
PROGRAMMATIC AGREEMENT ANNUAL MEETING

Date and Time: **January 23, 2014, 8:00 a.m.**

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

The following materials were distributed to consulting parties and signatories on January 17 and were available at this meeting. They are attached to these minutes as follows:

- Appendix A Agenda
- Appendix B PowerPoint Presentation
- Appendix C 2013 Annual Summary
- Appendix D Master Project Schedule
- Appendix E PA Roadmap Schedule (as of January 17, 2014)
- Appendix F HHH and NR Schedule
- Appendix G Kāko'o Review
- Appendix H HART Organization Chart
- Appendix I General Project Map

Information included in the appendices isn't necessarily repeated in these minutes.

Purpose

The purpose of this meeting was to discuss implementation of the PA over the preceding year and planned activities for the current year.

Discussion

Introductions/FTA Welcome

Joe Lapilio, facilitator, initiated roundtable introductions. Ted Matley, FTA Region IX Administrator, opened the meeting and welcomed attendees. FTA's perspective is that the PA continues to serve its purpose and encourages on-going, open communication.

General Project Update

Liz Scanlon, HART Director of Planning, Utilities, Permits and Right-of-Way (as of early 2013) clarified project staff roles and responsibilities. Liz will become more involved with the planning and environmental group noting that her focus in 2013 was on resuming construction; she was a background player during the AIS. Liz reaffirms HART's commitment to transparency while expressing a desire for improving communications as HART takes a more collaborative approach. HART Organization Chart (Appendix H) was distributed to provide further clarity on roles and responsibilities noting that Faith Miyamoto has retired and HART is recruiting a Deputy Director of Planning. Joanna Morsicato, HART Special Projects Officer, will support Stanley Solamillo, HART Architectural Historian, in administering the PA.

HART awarded general engineering consultant (GEC)III support services contract to CH2M Hill with four significant tasks (design review, scheduling and cost-estimating, environmental and planning, and interface management). GECIII is smaller in scope and will replace GECII with Parsons Brinckerhoff (PB), which included 23 tasks (design support, environmental planning, safety, quality, construction management, etc.). HART was previously in an oversight role and will now be taking an active ownership role. CH2M Hill is becoming more involved with PA activities. GEC transition meetings continue between HART, PB and CH2M Hill as HART works towards identifying PA-task leads and hand-off dates within the coming week.

HART also awarded contracts for construction engineering and inspection (CE&I) groups for East and West portions of the alignment to assist with construction management. Construction is active in Sections 1 (West Oahu/Farrington Highway [WOFH]) and 2 (Kamehameha Highway Guideway [KHG]); column construction and utility relocation proceeding in Ho'opili area. Geotechnical activities in Sections 3 (Airport) and 4 (City Center). City Center Data Recovery soon to commence. AIS monitoring plans and burial treatment are forthcoming.

RFP for West Oahu Station Group (WOSG), Farrington Highway Station Group (FHSG), Kamehameha Highway Station Group (KHSG), Airport and City Center guideway also forthcoming.

2013 Summary of PA Implementation and 2014 Look Ahead by Stipulation

See Appendix B (PowerPoint Presentation, slides 7 through 12) or Appendix C (2013 Annual Summary) for more detailed summary of PA implementation over the preceding year and planned activities for 2014

I.H. Kāko'o Roles and Responsibilities

Paul distributed Kāko'o Review (Appendix G) on January 17. He acknowledges omissions and will prepare and distribute errata sheet. He gave a brief overview of his review report, highlighting strong and weak points of HART's performance and compliance with the PA.

❖ Strong Points

- TCPs, done in a comprehensive, thoughtful and high quality manner and will provide a foundation for the interpretive program.
- HART hired Stanley, SOI-qualified Project Architectural Historian
- AIS is complete and has been approved by the State Historic Preservation Division (SHPD)
- Cultural Monitoring is a good move by HART and not a requirement of the PA or law. HART developed an Interim Protection Plan.
- Meetings were held at Consulting Party request.
- Communication is good. In addition to semi-annual reports, HART has provided monthly reports.
- Information is made available on the website in a timely manner.

❖ Weak Points

- Suggests website navigation training as some consulting parties have had difficulty with accessing information.
- Lack of completion of historic context studies. No update since 2011.
- Lack of information on CLRs. No update since 2011. Mother Waldron and Irwin Parks are included.
- Cultural Sensitivity Training has not been held since construction resumed in September 2013. Must resume as soon as possible. Program will benefit from an external review.

I. H.12. Best Practices Manual (BPM)/Lessons Learned Case Study (LLCS)

There was inquiry on the status, scope, timeline and consulting party input related to the BPM and LLCS. Kiersten stated that "the answer is always that Paul is working on it...that it's not due yet." Paul clarified that the PA states both would be made available within one year of the completion of Phase 1 construction though a draft BPM is nearly ready for consulting party review.

Kiersten replied that the past approach as written in the PA had assumed the AIS being segmented and the idea was that lessons learned in beginning phase(s) of the project would

inform activities like archaeological and cultural monitoring in subsequent phases. Many things shifted as a result of the lawsuit, which accelerated the AIS. She also clarified that there are two pieces: a BPM for Section 106 generally to apply to any undertaking in Hawaii; and a LLCS from this project that can apply to additional consultation for this project.

Mahealani wondered what best practices and lessons learned are guiding phase 1 construction; what's guiding preservation. She wondered if the Secretary of Interior (SOI) standards were the best practices. Kiersten and Mahealani agree that the LLCS is overdue and opportunities to apply lessons learned from the past to current and future consultation is being missed. Blythe reiterated the language of the PA and stated that there's no reason why it shouldn't be completed sooner rather than later.

Susan interpreted Mahealani's comment for wanting integration between the different components (i.e. archaeological in conjunction with architecture, permitting, construction processes, etc.). She suggests integrating all the pieces so they inform each other.

Dawn Chang suggests Kāko'o schedule focus discussion and circulate draft BPM prior to meeting; present group expectations and approach, seek guidance on direction. Paul stated that he was confused with the expectation but will distribute draft BPM for review and comment prior to scheduling a follow-up discussion; he seeks input on direction.

III.E.2. Data Recovery

Susan noted that SHPD has accepted the archaeological inventory survey (AIS) reports for all phases of the project. Discussions continue regarding Supplemental AIS work to support City Center final design at Kaka'ako Station.

Airport Archaeological Monitoring Plan forthcoming.

Susan also noted that SHPD approved the Data Recovery Plan for City Center at Chinatown; eight sites with three trenches per site.. Liz highlighted that fieldwork is tentatively scheduled for February 9. Cultural Monitoring will take place at all sites. Cultural Surveys Hawai'i (CSH) with 'Ōiwi Cultural Resources (OCR) has been awarded contract for Project-Wide Construction Archaeological and Cultural Monitoring Program. Consultation with cultural descendants will continue.

IV.A. Applicability of SOI Standards

See Stipulation XIII.C

IV.B. Neighborhood Design Workshops

HART will hold final design community workshops (#2) for WOSG (presenting final design for East Kapolei and UH West Oahu Stations only) on January 28 at Kapolei Middle School; and for KHSG (presenting final design for Pearlridge, Pearl Highlands and Aloha Stadium Stations) on January 29 at Pearl Highlands Intermediate. Airport Station Group workshop #2 pending further coordination and submission of Makalapa districts' NRHP forms to National Park Service (NPS).

IV.C. Design Plan Reviews

HART posted responses to comments on final design plan review for Aloha Stadium Station to the project website. Kiersten cited Navy comment that all their remarks were also relevant to Pearl Harbor Station and HART reciprocating, "which includes this doesn't apply." She was unclear and expressed concern that the same determination has been made for Pearl Harbor Naval Base Station. *See Stipulation XIII.C for relevant discussion*

Joanna responded that the Comment Matrix reference was with regard to a specific category of comments noted in that same matrix and clarified that the Pearl Harbor Naval Base Station is directly adjacent to Little Makalapa Navy Housing District; the station is subject to SOI-standards.

Kiersten cited PA: “The consulting parties shall provide the City with comments” and stated that it’s not limited to written comments. HART will supplement the written response on Aloha Stadium Station to include oral comments. HART will include written and oral comments moving forward.

Kiersten inquired when consulting parties can expect written response to comments made on the Pearl Harbor Naval Base Station final design plan review. Joanna responded that she thought within the next week but would need to revisit schedule and clarify.

HART received PE update plans for six of eight City Center stations (not yet for Downtown and Civic Center Stations) from the final design consultant, Perkins+Will. HART will schedule workshop in February to look at the preliminary engineering for City Center stations. SOI-qualified Architects will participate in workshops for stations with historic and cultural sensitivity.

Liz noted that final design consultants are tasked with providing:

1. PE update
2. Interim Design
3. Final Design

V.A. Historic Context Study (HCS)

HCS is a priority for HART. Susan inquired who is tasked with completing the HCS. HART is refreshing scope with CH2M Hill; a full study is planned.

V.B. Cultural Landscape Reports (CLR)

CLR will continue once NRHP nomination forms have been accepted by NPS. Kiersten validates that submitting the form won’t provide the information; need the keeper’s determination.

Mother Waldron and Irwin Parks will be addressed in CLR. Kiersten wondered if Walker Park could be added.

VI.B. Pearl Harbor NHL nomination and CINCPAQ Headquarters NHL

Kiersten commented that the update of the NHLs have significant impact to the project schedule. She inquired the status of nomination forms and asked when final design for Pearl Harbor Naval Base Station will be complete. Liz acknowledged that this work is significant to the project and has effects to the master schedule. She noted that Airport Station Group was to be finished in January 2014 but gave reminder of the shift in schedule. HART will clarify schedule.

Betsy asked that HART stop saying the Pearl Harbor Station will be eliminated if the result is there aren’t two separate Makalapa districts. Liz apologized and acknowledged Betsy’s request. Betsy and Liz thanked Navy for being collaborative and constructive participants.

Charlene noted January 16, 2013 Navy coordination meeting with NPS, HART and SHPD. The discussion focused on update to the Pearl Harbor NHL and included input on the contractors’ SOW and how government information could be provided in order to support the NHL update. NPS conveyed expectations and advised of new guidelines for NHL updates.

The group agreed to continue coordination. HART to provide draft SOW and work plan in early February and schedule follow-up discussion.

As requested, the NHL update for Pearl Harbor will be done in coordination with the NHL update for CINCPAC Headquarters Building.

VI.C.2. NRHP nomination forms

Kiersten asked for recognition of some historic properties being more controversial, significant and/or complex than others; “a Chinatown update is fundamentally different than a bridge.” She suggests looking at district versus individual property or the complexity versus one that’s relatively straight-forward.

Mike Gushard noted that processing NR forms requires State Historic Review Board action; the board meets four times a year and there’s a maximum of 6 NR nominations per meeting. The board meeting on February 22 will include a review of some of the bridge NR nominations.

Lava Rock Curbs (Stipulation VIII.A) and True Kamani Trees (Stipulation VIII.C)

NR forms for both resources are under HART technical review.

Kiersten was puzzled with NR nomination for trees that will be destroyed. It was noted that the project arborist assesses the conditions of each tree and advises whether it can be replanted or repurposed; a tree disposition plan is being drafted. Woodworkers have already expressed interest in repurposing the wood from these trees.

Mike, Elaine and Kiersten wondered what the property types are for each resource. Kiersten also inquired on the status of propagating keiki from the existing trees and suggests that process start now. HART will provide more information as it becomes available.

Susan requests that the NR forms for both resources include architecture and archaeology before being submitted to SHPD for guidance.

Makalapa Navy Housing District and Little Makalapa Navy Housing District

See Stipulation XIII.C. for relevant discussion

Stanley noted that he has completed review of NR forms for both resources; comments will soon be submitted to Mason.

Kiersten highlighted boundary dispute. Stanley responded that coordination with SHPD, NPS and Mason will continue in order to resolve or come to some resolution on the boundary dispute. As identified in the PA, the resources are being treated as separate districts; two separate nomination forms have been prepared. HART will comply if NPS determines the resources should be treated as one.

Kiersten noted that HART had cancelled a number of meetings to discuss this topic and recommends a focus meeting would be more productive and effective in expediting the forms versus circulating drafts for 30-day reviews.

VII.A. Educational and Interpretive Program

Station Naming and Art programs are components of the interpretive program that are progressing. TCP studies will further inform the program. HART will continue to collect additional wahi pana.

Joanna noted the Historic Properties database (Stipulation VI.F) consisting of more information that will feed the interpretive program. There have been discussions with making the information community accessible.

Susan agrees with Mahealani that there is a need to expand community outreach; the community may not be aware that they have the opportunity to contribute wahi pana and mo'ōlelo. Susan suggests reaching out to some of the immersion or charter schools who may be able to contribute from a community perspective. She and Mahealani suggest advertising a schedule so that community can participate. Mahealani suggested connecting with the Kūpuna Program that exists within the elementary schools.

VII.E. Historic Preservation Educational Workshops

The second historic preservation education workshop will be conducted in mid-2014.

IX.A. Project Architectural Historian/Transit-Oriented Development (TOD)

Kiersten noted the intent in the stipulation for a Project architectural historian was for continuity and in-house expertise for the PA but also so it could be integrated with other City activities such as TOD planning and Interpretive planning, to ensure capacity in historic preservation exists throughout the project and City. Stanley is commended by Kiersten, Mahealani and Joanna for his work on the HPC and NR nominations. Kiersten needed clarification on Stanley fulfilling his role in the context of the PA: "...shall oversee completion of the stipulations of this PA, coordinate with the SHPD, Kāko'o...including...transit-oriented development with historic preservation..."

Stanley responded that recently his role has been workload driven but he is becoming more involved with oversight and implementation of the PA. He continues TOD coordination, National Register (NR) reviews and developing the scope for the context studies. Stanley noted that there is focus on quality, content and diversity in his review of documentation. There is also emphasis on the recordation of toponymy.

HART continues coordination with Department of Planning and Permitting (DPP) on TOD planning. In addition to Stanley, HART recently hired a Land Use Planner to interface with TOD activities.

Kiersten stated that DPP and the Hawaii Community Development Authority (HCDA) have jurisdiction; however, those agencies are missing historic preservation expertise and focus on TOD development, not transit. She noted that Stanley was hired two years after the TOD planning process commenced and commented that HART must take a more active role in coordinating and "participating" in TOD planning. Kiersten also commented that HART has an obligation in protecting historical and cultural resources being that "Transit" Oriented Development is a threat to historic properties; the project causes this impact.

Mike commented that historic and cultural resources should be mapped. HART has provided some mapping but SHPD and DPP don't have a GIS layer. Joanna noted that each TOD plan includes a section on historic and cultural preservation. Kiersten responded that TOD plans list what already exists on the register but doesn't identify eligible properties.

Susan requested existing TOD plans and suggests a focus meeting. She noted connection with the demolition monitoring (*Stipulation IX.C.*) and that permits should not be issued until historic property issues are settled.

Mahealani highlighted the importance of integrating cultural information from the TCP studies and other reports. She mentioned an existing city ordinance requiring that all permits be cleared by a historic preservation commission that has never been appointed.

IX.B (Historic Preservation Committee [HPC])

Mahealani and Kiersten are on the HPC. Kiersten commented that outreach to property owners went well and first round of applications were exciting; the projects are exciting and this is a great mitigation measure. Integrating the grant program with the educational program worked very well and she encouraged that be done during the second round.

IX.C. Demolition Monitoring

Joanna noted that out of 300 or so island-wide demolition permits issued by DPP in 2013, ten were issued for parcels within the APE and within 2,000 feet of stations. Kiersten stated the intent of this stipulation is to monitor if the project is catalyzing demolition of historic resource and wanted further clarification on the types of demolition (carport versus historic building) and the age of structure. She and Susan expressed interest in the Demolition Monitoring Report and wondered if SHPD had opportunity to review these permits. Susan showed particular interest in its relationship to archaeology. Mike stated that he has reviewed at least ten permits associated with the project. HART will distribute the Demolition Monitoring Report.

X. Construction Protection Plan

The Construction Protection Program will move forward in 2014 with task being transferred from PB to CH2M Hill; HART refreshing scope with GEC. Joanna commented the construction protection plan overlaps with the mitigation program and also includes a Noise and Vibration Mitigation Plan, which is updated every six months for each contractor.

XI. Cultural Sensitivity Training

Cultural Sensitivity Training will move forward in 2014; task being transferred to CH2M Hill. Mahealani and Kāko'o are in agreeance upon external review of program. Mahealani recommends coordination with UH Law School Native Hawaiian Center for Excellence.

XIII. Public Information

Mahealani requests a map of the corridor showing an overlay of cultural and historic sites being mitigated to re-establish what's being affected. She also noted that information is made available on the project website in a timely manner however the general public needs in a simpler form from MOT for traffic impacts to information on community events.

XIII.C. Objection to finding that SOI standards are not applicable to Aloha Stadium Station

The Aloha Stadium Station and the NHL are separated by Kamehameha Highway; the station will be located on a parking lot that is adjacent to Kamehameha Highway. It was noted that the FEIS phase, the station included a touchdown that was within the boundary of the NHL; the SOI standards were applicable. The touchdown has since been removed.

Current Finding/Prior Commitment

FTA reiterates that SOI standards are not applicable to Aloha Stadium Station as per language in the PA; the station is neither "within or adjacent" to the NHL. Ted stated the PA has not been violated.

Kiersten stated that HART reversed its finding and she referenced Historic Hawaii Foundation's (HHF) letter to FTA (dated January 6, 2014), which documents the record in which HART numerously stated the station was adjacent to the historic property and would follow SOI standards. Betsy Merritt also asked for explanation on the station being repeatedly characterized as adjacent.

Kiersten commented that it seems that FTA has predetermined the outcome which further violates the PA. She wants the process to be followed pursuant to the PA (*Stipulation XIII.C*). HHF has requested signatories, consulting parties and Kāko'o to be a part of resolving the

objection. Ted responded that FTA hoped for focus on core issue – identifying the impacts and agreeing upon reasonable mitigation in consultation with the stakeholders – but FTA could address the objection in the context of the PA. Charlene reiterates that focus is protection of historic resources; evaluating the boundary and effects, and evaluating what can be done to address those impacts. Mike commented “that’s following the standards.”

Definition of Directly Adjacent/Commitment to applying standards

Clarification is needed on City’s definition/interpretation of *adjacent*. Given the objection in HART/FTA finding that SOI standards are not applicable to Aloha Stadium Station, Kiersten expressed concern with the standards not being applied to other stations where they may be applicable (i.e. Pearl Harbor Naval Base, Iwilei and Chinatown Stations). She referenced Merriam-Webster’s definition of *adjacent* stating “it doesn’t require abutment of the boundary; it’s in proximity. Merriam Webster agrees with HHF.”

Noting that there are several entities involved with evaluation of the applicability of SOI standards, Kiersten highlighted the differences in findings: “the architect for Pearl Harbor Naval Base Station found that the station is adjacent and the SOI standards apply. In that case, the NHL is also on the other side of Kamehameha Highway.” Kiersten advocated group responsibility and recommends HART not leave up to the individual architects to decide. Susan commented the criteria should be applicable.

Blythe commented that HART acted before hiring architectural historian and prior to architects coming on board with the various design consultants. She urges HART and FTA to be clear from this point forward on which stations will undergo SOI standards application. She ask what is done with consulting party input on design. Liz answered that HART received comments from Navy and HHF on final design related to traffic and pedestrian circulation, safety and security and the Pearl Harbor Visitor Center. Those comments have been transmitted to the design consultant. Liz also noted ongoing coordination between HART, the Stadium Authority and HDOT. HART did not receive comments related to potential impacts to the NHL; Liz acknowledged the confusion on the applicability of the standards and communication not being clear on HART’s approach.

Mike asked if there was a specific advantage to HART in not applying the standards. “I’m hearing you’re not going to apply the standards but you’re going to do it anyway.”

Objection Resolution – Identification and Mitigation/Reconvene Focus Meeting

FTA acknowledges station proximity to the NHL and commits to further coordination in identifying any impacts and discussing any feasible mitigation in order to design the station to be context sensitive. Liz reaffirms HART’s commitment to mitigate to the extent possible.

Kiersten cited *Standard 9*¹ stating that historic materials and workmanship in the design do not apply but setting, context and visual impacts do. She asked “What aspects of the construction impact what elements of integrity of the NHL?” She also commented that because an analysis wasn’t done there is nothing meaningful to respond to.

Stanley and Joanna acknowledge general impact to setting though HART defers to NPS and consulting parties for clarification on identifying additional impacts and mitigation. Kiersten, Elaine and Susan state the need for written analysis in identifying the visual impacts and how to minimize those impacts.

¹ Standard 9 (**Rehabilitation Standard No. 9:** *New additions, exterior alternations or related new construction will not destroy historic material, features and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with historic materials, features, size, scale and proportion and massing to protect the integrity of the property and its environment.*)

Several parties commented that NPS/federal agencies didn't have opportunity to participate in October 3, 2013 station focus meeting given U.S. federal government shutdown (October 1 through October 16). HART will reconvene focus meeting and reassess which standards may apply. HART will invite SOI-qualified Architect to present finding analysis report. Mahealani and FTA concur on reconvene of focus meeting for Aloha Stadium Station. Betsy gives reminder to invite all parties.

Joanna noted that Anil Verma's SOI-qualified architect presented visual mitigation measures and solicited comments at the station focus meeting; also distributed plans for consulting party review and received no comments. Kiersten replied that comments were submitted – "also in 2011 on the PE-design plans, where HART said they would be addressed in final design."

Kiersten acknowledged "reconvening a focus meeting is part of the objection process; the stipulation is that FTA consult with the objector to evaluate...have a separate meeting and deal..." Kiersten requests Ted and Blythe attend in person and suggests meeting occur in March when Elaine is in town. Charlene requests finding analysis be circulated prior to reconvene.

Kiersten commented that view plains to and from the NHL were previously requested and have not yet been provided. Mahealani noted her previous request for views of the NHL from the makai side of Kamehameha Highway.

Liz reminded the group that KHSG, which includes Aloha Stadium Station, going to bid in mid-February with construction starting in June 2014 based on the current master project schedule. Betsy cautioned HART on possibly foreclosing options for minimizing and mitigating harm at the station. HART will reevaluate schedule; how PA intersects with the overall program.

NPS Concurrence/Land Ownership

Kiersten stated that the Stadium was constructed using conservation land funds and there are restrictions; anything non-recreational requires NPS approval. She asked about landownership and if HART received NPS concurrence. Liz responded that HART has a Memorandum of Understanding with the Stadium Authority but the easement is still being defined. The project was granted limited right of entry. HART may have been advised that the system/transportation is considered an auxiliary use to recreational use of the Stadium but NPS concurrence will be clarified.

XIV.A. Implementation Schedule

HART will integrate the PA Roadmap Schedule (Appendix E), which captures all PA-deliverables and activities, into the Master Project Schedule (Appendix D) and provide that in some form (i.e. Gantt chart) to the consulting parties. Joanna noted the PA Roadmap Schedule is in place of the "Expanded Schedule" HART previously distributed every six months as an attachment to the Semi-Annual Report noting the only difference is that a construction section was applied to each Stipulation. It is updated monthly and used internally. A general project map (Appendix I) indicating all four construction sections was handed out to provide clarity.

Liz noted the construction injunction and accelerated AIS activities caused a project-wide shift that affected many pieces of the program including station design meetings. HART accomplished much with regards to the AIS and wishes to carry the momentum forward.

XIV.E.2. Quarterly/Monthly/Focus Meetings

HART will continue to hold focus meetings for items like the art program and design plan reviews. Kiersten and Susan encourage the continuance of focused discussions and

accepted Liz's proposal that HART hold monthly PA update meetings with the understanding that the meetings are well-structured; suggests combine with Kāko'o meetings. Susan suggests involving multiple disciplines to better coordinate architectural and archaeological elements.

XIV.E.3. Semi-Annual Report

Beyond the scope of the PA and in addition to semi-annual reports, HART has been providing monthly progress updates on PA stipulations since November 2012, which are available on the project website. Kiersten noted that monthly progress reports commenced after quarterly meetings expired. The monthly progress reports are useful and serve as a historical record. She encourages HART to continue providing monthly progress reports.

Other Discussion Topics

Susan asked about the status of bridges and other structures besides stations. Could HART provide a schedule of activities? HART will provide the information.

Closing Remarks/Adjournment

Liz and Ted thanked everyone for their participation and input. FTA and HART look forward to continued dialogue.

*** Meeting adjourned at 11:26am ***

Action Items

- ❖ FTA respond to HHF objection in the context of the PA; provide clarification on repeated characterization/commitment.
- ❖ Present PE-update plans for City Center Stations (except Downtown and Civic Center Stations) at workshop in February, SOI-qualified Architect to participate
- ❖ Consider including Walker Park in CLR
- ❖ Consider an external review of Cultural Sensitivity Training program
- ❖ Review community outreach; advertise schedule of meetings and traffic impacts
- ❖ Continue to collect wahi pana for the Educational and Interpretative Program. Coordinate with Kūpuna program and Charter/Immersion schools
- ❖ Clarify which stations will undergo SOI standards analysis; define "directly adjacent"
- ❖ Reconvene Aloha Stadium Station focus discussion (March?)
 - Circulate Finding Analysis Report prior to meeting
 - Provide view plans to and from the NHL' include views from the makai side of Kamehameha Highway
 - Reassess applicable standards (Standard 9, etc.)
- ❖ Distribute Demolition Monitoring Report
- ❖ Clarify property type for Lava Rock Curbs and True Kamani Trees; NR forms to include archaeological and architecture
- ❖ Clarify schedule for propagating keiki Kamani
- ❖ Respond to written and oral comments on Pearl Harbor Naval Base Station final design plan review
- ❖ Clarify timeline for Pearl Harbor Naval Base Station final design
- ❖ Supplement responses to comments on Aloha Stadium Station final design plan review to include oral comments
- ❖ Distribute Kāko'o Review errata sheet
- ❖ Circulate draft BPM and schedule BPM/LLCS workshop; clarify expectations, discuss timeline and seek input and guidance on direction
- ❖ Provide mapping of cultural and historic resources
 - Re-establish affected resources

- ❖ Schedule TOD focus meeting; circulate existing TOD plans
- ❖ Schedule February Navy coordination to further discuss NHL updates
 - Provide draft SOW and work plan.
- ❖ Schedule Makalapa focus discussion
- ❖ Schedule recurring monthly PA update
- ❖ Provide a schedule that integrates the PA and project timeline.

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
Elaine Jackson-Retondo	National Park Service
Gary Tasato	Department of Planning & Permitting
Jeffrey Dodge	NAVFAC HI, Navy Region Hawai'i
Kiersten Faulkner	Historic Hawai'i Foundation (HHF)
Mahealani Cypher	O'ahu Council, Association of Hawaiian Civic Clubs
Mary Nguyen	Federal Transit Administration (FTA)
Mike Gushard	State Historic Preservation Division (SHPD)
Pua Aiu	SHPD
Susan Lebo	SHPD
Tanya Gumarac-McGuire	HHF
Ted Matley	FTA

Attending Project Staff

Dawn Chang	Consultant
In Tae Lee	Honolulu Authority for Rapid Transportation (HART)
Joanna Morsicato	HART
Joe Lapilio	Consultant
Josh Silva	Parsons Brinckerhoff (PB)
Kathleen Chu	CH2M Hill
Lisa Kettley	CH2M Hill
Liz Scanlon	HART
Mike Yoshida	HART
Paul Cleghorn	Pacific Legacy, Inc.
Paul Luersen	CH2M Hill

Appendix A

Agenda

Appendix B

PowerPoint Presentation

Appendix C

2013 Annual Summary

Appendix D

Master Project Schedule

Appendix E

PA Roadmap Schedule (as of January 17, 2014)

Appendix F

HHH and NR Schedule

Appendix G

Kāko‘o Review

Appendix H

HART Organization Chart

Appendix I

General Project Map

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

Aloha Stadium Station Focus Meeting

Date and Time: **March 13, 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
- Appendix C Historic Architect Review of Aloha Stadium Station (distributed via the email meeting reminder on March 6)

Welcome and Introductions

Facilitator initiated roundtable introductions. Federal Transit Administration (FTA) opened the meeting and welcomed attendees.

Meeting Purpose

FTA stated that the purpose of the meeting was to begin a process to respond to Historic Hawaii Foundation (HHF) objection that the Honolulu Authority for Rapid Transportation (HART) is in breach of Programmatic Agreement (PA) Stipulation IV. HHF's objections are articulated in its January 2014 letter to FTA.

Background

HART provided a summary background of the Aloha Stadium Station from the Draft Environmental Impact Statement (EIS) in which the Station included a station entrance/touchdown that was on the makai side of Kamehameha Highway and within the U.S. Naval Base Pearl Harbor National Historic Landmark (NHL) boundary. Pursuant to specific comments by the State Historic Preservation Division (SHPD) that the station touchdown would directly impact the NHL, the Final EIS mitigation measures resulted in the entrance/touchdown within the NHL being eliminated. The station is now located entirely on the mauka side of Kamehameha Highway, on the Aloha Stadium property and outside of the NHL boundary.

The PA requires HART to conduct at a minimum two neighborhood design workshops per station group and to notify the consulting parties of the workshops and consider any comments (Stipulation IV.B). In addition to the design workshops, HART also held focus meetings with the CPs for stations with historic sensitivities prior to community presentation. A station group presentation and station focus meeting was held on October 3, 2013 with CPs, and the neighborhood design workshop was held on October 8, 2013. [Note: federal agencies were furloughed when these meetings occurred]

At the station group presentation the SOI qualified Architect, Minatoishi Architects provided a presentation of the summary of impacts of the Aloha Stadium Station. Minatoishi Architects contracted by Final Designer Anil Verma came on board in the fall of 2013. Minatoishi Architects determined that the SOI standards are not applicable to the Aloha Stadium Station because neither the station nor the Stadium are historic properties. The station is neither within or directly adjacent to a historic property as provided for in the PA, Stipulation IV.A. Consequently, SOI Treatment of Historic Properties including Restoration, Rehabilitation, Reconstruction and/or Adaptive Reuse Guidelines do not apply. As a result, the SOI standards cannot be used as a mitigation tool. The guidelines are meant to be applied to historic properties. The station is *new construction* thus the SOI standards are not applicable.

SOI-Architect Presentation

Minatoishi Architects presented the very same PowerPoint (Appendix B) that was presented at the October 3 meeting, which included present-day site conditions, views to the NHL from the Aloha Stadium property and Aloha Stadium, views from the bus stop on the makai side of Kamehameha Highway, views from the Ford Island Bridge and security guardhouse, and the Arizona Memorial. The presentation also included the significance of the NHL's eligibility to the National Register of Historic Places (NRHP) and an overview of SOI treatment of historic properties. The project has no direct impact on the NHL and it does not directly or indirectly affect the elements of the NHL that form the basis of the NHL's eligibility to the NRHP.

Current Mitigation Measures:

- Elimination of touchdown within the NHL
- Historic American Building Survey (HABS), Historic American Engineering Record (HAER), and Historic American Landscape Survey (HALS) Recordation documentation (Stipulation V.C)
- NRHP nominations forms (Stipulation VI)
- Educational and Interpretive Programs, Materials, and Signage (Stipulation VII)

Design Constraints:

- Guideway alignment
- Station location
- Aloha Stadium Authority requirements and operations
- U.S. Navy security measures
 - Visual security screen on makai side of station to prevent views to and pictures of the NHL

COMMENTS:

Noting the alignment shift at Kaka'ako Station, NTHP asked for clarification on the parameters of any alignment modification; proposed shifting the station further 'ewa to where it is either over Salt Lake Blvd. or entirely within the Aloha Stadium parking lot on the mauka side of Sale Lake Blvd.

National Park Service (NPS) asked for clarification on the boundary of the NHL in relationship to the station. The NHL boundary is adjacent to Kamehameha Highway, which traverses between the NHL boundary and the Aloha Stadium property.

SHPD asked for relationship between Station location and area of potential effect (APE).

Design Mitigation Proposals:

- Concrete color coatings
- Colored metal panels along stairs
- Materials for louvered Visual Security Screens
- At-grade landscaping

Discussion of "Directly Adjacent" as it relates to the PA Stipulation IV.A and Aloha Stadium Station:

There were clear differences in opinion amongst the group on the definition of adjacency, as provided for in PA, Stipulation IV.A. There was also confusion on the inconsistent listing of stations in the various HART documents that the SOI standard would apply to. Thus, there was an agreement that to facilitate a process to respond to HHF's objections, rather than focusing on the interpretation of "directly adjacent to," that it would be more productive to agree on a list of stations that the SOI standards would apply to. To further facilitate that

listing, HART would circulate a list of stations that the SOI standards would apply to for review and comment by the CPs. To ensure that everyone was informed of this action, once the CPs reviewed the list, HART would post on their website the list of stations that the SOI standards would apply to.

COMMENTS:

NPS noted that the Pearl Harbor NHL Nomination form doesn't exclude land.

HHF is adamant that the station is directly adjacent to the NHL and asked that FTA and HART just concur that the standards will be applied.

FTA reiterates that the PA states "directly adjacent". "Directly" implies that there are no intervening features. Treating the term too flexibly will create unworkable situations and there must be a standard and qualifying factors so it's clear when there is non-compliance with the PA. As a matter of process, the determination must be documented. FTA clarified that they would like to comply with the spirit of the HHF letter and asked what impacts are not being addressed and what mitigation is proposed.

NTHP asked if the SOI standards would be applicable if Kamehameha were a 2-lane or 4-lane highway. NTHP agreed that there were not any extreme adverse effects, however, the principle of what "directly adjacent" may mean is more important.

SHPD commented that the PA should've defined "directly adjacent"; perhaps a more useful definition would've considered "a specific contributing resource to a district". Commented that it is difficult to understand exactly how the SOI standards will be applied to this station but recommends applying the standards to the limit. SHPD believes that the station is adjacent to the NHL – four-lane highway or not – but as Minatoishi Architects presented, the slope issues and distance from the specific qualities that form the significance of the NHL's eligibility on the register should be taken in to consideration.

ACHP commented that for lessons-learned and for clarity, the stations should've been listed. Any changes in personnel should require written confirmation from FTA to the CPs. ACHP hopes for there to be specific and substantive discussion today: how does the station fit within the context and what can we further do to make it better relate to the NHL?

The Navy agreed that the focus should be on how the group can work together to apply the SOI standards.

List of Stations

Multiple versions of a list of stations applicable to SOI standards was circulated to CPs, the latest having occurred on February 19, 2013 in which no CPs objected, and included the following stations:

1. Pearl Highlands
2. Aloha Stadium
3. Pearl Harbor Naval Base
4. Kalihi
5. Kapālama
6. Iwilei
7. Chinatown
8. Downtown

COMMENTS:

Minatoishi Architects suggests the historic architect be included in the design efforts. There is disconnect when they have to analyze later on in the process without a complete understanding of the concept and how the design may have evolved.

Kuiwalu suggests a spreadsheet that includes the list of the stations along with potential mitigation measures.

ACTION ITEMS:

HART will recirculate the list as a way to formalize it, solicit comments on the impacts from CPs and schedule a meeting to reconvene on the topic. The list will be available on the project website for the record and public notice.

Treatment Plan

The station is *new construction*. As triggered by Stipulation IV., a treatment plan to minimize and mitigate adverse effects is the next step.

COMMENTS:

HHF noted that the PA requires the treatment plan be developed through a consultative process.

FTA added that they are looking forward to moving forward and asked what the impacts are so they can be addressed.

Closing Remarks/Adjournment

Next meeting scheduled for March 19 at 8am Hawaii time where the treatment plan will be discussed. ACHP stated that they are unsure if there will be representation at the next meeting.

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

Attending Consulting Parties & Signatories

Betsy Merritt	National Trust for Historic Preservation
Blythe Semmer	Advisory Council on Historic Preservation (ACHP) (<i>dial-in</i>)
Charlene Vaughn	ACHP (<i>dial-in</i>)
Charlene Oka-Wong	NAVFAC HI, Navy Region Hawai'i
Elaine Jackson-Retondo	National Park Service (NPS)
Elizabeth Patel	Federal Transit Administration (FTA) (<i>dial-in</i>)
Jeffrey Dodge	NAVFAC HI, Navy Region Hawai'i
Jerry Norris	Office of Hawaiian Affairs (<i>dial-in</i>)
Kiersten Faulkner	Historic Hawai'i Foundation (HHF)
Mary Nguyen	FTA (<i>dial-in</i>)
Melia-Lane Kamahale	NPS
Mike Gushard	State Historic Preservation Division (SHPD)
Ray Sukys	FTA (<i>dial-in</i>)
Susan Lebo	SHPD
Tanya Gumarac-McGuire	HHF
Ted Matley	FTA (<i>dial-in</i>)

Attending Project Staff

Brennon Morioka	HART
Dawn Chang	Kuiwalu
Gary Omori	Gary Omori
Jay McRae	CH2M Hill
Joe Lapilio	Na Kii Ku
Josh Silva	CH2M Hill
Kathleen Chu	CH2M Hill
Ken Caswell	Honolulu Authority for Rapid Transportation (HART)
Liz Scanlon	HART
Lisa Kahahane	Pacific Legacy, Inc.
Lorraine Minatoishi	Minatoishi Architects
Mike Yoshida	HART
Paul Luersen	CH2M Hill
Stan Solamillo	HART

Appendix A

Agenda

Appendix B

PowerPoint Presentation

Appendix C

Historic Architect Review of Aloha Stadium Station

Programmatic Agreement Consultation Meeting

Date and Time: **March 19, 2014, 8:00 a.m.**

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

The following materials were provided to consulting parties (CPs) and signatory parties (SPs) prior to the meeting and are attached to these minutes. Handouts were also available at the meeting.

Appendix A Agenda

Appendix B PA Stipulation IV.A. SOI Standards List of 8 Stations

Welcome and Introductions

Facilitator initiated roundtable introductions. Federal Transit Administration (FTA) opened the meeting and welcomed attendees.

Meeting Purpose

This meeting was a follow-up to the March 13 Aloha Stadium Station Focus Meeting. The purpose of this meeting is to formalize a list of stations to be considered for application of the Secretary of Interiors (SOI) Standards under Stipulation IV.A and focus on the treatment plan for the West Stations bid package (Pearl Highlands and Aloha Stadium stations).

List of Stations

Attendees reviewed the list of eight stations (Appendix B). The list was also distributed via email prior to the meeting and comments/feedback is requested by Friday, March 21. Historic Hawaii Foundation (HHF) asked if there is a way to memorialize the list; perhaps cosigned by FTA.

1. PEARL HIGHLANDS STATION

Includes the bus transit center and parking structure

Associated Historic Resource: near the Waiawa Stream Bridge (Hawai'i Department of Transportation jurisdiction [HDOT])

Proposed Mitigation:

- Historic American Engineering Record (HAER) documentation completed for Waiawa Stream Bridge.
- Educational & Interpretive Programs, Materials and Signage, Aesthetic Column Program

Design Phase Status: Final Design

COMMENTS:

National Trust for Historic Preservation (NTHP) stated that we're assessing scale of resource and impacts; Waiawa Stream Bridge is not impacted. NTHP recommends revise list not to include this station.

HHF asked if the column aesthetic treatment will be applied to all stations and if the treatment could continue on more columns towards on the Eastern side of the station, if the columns are visible by the public. HART noted that every station will have the column aesthetic treatment, and that about six columns within the station platform will have the treatments.

HART agreed that the column aesthetic treatment can be extended beyond the station platform.

2. ALOHA STADIUM STATION

HDOT has jurisdiction of Kamehameha Highway and the Stadium Authority has jurisdiction of the Stadium property on which the station is entirely located. HART has a memorandum of understand (MOU) with the Stadium Authority to allow HART use of the Stadium property. HART noted that the station will be conveyed by easement, and the Stadium Authority will utilize the parking lot during special events and game days. The design of the parking lot accommodates the Stadium Authority's needs relative to its continued use of the lot.

HART has delayed the West Station bid package pending resolution of some design issues and consultation of Aloha Stadium station. HHF appreciated that HART withheld going out to bid on this station pending the further consultation.

Associated Historic Resource: Pearl Harbor National Historic Landmark (NHL)

Proposed Mitigation:

- Visual screens have been incorporated into the design (security measure required by Navy)
- Landscaping; HART proposes a tree screen on the makai side of Kamehameha Highway along the boundary of the NHL (Richardson Field) to soften views of the station from the NHL
- Educational & Interpretive Programs, Materials and Signage. Makahiki incorporated in to station design.
- Materials including color concrete coatings, colored/textured metal panels along stairs on makai side of station

Design Phase Status: Final Design

Treatment Plan

HART is gathering feedback from CPs on mitigation and will develop a preliminary draft outline for a treatment plan for Aloha Stadium Station, which will be distributed for review.

COMMENTS:

Mass/Scale

Mitigate if unable to minimize mass and scale.

Tree Screens

Navy noted that historically, Richardson Field has been open space and the tree screen would need to be assessed. National Park Service (NPS) commented that trees would be an added visual barrier; State Historic Preservation Division (SHPD) concurs.

Views To/From NHL

HHF commented that the Historic Architect presented views from the NHL to the Station but the Association of Hawaiian Civic Clubs (AHCC) had requested other views looking to the NHL; more views are needed to and from the NHL as well as looking at Ford Island. NPS concurs need to further assess impacts to viewsheds. SHPD suggests clarifying with AHCC as a starting point. The consensus of the group was to explore visual opportunities.

Patron/Travel Connections

HHF repeated the need to enhance patron/traveler connections to the Pearl Harbor Visitor's Center – with approximately 1.5 million visitors annually – and Ford Island. Project should improve sidewalk conditions at a minimum for safety issues.

HDOT has jurisdiction of Kamehameha Highway and has had minimal participation. Parties are in agreement that HDOT should be more engaged. HART is committed to facilitating a discussion with HDOT, the Stadium Authority, et al. HHF proposed FTA leveraging HDOT funding. FTA replied that they have no leverage with Federal Highways and proposed parties contact the Governor's office.

NPS suggests a pedestrian concourse; however, the cost would be approximately \$3-4 million and would have to be supported by ridership. Note: in the Draft EIS process, there was an entrance/touchdown within the NHL that was eliminated as a measure to avoid having a portion of the station in the Pearl Harbor National Historic Landmark.

Navy suggests using an existing pathway on the old railroad right-of-way along Richardson Field as a pedestrian connection.

Navy requests a design charette; Kuiwalu concurs.

HART noted that parking and pedestrian studies have been conducted for the Final EIS. The MOU with the Stadium Authority requires HART to complete a Before and After traffic and pedestrian study. Intermodal studies have also integrated the Navy's visitor shuttle. HART also clarified that there are no pedestrian safety issues. Improvements to the traffic signals and crosswalks at the Kamehameha Highway intersections are included with the guideway. HART will be conducting parking and pedestrian studies after the project is built (per HART's MOU with Aloha Stadium) to assess any future needs.

Educational & Interpretive Materials & Signage

Materials and signage will include pre-Pearl Harbor accounts as the cultural landscape of "Pu'uloa".

SHPD suggests using historic images of the area on platform visual screens. SHPD also proposed a web-based application or walking tour as a wayfinding tool.

General Comments

SHPD recommends the use of native plants. HART noted a proposed City ordinance regarding the use of indigenous plants.

NPS asked if there is any latitude in platform canopies. Canopies are a system standard. Historic Architect, Minatoishi Architects also commented that the station canopies have been assessed. Canopies were designed to represent the sails of the Hokule'a, a culturally symbolic image for the Hawaiian and public community.

Navy requests noise impacts to residential area. Kamehameha Highway was once called Government Road and was constructed below-grade of the residential area as a noise mitigation. Noise impacts were addressed in the Final EIS.

Per NPS, the NHL is 4,599 acres of land and 8,500 acres of water.

Closing Remarks/Adjournment

The meeting ran out of time and discussion on the other six stations on the list did not occur.

Next HART/Kāko'o meeting scheduled for March 27 at 10am Hawaii time with the purpose of discussing mitigation measures for Aloha Stadium Station. Send any comments, proposed measures, and effects to HART in advance of the next meeting.

*** Meeting adjourned at approximately 11am ***

Attending Consulting Parties & Signatories

Betsy Merritt	National Trust for Historic Preservation (<i>dial-in</i>)
Charlene Oka-Wong	NAVFAC HI, Navy Region Hawai'i
Elaine Jackson-Retondo	National Park Service (NPS) (<i>dial-in</i>)
Jeffrey Dodge	NAVFAC HI, Navy Region Hawai'i
Kiersten Faulkner	Historic Hawai'i Foundation (HHF)
Mary Nguyen	FTA (<i>dial-in</i>)
Mike Gushard	State Historic Preservation Division (SHPD)
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
Gary Omori	Gary Omori
Joe Lapilio	Na Ki'i Ku
Josh Silva	CH2M Hill
Kathleen Chu	CH2M Hill
Brennon Morioka	HART
Liz Scanlon	HART
Lorraine Minatoishi	Minatoishi Architects (<i>dial-in</i>)
Mike Yoshida	HART
Paul Cleghorn	Pacific Legacy
Paul Luersen	CH2M Hill
Stan Solamillo	HART

Appendix A

Agenda

Appendix B

PA Stipulation IV.A. SOI Standards List of 8 Stations

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

HART/Kāko‘o Monthly Meeting

Date and Time: **April 24, 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 Draft Treatment Plan for Cultural and Historic Resources at Aloha Stadium Station (dated April 23, 2014)

Meeting Purpose

The meeting was facilitated by Dawn Chang. The purpose of this meeting was to gather feedback from consulting parties (CPs) on the Draft Treatment Plan for Cultural and Historic Resources at Aloha Stadium Station. The treatment plan was distributed to everyone today so the meeting was intended as a walk-through of the document.

Background (Paul Leursen and Stanley Solamillo)

This is the first treatment plan from HART and we wanted to walk through it and have everyone look at it. The meeting was turned over to Paul and Stanley to provide an overview of the plan.

The treatment plan was in response to Historic Hawaii Foundation’s (HHF) recommendations and questions about the Aloha Stadium and the request to provide a treatment plan. Areas addressed in the treatment plan are based on summaries of HART/Kāko‘o Meetings held on March 13, 19 and 27 include consulting party comments on measures to minimize and mitigate effects at Aloha Stadium Station. For reference, these meeting summaries are included as Attachments 2f, 2g and 2h of the Draft Treatment Plan. This plan was created in close coordination with FTA and SHPD.

The treatment plan is provided for in the Programmatic Agreement (PA) when the station is adjacent to a historic property of district. The treatment plan draws heavily on language from the PA and Environmental Impact Statement (EIS) and addresses effects to setting, feeling and association to cultural and historic resources at Aloha Stadium Station.

Question: Before we talk about treatment plan specifics, are we planning to cover the other issues we discussed at the last meeting? This included design alternatives. We had asked if HART was only looking at mitigation or are they also looking at design changes. Our concerns related to footprint of the station, pedestrian circulation. HHF submitted an April 2 follow up email with design recommendations.

Let’s hold on this until the presentation since these issues may come up as we review the treatment plan. If these issues are not addressed we will go back to the treatment plan and address those issues.

The overview continued with a summary of the sections in the plan. The treatment plan follows other standards for treatment plans and used previous plans as examples.

The treatment plan doesn’t address off-site design impacts that aren’t within HART’s jurisdiction including pedestrian movement and traffic circulation to and from the station. However, HART

will facilitate coordination meetings with relevant and appropriate agencies with regards to off-site improvements.

Chapter 1 is the introduction and is self-explanatory. It outlines why the treatment plan is being done and the purpose of the document.

Chapter 2 provides the regulatory context including an overview of Section 106 compliance, an overview of the PA, agency roles and responsibilities and the requirement of consultations with the CPs.

Chapter 3 goes into more specifics to the Aloha Stadium and the historic sites at Pearl Harbor affected, and addresses historical and cultural resources. This section draws heavily on the language in the AIS. Section 3.6 is a summary of Consulting Party comments.

Chapter 4 are the measures to mitigate concerns about massing and concerns about how Pearl Harbor is impacted. We also discuss the short term next steps.

Chapter 5 summarizes other steps that could be taken. For example off-site pedestrian circulation. Some of these alternatives end up on properties that are not in HART's control.

- We realize that the CPs haven't had the opportunity to read the plan entirely. Our focus is on Chapter 4. There will be time for comments, we need written comments by May 9. By May 15 there will be a revised draft and a continued request for additional input until May 22 for final comments. On May 29 we will issue a final treatment plan.

Today we will walk through this for discussion purposes. Today we wanted to get comments from you and we will be in listening mode and get comments on the treatment plan. We want to walk through the mitigation measures and get comments.

- Because the PA discussed the role of FTA, are there any additional comments? No, but today we will be in listening mode and get comments and suggestions on the mitigation measures proposed.
- Kāko'o, Paul Cleghorn has been in several meetings with HART personnel and comments have been submitted. The Kāko'o went through several drafts. As part of the team, there are two architectural historians and we have gotten comments from both of them, too. We have covered all the bases we could.

We are suggesting that Paul walk us through Chapter 4. The measures were specifically tied to specific comments related to the design. This treatment plan is only in respect to the onsite design of the Aloha Stadium Station, not the offsite issue raised in previous meetings. HART would coordinate and facilitate discussion among other parties to talk about off-site issues including pedestrian flow and traffic.

Question: Unless I am missing something, I don't see anything different than what was presented at the last meeting. Am I missing something, or is there something new in this plan than what was presented at the last meeting by HART?

- *If the question is related to moving the station, it's not being moved.*
- *If the question relates to size, it is the same size. That has not changed.*
- *Table 3.5.1. show the previous attempts made to address size and location*
- *The treatment plan is an attempt to document what has been done to avoid and minimize during the EIS process.*

Question: The CPs are focused on the project post execution in the PA and to the comments made in the last six months. Has anything been done in the last six months that related to comments raised regarding our review of the design?

Comment: It seems that the landscape plan has changed. The color palette for Aloha Stadium has changed. The signed and content has been changed. I'm a little confused on the comments that nothing has changed. I see changes.

- *Attachment 5 addresses some of the changes being made. Also check on page 19.*
- *Attachment 5 covers landscaping context.*
- *We cannot set back the station. Kamehameha Highway is proposed for additional landscaping with plant materials that buffer and be more prominent that what was originally planned.*
- *Makai view from Halawa would incorporate silver trumpet trees and denser spacing.*
- *Large trees, not indigenous, are being selected because of their foliage and the conditions of the area.*
- *Indigenous plants will be used as lower growing materials.*
- *In the planters we will be using Native Hawaiian indigenous plants and shrubs.*

Question: I am assuming these plants are drought tolerant? It is very hot here. Akia was prominent here.

- *There are wet and dry plants.*
- *Travelers palms are being used because they are narrow. The planting area is limited.*

Comment: Our conversation is lovely today. I find myself sitting here and when I look at the report, I can't complain about the report. It stands to reason that some will not like the degree or the extent of the changes made.

When I think about mitigation, my comment is that this is about mitigating a new comer's footprint to Hawai'i. I don't know if FTA can imagine what it is like to sit at this table and have to rely on the integrity of this team to bring forward the story of the native of this land. These plans are the physical finishing touches on a manmade structure. Manmade structures in different parts of the world have different impacts on the land. This does not mitigate the impact of man on man. There is nothing to mitigate the displacement of a culture. Now we have to read about it.

As the chair of the burial council it is my responsibility to speak on behalf of the kūpuna. Where did the Hawaiians go? Look at the plants. They are what Hawaiian's used but not necessarily use today. There are some things I will use. Nothing wrong with the plants.

The presence of our people is being relegated to stamps on the columns. We are being relegated to signs. These are token. Am I displeased on how the project is progressing? No. We are mitigating what we cannot do too much about. This does not change the health of the Hawaiian community, make it more vibrant.

We are spending a lot of time to address small things. It seems that lots of energy and focus is being put into a station. Pearl Harbor, fine and dandy, but what happened to Pu'uloa, the ice box of my people. Now we have to read about it. I am thankful that Hawaiian language is front and center. We can always argue about the design. This puts Hawaiians on a 2 and 3 dimensional plane. Who we are and who we were. What we do versus what we did.

I don't know if I have too much sympathy for people's loss of views. What about the loss of my people? Loss of aesthetics or the loss of my culture? The structure that my people built did not have this impact on the land, it was more harmonious. Why is it that the story of the Hawaiian people is relegated to the way it is.

This is a structure coming up that will not be reflective of Hawaiian composition and it is obviously a foreign building. We don't need to spend too much time mitigating what is not being discussed.

I like the work that I have seen. Thank you for presenting this information. Just the fact that this is coming up says a lot.

- *We have an opportunity to try with a few methods, not a prominent as they need to be or we would like them to be with a technology that is not designed to do that. To use the language and tell the stories as best we can. This is not as prominent as we would like it to be. We are clumsy. We are trying to tell a story on a transit platform. Not the best place but we are trying our best. This is a transportation project, not a museum or cultural center.*

Thank you. They see this as a people mover and do not expect to see the depth and breadth of content. Everybody does not agree on attempting a different level of value. I am not trying to diminish the level of concern people have. The Hawaiian community is not gone from the face of the earth and I will look to this project that will take every opportunity with this project uplift, enhance, promote, promulgate and empower the native story. This is about the presence of the ancestors of this land.

- *Are there other comments?*

Comment: Regarding landscaping. This project has been planned for the long haul. We cannot plan it only to look nice when it opens but need to plan it to be sustainable. Planting should be xeriscape. Use plants that are native to the area and will thrive in that environment. Review the plants being considered and look for plants that grew in that area and they will thrive.

- *This is an excellent suggestion and will be looked at.*
- *There is a proposed landscaping plan included in the instructions to the contractor.*
- *Ultimately any decisions we make today will be incorporated to the contract.*
- *Unless there are some technical reasons that we are not aware of in this room, we can use what we decide in this room.*

Question: The proposed mitigation is superficial and shallow. In our previous meetings there have been concerns about design and placement options. We were told that HART would respond to those concerns. How is the team addressing the proposed changes to setback, massing, scale, circulation and design of the actual structure?

- *You are right. We put these into the "parking lot" and need to address these.*

These comments were put into writing in April but these were discussed a month ago in the last consultation meeting.

- *It is important to note that from a technological, circulation, and pedestrian requirements, bus circulation and use standpoint, everything has been minimized. We have taken them to the bare minimum. We have cut canopies back, reduced*

- stairs to their narrowest useable widths. The architecture and technology requirements that are needed to provide a transportation system at this site cannot be reduced any further. All we are left with are the things we are talking about today.*
- *The station design cannot be changed. The amount of time spent to design what we have has been tremendous and everything has been done to address the issues raised. We have, over a period of time, made an effort to value engineer, optimize, reduce and take out things, even prior to the PA to bring this station to the smallest possible footprint. Chapter 4 discussed those mitigation measures that can be done. Nothing more can be done to the physical design of the station or its location.*

Comments: You aren't saying you can't, you're saying you won't. Be honest. You are foreclosing alternatives. You have a forgone conclusion that you are not going to change anything meaningful.

- *We have certain components that we have to assemble in a certain way. We can make more changes but these would be minimal. We are at the point to where we have assembled the components in the most efficient way. Moving the station is not on the table.*

FTA Comments: we are here to identify and respond to impacts. I believe that is what the treatment plan is doing. It has identified impact and proposed responses to them. This is not an effort to get a group together and come up with a consensus design that makes everyone happy. We need to keep anchored in Section 106 and focus on the impacts and once we have an agreed on impact, which the treatment plan states are general impacts and the treatment plan as it is drafted proposes responses to the impact. We don't have a wide range of solutions because we believe that treatment plan identified and addresses the impacts. Given the impacts we have identified, does the treatment plan look at these impacts and identified solutions to these impacts.

Comments: The impacts are within the context of feeling, setting and association. One of the problems we have is that the station is right up against Kamehameha Highway. It needs to be further back. That's why these questions are being asked. They do relate to impact.

- *We have a whole set of new problems if that happens. We have an agreement with the Stadium Authority and they want to preserve their parking.*
- *If we move, we will have an impact on iwi kūpuna and other sub-surface cultural resources. The existing site has been tested for these. A change would need a supplemental AIS. We open up another set of potential problems.*
- *Design changes would make changes in the guideway moving the station could cause more problems than solving.*

Comments: This is the first time that anyone in the HART team has talked about the problems if the station is moved.

Comments: Moving the station over the highway would create more parking and would reduce the impact on the NHL. It would free up parking by taking air space over the road.

- *Mike (SHPD): the proposal to situate the station over the highway moves it closer to the NHL. There is the potential for a larger impact.*

Advantage would be more in line of sight with the stadium. It would be more spread out than the block that it is right now. It would be more in line with the stadium.

Comments: I also wanted to add that the proposals we (HHF) made would not move the station and would have made less of an impact on the area. It would impact fewer sub-surface resources. This is a blanket dismissal of the alternatives without looking at the alternatives.

Comments: I want to echo the comments. I haven't read the whole treatment plan. I suspect they will reference the constraints to this site. These include physical constraints and the constraints from the stadium authority. Just getting this information is helpful. The occasion for our discussion is also very specific. This is about meeting stipulation IV.C. The execution of the agreement is about acknowledgement of the impacts and creation of the treatment plan. We have moved into what is possible about the treatment measures. Getting clarification about what we can and cannot do is helpful but we are not way back in the beginning trying to figure out all of the possible configurations of the station design in this area. Its constrained by certain things that FTA and HART have alluded to up to this point.

Comments: There is a continuum in which constraints end up becoming foreclosure of alternatives. That's the territory that we are in. There are many constraints that are either self-imposed or occurred before meaningful consultation that it's improperly limiting the ability to consider ways to minimize and not just mitigate the adverse effects.

- *FTA looks for some degree of consensus and while there are some differences there is not any consensus on the changes being proposed either. I don't know if we have a consensus among the parties that moving the station would significantly change it. We are acknowledging the problems and we need to aim for consensus – what can we get to consensus about? It cannot be just about what any minority or party feels.*
- *This is a topic generating a lot of opinions. Can we get opinions today about whether the station gets moved? Is that something that would be helpful?*

Comments: It premature to try to pin people down today. We can appreciate comments we get today and we may not get to conclusion today. I just don't want to make a decision today and have this come back in the future. We are literally walking through this document. We may not get to that conclusion today.

- *How important is it to note that this issue has been on the table for some months now and we have gone through numerous observations, justifications. What will it take to get the station? The stadium authority will not entertain changes in location including changes to the Ewa direction. The station cannot be located on the curb. The reasons for not moving the station are numerous. We need to dispose of this particular issue and move onto those that we can deal with.*

Comments: There are actually two different alternatives. One is to move the station but HHF suggested not to move the station and reducing the footprint. All of the reasons you give do not apply to that second alternative.

- *It still needs to be evaluated. We need to hear why this would reduce the problems. The suggestions need to be considered in the revision to the plan.*

We have said this before. I don't know how much more clearly I can say this. It feels like there's this barrier where you are no longer hearing comments anymore.

Comments: Relating to changing the footprint - concerns have been raised about changing the footprint, supplemental AIS, iwi kupuna that are avoided by the current footprint. These concerns have been discussed by the cultural descendants. The AIS for Aloha Stadium was based on the current design.

Comments: Why would changing the footprint require a supplemental AIS? HART has said this is not needed since this site has already been evaluated.

Answer: The testing for the touchdowns were done after the reiterations of the possible designs or the changes made were done with the supplemental at the same time and additional tranches were used.

Comments: From architectural historian standpoint, this is not a historic site. It may not be necessary to adjust touch downs. We are not impacting a historic site. To change the touchdown from one location to another – don't know what the impact would be.

Comments: The purpose of the proposed shift is to address the visual impact on the NHL. The proposed shift address that adverse impact.

Comments: I don't know what the changes would do. There would still be an impact no matter where it goes.

- *We will take all of the comments and HART will respond to all of the comments. You will all have an opportunity to respond to the response. Paul, do you want to continue on your presentation of the plan?*

As a summary of Attachment Six, there are treatment measures outlined in the report.

- The plan deals with colors
- There was an acknowledgement that a light color did work well and we need to darken them slightly – we see the need for more earth tone colors.
- We would use a beige color for the stairs.
- We stay away from moss rock
- Sand colors are more of a coral look.
- We need to look at the materials reflective of the island and area, in this case coral.
- It totally changes the appearance.

Comments: Can we not make a moss rock façade? It would be harder for someone to paint on?

Question: Are we using the coral on the short flat building near the escalator?

- Yes

Comments: It depends on what your cultural eye is. If I go to the Big Island, I expect to see lava rock facing. When I see coral facing, it's a little more reflective of Oahu. (Especially in this area). I like the original color schemes.

Suggestion: there is another low building, we can use the same color and material?

Attachment Seven: A lot of this material has been seen before. There is one additional handout on the surface adjacent to the parking lot. We have interpretive signage in this area. We are proposing to increase the amount of interpretive signage. Ken reviewed the signage proposed in the plan.

Wrap Up/Closing Remarks

Liz reviewed schedule again: written comments are requested by May 9th, a revised draft will be completed by May 15th with final comments requested by May 22nd. A final treatment plan will be released on May 29th.

In other announcements, invitations for bid packages will go out May 15 with the Aloha Stadium included. The procurement period will take at least 3 months with contractor responses around October. The start of construction will not occur until Spring. We believe we will still have time to addendum things into the package pending this process.

HART will convene an off- site discussion group. This will be done in mid to late May. HART and the Navy have been invited to participate in Federal Highway – National Park Service discussions to look at transportation and other safety type improvement at the visitor center at Pearl Harbor.

Closing Remarks/Adjournment

The next meeting is scheduled for May 22nd at 10am. The meeting adjourned at approximately 12:00pm.

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>)
Hinaleimoana Wong-Kalu	O'ahu Island Burial Council
Jeffrey Dodge	NAVFAC HI, Navy Region Hawai'i
Jerry Norris	Office of Hawaiian Affairs (<i>dial-in</i>)
Kiersten Faulkner	Historic Hawai'i Foundation (HHF) (<i>dial-in</i>)
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
Ted Matley	FTA (<i>dial-in</i>)

Attending Project Staff

Dawn Chang	Kuiwalu
Gary Omori	Gary Omori
Josh Silva	CH2M Hill
Kathleen Chu	CH2M Hill
Kawika Farm	Honolulu Authority for Rapid Transportation (HART)
Ken Caswell	HART
Liz Scanlon	HART
Lisa Yoshihara	HART
Lorraine Minatoishi	Minatoishi Architects
Mike Yoshida	HART
Paul Cleghorn	Pacific Legacy
Paul Luersen	CH2M Hill
Stan Solamillo	HART

Appendix A

Agenda

Appendix B

Draft Treatment Plan for Cultural and Historic Resources
at Aloha Stadium Station
(dated April 23, 2014)

HART/Kāko‘o Monthly Meeting

Date and Time: **May 22, 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	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 26th 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

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

HART/Kāko‘o Monthly Meeting

Date and Time: **June 26, 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	Pearl Harbor Naval Base Station and Holau Market PowerPoint Presentation

The meeting was called to order by Joseph Lapilio (facilitator) at 10:10am and started with self-introductions. Liz Scanlon provided a short welcome and thanked everyone for coming. This meeting is to provide an update on the Pearl Harbor Naval Base Station, a status of the Holau Market and to review our meeting schedule and solicit feedback.

PEARL HARBOR NAVAL BASE STATION – CONTEXT AND DESIGN (Kyle Williams/Jim Stone)

The first slide showed the general approach to the district. Interior rules and guidance was used. The guidelines require interpretation and rehabilitation was determined the best approach. The approach used is “sympathetic abstraction.”

Comments regarding the utility building and other ancillary structures were addressed. These structures are large and berms, mounds and trees will be used to establish the setting. A slide of a station in Minneapolis (Historic Union Depot) was shown to demonstrate the concept. The character of the area was examined. The key factor in design was the arched windows and metal frames. Working with the historic preservation community they utilized these components in the design.

Same concepts were used at the Pearl Harbor Naval Base Station. The setting includes the Makalapa housing area (residential) and the setting is park like with grass areas and trees. There are predominant colors. These needed to be preserved.

The access was moved from the back side of the building to Radford Drive. Design and landscaping was used to make the access more organic.

There were two significant trees scheduled to be removed. A primary design concern was to preserve the setting and honor the park. Designer worked with HART to compress the station and re-organize it to save the trees. The building was downsized. The trees were saved and additional trees included.

Masonry was chosen to bring local colors and materials to the station. The design includes mounding and trees for a more open gate. Predominant plant forms were used to design walls and fencing. The colors trend between the residential, industrial and park areas.

Previous design used naval facilities standard. It was more massive and architecturally are similar to buildings on the base. An abstraction was chosen to match the residential scale and include less visible barriers allowing views of the park and areas behind. The new design does what it needs to do but provide better views, landscaping, roof slopes, and materials.

Questions and Comments:

A Cultural Descendant asked what kinds of trees are being saved?. *Outdoor Circle indicated that these trees are significant. One is a ficus and the other an African Tulip. There are also shower trees.*

Is it taller than it needs to be? Is that height necessary – is there extra height? *What was previously done was higher. The new design follows the topographic slope of transit passes. As much compression was done as possible.*

Appreciation for reducing the adverse visual impact of the station. Why could this not have been done at Aloha Stadium? This is great evidence of what happens when you try. The refusal to even try is evident. *No responses.*

UPDATE ON MAKALAPA NATIONAL REGISTER NOMINATIONS (Stanley Solamillo)

One national register nomination for Big Makalapa and one national register nomination for Little Makalapa. This was done in reference to PA VI.C.1. The initial draft was submitted to HART December 2013. What was important was Native Hawaiian history pre- and post-contact history which was added to the draft. This has been submitted to SHPD and is scheduled for public hearing with the Hawaii Historic Places Review Board on Saturday, August 16, 2014 at 1pm. The way the stipulation reads there are two nominations. Stanley reviewed a PowerPoint presentation to discuss the historical background of the area.

Questions and Comments:

Something has gone to SHPD? *Yes, as two nominations.*

What is the boundary – is it Radford Drive is it carved out of the landscape? *It is just the housing areas with the boundaries at Little Makalapa and Big Makalapa.*

Is the public hearing a typical procedure for reviewing National Register nominations? *According to SHPD, it is typical. All states have an advisory board and this is ours.*

UPDATE ON PEARL HARBOR NHL (Stanley Solamillo)

Selection of the contractor for the Pearl Harbor NHL update has been completed. HART received comments from the National Park Service to select a contractor that had previous experience with NHL updates. The contractor selected comes highly recommended. They have begun working on questions for the National Park Service. We look forward to producing an extremely high quality product for the Navy and that consulting parties.

Questions and Comments:

What is the anticipated timetable for the NHL update? *We don't have that information yet. When we do, we will let you know.*

Historic Places Review Board will meeting on July 16, 2014 @ 1:00 p.m. to review this nomination.

HOLAU MARKET (Stanley Solamillo)

The location of the site is the touchdown for the Chinatown Station. It is a contributing building to the Chinatown Historical District. The building was built in 1936.

The following information is preliminary and still needs to be substantiated through additional research. The building may be associated with Charles Holau from Papakolea. There is information on Charles Holau in Hawaiian language newspapers and a couple of translators are translating text from those sources

At the last meeting we talked about historic context as it continues through time and how this demonstrates the movement of Native Hawaiians through various time periods. Papakolea was an enclave of Native Hawaiian lei sellers, stevedores and baggage carriers. It was a community of the working poor who walked to work at Honolulu Harbor. It is important to capture this information to document Native Hawaiians throughout history and not just in pre-contact times.

HART owns the market. Its current condition requires immediate stabilization due to water damage. Current tenants will be vacated and a stabilization plan will be implemented. HART is considering a number of re-use options including mixed-use. The exterior will be restored and the interior will be modified. The Initial scope of work is to evaluate existing conditions, estimate costs for stabilization and determine rehabilitation options.

Stanley has worked on previous tax credit projects: \$13.5 m in tax credit projects in Texas. After coming back to Maui in 2004, he produced tax credit projects for smaller scale buildings. Stanley will prepare the historic preservation certification application for this project and it should qualify for historic tax credits and new markets tax credits. HART will explore federal funding for matching funds as well.

HISTORIC PRESERVATION FUND (Stanley Solamillo)

Emails have been sent out for available times for the HPF committee to meet, review and vote on the 10 applications that were received by HART on April 21.

Questions and Comments:

How many do we need to make quorum? *We need five, we have been getting, at most, three members.*

How do we get on this committee and help with quorum? *Stanley can solicit new members.*

SIX MONTH EVALUATION OF CONSULTING PARTY MEETING SCHEDULE (Joseph Lapilio)

The group was asked for feedback on the monthly meeting schedule. We started in January to make sure better communication was taking place, updates shared and identify issues that needed more thorough discussion. Based upon the comments, HART will continue to hold regular monthly meetings on the 4th Thursday of every month from 10:00 a.m. to noon with the Signatory and Consulting Parties unless otherwise informed.

Questions and Comments:

Although I haven't attended for a couple of months, today was very good and informative. I wanted to see the design and discussions and this was good. The information on Holau Market was very good.

Appreciation to HART on the hard work. The cooperation and coordination has been valuable.

It has been helpful. Having a regular monthly meeting serves as an action forcing function where otherwise some issues fester. Having it on the calendar forces everybody to come to the table and move forward. It has been extremely valuable. There were no comments on the day and time of the meetings.

OPEN DISCUSSION AND WRAP-UP

There was no additional discussion at the meeting.

THE MEETING WAS ADJOURNED AT 11:12am

Attending Consulting Parties & Signatories

Pua Aiu	DLNR
Tanya Gumapac-McGuire	Hawaii Historic Foundation
Mike Gushard	State Historic Preservation Division (SHPD)
Aliikaua Kaleikini	Descendant
Kaonohi Kaleikini	Descendant
Kilinahe Kaleikini	Descendant
Moani Kaleikini	Descendant
Susan Lebo	SHPD
John Lohr	NAVFAC HI, Navy Region Hawaii
Betsy Merritt	National Trust for Historic Preservation (<i>dial-in</i>)
Mary Nguyen	FTA (<i>dial-in</i>)
Charlene Oka-Wong	NAVFAC HI, Navy Region Hawaii
Jessica Puff	SHPD
Blythe Semmer	ACHP (<i>dial-in</i>)
Gary Tasato	NAVFAC HI, Navy Region Hawaii

Attending Project Staff

Ken Caswell	HART
Dawn Chang	Kuiwalu
Paul Cleghorn	Kakoo, Pacific Legacy
Kawika Farm	HART
Cheryl Kaneshiro	HART
Joseph Lapilio	Facilitator
Paul Luersen	CH2M Hill
Jon Nouchi	HART
Liz Scanlon	HART
Josh Silva	CH2M Hill
Stan Solamillo	HART
Jim Stone	Group 70
Kyle Williams	AECOM (<i>dial-in</i>)
Lisa Yoshihara	HART

Appendix A

Agenda

Appendix B

Pearl Harbor Naval Base Station and Holau Market PowerPoint Presentation