



HONOLULU AUTHORITY for RAPID TRANSPORTATION

MINUTES

**Transit Oriented Development Committee Meeting
Kapolei Hale, Conference Room B
1000 Uluohia Street, Kapolei, Hawaii
Thursday, July 25, 2013, 9:00 A.M.**

PRESENT:	William "Buzz" Hong Ivan Lui-Kwan	Keslie W.K. Hui Robert "Bobby" Bunda
ALSO IN ATTENDANCE: (Sign-In Sheet and Staff)	Jeff Gaskell Paul Schultz Cruz Vina Duane Sayers Bill Brennan Ken Caswell Lisa Yoshihara	Daniel Grabauskas Joyce Oliveira Gary Takeuchi Cindy Matsushita Andrea Tantoco Scott Ishikawa
EXCUSED:	George I. Atta Donald G. Horner	Michael D. Formby

I. Call to Order by Chair

Transit Oriented Development (TOD) Committee Chair William "Buzz" Hong called the meeting to order at 9:01 a.m.

II. Public Testimony on All Agenda Items

Mr. Hong called for public testimony. None was offered.

III. Approval of Minutes of the June 27, 2013 Transit Oriented Development Committee Meeting

Mr. Hong called for the approval of the June 27, 2013, minutes of the TOD Committee. There being no objections, the minutes were unanimously approved. Mr. Hong thanked staff and members of the public for attending the TOD Committee meeting.

IV. Presentation on Farrington Highway Group Station Design

Daniel Grabauskas, Executive Director and CEO of the Honolulu Authority for Rapid Transportation (HART), asked Ken Caswell, Chief Architect, and Lisa Yoshihara, Transit Arts Program Administrator, to present the Farrington Highway Station Group Design. The presentation is attached hereto as Attachment A. Mr. Grabauskas stated that previously the community was asked for input on the station features. He said that HART's initial designs proved too costly, so Mr. Caswell modularized the station design in an effort to manage costs as well as provide a common feel at each station. He stated that the individual stations designs based on the modularized station concepts have incorporated community input. Mr. Grabauskas thanked Mr. Caswell and his team.

Mr. Caswell outlined the different station design programs: (1) Aesthetic Column Program, (2) Station Art Program, (3) Interpretive Signage, (4) Station Plaza Paving Program, (5) Station Naming Program, and (6) System-Wide Station Standardization Program.

Ms. Yoshihara said that HART has gone beyond federal requirements to integrate Hawaiian history, culture, findings in the Archaeological Inventory Survey (AIS) and Traditional Cultural Property (TCP) reports, and community comments into the Aesthetic Column Program. She provided the example of a column cast with depictions of the specific area's history and culture. Such columns will be present at each transit station. The column designs will also be incorporated in metal-enamel signs that will provide the history of that specific station.

Ms. Yoshihara reported that the Station Art Program, which drew over 400 applications from artists, will provide opportunities to create artwork such as murals, fencing, grill work, and paving, out of low maintenance and durable materials. Ms. Yoshihara stated that the glass windscreens at each station will contain a different *lei* mural, as well as educational interpretive text.

The Interpretive Signage Program will highlight historical themes at each station in one or two metal signs.

Ms. Yoshihara stated the Station Plaza Paving Program will reflect the unique themes of the area. She provided the example of the paving at the West Loch station, which depicts the freshwater streams that flow through the area.

In the Station Naming Program, each station entry will feature the station name in Hawaiian and English. A Station Naming Advisory Council consisting of *kupuna*, academics, Native Hawaiian speakers, cultural practitioners, and Hawaiian Civic Club representatives will come up with the Hawaiian station names utilizing the Design Language Pattern Book by Dan Chun, AIS Reports, the TCP Study, and community comments.

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Mr. Caswell stated that the System-Wide Station Standardization Program employs elements such as canopies inspired by the sails of Hawaiian voyaging canoes. It is constructed of a highly durable tensile fabric, and covers much of the platform. The Standardization Program also includes other elements such as stairs, elevators, and escalators. Mr. Caswell stated that so far HART has been approached by property owners and developers about TOD opportunities around eight stations.

Mr. Caswell used an aerial view of the West Loch Station to describe the elements of a station. Each station will include a fare gate module, an area for patrons who have paid their fares with stairs and/or escalator, and elevators, and a bridge level to allow patrons to walk to the other side of the guideway. The grade-level view of the West Loch Station shows other components such as a bus transit center and a short term kiss-and-ride parking area.

The Waipahu Station will be located near an existing bus transit center. Mr. Caswell stated that bus routes will be reconfigured for convenient service to the stations and bus transit centers. HART is working with the Department of Planning and Permitting (DPP) on connecting pedestrian and bicycle paths to each station to ensure there is connectivity for the different modes of transportation.

Mr. Caswell said that the Leeward Community College (LCC) Station is the only at-grade station along the entire alignment. There will be a pedestrian passageway underneath Ala Ike Street, which will allow access to the station platform. Mr. Caswell pointed out that since there are no support columns at this particular station, the retaining wall will be used instead to implement the Aesthetic Column Program.

Mr. Caswell stated HART's next Community Informational Meeting would be held on July 30, 2013, at 6:30 p.m. at Kapolei Hale. Two stations belonging to the West Oahu Station Group, the East Kapolei and University of Hawaii West Oahu stations, will be presented at this community meeting.

Jeff Gaskell, a member of the public, commented that a gap between the column supports and the guideway as depicted in the presentation could be eliminated, as it presented a location for birds to nest. Mr. Caswell explained that the current design has a smaller gap and the image seen in the presentation is an early rendering. Mr. Grabauskas added that the guideway has recessed portions which the columns fit into, to accommodate possible seismic activity.

Committee Member Robert "Bobby" Bunda asked about TOD potential at the LCC site. Mr. Caswell stated that LCC includes campus expansion in its long-range plans, but he is not aware of any commercial development being planned. Mr. Bunda asked if there would be a kiss-and-ride. Mr. Caswell explained that all parking is controlled by the campus and there is no dedicated rail parking for the station. There will, however, be drop off locations. Mr. Bunda noted that therefore persons from Central Oahu would likely not go to the LCC station to board the train. Mr. Caswell stated that the Pearl

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Highlands station is located nearby, and will have a 1,600 car parking garage and bus transit center.

Committee Member Ivan Lui-Kwan asserted that the Station Development Program is an important aspect of the rail project. He stated members of the community who are supportive of the project still have concerns regarding the project's aesthetic impacts. Mr. Lui-Kwan said although the Station Art Program is just \$5 million of the project's total cost of \$5.17 billion, it is significant for purposes of "making rail better."

Committee Member Keslie Hui asked if the column details are part of the Art-In-Transit budget, and Mr. Caswell said that they are built into cost of the guideway construction. Ms. Yoshihara stated that HART is taking a holistic view of the station design, and is incorporating as much culture and history into different parts of station design as possible. She related that feedback from the public on the uniqueness of the columns has been positive. Mr. Caswell stated that in his experience with other transit systems, the incorporation of the six programs into station design is unique.

Mr. Lui-Kwan emphasized it is a huge opportunity to incorporate aesthetically pleasing and educational elements into a functional structure. He recalled the issue of restroom amenities was brought up during a meeting with Department of Transportation Services Director Michael Formby. Mr. Grabauskas stated that each station will have restrooms on the paid patron side of the station.

Mr. Grabauskas said in his experience, older systems have added on station design programs after the systems were constructed, and having the station designs that speak to an area and culture makes the Honolulu rail project unique. Ms. Yoshihara noted there is a substantial amount of rich data coming from the studies commissioned by HART, and stated that an idea being considered is the development of a wifi application to share the *mo'olelo* of the *ahupua'a*. Mr. Lui-Kwan observed that the number of applicants for the Station Art Program was impressive.

Mr. Hong commended Mr. Caswell and Ms. Yoshihara for providing an informative presentation, and thanked them for working with the various Hawaiian cultural groups. Mr. Hong asked how far back in history the research reached. Ms. Yoshihara stated that Kepa Maly's reports are comprehensive and contain research from the pre-contact era. She reported that HART recently held a cultural workshop for the architects and engineers of one of the project's consultants. Cultural materials were provided to teach consultants how to use the research in station design.

Mr. Hong asked if there was consideration for commercial activities at the stations to generate revenue or ridership. Mr. Grabauskas stated that there is potential for commercial activities in the stations, and that there is also a possibility of partnering with private property owners. Mr. Grabauskas recalled his recent visit to Brescia, Italy, where a station entrance was placed in a shopping mall, resulting in a 40% increase in economic activity.

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Mr. Hong asked if the stations would be landscaped. Mr. Caswell stated there is an extensive landscaping program, and all stations will be landscaped using indigenous plant materials and local stonework as well as employ local landscape architects.

Mr. Hong asked what the procedure is for final approval after community meetings. Mr. Grabauskas said HART is working closely with DPP and the City on stations relative to TOD. The location of entrances, pedestrian flow, and bus connectivity informs the station design. The station designs that have just been presented to the community are close to the final completed design, and the community can provide input on aesthetics. Mr. Caswell explained the station designs will be transcribed into technical drawings and specifications, and undergo an extensive review process conducted by different agencies. After acquiring the necessary permits, this will go out for competitive bidding for construction.

Paul Schultz, a member of the public, asked if there was any consideration for graffiti. Mr. Caswell explained that all the guideway columns and some outbuildings will contain an anti-graffiti coating up to nine feet. Mr. Gaskell stated that vandals have been known to use high pressure pesticide cans to extend their reach, and nine feet may not be sufficient. Mr. Caswell stated this could presumably be addressed as a maintenance and operations issue in the future. Mr. Gaskell observed the designs cast on columns will not be seen since many of the columns are located on highway medians and are not in pedestrian zones. Mr. Caswell explained the column images will also be placed in the station plazas or in the stations themselves. Mr. Grabauskas clarified the designs are used only on the columns at the stations, and there will be some that pedestrians will be able to walk up to and view.

Mr. Hong thanked Mr. Caswell and Ms. Yoshihara for their presentation and commended them on their work.

V. Update on Transit Oriented Development Stakeholders Advisory Group

Mr. Lui-Kwan expressed his gratification for being part of the initiative proposed by Mr. Hong and provided the committee with an update on the TOD Stakeholders Advisory Group. The group consists of participants from the State, City, HART, and the private sector. The American Institute of Architects, Urban Land Institute, Pacific Resource Partnership, Hawaii Building and Construction Trades Council, and Move Oahu Forward have agreed to be part of the TOD Stakeholders Advisory Group. Hawaii State entities participating include the Office of Planning, the State Senate, and State House of Representatives. DPP Director George Atta and Honolulu City Councilmember Breene Harimoto have agreed to serve on the TOD Stakeholders Advisory Group.

Mr. Lui-Kwan reported the Hawaii Developers Council is the last organization to meet with, after which advisory group meetings can start and the group can develop a structure for itself.

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VI. Executive Session

Mr. Hong asked if there was any reason for an executive session, and there was none.

VII. Adjournment

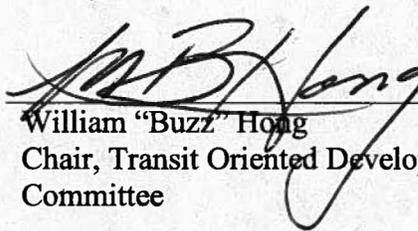
There being no further business before the committee, Mr. Hong adjourned the meeting at 10:00 a.m.

Respectfully Submitted,



Cindy Matsushita
Board Administrator

Approved:



William "Buzz" Hong
Chair, Transit Oriented Development
Committee

AUG 15 2013

Date

ATTACHMENT A

Station Development Program Farrington Highway Station Group

HART Board
TOD Committee Meeting
Kapolei Hale

July 25, 2013

Agenda

Presentation Purpose

- Review the development of HART Rail Transit Project Stations

Station Development Programs and References

- Aesthetic Column Program
- Station Art Program
- Interpretative Signage Program
- Station Plaza Paving Program
- Station Naming Program
- System-Wide Station Standardization Program

Aesthetic Column Program



Aesthetic Column Program

Example of Station Column Treatment Design



The history and stories that celebrate the past while acknowledging the present day existence that surrounds each station site...



Aesthetic Column Program

West Loch Station Columns



The history and stories that celebrate the past while acknowledging the present day existence that surrounds each station site...

Station Art Program



Departures and Arrivals, Ben Snead, MTA, New York City Transit



See It Split, See It Change, Doug & Mike Starn, MTA, New York City Transit

Site-specific Art Opportunities will include:

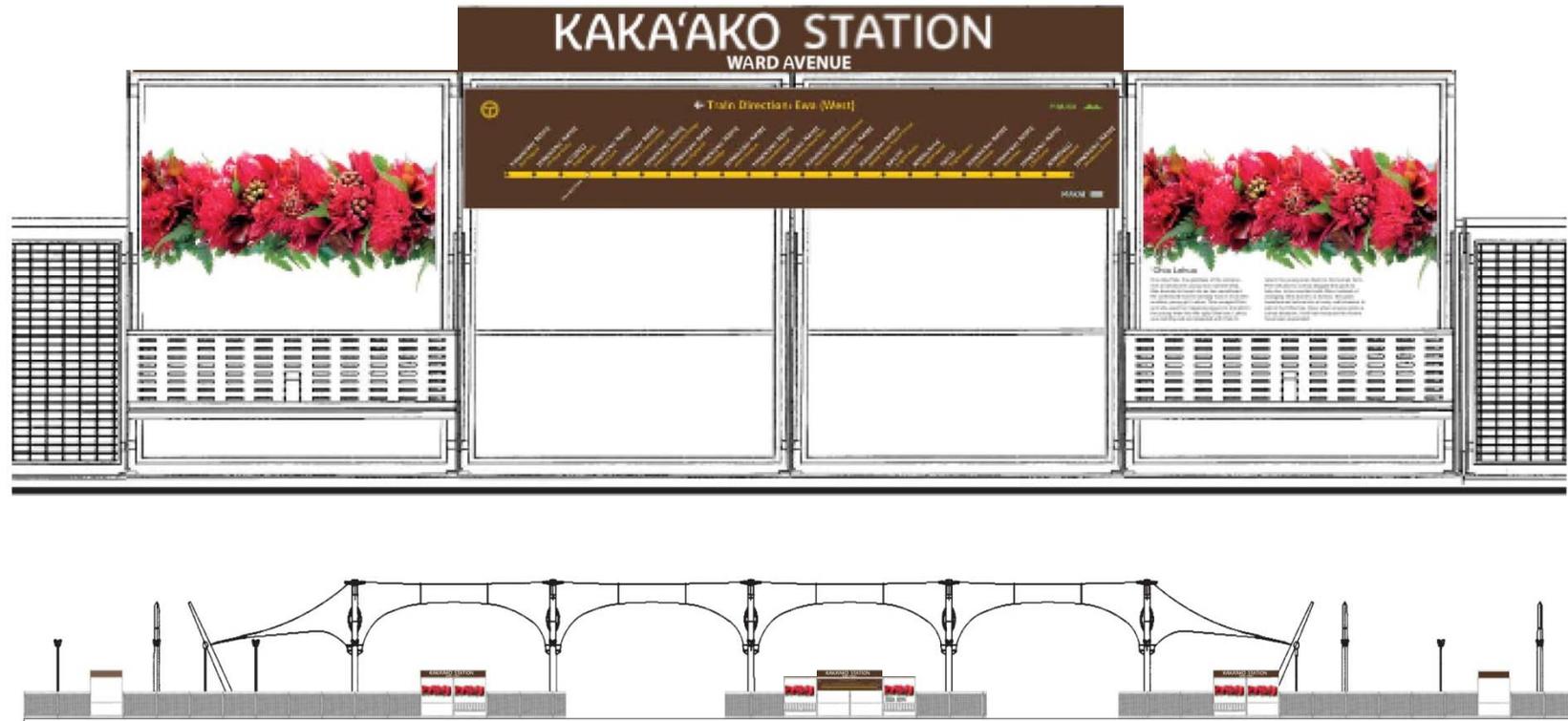
- Wall reliefs and murals
- Grille and fencing
- Paving designs and patterns
- Other integrated elements

Types of materials:

- Metal
- Stone
- Glass
- Concrete
- Ceramic
- Mosaic tile
- Other durable materials impervious to environmental conditions

Examples of Station Art

Station Art Program



A selection of flowers and plants used in the lei will be celebrated on each station platform windscreen. Educational interpretative text that highlights the cultural significance or traditions of the plant selection will be included.

Windscreen Design

Interpretive Signage Program

Hawaiian Quilts: Lei of Love

The boldly graphic floral designs of Hawaiian appliqué quilts remind us that love and respect for nature permeated every aspect of Hawaiian traditional culture. There is perhaps no more romantic and universally recognized symbol of that love than the Hawaiian *lei*. Flowers, ferns and other foliage, as well as feathers, seeds and shells were strung, entwined, braided, or knotted to form *lei*. An integral part of everyday life, early accounts told of native Hawaiian women who “delight in flowers and wear wreaths on their heads . . . in the most beautiful way . . . always well chosen and in good taste.”



Hula dancers bedecked in *lei*, pre-1900s



Wearing a variety of flower and seed *lei*, hula dancers pose in the studio, pre-1900s

In the language of Hawaiian chant, music and dance, many words had hidden meanings (*kaona*). Poetic references to *lei* really spoke of love and lovemaking. “Fragrant ginger, *‘ilima*, *lehua*, *maile* and fern” described the sweethearts themselves. Beloved children, *nā pua* (flowers), also were called *lei*. Romantic love also found expression in the mists, rains, and the coolness of the upland forests. Many of the old Hawaiian quilt pattern names were likewise “shrouded in the mists of metaphor.” Where more fitting than on their *kapa*—their bed quilts—should be expressed the language of love?

Quilts, like the *lei* of old, carried the *aloha* and the *mana* (power or spirit) of the maker and were seldom shared outside the *‘ohana* (family) lest some harm befall the maker. Quilts

might be burned on the death of the quilt maker, or the quilter might be buried with her quilts in much the same way that *lei* might be dismantled or burned.

Precious feather, seed and shell *lei* were carefully stored when not in use. In many families, Hawaiian quilts were also carefully stored away and displayed on beds only for special occasions. Children were raised knowing it was forbidden to ever sit on a quilt.



Hula Dancers at Iolani Palace, Kalia's birthday, 1886

“The interpretative plan will highlight historical themes (e.g. Native Hawaiian History, Native Hawaiian Culture, Immigrant History, Plantation Culture, Architecture, Government, Agriculture, Transportation, Military, etc..) and will interpret these themes at an appropriate station location.”

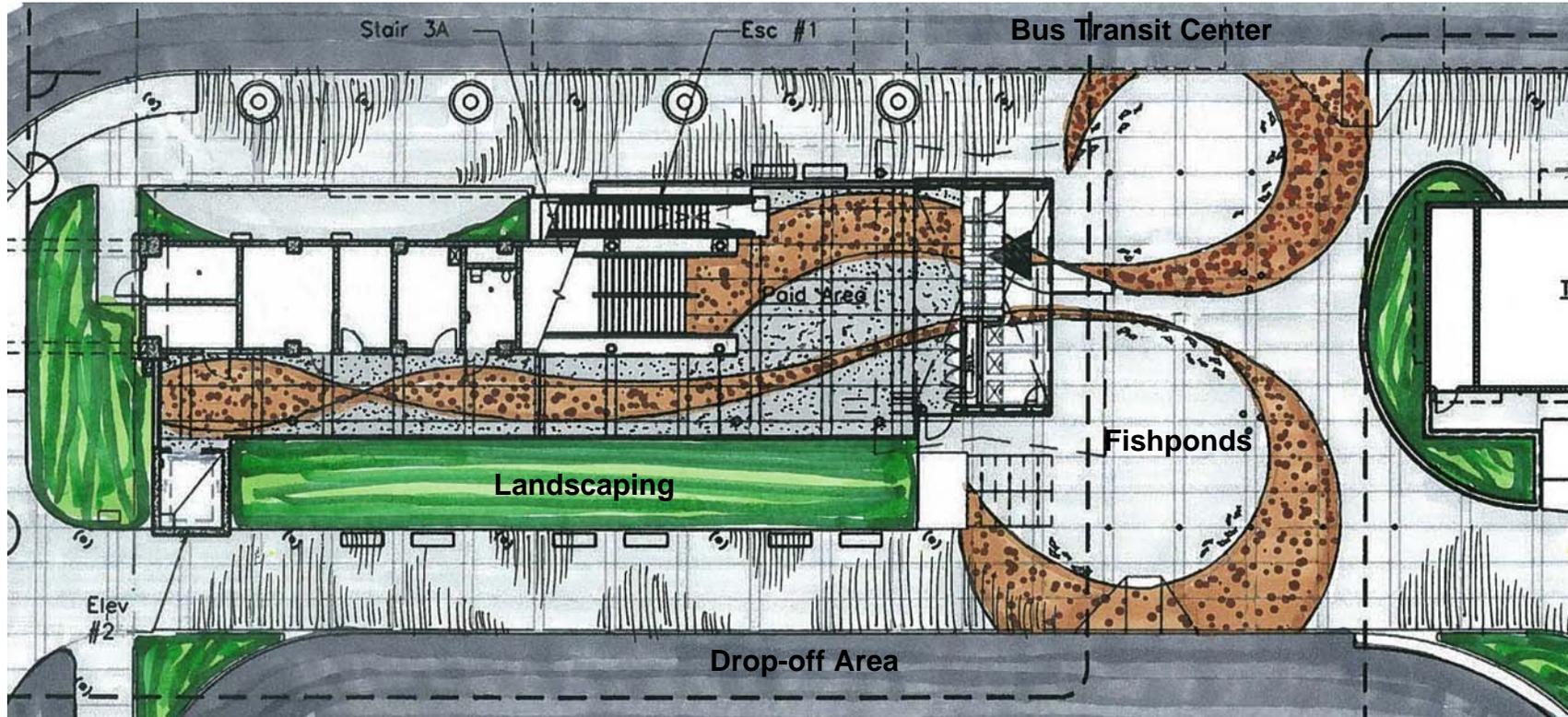
-Programmatic Agreement, VII.A

Mission Houses Museum, Honolulu

Examples of Interpretive Signage

Station Plaza Paving Program

West Loch Station – Makai Entrance

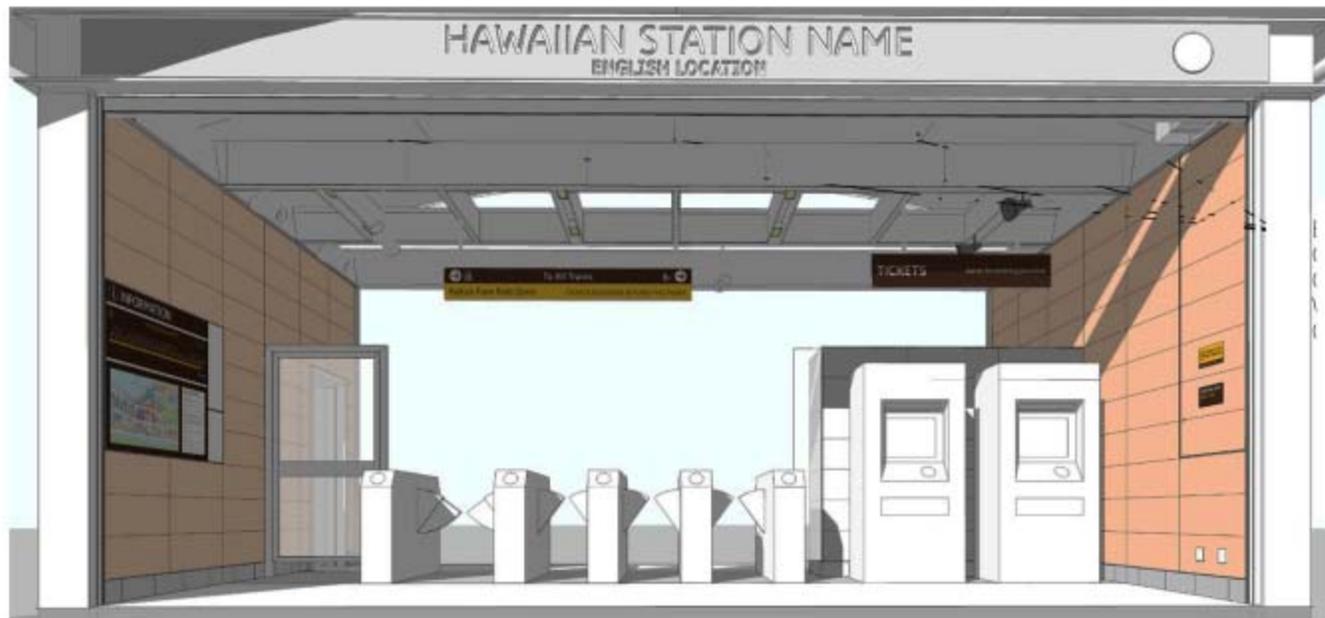


The paving is a canvas that can reflect and celebrate the natural and historical landscape of each respective ahupua'a.

Hō'ae'ae - a floodplain area watered by inland springs, that had fish ponds now known as West Loch on the north shore of the bay.

Station Naming Program

HAWAIIAN STATION NAME
STATION LOCATION

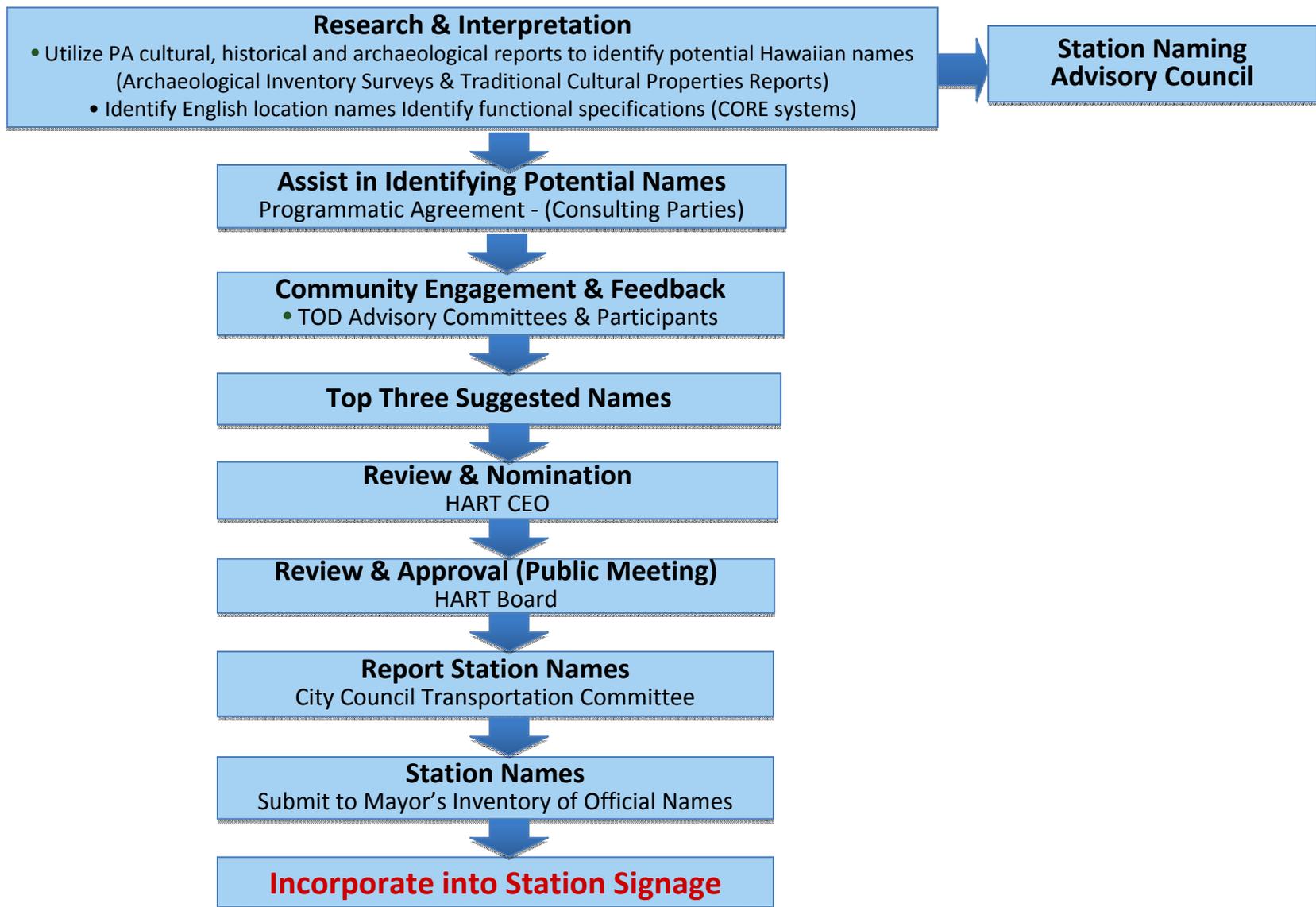


Station Entry Module

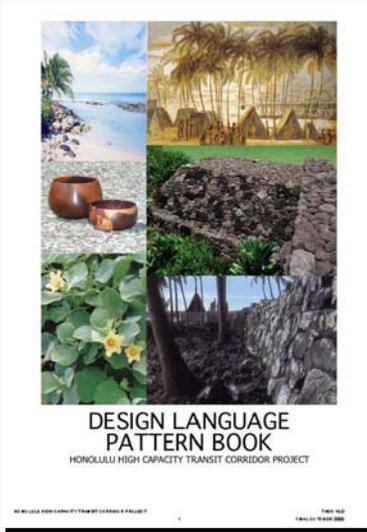
“Provide a functional identity for the system as a whole through the use of standard elements that will enhance wayfinding and ease-of-use for patrons, while also improving cost-effectiveness.”

-Compendium of Design Criteria

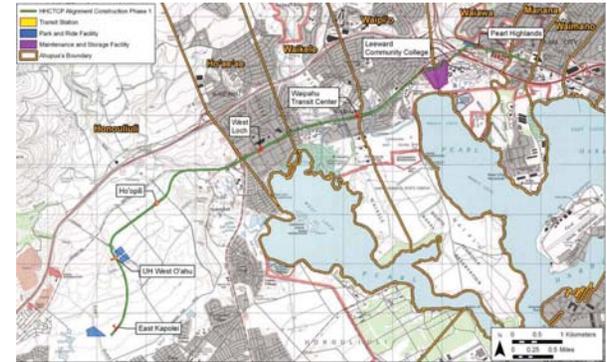
Draft Station Naming Program



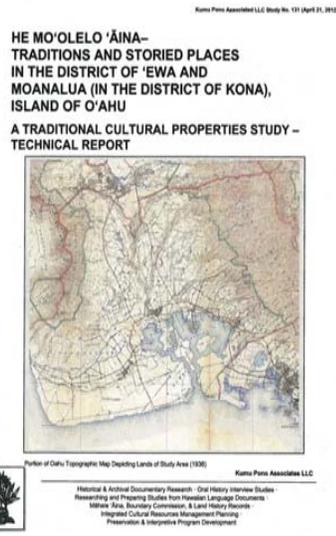
Resource Information



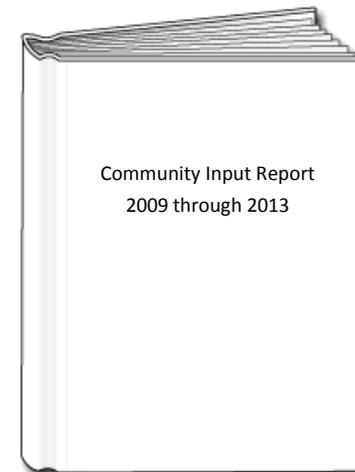
**Design Language
Pattern Book**



**Archeological
Inventory
Survey Reports**



**Traditional Cultural
Properties Study**

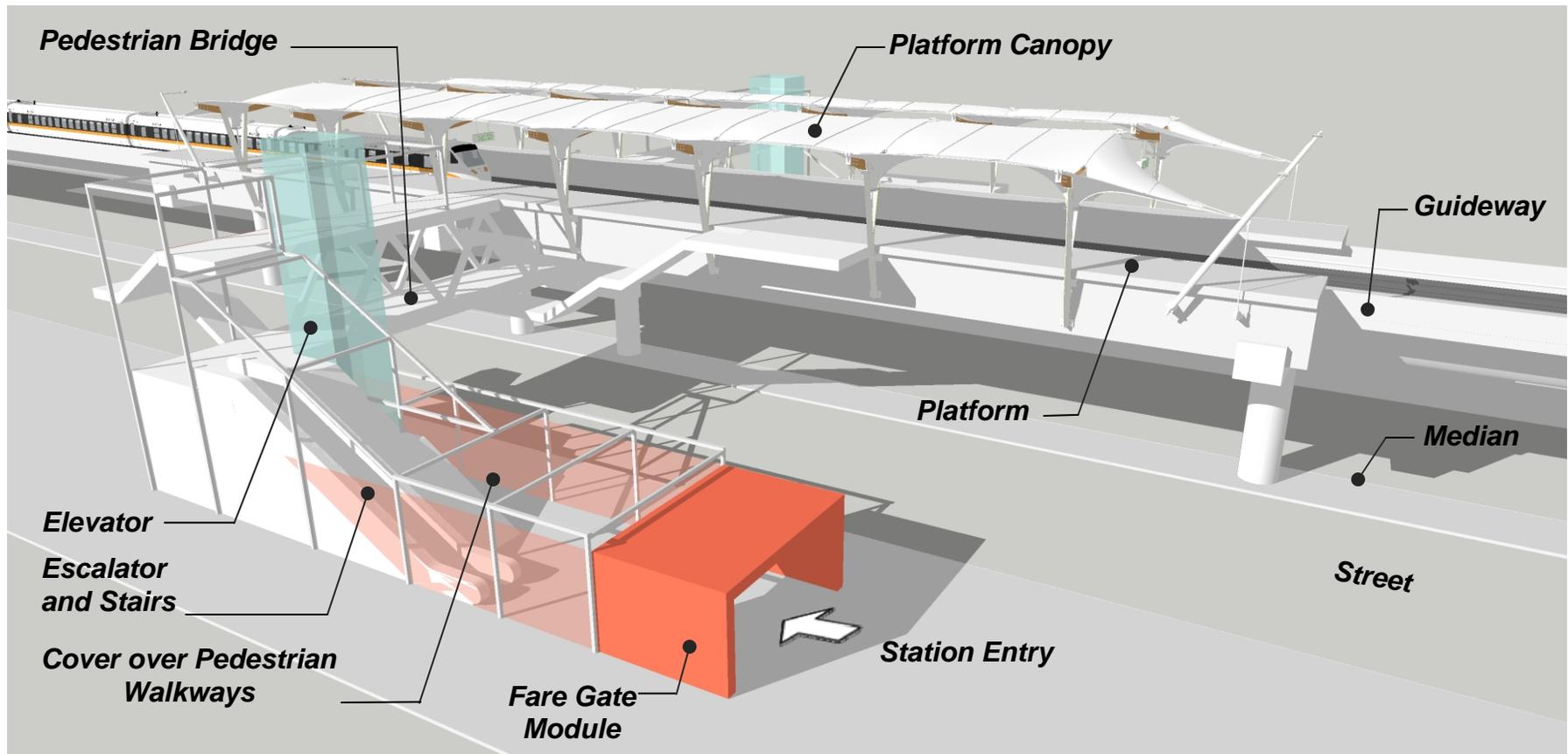


**Community
Comments**

Community Input Report
2009 through 2013

Station Standard Components & Function

Side Platform



Supports & Structures

System-Wide Station Standardization Program



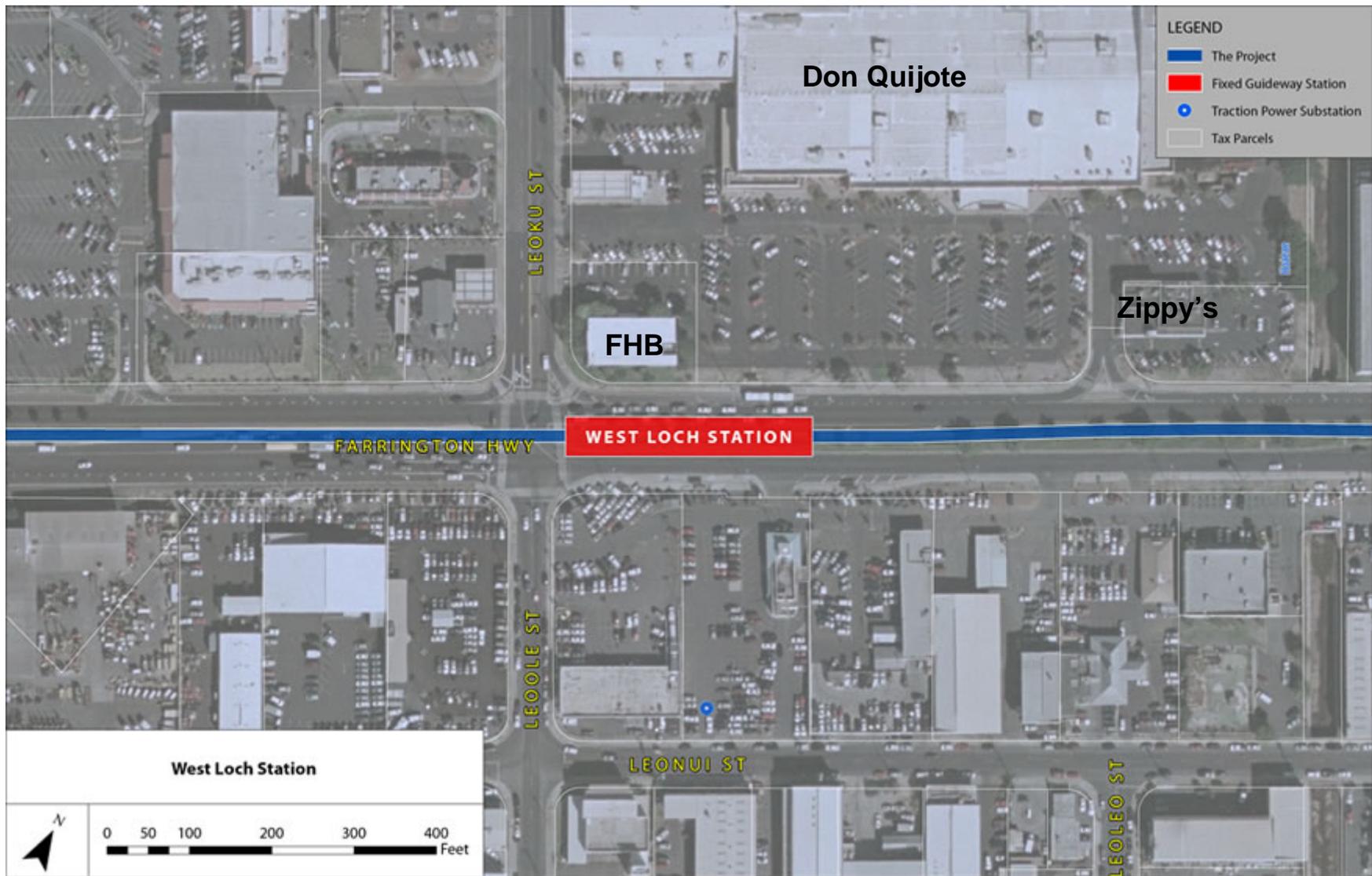
Architectural Rendering of Platform Canopy

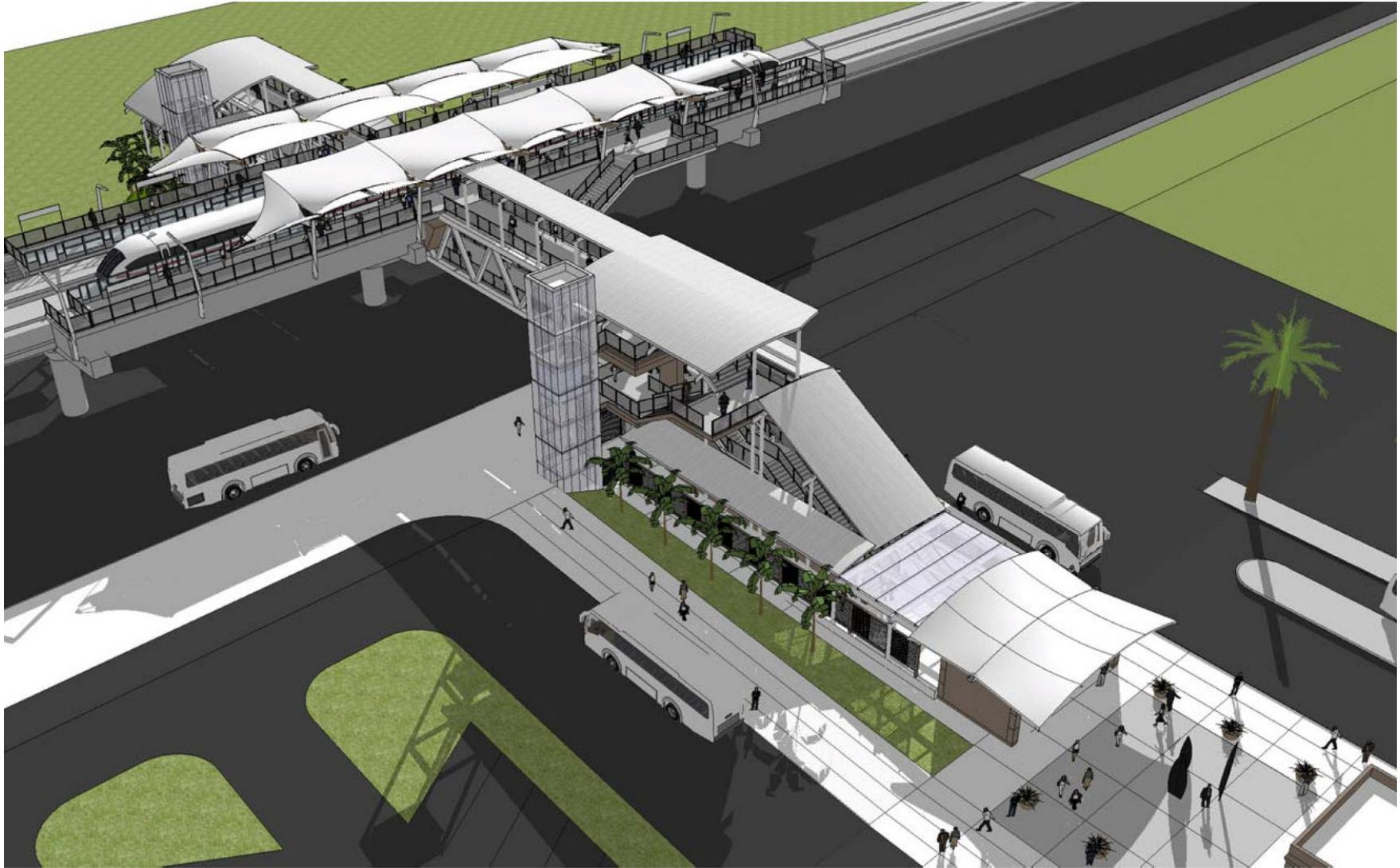
Potential TOD Opportunities

- **Ho'opili Station**
- **West Loch Station**
- **Waipahu Transit Center Station**
- **Pearlridge Station**
- **Kapalama Station**
- **Civic Center Station**
- **Kaka'ako Station**
- **Ala Moana Station**

West Loch Station

West Loch Station Site Context





West Loch Station – Aerial View



West Loch Station – Makai Entrance



West Loch Station – Mauka Entrance

Waipahu Station

Waipahu Station Site Context





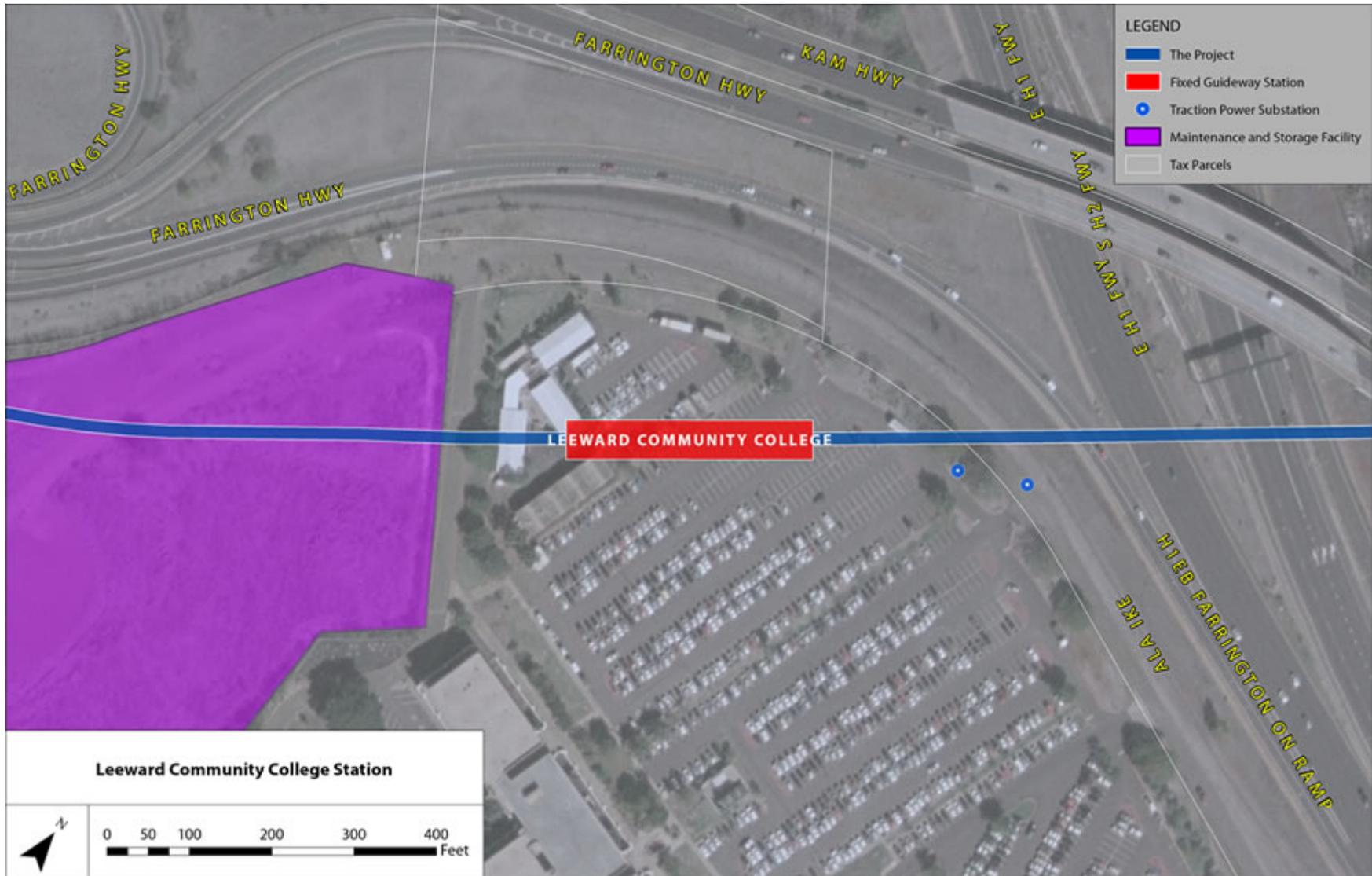
Waipahu Station – Aerial View



Waipahu Station – Mauka Entrance from Hikimoe

Leeward Community College Station

Leeward Community College Site Context





Leeward Community College Station – Exterior Views



Leeward Community College Station – Exterior Views

