLNR-Parks owns the property and has jurisdiction over its use.
- KMO-DAV is a nonprofit organization that manages the daily operations of the multi-use facility. KMO-DAV can make improvements to the facility described in the property master plan without the concurrence of DLNR-Parks, because DLNR-Parks previously reviewed the amended master plan.
- The type of real property instrument and process for using DLNR property for the Project was also discussed. DLNR expressed their preference to have lease agreements by section/area. The Project right-of-way team will meet with DLNR to discuss lease agreement options. The City noted that lease agreements will not be executed until after the record of decision in accordance with FTA's NEPA regulations.

Mitigation of Project Effect: The following mitigation measures, as discussed with DLNR-Parks, will be implemented by the City during design and construction:

- The City will relocate and replant any affected trees and/or landscaping in the area disturbed by construction on the property.
- The fence along the mauka edge of the property will be replaced.
- Access to the property will be maintained during construction in accordance with the Project's maintenance of traffic and safety plans.
- During construction, the work area will generally be limited to the area under the guideway.
- After construction, the property will be restored in consultation with KMO-DAV.
- The City will coordinate with the KMO-DAV to develop a landscaping and planting plan to replace vegetation and trees disturbed during construction.
- Coordination with KMO-DAV will continue during final design and construction.

Conclusions and Next Steps: The memorial obelisk and Japanese garden are closer to Nimitz Highway and the Project will not affect the mauka views from this area of the property since they are already obscured by the highway ramps. Based on the discussion of the Project and its impacts, DLNR-Parks agreed that since most of the recreational features are on the portion of the property near the water and the obelisk and Japanese Garden are already near the highway and freeway ramps, the Project will not affect the property's recreational activities, features, and attributes.

DLNR-Parks requested that the City meet with KMO-DAV to discuss the Project since it defers to that organization for the day-to-day management of the property.

Honolulu High-Capacity Transit Corridor Project – Summary of Meeting to Discuss Pacific War Memorial Site
June 4, 2010 at Pacific War Memorial Site

Attendees:

- For the State and the Pacific War Memorial Site: Stephen Thompson, Department of Land and Natural Resources (DLNR-Parks); Cappy Fasi, Keehi Memorial Organization (KMO); Bob Freitas, Keehi Lagoon Memorial Committee (KLMMC)
- For the City: Faith Miyamoto, Department of Transportation Services, City (DTS); Amy Zaref, PB Americas; Jimmy Yamamoto, R.M. Towill

Purpose of the meeting: Meet with KMO-DAV to discuss Project effects and mitigation on the Pacific War Memorial Site

The following items were discussed:

Project Effect on the Pacific War Memorial Site: The Project will traverse the property near the mauka property line next to Nimitz Highway and the grade separated H1 Freeway ramps. On the property, the Project guideway will be approximately 30 feet wide, between 30 to 35 feet high, and elevated above approximately 0.5 acre of land. The guideway will be constructed on approximately three columns that will be about 6 feet in diameter each, which will result in the use of approximately 150 square feet of the property. The area where the three guideway columns will be constructed is generally where the elevated guideway will pass over the property. This is in an area not used for memorial or recreational activities and is in an area where there are utility easements.

The guideway columns are located as close to Nimitz Highway as possible to minimize impact to the property. However, the Project will affect trees, the property fence and landscaping along the mauka property boundary.

Noise analysis conducted for the Project compared the measured existing noise level and future project noise. There will be no noise impact at the property

KMO-DAV expressed their support for the Project and the desire to continue coordination with the City during final design and construction. KMO-DAV requested that the Ctiy limit construction on weekend evenings to minimize disruption. KMO-DAV expressed this concern because they are a self sustaining facility and rely on the fees received for rental of their buildings and properties for parties, community events and weddings. KMO-DAV expressed their concern about security of the property, especially in the evening since this is a common location for transients. The City will coordinate with KMO-DAV during final design to replace fencing on the mauka property line and on the utility bridges with "security fencing" as feasible. KMO-DAV noted that the Project will have minimal impact on views towards the mountains because those views are already impacted by the highway and freeway ramps.

Mitigation of Project Effect:

The following mitigation measures will be implemented by the City during design and construction:

- The City will relocate and replant any affected trees and/or landscaping in the area disturbed by construction on the property.
- The fence along the mauka edge of the property will be replaced.

- Access to the property will be maintained during construction in accordance with the Project's maintenance of traffic and safety plans.
- During construction, the work area will be generally limited to the area under the guideway.
- After construction, the property will be restored in consultation with KMO-DAV.
- The City will coordinate with the KMO-DAV to develop a landscaping and planting plan to replace vegetation and trees disturbed during construction.
- Coordination with KMO-DAV will continue during final design and construction.

The following mitigation measures were discussed and will be implemented by the City based on discussions with KMO-DAV:

- The City will coordinate with HDOT regarding the installation of secure fencing from the ground to the elevated Nimitz Highway at the mauka end of the property. The City will also evaluate the potential for flooding in the design of the fence and coordinate with appropriate regulatory agencies. Fence design may be dictated by other agency requirements.
- The City will evaluate the feasibility on installing marine fences on the two utility bridges connecting the site to the paintball property to further secure the site.
- The City will coordinate with KMO-DAV prior to construction to minimize effects during construction on weekend evenings when the site is used for community events.

Conclusions and Next Steps: The memorial obelisk and Japanese garden are closer to Nimitz Highway and the Project will not affect the mauka views from this area of the site since they are already obscured by the highway ramps. Based on the discussion of the Project and its impacts, KMO-DAV agreed that since most of the recreational features are on the portion of the site near the water and the obelisk and Japanese Garden are already near the highway and freeway ramps, the Project will not affect the site's recreational activities, features, and attributes.

The City will provide meeting notes to DLNR-Parks and KMO-DAV. The City will send meeting notes to DLNR-Parks and KMO-DAV for comments or corrections.

Note: A meeting was held with KMO-DAV on June 4, 2010 (meeting notes below)