

**Treatment Plan for Cultural and Historic
Resources at Aloha Stadium Station
Honolulu Rail Transit Project**

Final

November 2014



Honolulu Rail Transit Project Treatment Plan for Cultural and Historic Resources at Aloha Stadium Station

Table of Contents

Acronyms and Abbreviations	iii
Chapter 1 Introduction	1
1.1 Background and Purpose of the Document.....	1
Chapter 2 Regulatory Background, Roles, and Consultation Process	3
2.1 Overview of Section 106 Compliance.....	3
2.2 Overview of Programmatic Agreement.....	3
2.3 Agency Roles and Responsibilities.....	3
2.4 Consulting Party Consultation	4
Chapter 3 Historic Properties Affected.....	9
3.1 Pearl Harbor National Historic Landmark, United States Naval Station Pearl Harbor.....	9
3.2 World War II Valor in the Pacific National Monument.....	10
3.3 Effects on Historic Properties	11
3.4 Cultural Resources.....	15
3.5 Project Planning and Measures Taken to Avoid and Minimize Effects	16
3.6 Summary of Consulting Party Comments.....	17
3.7 Summary	20
Chapter 4 Treatment Plan.....	21
4.1 Treatment Plan and Personnel Qualifications	21
4.2 Measures to Minimize and Mitigate Effects	21
4.2.1 Setting	22
4.2.2 Feeling.....	22
4.2.3 Association	22
4.3 Treatment Plan Implementation	23
4.4 Summary	24
Chapter 5 Summary and Future Actions.....	25

TABLES

TABLE 2.4.1 Consulting Party Consultation for Aloha Stadium Station
TABLE 3.5.1 Measures Taken at Aloha Stadium Station to Avoid and Minimize Effects
TABLE 4.2.1 Measures to Minimize and Mitigate Effects at Aloha Stadium Station

Attachments

1. Vicinity Map of Aloha Stadium Station and Pearl Harbor National Historic Landmark.
2. Consulting Party Comments
3. Modification of Aloha Stadium Station to Avoid Station Entrance on PHNHL
4. Mauka-Makai and Pearl Harbor National Historic Landmark View Photos
5. Landscaping Concepts
6. Color Concepts
7. Information and Illustrative Examples of Interpretative Signage
8. Implementation Measures based on Programmatic Agreement

Acronyms and Abbreviations

ACHP	Advisory Council on Historic Preservation
APE	Area of Potential Effects
CFR	<i>Code of Federal Regulations</i>
City	City and County of Honolulu
CP	Consulting Parties
DPP	Department of Planning and Permitting
DTS	Department of Transportation Services
EIS	Environmental Impact Statement
FEIS	Final Environmental Impact Statement
FTA	Federal Transit Administration
HART	Honolulu Authority for Rapid Transportation
H RTP	Honolulu Rail Transit Project
JBPHH	Joint Base Pearl Harbor-Hickam
MMR	Mitigation Monitoring Report
NHPA	National Historic Preservation Act
NPS	National Park Service
NRHP	National Register of Historic Places
PA	Programmatic Agreement
PHNHL	Pearl Harbor National Historic Landmark
SHPD	Hawai'i State Historic Preservation Division
SHPO	Hawai'i State Historic Preservation Officer
SOI	Secretary of the Interior
Station	Aloha Stadium Station
TP	Treatment Plan

1.1 Background and Purpose of the Document

The Federal Transit Administration (FTA) and the Honolulu Authority for Rapid Transportation (HART) propose to construct the Honolulu Rail Transit Project (HRTTP, or “Project”), formerly known as the Honolulu High-Capacity Transit Corridor Project, located in the City and County of Honolulu, Hawai‘i. The Project consists of an elevated, electrically powered, fixed guideway transit system in the east-west travel corridor between East Kapolei and the Ala Moana Center via the Honolulu International Airport, with an approximate length of 20 miles and twenty-one (21) stations.

The FTA, in consultation with the Hawai‘i State Historic Preservation Division (SHPD), determined that historic properties will be adversely affected by the Project as identified in the Project’s Final Environmental Impact Statement (FEIS) (June 2010). Consequently, a Programmatic Agreement (PA), dated January 2011, was formulated pursuant to 36 *Code of Federal Regulations* (CFR) 800.14, following guidance for the resolution of adverse effects resulting from this Project, pursuant to 36 CFR 800.6. The PA was developed between and signed by the FTA, the Hawai‘i State Historic Preservation Officer (SHPO), the U.S. Navy, and the Advisory Council on Historic Preservation (ACHP).

The Aloha Stadium Station (the “Station”) is located within the Aloha Stadium complex, in an existing stadium parking lot. The complex is owned and operated by the Aloha Stadium Authority. The guideway in the area of the Station is located along the *mauka* (that is, inland) right-of-way line of Kamehameha Highway. The FEIS determined that the Aloha Stadium Station would have adverse effects on the setting, feeling, and association related to Pearl Harbor National Historic Landmark (PHNHL), including sites of the World War II Valor in the Pacific National Monument within the PHNHL boundaries, as well as Hawaiian cultural resources.

A finding was made between FTA and HART and concurred with by the Kāko‘o, and in consultation with the PA signatories and Consulting Parties (CP), that the Secretary of Interior’s standards specified in Stipulation IV.A of the PA could not be applied to the Aloha Stadium Station. Therefore, this Treatment Plan (TP) has been prepared to minimize and mitigate effects on the historic property, consistent with Stipulation IV.A. This TP is designed to document measures to mitigate impacts on the PHNHL (including sites of the World War II Valor in the Pacific National Monument within the PHNHL boundaries), as well as on Hawaiian cultural resources, resulting from the current design of the Project at the Aloha Stadium Station. (Attachment 1 shows the locations of the Station and PHNHL. Attachment 3 shows the current siting of the Station). Concerns from CPs on historic and cultural resources are discussed in Section 3 and Attachment 2.

Chapter 2 Regulatory Background, Roles, and Consultation Process

2.1 Overview of Section 106 Compliance

This document has been prepared in accordance with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, 36 CFR Part 800, as amended in 1999. Section 106 requires that federal agencies and entities that they fund or license consider the effects of their actions on properties that are listed in the National Register of Historic Places (NRHP) or that may be eligible for such listing. In addition, because the PHNHL is a National Historic Landmark, Section 110(f) of the NHPA requires that the agency official, FTA/HART, undertake such planning and actions (to the maximum extent possible) as may be necessary to minimize harm resulting from a project.

2.2 Overview of Programmatic Agreement

The purpose of the PA is as follows:

“NOW, THEREFORE, FTA, ACHP, the Hawai'i SHPO and the U.S. Navy agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the adverse effect of the undertaking on historic properties.” (PA, Page 5)

The PA sets forth 14 stipulations (Stipulations I through XIV) to achieve its purpose. It acknowledges the public and any CPs who have been afforded the opportunity to consult and comment on the Project, and states that the “FTA commits to continued engagement and ongoing communication with the consulting parties for the duration of the PA.” (PA, page 5). Information on consultations with CPs is provided in Sections 2.4 and 3.6; meeting notes are provided in Attachment 2.

2.3 Agency Roles and Responsibilities

Stipulation I of the PA (PA, pages 6-9) defines the following roles and responsibilities:

FTA Responsibilities: In compliance with its responsibilities under the NHPA, and as a condition of its funding award to the City under 49 U.S.C. § 5309 and any other subsequently identified FTA funding of the Undertaking, FTA will ensure that the City carries out the stipulated provisions of this PA in accordance with any applicable ACHP policy statements and guidelines.

SHPD Responsibilities-The SHPD shall specifically review and provide comments for work products completed as part of this PA.

ACHP Responsibilities-The ACHP will provide oversight and advise on disputes.

U.S. Navy Responsibilities - The U.S. Navy will work with the City, FTA, other signatories and consulting parties, and their contractors to coordinate and assist where necessary, in carrying out the stipulations that affect Navy interests and Navy properties.

City Responsibilities-The City and County of Honolulu government (“the City”) shall represent the interests of FTA and coordinate all activities described in the PA to carry out the stipulations. The City will consult with the SHPD and other agency staff, as appropriate, in planning and implementing the stipulations of the PA. The City shall submit all plans and documents required by the PA in a timely and accurate manner to the SHPD and other agencies for review. The City shall also ensure that all treatment measures developed by the City and as a result of consultation are compliant with government-wide policies and regulations.

City’s architectural historian will coordinate Section 106 Project activities with other City departments (e.g., Department of Planning and Permitting [DPP]) and ensure consideration of historic preservation in TOD [transit-oriented development] and other development projects along the Project corridor.

Kāko’o - The Kāko’o (the PA Project Manager) will assist with the coordination of all reviews and deliverables required under the terms of the PA.

2.4 Consulting Party Consultation

PA Stipulation IV.C sets forth the following requirements for consultations on design:

“The City shall provide preliminary engineering design plans for built components of the Project, such as stations...to consulting parties for review and comment. For stations within [the] boundaries of or directly adjacent to listed or eligible historic properties, the City shall also provide plans during the final design phase. The consulting parties shall provide the City with comments on the plans within 30 days of receipt. The City shall consider and provide written documentation of that consideration on the project website of all comments provided by the consulting parties prior to

completing preliminary engineering or final design plans.” (PA, page 14)

The PA provides guidelines to comply with the NHPA, with the understanding that a consultation process with the Signatory Parties and CPs would provide the respective parties opportunities to develop specific details on measures to minimize and mitigate effects to historic properties and cultural resources. As noted above, the PA signatories are the FTA, the SHPO, the U.S. Navy, and the ACHP. The City and the National Park Service (NPS) were invited signatory parties.

The following parties were invited to participate in the consultation process:

- Historic Hawai'i Foundation
- National Trust for Historic Preservation
- NPS
- University of Hawai'i, Historic Preservation Certificate Program
- AIA Honolulu
- Hawai'i Community Development Authority
- Office of Hawaiian Affairs
- O'ahu Island Burial Council
- Royal Order of Kamehameha Moku 'O Kapuaiwa, Chapter 8
- The Ahahui Kaahumanu
- Hui Malama I Na Kupuna O Hawai'i Nei
- Hale O Na Ali'i O Hawai'i
- Māmakakaua: Daughters and Sons of the Hawaiian Warriors
- O'ahu Council, Association of Hawaiian Civic Clubs
- Ali'i Pauahi Hawaiian Civic Club
- Ka Lei Maile Ali'i Hawaiian Civic Club
- King Kamehameha Hawaiian Civic Club
- Nanaikapono Hawaiian Civic Club
- Hawaiian Civic Club of Wahiawa
- Ahahui Siwila Hawai'i O Kapolei Hawaiian Civic Club
- Waikiki Hawaiian Civic Club
- Princess Kaiulani Hawaiian Civic Club
- Waianae Hawaiian Civic Club
- Merchant Street Hawaiian Civic Club
- Prince Kuhio Hawaiian Civic Club
- Pearl Harbor Hawaiian Civic Club
- Hawaiian Civic Club of Ewa-Puuloa
- Kalihi-Palama Hawaiian Civic Club
- Hawaiian Civic Club of Honolulu
- Council for Native Hawaiian Advancement
- Kane Hili Hui
- Paulette Ka'anohi Kaleikini

- Pacific Justice and Reconciliation Center
- Association of Hawaiians for Homestead Lands
- Royal Order of the Crown
- Ka Iwi 'Ōlelo
- Kingdom of Hawai'i
- Order of Kamehameha
- Aloha 'Āina Iwi Kūpuna
- Kahu O Kahiko

The following parties actively participated in the consultation process:

- ACHP
- Aloha 'Āina Iwi Kūpuna
- Historic Hawai'i Foundation
- Kingdom of Hawai'i
- National Trust for Historic Preservation
- NPS
- Office of Hawaiian Affairs
- O'ahu Island Burial Council
- O'ahu Council, Association of Hawaiian Civic Clubs
- Paulette Ka'anohi Kaleikini
- Pacific Justice and Reconciliation Center
- State Historic Preservation Division
- U.S. Navy

Consultations in the form of community meetings, public outreach, and agency-coordination activities have been undertaken since the inception of the Project's planning and Environmental Impact Statement (EIS) processes. Consultation meetings related to the Aloha Stadium Station design were held from 2011 through 2014. The chronology for CP consultation on the Aloha Stadium Station is provided in Table 2.4.1. CP comments and HART responses are provided in Attachment 2; CP comments are summarized in Section 3.6.

Table 2.4.1. Consulting Party Consultation for Aloha Stadium Station

Date	Meeting
Spring 2011	Preliminary Engineering Review
January 10, 2013	Project-wide Design Workshop for Consulting Parties, including Aloha Stadium Station
September to October 2013	Aloha Stadium Final Design Review Period
October 3, 2013	Kamehameha Highway Station Group Design Workshop #1 and Aloha Stadium Station Focus Meeting for Consulting Parties
January 23, 2014	Programmatic Agreement Consulting Parties Annual Meeting, included discussion of Aloha Stadium Station
March 13, 2014	Consultation meeting with Consulting Parties to discuss Aloha Stadium Station
March 19, 2014	Consultation meeting with Consulting Parties to discuss Aloha Stadium Station
March 27, 2014	Consultation meeting with Consulting Parties to discuss Aloha Stadium Station
April 24, 2014	Consultation meeting with Consulting Parties to discuss draft Treatment Plan for Aloha Stadium Station
September 23, 2014	Meeting between HHF and Kāko'o to discuss draft Treatment Plan for Aloha Stadium Station

The FTA, in consultation with the SHPD, defined the Project's Area of Potential Effects (APE) as depicted in Attachment 1 of the PA. One of the historic properties within the APE is United States Naval Base, Pearl Harbor National Historic Landmark, which is located on the *makai* (oceanward) side of Kamehameha Highway (PA, page 3). As noted earlier, the Aloha Stadium Station is located within the Aloha Stadium complex, in an existing stadium parking lot. The guideway in the area of the Station is located along the *mauka* side of Kamehameha Highway, a six-lane highway which is approximately 100 feet wide. Attachment 1 provides the Station location and PHNHL boundary.

3.1 Pearl Harbor National Historic Landmark, United States Naval Station Pearl Harbor

The United States Naval Station Pearl Harbor (Pearl Harbor) was designated as the PHNHL in 1964 (updated in 1974) for its national significance in establishing a strong and strategic military presence in the Pacific in the years leading up to World War II. Since its inception, Pearl Harbor has carried out its mission to support the fleet by sheltering, arming, and repairing naval ships, submarines, and aircraft. On December 7, 1941, the Japanese attacked the base, resulting in the United States entering World War II. The PHNHL boundaries contain 4,599 acres of land and 8,508 acres of water for a combined area of 13,107 acres. Various built resources at PHNHL range from buildings directly related to the Navy's wartime effort to more modest support buildings.

In 2009, Pearl Harbor and Hickam Air Force Base were combined to form Joint Base Pearl Harbor-Hickam (JBPHH). Although officially designated as JBPHH, the area is still often referred to in the vernacular as Pearl Harbor. The name remains a "legally inexact but generic and popular term for the inland port and adjacent lands that contain several separate and distinctly different naval activities, each with its own commanding officer, staff, facilities, mission, and assigned land and/or water areas." (Updated Landmark nomination form (1974), Section 7, pp. 1-2). In addition to the naval shipyard, the following tenants¹ at Pearl Harbor maintain real estate holdings:

- Branch of a naval ammunition depot
- Marine barracks
- Several fleet training centers
- Naval station

¹ Official titles for the commands/services are not provided, as those titles and the names of the facilities they use may change due to modernization. As an example, the current "Naval Shipyard" was previously known as the "Navy Yard."

- Supply center
- Inactive ship maintenance facility
- Facility for deperming/degaussing (method of de-magnetizing a ship's hull by means of electrical cables or coils)
- Public works center
- Submarine base
- Naval district headquarters
- Runway assigned to a nearby naval air station (on Ford Island, specifically)

The PHNHL boundary is defined as follows:

includ[ing] those water and land areas historically, intimately and directly associated with that function [the U.S. Naval base, Pearl Harbor] and action. These boundary criteria exclude much of the land areas added pursuant to this function during World War II. Portions of land areas added during World War II are now being diverted piecemeal to civilian or non-governmental uses, but all or parts of these land areas may lie within the setting of the landmark. All of the water areas of Pearl Harbor are included within the boundaries along with certain adjacent lands (Updated Landmark nomination form (1974), Section 7, p. 1).

On the east side of the PHNHL, where the Aloha Stadium Station is located, the PHNHL boundary was described in Section 7, page 2 of the updated Landmark nomination form (1974) as located “along the fence line which parallels and is on the Pearl Harbor side of Kamehameha Highway, past [sic] and through Makalapa and Halawa Gates, to its end on the eastern shore of Aiea Bay...thence westerly along the shores of Pearl Harbor...”

The PHNHL setting is defined as follows in Section 7, page 1 of the updated Landmark nomination form (1974); setting is discussed further in Section 3.3:

includ[ing] the surrounding land and fresh water courses...where undertakings could change the quality or quantity of waters within the landmark boundaries, or effect that quality of the land that caused it to be included within the landmark boundaries.”

The latter description notwithstanding, PHNHL feeling was not defined in the updated Landmark nomination form.

3.2 World War II Valor in the Pacific National Monument

The World War II Valor in the Pacific National Monument was established in 2008 to preserve and interpret the stories of the Pacific War, including the events

at Pearl Harbor, the internment of Japanese Americans, the battles in the Aleutians, and the occupation of Japan. It includes nine sites, located in three different states: Hawai'i, California, and Alaska. In Hawai'i, all sites of the World War II Valor in the Pacific National Monument are contained within the PHNHL boundaries. The following PHNHL sites are included in the monument:

- USS *Arizona* Memorial and Visitor Center
- USS *Utah* Memorial
- USS *Oklahoma* Memorial
- Six Chief Petty Officer bungalows on Ford Island
- Mooring Quays F6, F7, and F8, which formed part of Battleship Row

3.3 Effects on Historic Properties

The PA defines an adverse effect as follows:

“an adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for the inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, craftsmanship, feeling, or association as summarized in Attachment 2 from the Project's technical reports and the Project's Final Environmental Impact Statement (EIS). Adverse effects may include reasonably foreseeable effects caused by the Project that may occur later in time, be farther removed in distance, or be cumulative;” (PA, page 3)

Effects to historic properties at Aloha Stadium Station and measures to avoid, minimize, and mitigate impacts were discussed in the FEIS, in the PA, at public meetings, and at consultation meetings with CPs. With respect to the PHNHL, Attachment 2 of the PA states:

There is no direct impact to Pearl Harbor NHL. The project will be constructed in the median of Kamehameha Highway which is adjacent to the US Naval Base Pearl Harbor NHL. The NHL is primarily in and surrounding the South Channel area of Pearl Harbor. The guideway will be a minimum of 30 feet from the mauka edge of the property's boundary. The entrance of the elevated Aloha Stadium Station and the Pearl Harbor Naval Base Station were designed to touch down on the mauka side of the highway to avoid taking any of the Pearl Harbor NHL property.

The noise analysis found there would be no adverse noise impacts at the World War II Valor in the Pacific National Monument per FTA impact criteria...[a]nd the Project will not adversely affect Pearl

Harbor's NHL's visual integrity. In addition, the elevated guideway will not eliminate primary views of this historic district nor alter its relationship to the water since the guideway and the stations will be on the mauka side of the busy highway. However, there will be a general effect to this property.

The FEIS makes the following conclusions on the visual effects of the Project on the PHNHL.

The visual simulations illustrated that the Project will be barely visible in mauka views from the harbor (Section 4.8, Visual and Aesthetic Conditions). As a result, the Project will not adversely affect Pearl Harbor NHL's visual integrity. In addition, the elevated guideway will not eliminate primary views of this historic district nor alter its relationship to the water since the guideway and stations will be on the mauka side of the busy highway. This analysis addresses Pearl Harbor NHL as a whole and any buildings individually listed on or eligible for inclusion in the NRHP. The Project will not substantially impair the visual and aesthetic qualities of the Pearl Harbor NHL property that qualify it for protection under Section 4(f). (FEIS, pages 5-58 to 5-59)

In Section 4.8, Visual and Aesthetic Conditions, the FEIS states:

The guideway will continue Koko Head of Kamehameha Highway makai past Aloha Stadium and over Hālawā Stream. Pearl Harbor National Historic Landmark (NHL) is Makai of the project alignment. Aloha Stadium is at a major freeway interchange and surrounded by parking lots. Views of East Loch and the NHL from residences near Kohomua Street will be partially obstructed by the guideway and columns. However, the Project will not adversely affect the NHL's visual integrity and will barely be visible in mauka views from the harbor (Figure 4-42). (FEIS, p 4-94)

Views to and from the PHNHL are provided in Attachment 4 and described below:

Attachment 4, page 1: This image shows an aerial view of the site and station location in relation to the Aloha Stadium, Kamehameha Highway, and Ford Island Bridge. Two red arrows point to the site and the station located along Kamehameha Highway. The photo is a panoramic shot toward PHNHL with the Station site to the left and the Aloha Stadium to the right. The parking lot (Station site) sits on an elevated plateau approximately 10 feet higher than street grade. Thus, the visual impacts are reduced

Attachment 4, page 2: This image shows three photos taken from the Ford Island Bridge. Photo #2 shows that the station and rail will have little to no visual impact on the views from the guard house because the grade at the building is significantly lower than the view plane of the street beyond. Note that Aloha

Stadium is not visible from this location. The station would be on the left side of the photo, and if the roof area were visible, it would largely be hidden by the palm trees in the foreground. The views from the bridge and from Ford Island, which are close to sea level, would not be impacted by the station. Photo #3 is taken closer to the intersection of Kamehameha Highway, on an incline approximately 100 feet from the guard house. The elevation is still significantly lower here but much of the Aloha Stadium is in view to the left and the cars at the intersection are in view. The rail and the station would be visible from this point. Photo #4 is taken at the intersection of the bridge and Kamehameha Highway. At this point, the station would clearly be seen.

Attachment 4, page 3: This image shows the panoramic view taken from the existing bus stop slightly Diamond Head of the Ford Island Bridge intersection. The housing complex is seen in the foreground but, as a whole, little distinctive qualities make up this landscape. Kamehameha Highway, a six-lane highway, takes up most of the views. Sparse planting, narrow sidewalks, and concrete pedestrian barriers comprise the views from this angle.

Attachment 4, page 4: This image is a simulated view of the visual impacts of the station and guideway from the Arizona Memorial. The two red arrows point out the Aloha Stadium structure and the proposed station structure (shown in white to help distinguish it in the photo). Here, the visual impact is almost insignificant, as it blends into the rest of the developed area and is significantly smaller than the existing Aloha Stadium.

Attachment 4, page 5: This image shows the comparison view of what the area looks like presently, and a simulated view of what the area will look like when the guideway is complete as viewed from Aloha Stadium looking 'ewa (westward) toward PHNHL. (The Aloha Stadium Station is not visible in this simulation; it would be located to the left of the image.)

Attachment 4, page 6: This photo is an existing view from the Arizona Memorial looking toward the Aloha Stadium and Station site. The Ford Island Bridge is on the left side of the photo. The white arrow points to the Stadium. The upper portions of the Stadium are visible just beyond the bridge; the Station would be located to the right of the Stadium. The Station would be a minor visual element in the context of other urban development around the Aloha Stadium.

Attachment 4, page 7: This image is an existing view from the deck of the USS *Missouri* looking past the Arizona Memorial toward the Aloha Stadium and Station site. The Ford Island Bridge is on the left side of the photo. The white arrow points to the Stadium. As with the Arizona Memorial viewpoint, the Station would be a minor visual element in the context of other urban development around the Aloha Stadium.

Attachment 4, page 8: This image is an aerial showing the locations from which photos were taken toward Pu'uloa (Pearl Harbor) at the request of CPs. Their

concerns related to Hawaiian cultural connections to Pu'uloa as well as general connections (e.g., the Navy) to Pearl Harbor and the Station's effect on *mauka-to-makai* views.

Attachment 4, page 9: This image represents the view from Red Hill, where Naval housing is located. The Aloha Stadium is on the right side of the photo; the Station would be located to the left. From this viewpoint, the Station would be a minor new visual element to the urbanization in the area and would not have an adverse effect on views to Pu'uloa.

Attachment 4, page 10: This image represents the view toward Pu'uloa from Hālawā Valley on the elevated H-3 Freeway. Hālawā Valley is known for its rich Hawaiian cultural sites. The Aloha Stadium is to the far right side of the photo; the Station would be located to the left of the Stadium. From this viewpoint, the Station would be a minor new visual element to the urbanization in the area and would not have an adverse effect on views to Pu'uloa.

Attachment 4, page 11: This view photo is taken from Keaīwa Heiau State Recreation Area at the top of 'Aiea Heights Road. Keaīwa Heiau is a medicinal or healing heiau (temple). The Station site is not visible from the heiau.

Attachment 4, page 12: This general view from 'Aiea Heights shows the Aloha Stadium in relation to Pu'uloa. The stadium is located in the left-center of the photo; the Station would be located just beyond the stadium. From this viewpoint, the Station would be a minor new visual element to the urbanization in the area and would not have an adverse effect on views to Pu'uloa.

Attachment 4, pages 13 and 14: The first of these images shows the location of the photo relative to a Hawaiian cultural site, where a famous battle was fought in late 1794. Based on this photo, the Aloha Stadium Station would not be visible from this viewpoint.

Attachment 4, page 15: This view photo is intended to represent the view from central O'ahu to Pu'uloa. The connection for this view is the Kūkaniloko birth stones located further *mauka* from this viewpoint in central O'ahu. It was one of only two places in the islands for the birth of *kapu* chiefs. The visual connection from central O'ahu is not affected by the Station.

Based on consultation with SHPD and the CPs, the effects to the property are related to the setting, feeling, and association. These three terms are defined as follows:

Setting is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the *character* of the place in which the property played its historical role. It involves *how*, not just *where*, the property is situated, and its relationship to surrounding features and open space. Setting often reflects the basic physical conditions under which a property was built, and the functions it

was intended to serve. In addition, the way in which a property is positioned in its environment can reflect the designer's concept of nature and aesthetic preferences.

The physical features that constitute the setting of a historic property can be either natural or manmade, including such elements as topographic features (a gorge or the crest of a hill), vegetation, simple manmade features (paths or fences), and relationships between buildings and other features or open space. These features and their relationships should be examined not only within the exact boundaries of the property, but also between the property and its *surroundings*. This is particularly important for districts.

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character.

Association is the direct link between an important historic event or person and a historic property. A property retains association if it *is* the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character.

In regards to setting, the FEIS (page 4-70) states that “the project elements will change the composition of panoramic views with high visibility of the guideway. However, these more distant views, which include the mountains and the urban skyline, take in a wider view and will not be substantially affected.”

3.4 Cultural Resources

Consulting parties commented (see Section 3.6) on cultural aspects that should be considered when developing measures to mitigate adverse effects. Such aspects include Hawaiian history associated with Moku‘ume‘ume (Ford Island), Pu‘uloa (Pearl Harbor), and *mauka-makai* view planes. Moku‘ume‘ume was originally a significant island for the Hawaiian people and was known for its relationship with Ka‘ahupāhau, the shark goddess, and for other reasons. It is a very important part of history of the area of Pu‘uloa.

Mauka and *makai* views to and from CP-identified cultural locations and the PHNHL were investigated and recorded to further assess potential visual impacts of the Aloha Stadium Station. These CP-identified locations included Kapūkaki (Red Hill), Hālawa Valley, Keaīwa Heiau, ‘Aiea Heights, and Kūki‘iahu, as well as Central O‘ahu to Kūkaniloko. The views were found not to be affected by the Station (see Attachment 4, pages 8 to 15 for view photos).

3.5 Project Planning and Measures Taken to Avoid and Minimize Effects

During the preparation of the Draft EIS and FEIS, the Project’s planning and conceptual design activities involved extensive analysis and consultations on the Project’s impacts and measures to avoid, minimize, and mitigate impacts on historic properties. As discussed in the PA, the City’s Department of Transportation Services (DTS)² had considered and addressed effects to historic properties as follows:

“the DTS has included minimization and avoidance measures during project design, including, but not limited to, narrow guideway design, route selection, station location selection, and contained station footprints, to avoid and minimize adverse effects on historic properties;” (PA, page 4)

With respect to the Station, the initial conceptual design as presented in the Draft EIS had a station entrance that was located within the PHNHL boundary *makai* of Kamehameha Highway. To avoid encroachment on the PHNHL, this *makai* entrance was moved to the Aloha Stadium property *mauka* of Kamehameha Highway. The removal of this *makai* entrance also resulted in the removal of a pedestrian sky bridge over Kamehameha Highway. As a consequence, the overall size of the Station area was reduced by 3,500 to 4,000 square feet (see Attachment 3).

Other design changes that further minimized the scale and massing of the station have been made, including reducing the number of canopies from seven to four bays. The Station design also includes screens, at the request of the U.S. Navy, for security reasons relative to Pearl Harbor. Table 3.5.1 summarizes the planning and design measures taken to avoid and minimize effects during the environmental consultation process before and after January, 2011, when the PA was signed. Additional measures are discussed in Chapter 5 of this document.

Table 3.5.1. Measures Taken at Aloha Stadium Station to Avoid and Minimize Effects

Measure Taken	Effect that is Avoided/Minimized
Before January, 2011 (PA signed)	
Narrow guideway design, route selection, station location selection	Aloha Stadium Station located on existing parking lot minimized scale, massing, and direct impacts.
Removed Station Entrance on <i>makai</i> side of Kamehameha Highway, and pedestrian bridge	Avoided physical encroachment on the PHNHL.

² At the time of the PA formulation, DTS was the lead for the project (this responsibility was transferred to HART on July 1, 2011).

Measure Taken	Effect that is Avoided/Minimized
Reduced station footprint	Station area was reduced by 3,500 to 4,000 square feet, which reduced massing of the station.
After January, 2011 (PA signed)	
Canopy bays reduced from 7 to 4	Reduced massing.

Note: Includes efforts during the Draft EIS and FEIS, Preliminary Engineering, and Final Design phases.

3.6 Summary of Consulting Party Comments

The following is a summary of CP comments on the Aloha Stadium Station's design related to historic and cultural resources. The highlights of the comments are organized by meeting, as listed in Table 2.4.1. Meeting notes are included in Attachments 2a to 2h.

2011 Preliminary Engineering Review (Attachment 2a)

- Describe the process for integrating design comments.
- SOI standards should be addressed and an SOI-qualified architect should assist in the design to increase compatibility with historic resources.
- Can bulk, massing and footprint be adjusted to minimize scale differences?
- Can the materials be changed to be more compatible to historic resources?
- Be consistent with the Design Pattern Book.
- Provide workshops/charrettes to review design's response to site's history and context.
- Incorporate native plants species into landscaping.
- Show educational and interpretive programs, materials, and signage.

January 10, 2013, Project-wide Design Workshop for Consulting Parties, including Aloha Stadium Station (Attachment 2b)

No comments specific to Aloha Stadium Station were noted. The following comments are related to stations in general:

- All station designs should be cognizant of the various ethnicities in Hawai'i, but give precedence to the Native People's story, language, history, and culture.
- How are views from platforms being evaluated for opportunities to interpret local history?

September to October 2013 Aloha Stadium Final Design Review (Attachment 2c)

- Develop a treatment plan to mitigate the Station's adverse effects on PHNHL.
- Provide information about effects on significant views to and from the PHNHL.
- Develop a consultation protocol for future station design issues.
- Consider the visual impacts looking towards the PHNHL and along the Kamehameha Highway corridor in relation to the PHNHL.
- Address safety concerns for pedestrian crossing along Kamehameha Highway and vehicular circulation at the Ford Island bridge.

October 3, 2013, Kamehameha Highway Station Group Design Workshop #1 and Aloha Stadium Station Focus Meeting for Consulting Parties (Attachment 2d)

- Concerns about the station design and its effect on historic properties are based on fundamental issues of scale, mass, bulk, site plan, and architectural detailing.
- The treatment plan should address ways to minimize the Station's impact through reduced massing and footprint or other intrusions on context, setting, feeling, and association.
- Hawaiian history associated with Moku'ume'ume (Ford Island) should be included in the design or educational/interpretative program for Aloha Stadium Station.
- Makahiki³ activities could be related to the Aloha Stadium Station.
- Consider traffic at the intersection of Kamehameha Highway and Ford Island Bridge, and pedestrian access issues related to Ford Island.

January 23, 2014, Programmatic Agreement Consulting Parties Annual Meeting (Attachment 2e)

- Parties agreed to reconvene focus meetings on Aloha Stadium Station design.
- Consulting Parties requested exhibits which show view planes to and from the PHNHL

³ The Makahiki festival punctuated the yearly farming cycle in ancient Hawai'i, celebrating harvest and Lono, the Hawaiian god associated with rain and fecundity.

March 13, 2014, Consultation meeting with Consulting Parties to discuss Aloha Stadium Station (Attachment 2f)

- Shift the Station further 'ewa to where it is either over Salt Lake Boulevard or entirely within the Aloha Stadium parking lot.
- A treatment plan for the Aloha Stadium Station will be prepared by FTA/HART.

March 19, 2014, Consultation meeting with Consulting Parties to discuss Aloha Stadium Station (Attachment 2g)

- Mitigate if unable to minimize mass and scale.
- Richardson Field has historically been open space. The addition of trees on the *makai* side of Kamehameha Highway needs to be assessed because they may create a visual barrier.
- Address patron/traveler connections to the Pearl Harbor Visitor's Center.
- Materials and signage must include pre-Pearl Harbor accounts as the cultural landscape of "Pu'u'loa."
- Is there any latitude in modifying platform canopies?

March 27, 2014, Consultation meeting with Consulting Parties to discuss Aloha Stadium Station (Attachment 2h)

- Reflectivity of the proposed colors/materials is a concern.
- There is an opportunity to add artistic etching to translucent glass panels on *makai* side of the Station.
- Lightness of the paint on the station structure contributes to a visual intrusion. Painting or using colored-concrete to darken the station could be an improvement.
- Consider the use of indigenous plant materials such as Loulu palms, which is a low maintenance plant.
- Landscaping on the *makai* side of Kamehameha Highway raises concerns: Is the purpose of the landscaping to provide visual screening from PHNHL? Who would maintain the landscaping? It might be better to soften the Station's appearance instead of providing plants *makai* of the highway.

**April 24, 2014, Consultation meeting with Consulting Parties to discuss Aloha Stadium Station Treatment Plan (Attachment 2d Updated)
[Subsequent written comments are summarized in Attachment 2d]**

- Use drought-resistant plants (xeriscape).
- Hawaiian name of station should be placed before English name.

- Consider moss rock or coral veneer on station facades.
- For station colors, consider colors of the region.
- Concern over station's location, scale, massing and resulting effects on Pearl Harbor Historic National Landmark and need for alternatives.
- Evaluate impacts regarding offsite pedestrian and vehicular movements.

September 23, 2014 Meeting with the Kāko'o; Historic Hawaii Foundation's additional comments on the Treatment Plan [Included in Attachment 2d]

- Comments reiterated some of the earlier comments submitted by CPs; most comments related to clarifying text in the Treatment Plan
- Separate measures taken to avoid, mitigate and minimize impacts by those taken before and after the Programmatic Agreement (January, 2011).
- Provide additional before and after photo simulations
- Clarify where coral veneer will be applied on station surfaces.
- Include the history of the Navy at Pearl Harbor and WWII for the interpretive signage.
- Provide more information on offsite pedestrian access and transit circulation in Chapter 5.

3.7 Summary

During the environmental review process before the PA was signed (January, 2011), significant alterations to the size, footprint, and design of the Aloha Stadium Station were implemented to reduce adverse effects on historic properties as identified above. The general location of the station was dictated by the property owner so as not to impact the primary function of the Stadium property. The FEIS concluded that there were no adverse visual or noise effects, however, adverse effects to the setting, feeling, and association of the historic resources remain. From areas within the PHNHL that are close to the station, there will be visual effects regarding setting and feeling. There will be no visual effects from areas distant from the station. Chapter 4 of the TP will identify additional approaches to address these impacts.

4.1 Treatment Plan and Personnel Qualifications

Chapter 3 describes the measures taken by HART/City in the design of the Aloha Stadium Station to avoid and minimize effects on historic and cultural resources during the EIS process and subsequent design phases. This Chapter 4 will describe the measures, or treatments, to minimize and mitigate effects of the Project to the PHNHL, its contributors, including buildings and structures, as well as elements of the cultural landscape at the Aloha Stadium Station. Pursuant to the PA (Stipulation IV.A) and at the request of the CPs, HART has prepared this TP in response to specific comments from the CPs and the general public, in regards to setting, feeling and association in relationship to the Aloha Stadium Station.

All aspects of the treatment program will be carried out by, or under, the direct supervision of persons who meet or exceed SOI professional qualifications standards (48 FR 44738-9) in related disciplines. Measures that need additional levels of expertise will be undertaken by professionals with demonstrable experience in those fields. Areas of expertise include, but are not limited to, historic architects, landscape architects, engineers, and others.

4.2 Measures to Minimize and Mitigate Effects

The following measures to minimize and mitigate the effects (summarized in Table 4.2.1) were developed to provide both historic and cultural context-sensitive design and aesthetic guidelines to mitigate the visual impact of the Aloha Stadium Station on the PHNHL.

TABLE 4.2.1. Measures to Minimize and Mitigate Effects at Aloha Stadium Station

Integrity Aspect	Effect	Measure to Minimize Effect	Measure to Mitigate Effect
Setting	Visual impact Views to and from the PHNHL	Provide additional landscaping	
Feeling	Visual impact Views to and from the PHNHL	Change color and materials, and use less-reflective materials	
Association	History of Pu'uloa and PHNHL		Incorporate additional Interpretative Signage that specifically addresses the cultural and historical significance of Pu'uloa and PHNHL Develop other educational materials (e.g. website with additional educational information)

4.2.1 Setting

To mitigate the visual impact of the Aloha Stadium Station on views to and from the PHNHL, landscaping will be used to screen and soften the station mass as described in the following paragraphs. Landscaping concepts are shown in Attachment 5.

Landscaping at station – Add additional trees along Kamehameha Highway in the planting area adjacent to the plaza and to the Diamond Head side of the parking lot. Specify a species that is indigenous and provides a denser foliage canopy than the trees originally specified. This is intended to mitigate the visual effects of the station and guideway. Include landscaping at the north corner of the station site to soften the edges and visual mass of the structure on the property. Most of the planned trees, shrubs, and groundcover are considered xeriscape plants.

Landscaping at parking area – Add more trees around the entire parking lot perimeter along Salt Lake Boulevard so that the spacing provides a denser visual mitigation to the station mass.

4.2.2 Feeling

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. Measures related to the Station's color and materials will be used to soften the station mass and to minimize effects related to the aesthetic or historic sense of the area as described in the following paragraphs. Color concepts are shown in Attachment 6.

Color Palette - Change color palette for Aloha Stadium Station from white to earth tones compatible with Aloha Stadium and coral veneer. Employ an earth-tone color for the metal panels that cover the stair structures and other areas of the station (including exterior walls and stairway roofs). Maintain natural pre-cast concrete color for guideway.

Materials - Install non-mirrored, obscure glass vision panels along *makai* stair runs and platform edge. The glass color would complement the metal panels. Coral veneer will be installed on the south, west, and east walls of the ancillary structure (Train Control & Communications Room [TCCR] and the Uninterrupted Power Supply [UPS] room).

4.2.3 Association

Association is the direct link between an important historic event or person and a historic property. In order to reinforce the linkage of the area to the history of Pu'uloa and the PHNHL, interpretive signage will be employed to inform the public about the historical significance of Pu'uloa and the PHNHL as described in

the following paragraphs. Further information and illustrative examples of interpretative signage are presented in Attachment 7.

Interpretative Signage - Provide 4-foot-8-inch-wide by 5-foot-10-inch-high interpretative signs at one location on each of the boarding platforms (total of two signs). These will be in addition to interpretative signage that is located at the plaza level. The proposed interpretative signs will provide more opportunity to document the cultural and historical significance of Pu'uloa and the PHNHL. These signs would include text, photographs, and a QR code to access the HART website, where even more information could be found. Possible topics may include, but are not limited to, World War II and the history of the U.S. Navy at Pearl Harbor; Ka'ahupāhau, the shark goddess; traditional narratives of shark riding at Moku'ume'ume (Ford Island) by native Hawaiians; the Makahiki that was celebrated on or near this site; significant Hawaiian persons such as John Papa I'i; and the original railroad line used by the sugar plantations, O'ahu Railway & Land Company (OR&L), which paralleled the shore at this location and the PHNHL.

4.3 Treatment Plan Implementation

The PA provides guidance on measures and terms of their implementation to address the Project's effect on historic and cultural resources. Pertinent implementation measures described in the PA and their timing are summarized in Attachment 8. Measures related to the Station's TP include the following:

- HART will ensure that final design will incorporate TP design measures, after review of an SOI-qualified architect, into construction bid documents.
- An SOI-qualified architect and other qualified experts (e.g., cultural) will be consulted on design questions raised by the contractor that are relevant to the TP.
- An SOI-qualified architect and other qualified experts (e.g., cultural) will verify that the relevant TP design measures have been constructed.
- HART convened a meeting of relevant agencies and organizations on November 7, 2014, to discuss offsite measures such as pedestrian movements to the PHNHL Visitor Center. The convening of subsequent meetings is anticipated into 2015.
- HART will continue CP consultation meetings to discuss the design of specific stations relative to historic properties and cultural resources.
- HART will continue to prepare Quarterly Mitigation Monitoring Reports (MMRs), which will be distributed by the Kāko'o to the CPs. The MMRs will document progress made on the HART TP for the Aloha Stadium Station.

4.4 Summary

As outlined above, the TP identifies additional action to address adverse impacts to historic resources, specifically impacts to setting, feeling, and association. Combined with previous alterations to design, size, and footprint of the station as identified in Chapter 3, the TP represents a set of actions that are implementable, recognize existing locational constraints, do not impact the purpose, need, and function of the transit system, and will work to minimize identified effects to the historic resources.

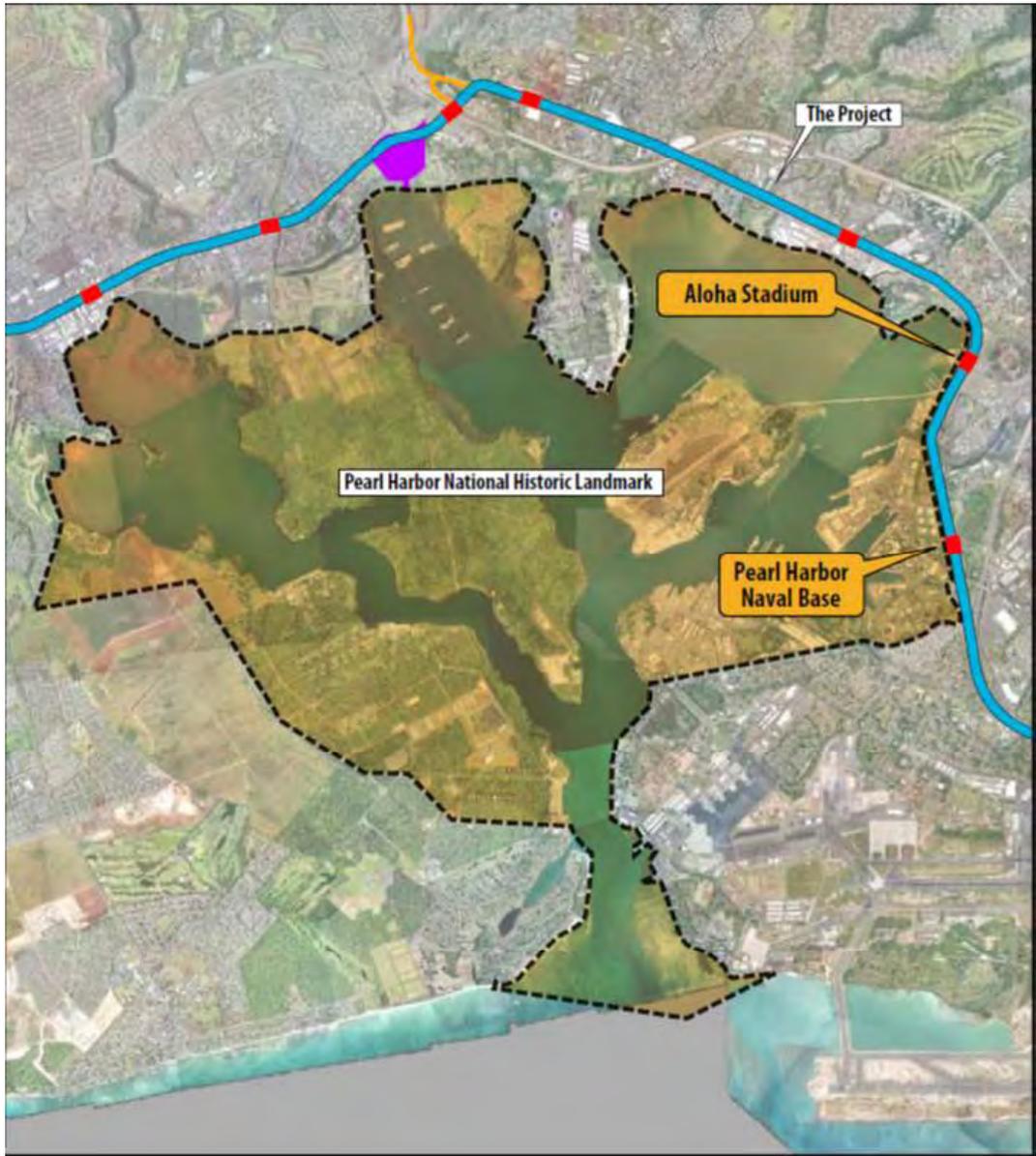
The HART TP for the Aloha Stadium Station documents the efforts taken to avoid, minimize, and mitigate effects to the historic (PHNHL) and cultural resources from the project at the Aloha Stadium Station. In addition, the TP identifies measures to minimize and mitigate impacts based on the current design as a result of CP comments.

A number of the CP comments relate to pedestrian movement and transit circulation to and from the Station. While pedestrian and transit circulation is an extremely valid concern, it is not directly related to the onsite design impacts of the Project to PHNHL nor within the jurisdiction of HART. Nonetheless, HART has committed to facilitating coordination meetings with relevant and appropriate agencies including the Hawaii Department of Transportation, the Aloha Stadium Authority, NPS, the U.S. Navy, and the City DTS, as well as DPP in regard to offsite improvements. These improvements would be related to enhancing the patrons' experience by providing safe pedestrian and vehicular access from the Aloha Stadium Station to and from the USS *Arizona* Visitor Center, a possible enhanced trail on the abandoned OR&L right-of-way from Aloha Stadium Station to and from the World War II Valor in the Pacific National Monument, and interpretative signage recalling the cultural and historic events related to Pu'uloa and Pearl Harbor, respectively. HART convened a meeting at Aloha Stadium on November 7, 2014, of the above and other agencies to discuss Aloha Stadium access planning topics and for the agencies to share information on their planning activities related to the area. The convening of subsequent meetings is anticipated into 2015.

In addition, as noted in Section 4.3 on the TP implementation measures, HART is committed to continuing consultation meetings with CPs to discuss the design aspects of specific stations with respect to effects on historic and cultural resources.

Attachment 1

Vicinity Map of Aloha Stadium Station and Pearl Harbor National Historic Landmark



Vicinity Map

Aloha Stadium Station and Pearl Harbor National Historic Landmark

Attachment 2

Consulting Party Comments

This attachment contains comment-response matrices and minutes/summaries of meetings with Signatories and Consulting Parties concerning the Aloha Stadium Station. The following attachments are organized by date, as follows:

- 2a. Spring 2011 Preliminary Engineering Review
- 2b. Minutes from the January 10, 2013 Project-Wide Station Design Workshop for Consulting Parties
- 2c. Sept. to Oct. 2013 Final Design Review
- 2d. Summary of Consulting Party Comments from the October 3, 2013 Kamehameha Highway Station Group Design Workshop #1; April 24, 2014 Aloha Stadium Station Focus Meeting for Consulting Parties Oral Comments and Subsequent Written Comments on the April 23, 2014 Draft Treatment Plan for Cultural and Historic Resources at Aloha Stadium Station, HHF comments to Kāko`o at September 23, 2014 Meeting; and HART Responses
- 2e. Minutes from the January 23, 2014 PA Annual Meeting
- 2f. Summary from the March 13, 2014 Aloha Stadium Station Focus Meeting
- 2g. Summary from the March 19, 2014 Consultation Meeting on Station Design
- 2h. Summary from the March 27, 2014 HART/Kāko`o Monthly Meeting (Aloha Stadium Station Focus Meeting)

- 2i. Summary from the April 24, 2014 HART/Kāko‘o Monthly Meeting
- 2j. September 23, 2014 Kāko‘o Memorandum to Historic Hawaii Foundation

Attachment 2a

HART Response to OHA, Navy and HHF Comments
on Preliminary Engineering Design for Aloha
Stadium Station

Spring 2011

Update on 2011 PE Comments - General Comments and Aloha Stadium Station Focus. Comments below were received in April and May of 2011 in response to Consulting Party Review of PE Plans. HHF, Navy and OHA comments were provided. These continue to be posted on the project website under Stipulation IV. Only HHF comments associated with General and Pearl Harbor NHL are included below. No specific comments were received from HHF regarding Aloha Stadium. Navy and OHA comments are shown in their entirety. RTD (HART) Responses are also shown both as presented in 2011 and updated for the current Final Design phase activities.

	HHF	PA Consulting Party Review of PE Plans Comments	Reviewer: HISTORIC HAWAII FOUNDATION/Faulkner Date: 04/28/11	
Comment No.	Station or Guideway Segment Name	Reviewer Comment (2011)	RTD Response (2011)	HART UPDATED Response (2013)
1	General	<p>Please describe the process for integrating/responding to design comments. Who is the primary point of contact for overseeing architectural and design issues? How is the design review integrated into project changes?</p> <p>How are these comments to be directly conveyed to the designers/builders? What is the mechanism for quality control and seamless communications?</p>	<p>Comments on the project design are being received through a variety of forums from many interested parties. Comments are integrated into the design process through distribution to design leads. Comments are discussed in weekly design meetings that involve representatives from a variety of disciplines. The primary point of contact for overseeing architectural and design issues is Ken Caswell, chief architect of the Project. Changes to project design follow a procedure that depends on size/impact/type of proposed change. Design direction/changes are then transmitted to the final design consultants via weekly meetings and through the project change and quality control process.</p>	<p>All PA Consulting Parties and Communities Meeting comments are reviewed by the HART Architectural Group, and, if appropriate, the comments are conveyed to the Consultant Station Design Team through weekly or bi-weekly design review meetings. The station design submittals are reviewed at the Preliminary Engineering, Interim Design and the Final Design submittals. Ken Caswell, Chief Architect for the HRTP, remains the primary point of contact for these reviews.</p>
2	General	<p>Plans need to show context (e.g. urban fabric, rural or agricultural settings, surrounding areas) to demonstrate how the station/guideway fits with the existing environment. As shown in the PE drawings, each station appears to be a kit of parts rather than a purposeful design.</p>	<p>Final designers will be required to provide a summary of the basis of design for each station, including source of inspiration and how the SOI standards and the principles of the Design Language Pattern Book have been addressed.</p>	<p>In addition to the 2011 response: the regional context of the station location was discussed in the FEIS. Environmental and cultural resource impacts were analyzed. Mitigations to impacts were identified in the FEIS and PA and vetted through community and public review processes. Regarding station context, Transit Oriented Development (TOD) studies underway and are led by the City and County of Honolulu Department of Planning and Permitting (DPP) to ensure planned long range response to the urban context. An extensive community outreach program is conducted for each TOD plan process. Per DPP: <i>TOD planning for the area around the Aloha Stadium rail station has not yet begun. There is great potential to utilize the lands around Aloha Stadium for a variety of more intensive uses, however, a National Park Service deed restriction currently limits the use of this property for recreational purposes. The Aloha Stadium Neighborhood TOD Plan is on hold.</i></p>
3	General	<p>The PA requires that for stations within the boundary of or directly adjacent to an eligible or listed historic property, the city shall comply with SOI standards and will make every reasonable effort to avoid adverse effects. If the FTA, the City and the Kāko'o find that the standards cannot be applied, the city shall consult to develop a treatment plan to minimize & mitigate adverse effects.</p> <p>Each station should be listed and identified with the related historic districts, properties and context. Describe the ways in which each station in or adjacent to historic properties has met the SOI standards and is compatible (or not) with that historic context.</p>	<p>As required in the Programmatic Agreement (PA), the City will comply with Secretary of Interior (SOI) standards. Materials will be selected during final station design and the choice of materials will comply with SOI standards as appropriate and practical. Potential disputes will be resolved according to the provisions of the PA.</p> <p>Historic districts and eligible properties are listed in Final EIS Table 4-34. As part of the final design process for applicable stations, final designers will be required to describe how the design meets the SOI standards.</p>	<p>Per the PA, Stipulation IV.A. <i>...the City shall comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties, 36 C.F.R. Pt. 68, and will make every reasonable effort to avoid adverse effects on historic properties.</i></p> <p>For the <u>Aloha Stadium Station</u>, Anil Verma, the Final Design firm for this station, has included Lorraine Minatoishi, as their SOI Standard qualified Historic Architect.</p> <p>This station location has no direct impacts to the U.S. Naval Base, Pearl Harbor NHL. Per Attachment 2 of the PA, <i>the entrances of the elevated Aloha Stadium Station and the Pearl Harbor Naval base station were designed to touch down on the mauka side of the highway to avoid taking any of the Pearl Harbor NHL property.</i></p> <p>Additionally, the PA states, <i>the noise analysis found there would be no adverse noise impacts...the visual simulations illustrate that the Project will be barely visible in mauka views from the harbor....however, there will be a general effect to this property.</i></p>

4	Arizona Memorial; Pearl Harbor Naval Base; Kalihi; Kapālama; Iwilei; Chinatown; Downtown; Civic Center; Kaka'ako and Ala Moana Center	<p>For stations in or adjacent to historic districts or significant historic buildings, the design team should include a qualified preservation architect to assist with application of SOI standards and increased compatibility.</p> <p>We recommend that this approach be required for, at minimum, these stations: Arizona Memorial; Pearl Harbor Naval Base; Kalihi; Kapālama; Iwilei; Chinatown; Downtown; Civic Center; Kaka'ako and Ala Moana Center.</p>	As required by the PA, station design teams will have qualified staff that meets the Secretary of Interior's Professional Qualification standards.	See updated response to comment 3 above.
5	Pearl Harbor, Iwilei, Chinatown, Downtown	<p>Significant conflicts with SOI standards are apparent in stations adjacent to: Pearl Harbor National Historic Landmark; Makalapa housing district(s); Palama Settlement; OR&L Terminal; OR&L Office; Hawaii Institute of Human Services/Tamura building; Chinatown Historic District; Nu'uuanu Bridge, Nu'uuanu Stream wastewater pumping station; Merchant Street historic district; Dillingham Transportation; Aloha Tower; Piers 10 & 11; DOT Harbors Building; HECO generator; and Hale Auhau.</p> <p>Recommend that a design workshop or charette be used to explore alternatives for increasing design compatibility with historic context for these stations. Include the overall project architect; the relevant station design team; preservation architect; any subject area experts to evaluate feasibility; and consulting parties.</p> <p>For example, can Chinatown & Downtown be consolidated into single station and eliminate one set of impacts? Can the touchdowns be moved to less impactful locations? Can the bulk, massing and footprint be adjusted to minimize scale differences? Can the materials be changed to more compatible materials?</p> <p>If the design charette is unable to resolve the significant conflicts, the provision for additional mitigation and treatment should be invoked.</p>	<p>As required in the PA, the City will comply with SOI standards for the treatment of historic properties. As part of the final design process for applicable stations, final designers will be required to describe how the design meets the SOI standards.</p> <p>The City recognizes that some stations are located near historic properties and in historic districts and will provide an opportunity for the consulting parties to provide feedback on the design of these stations as they progresses through final design. The City will conduct workshops with appropriate stakeholders to discuss design compatibility with historic context for stations with high potential for issues. Workshops will be conducted for Pearl Harbor Naval Base, Chinatown and Downtown stations.</p> <p>Certain major decisions, such as station locations and number of stations have been established and approved by FTA. These are unlikely to change unless there are significant unforeseen circumstances.</p>	<p>Although not required by the PA, HART is conducting additional consulting party meetings including a pre-meetings for each station group and a focus meeting on Aloha Stadium.</p> <p>The commenter statement of "significant conflicts with SOI standards in stations" is an opinion. As such the forthcoming consulting party meetings are expected to result in clarification of these concerns regarding Aloha Stadium Station.</p>

6	General	<p>PA requires that the City shall develop standards for & maintain & update the Project's Design Language Pattern Book for use in all Project elements. If the FTA, the City, & the Kako'o find that the standards cannot be applied, the City shall consult to develop a treatment plan to minimize & mitigate adverse effects on the historic property.</p> <p>Overall, stations and guideways are not consistent with the Design Pattern Book. Describe how the Pattern Book was applied and where was it not applicable. How is it used? Who provides quality control and consistency?</p>	<p>Principles of the Design Language Pattern Book are being integrated into each station's final design through regular consultation between the book's author and the final designers. Final designers will be required to provide a summary of the basis of design for each station, including source of inspiration and how the SOI standards and the principles of the Design Language Pattern Book have been integrated, as appropriate. The Rail Project's chief architect is responsible for ensuring quality control and consistency.</p>	<p>The Design Language Pattern Book was written in the "possible tense" and continues to be used as inspiration by the station designers (see page 2, Using the Guidelines). Additional significant works have been developed to guide the conceptualization of the stations, including the Traditional Cultural Properties studies and the Archaeological Inventory Survey Reports. These various volumes provide interpretative information used to develop historical and cultural programs for the station design. These programs incorporate educational displays and iconography that reflect the mo'olelo of the station location. Specific programs include: (1) Aesthetic Column Program, (2) Station Naming Program (3) Interpretative Signage Program, (4) Station Plaza Paving Program, and (5) Art-in-Transit Program.</p>
7	General	<p>The overall impression is that the collective of stations is disconnected from geography, community, history and culture. Need repetitive structural elements to tie together but with place-specific execution that is similar but distinctive in each location. Needs more deliberate effort to link entire system into a cohesive whole.</p>	<p>The City appreciates your comment and has forwarded this observation to the architectural team for consideration. As the Project moves through the final design process, additional consideration will be given to the issues mentioned in your comment. Feedback received at public meetings, special workshops and consulting party review will be considered and integrated as appropriate.</p>	<p>As indicated in Item 6 above, thematic elements will occur in all stations. The described programs will provide a thematic thread that runs through all 21 stations, where the history, culture and traditions of the community where the station is located.</p>
8	General	<p>The roof structure for platform canopies provides the type of element that could be used to further tie the stations together. Good intent, but the execution is inconsistent between stations and needs further refinement.</p>	<p>The City appreciates your comment and has forwarded this observation to the architectural team for consideration. While the canopy design is inspired by the sails of ancient Hawaiian voyaging canoes, it is not intended to be a replica or representation of the sails themselves. Instead, it is simply meant to evoke a feeling of movement and travel that is consistent with the purpose of the transit system. The design of the platform canopy system will continue to be altered as it goes through final engineering for structural integrity of the canopy and supports, as well as the need to drain rainwater and light the platform at night.</p>	<p>The roof canopy is a standard feature and similar for all station platforms. This repeated structural element provides visual consistency throughout the project. Platform pedestrian access configuration and volume of ridership will determine the extent of platform coverage at each station, as such, refinement of the standard canopy is ongoing.</p>
9	Guideways	<p>The profile and use of concrete is heavy and overtly massive. Can the profile be narrowed or slimmed? Can the material be changed to something less heavy (e.g. steel)? Is there a finish or surface treatment that would be consistent with the Pattern Book recommendation for motifs or themes; ahupua'a markers; wayfinding; or art?</p>	<p>The City appreciates your comment and has forwarded this observation to the architectural team for consideration. Regarding the profile of the guideway structure, the column dimensions, height of sound walls and other elements are being minimized to save construction cost, but the columns will need to be large enough to support the weight of the guideway and expected lateral loads. Concrete is the most cost efficient material for this type of structure. Aesthetic treatment of columns and guideway is planned that includes cultural motifs representing the ahupua'a and station areas.</p>	<p>Numerous configurations for the guideway structure were investigated and after considering structural requirements, construction efficiency, maintenance and cost, the current configuration was deemed the most suitable for the project. The various programs described in Item 6 above also address this comment.</p>

10	All/Details	<p>The Pattern Book identifies historic and cultural themes or motifs related to finishes and details. The PE drawings do not include this level of detail. As the design develops, please provide information/drawings related to:</p> <ul style="list-style-type: none"> Column/capitals treatments Station columns Ahupua'a markers Landscaping materials Sound barriers Retaining walls Finish details Gateway markers Station area interpretation Stream markings/tree plantings Bridges/stream crossing railings Mauka-Makai views Station furniture Benches Lighting <p>Surfaces:</p> <ul style="list-style-type: none"> Sculptural shaping vs applied ornamentation Patterned finishes Motifs Floor materials Roof and ceiling (interior) Surface patterns Colors (no blue or green; use neutrals; Oahu color = yellow) <p>Intermodal connections</p> <ul style="list-style-type: none"> Sheltering and shading Circulation Special needs (handicapped, elderly, young) Signage/instruction Waiting areas/benches <p>Sustainable design: open air circulation, daylighting, rainwater detention</p>	<p>The City appreciates your comment and has forwarded this request to the architectural team. Further details will be available as station designs are refined.</p>	<p>As the station designs are developed, the station design consultants, with the approval of HART, will be incorporating numerous features into the facilities. Item 6 above establishes guidance for several items listed under this Item 10. To the extent relevant to a specific station design, the list of elements noted from the Design Language Pattern Book are being incorporated in station design. Also see response under Item 6 above.</p>
11		<p>Hawaiian design forms: stone, grass, timber Pacific-Asian design form: roof, station canopies European design form: walls and vertical surfaces Verticality vs, horizontal</p>	<p>Thank you for your comment.</p>	<p>These are elements identified in the Design Language Pattern Book. See response to Item 6 above.</p>

	NAVY	PA Consulting Party Review of PE Plans Comment Form	Reviewer: J. Coronado, US Navy Date: 5/18/2011	Hart UPDATED Response (2013)
Comment No.	Station or Guideway Segment Name	Reviewer Comment	RTD Response	
1	General	The Programmatic Agreement includes several stipulations for design considerations where stations are in or adjacent to a National Register (or eligible) property or district. These stipulations include conformance with the Secretary of the Interior Standards (SOI) as well as use of the Design Language Pattern Book, which identifies appropriate materials/colors/textures/forms for individual stations as well as the overall system. The preliminary designs depicted in the submission do not appear to respond to either source of guidance. The massing, scale, materials, and geometry of the stations require a more intensive contextual review.	Final designs will address SOI standards as required. Principles of the Design Language Pattern Book will be integrated into each station's final design through regular consultation between the book's author and the final designers. Final designers will be required to provide a summary of the basis of design for each station, including source of inspiration and how the SOI standards and the principles of the Design Language Pattern Book have been addressed.	See various responses to HHF comments above, especially Items 3 and 6.
2	General	While the submission is understandably conceptual as a preliminary engineering package, it lacks details that should be integral to the design/engineering process from the early stages. While some ideas of what may be the final appearance were included in the March public presentation for the Farrington Station Group, the submission does not convey such details. Similar to what is included in the Design Language Pattern Book, each submission should include some background about influences on the design, photo-simulations or renderings, and discussion of materials.	As the final designs are developed, presentations materials will include contextual images, influences, simulations, renderings and discussion of materials and surface treatments.	Refer to responses to HHF Item 6 above.
3	Kamehameha Hwy Guideway	Guideways and columns lack design details and "lightness" that should be achievable with modern technology. With the proposed height of the guideways/columns/platforms, minimizing the visual impacts of these elements may require some innovative approaches (and be possible through engineering).	As noted in the Final EIS, guideway materials and surface textures will be selected in accordance with generally accepted architectural principals to achieve integration between the guideway and its surrounding environment. The City will ensure that the Project's design guidelines require that the guideway columns be softened by plantings in specified areas. The columns themselves will be a minimum possible dimension to save costs while taking into consideration the height and width of the guideway and lateral loads.	Refer to responses to HHF Item 9 above.
4	Pearl Harbor	The Navy strongly encourages, in the short term, an informal design charrette to review known engineering constraints as well as areas that provide opportunities to enrich the design's response to the site's history and context (both traditional and military). Recommend this charrette (or series of charrettes) be conducted in advance of the two neighborhood design workshops stipulated in the Programmatic Agreement.	The City recognizes that the Pearl Harbor station is located adjacent to an historic district and will provide an opportunity for the Navy and other consulting parties to provide feedback on the station design as it progresses through final design. The City will conduct special workshops with appropriate stakeholders to discuss design compatibility with the historic context for appropriate stations. These special workshops will be conducted for Pearl Harbor Naval Base, Chinatown and Downtown stations.	Although not required by the PA, HART is conducting additional consulting party meetings including a pre-meetings for each station group and a focus meeting on Aloha Stadium (and other stations as noted).

5	Pearl Harbor	The Programmatic Agreement requires Cultural Landscape Reports for areas along the corridor as well as updated/new National Register Nominations for Pearl Harbor and Little Makalapa. Without either having been started, or the cultural landscape fully understood, there exists an inherent challenge to providing appropriate contextual design. Please provide the schedule for this groundwork, as it would help inform the design/development for the Station.	Cultural landscape reports (CLRs) are a targeted tool to be used on specific landscapes for the development of a preservation plan. They are not a general document for general areas. Two CLRs have been identified in the corridor and will be completed prior to construction commencing in those areas. The City submitted a request to the Navy on May 25, 2011, for access to begin the documentation for updating the Pearl Harbor National Register Nominations. This documentation is scheduled to be completed prior to construction.	The two areas for cultural landscape reports were identified with the Consulting Parties many months ago as: Mother Waldron Playground/Park and Irwin Park. Access was granted to conduct documentation of the NHL and other Navy historic properties in August 2013.
6	Pearl Harbor	Material selection is very important to the station designs, and the palette for the station should be discussed early in the design process. Plaster finish, as one example, is not responsive to the site's history and also has possible long-term maintenance challenges. What are the criteria established for selecting durable materials, color palettes, accessibility items, lighting, etc.?	Materials will be selected during final station design and the choice of materials will comply with SOI standards as appropriate and practical. Material selection will reflect the principles of the Design Language Pattern Book and will be integrated into final design through regular consultation between the book's author and the final designers.	The general character, durability and color tone of the material is specified in the HART Compendium of Design Criteria. Finish materials are selected based on the context of the station and related historical and cultural considerations. For example a stations in the Honouliuli ahupua`a might have coral materials used as finishes. Also, the station designer might use a color similar to the color of the red soil of this area.
	OHA	PA Consulting Party Review of PE Plans Comment Form	Reviewer: Clyde W. Namu'o, Office of Hawaiian Affairs (OHA) Date: 4/11/11	
Comment No.	Station or Guideway Segment Name	Reviewer Comment	Reviewer: Clyde W. Namu'o, Office of Hawaiian Affairs (OHA) Date: 4/11/11	HART UPDATED Response (2013)
1		The canopy design for stations is inspired by Hawaiian long distance voyaging canoes such as the Hokule'a. We caution you that the image of and name "Hokule'a" are trademarked by the Polynesian Voyaging Society. Consultation with individuals and organizations with experience and expertise in Hawaiian canoe sailing and open ocean voyaging should occur to ensure that this design and theme are accurate.	Their trademark is respected through appropriate use of the trademark symbol in presentation materials. While the canopy design is inspired by the sails of ancient Hawaiian voyaging canoes, it is not intended to be a replica or representation of the sails themselves. Instead, it is simply meant to evoke a feeling of movement and travel that is consistent with the purpose of the transit system. The design of the platform canopy system will continue to be altered as it goes through final engineering for structural integrity of the canopy and supports, as well as the need to drain rainwater and light the platform at night.	No additional response is required.
2		We agree that native plant species should be incorporated into landscaping designs and we suggest research be conducted to identify native plant species which are adapted and culturally appropriate for specific areas.	According to the Final EIS, new plantings will be non-invasive as defined by the Hawai'i Chapter of Landscape Architects, and native plants will be included where appropriate. A landscape architect has been hired to investigate native plants in each of the station areas, and where possible, incorporate these plants into final station landscape design.	No additional response is required.
3		We would like to continue discussions on exterior wall appearances to whether "dry-stacked" wall designs in certain areas based on traditional uses are appropriate.	The stations are anticipated to have some stone veneer of natural or locally manufactured material. The use of "dry-stacked" wall designs would present challenges at stations for several reasons. For example, current City building codes do not allow "dry-stacked" rock in buildings, and rocks must be adhered with cement mortar to meet the building code.	No additional response is required.
4		A separate stipulation of the PA (VII) will develop educational and interpretive programs, materials and signage which will be displayed at or near transit stations and possibly inside transit vehicles. The Preliminary Engineering Drawings (PED) should be developed to consider where the products of Stipulation VII will be displayed.	As described in the PA, educational and interpretive programs, materials and signage displays will be incorporated into each station at the final design stage in coordination with appropriate stakeholders such as OHA. The PED do not include this level of detail.	In keeping with the trend towards interactive website development and use of QR codes to access a robust project-wide interpretive program, station interpretive materials will usually not include display cases. Display opportunities may be identified in collaboration with various adjacent landowners at select stations.

Attachment 2b

Project-Wide Station Design Workshop Minutes

(Attachments to the Minutes not included)

January 10, 2013

PROJECT-WIDE STATION DESIGN WORKSHOP FOR CONSULTING PARTIES, ADDITIONAL SUPPORT FOR SECTION 106 PROGRAMMATIC AGREEMENT STIPULATION IV

Date and Time: **January 10, 2013, 9:00 a.m.**

Location: **Ali'i Place, 1099 Alakea Street 17th Floor, Honolulu, HI 96813**

Purpose

Update and Inform Consulting Parties on the Status of General Station Design Concepts and Processes to Better Prepare for Participation in the Forthcoming Station Group Design Workshops.

Future opportunities for input and review:

- Station group workshops per PA Stipulation IV
- Final design for stations with historic considerations per PA Stipulation IV
- Reinterment site considerations
- Station naming
- Interpretive signage and educational opportunities PA Stipulation VII

The following materials are attached to these minutes:

Appendix A	Meeting Agenda
Appendix B	Meeting Handouts: Project Map Station Design Workshop Schedule Guidway and Typical Section Design Drawings Column Construction Photos Compendium of Design Criteria, Chapter 11 – Landscape Architecture Programmatic Agreement, Stipulation IV – annotated The Secretary of the Interior's Standards for the Treatment of Historic Properties
Appendix C	Powerpoint Presentation

Appendices A, B, and C were distributed in advance of and at the meeting. The Design Language Pattern Book and Compendium of Design Criteria are available on the project website: www.honolulustransit.org. Extra copies of the Design Language Pattern Book were distributed at the meeting.

Discussion

At opening, Joanna Morsicato (HART) welcomed all to the meeting and introductions of all present followed. Ken Caswell (HART) and Lisa Yoshihara (HART) then led the presentation and provided for time to comment throughout.

Ellyn Goldkind (Navy) had previously made a request for copies of station design contracts. A request was made for the location of the Honolulu Rail Transit Project contracts on the city website: <http://hartdocs.honolulu.gov/docushare/dsweb/View/Collection-10>.

Comments were collected in the form of sticky notes posted on the wall for each station group and other topics and are noted below. These comments are unedited. HART will prepare responses, and these will be sent to all consulting parties at a future date.

I. West Oahu Station Group

- Is a percentage of station budget dedicated to Art? Concern: Art will be value engineered out.

II. Farrington Highway Station Group

- No comments

III. Kamehameha Highway Station Group

- No Comments

IV. Airport Station Group

- Minimize visual impacts of station and guideway.
- Conceal utilities rather than exposed or surface mounted.
- The Pearl Harbor Station might use the Hawaiian name Makalapa because site is located in the Makalapa Crater.
- Restore WWII splinter proof bomb shelter and provide public interpretive panel at the Pearl Harbor station.
- Make recommendations for National Historic Landmark boundary changes based on known and new information for Pearl Harbor, McGrew Makalapa and Pearl City Pen.
- Preserve green space between Little Makalapa and Makalapa. Minimize pavement on Makalapa side of Kam. Highway. Consider alternate station entrance station entrance on Makalapa Gate side of Kam. Highway
- Minimize footprint of station at Pearl Harbor. Bury or remove added TPSS and Ancillary Bldg.
- Guideway between the Aloha Stadium and Center Streets needs noise and vision screen to decrease impact on adjacent housing and base for noise and security impacts.
- Restore open Makalapa Crater Stream through the Green space adjacent to Radford Drive up to the station location.
- Preserve natural stone outcroppings near Pearl Harbor Station and along the Kam. Highway corridor.
- Restore or provide new underground walkways crossing Kam. Highway if station access is not provided on Makalapa side of Kam. Highway.
- Provide vegetation lattice to cover guideway columns on Kam. Highway adjacent to all housing areas.
- Who will develop design methodology for stations with historic considerations? How will that methodology be shared with consulting parties?
- How is the modular design looking forward to be able to customize stations with historic considerations?

V. Dillingham Station Group

- Need to see floor design of station to determine whether there was enough test sites done in the area or where additional sites will be required
- SOI standards include sections applicable to new construction adjacent to historic properties
- Historic considerations apply to all stations adjacent to historic properties, includes:
 - Iwilei
 - Dillingham
 - Kakaako
 - Waipahu
 - Downtown
 - Chinatown
 - Pearl Harbor

- Incorporate Chinatown station around the iwi kupuna where the iwi will not have to be relocated (Ka'anohi)

VI. City Center Station Group

- Adverse effect to historic districts and adjacent properties is of greater magnitude than presentation acknowledges
- Kaka'ako should have "Historic Considerations"
- Incorporate in one of the stations (preferably Kaka'ako and Ala Moana Center) the phases of the Hawaiian moon with it's names

VII. Design Language Pattern Book, Aesthetic Treatment

- Will mayor support integrating infrastructure into guideway (i.e. Lighting, traffic signals/signals, etc.)
- Want Hawaiians and community to have interface with actual designers.
- How artist and art selected.
- Design round, not square. This is more in keeping with Hawaiian perspective.
- Signs I like for example "Mahalo for not smoking" should be written entirely in the Hawaiian language with translation on bottom in English. (Ka'anohi)

VIII. Station Naming

- Outreach to Ka Wai Ola, Hawaiian Homes, Newspapers, media, Hawaiian xxxxx
- Mike Lee 683-1954. Name the KapoLei station 1. "Wai Na Na" (prophetic waters). This is a stream name from Mauna Kapu right above this station.
- Naming the Chinatown Station: 1. Kapu'ukolo, the ancient name or the village on this property 2. Kinopu, the original owner. 3. Kaiki O'ahu (Little gathering place). The Poo Lawaia the head fisherman of Kamehameha I and grandfather of Kinopu.

IX. Reinterment Sites

- When will discussions about reinterment sites begin? What is timeline for setting sites aside?

X. General Comments

- What is anticipated life span of this system?
- In coastal areas, how high above sea level will the stations be?
- How will you address projected sea level rise (3 ft.?) in coastal areas? Potential for impacts on foundational structures?
- How high above sea level are the embossed sections on the columns?
- Windscreens
 - What wind speeds can they sustain?
 - Will they be protected against flying objects in case of hurricane force winds?
- Disappointed with absence of design contractor from meeting. How are comments being relayed to design team?
- Firms that make up each station group design team?
- Submissions for review – what is schedule relative to workshop dates?
- Provide means of accessing architects contracts
- Fare gate modules – do these have restrooms?
- Please provide list of design team members that meet SOI professional qualifications, per PA Stip. XI. Resumes will be appreciated.
- All station designs cognizant of the various ethnicities in Hawaii. Shall still give preference to the Native people's story, language, history and culture.
- Hold a meeting of this size and nature at a more appropriate place with more conducive set-up.

- Consider this is the Kingdom. Please read HawaiianKingdom.com, section on War Crimes/Genocide. Your project is violating the Laws of Occupation. Section 495(a), US Army Field Manual 27-10.
- Why are there no rain shelters on the platforms? Platform canopies? Please provide design team info for all stations in a systematic way.
- Impacts to Hist. properties also xxxxx impacts to the historic setting, hence visual impacts need to be addressed through design elements.
- Re: materials. If cost is too high, how will you decide on alternatives?
- There is no lineal descendent. Have cultural descendents.
- How are views from platforms being evaluated for opportunities to interpret local history?
- Stations of Hist. considerations – must also consider all Hist. properties not just Hist. districts.
- Now that project is moving along, need more Hawaiian groups involved in process.
- Can we have update on TCP study for Hawaiians to review.

Attending Consulting Parties and Guests

Ellyn Goldkind	Navy Region Hawaii/NAVFAC HI
Jeff Dodge	Navy Region Hawaii/NAVFAC HI
Angie Westfall	State Historic Preservation Division (SHPD)
Kirsten Faulkner	Historic Hawaii Foundation
Tanya Gumapac-McGuire	Historic Hawaii Foundation
Ha'aheo Guanson	Pacific Justice and Reconciliation Center (PJRC)
Michael Kumukauoha Lee	Kane Hili Hui
Kanaloa Koko	Crown Order of Hawai'i; Ka Iwi 'Ōlelo
Ka'anohi Kaleikini	
Pua Aiu	SHPD
Hinaleimoana Wong-Kalu	O'ahu Island Burial Council (OIBC)
Robert Asam	PJRC Peace Project
Umi Sexton	Kingdom of Hawai'i
Kalani Asam	PJRC
Terry Ware	City and County of Honolulu, Department of Planning and Permitting
Mahealani Cypher	O'ahu Council, Association of Hawaiian Civic Clubs
Dana Anne Yee	Dana Anne Yee Landscape Architect, ASLA

Dial-In Consulting Parties

Blythe Semmer	Advisory Council on Historic Preservation
Betsy Merritt	National Trust for Historic Preservation
Ted Matley	Federal Transit Administration-Region IX
Bonnie Arakawa	City and County of Honolulu, Department of Planning and Permitting

Attending Project Staff

Joanna Morsicato	Honolulu Authority for Rapid Transportation (HART)
Ken Caswell	HART
Lisa Yoshihara	HART
Jeanne Belding	HART

Kaleo Patterson	HART
Anna Mallon	HART
Dawn Hegger	HART
Bruce Nagao	HART
Lynn Kauer	HART
Gary Omori	Parsons Brinckerhoff (PB)
Jason Bright	PB
Virginia Murison	Pacific Legacy, Inc.
Paul Cleghorn	Pacific Legacy, Inc.

Attachment 2c

HART Response to Office of Hawaiian Affairs, U.S. Navy, and Historic Hawaii Foundation Comments on Final Design for Aloha Stadium Station

September to October, 2013

<p>Comments on Final Design (FD) Plan Review for Aloha Stadium Station: Review period from September 30 to October 30, 2013. Comments below were received in response to Consulting Party Review of FD Plans in compliance with Programmatic Agreement (PA) Stipulation IV.C. Only two parties provided comments: Navy (Signatory) and Historic Hawaii Foundation (Consulting Party). This matrix is provided per PA Stipulation IV.C: <i>The City shall consider and provide written documentation of that consideration on the project website of all comment provided by the consulting parties prior to completing preliminary engineering or final design plans.</i> This matrix is posted on the project website, under the Planning Tab, under Stipulation IV.</p>			
	(HHF)	PA Consulting Party Review Comments FD Plans for Aloha Stadium Station	Reviewer: Historic Hawaii Foundation (HHF) - Kiersten Faulkner Date: Email to Ted Matley and Dan Grabauskas, October 9, 2013
#	Description	Reviewer Comment	HART Response
1	Applicability of SOI Standards	The SOI Standards also apply to new construction affecting historic districts, buildings or sites. Did the historic architect evaluate the applicability of SOI Standards as a method for ensuring compatible and harmonious design of the station as it relates to the Pearl Harbor NHL, or did they end their analysis with the determination that a new station is not historic? The National Park Service provides additional standards and guidelines specifically for new construction to avoid and minimize adverse effects to historic properties.	<p>In recognition of the importance of the historic setting, context, association, and feeling of the Pearl Harbor NHL, HART kept the Aloha Stadium Station on the list of stations to be reviewed further during final design, despite it not being physically directly adjacent to or within the boundaries of a historic property.</p> <p>Although the Aloha Stadium Station is a proposed new construction project, it is entirely within the boundaries of the non-historic Aloha Stadium complex (constructed in approximately 1975). The closest historic property, the Pearl Harbor NHL, is across the six-lane Kamehameha Highway (including approximately 100 feet of pavement width)from Aloha Stadium and the proposed transit station. Note that immediately across the highway, the chain-link-fenced NHL property does not contain any buildings (modern or historic).</p>

			<p>Note that it is the PA Stipulation IV, that creates the definition of applicability of <i>The Secretary of the Interior's Standards for the Treatment of Historic Properties</i>, 36 C.F.R. pt. 68 (SOI Standards) for stations within the boundary or directly adjacent to an eligible or listed historic property.</p> <p>Although HART had indicated that the SOI Standards <u>do not apply</u> to Aloha Stadium Station, every reasonable effort to avoid additional adverse effects on the NHL was taken into consideration (also see additional discussion under HHF Comment #5 below).</p> <p>When the Kamehameha Highway Station Group's SOI-qualified historic architect made a good faith effort to evaluate its design according to the SOI Standards, the conclusion was that the Standards <u>do not apply</u> to the proposed Aloha Stadium Station. The clarification needed is that the Standards do not apply, which is different from the HHF assertion that HART cannot apply the Standards, thereby invoking the requirement for a treatment plan to minimize and mitigate adverse effects on the historic property.</p> <p>The Standards apply to the restoration, rehabilitation, reconstruction and/or adaptive reuse of historic properties. Even an attempt at applying the Rehabilitation Standards (such as No 9 or No 10) results in the conclusion that they are not applicable because the station is not proposed as an addition to a historic building, complex or historic district, nor will it</p>
--	--	--	---

			be new construction located within the boundaries of a geographically or thematically defined historic district, or within the defined boundaries of the Pearl Harbor NHL. (Also see additional discussion under Navy Comments # 4 and #5.)
2	Consultation with FTA, ACHP and Kāko’o	Have the FTA and the Kāko’o concurred with the City that the Secretary of the Interior’s Standards cannot be applied to the Aloha Stadium Station? Please provide a record of this concurrence or non-concurrence.	HART’s conclusion remains that in the case of Aloha Stadium Station, the SOI Standards do not apply and no further compliance actions are required under Stipulation IV.A of the PA. This conclusion has been discussed with the ACHP, FTA and our Kāko’o. The finding that the SOI Standards do not apply to Aloha Stadium Station was confirmed in these discussions.
3	Treatment Plan	If the FTA and Kāko’o concur with the City that the Standards cannot be applied, then the stipulation to develop a treatment plan is invoked. HHF restates and reaffirms its intention to continue as a consulting party in this matter.	In the case where the Standards <u>do not apply</u> , no treatment plan is required. Note that treatments (mitigation measures and design programs) have already been proposed and/or are being implemented to mitigate general projects impacts to the NHL.
4	Treatment Plan	To develop an appropriate treatment plan to minimize and mitigate adverse effects on the historic property, such effects should be defined as clearly as possible so that relevant treatments can be developed. HHF supports the request of other consulting parties for the City to provide information about effects on significant views to and from the NHL. We also request a preliminary determination (subject to the concurrence of the SHPO and National Park Service) on the station’s effects on setting, context, association, feeling and other aspects of historic integrity; and direct, indirect and cumulative effects on the NHL.	See discussion under HHF Comment #3 above. No treatment plan is required. Also note that the PA itself is a tool to mitigate adverse effects of the project on the NHL. Regardless of the applicability of the SOI Standards for Aloha Stadium Station, Consulting Parties (including signatories) were given opportunity to provide input at the voluntary Focus Meeting and to review the proposed Aloha Stadium Station Final Design Plans.

5	Mitigation Measures	<p>HHF suggests that the treatment plan should address ways to minimize the station’s impact on the components that will be adversely affected, potentially through reduced massing and footprint or other intrusions on context, setting, feeling, and association. If minimization efforts are not achievable, then strong mitigation measures must be developed.</p>	<p>HART reiterates that it acknowledges the Aloha Stadium Station as a new construction project located in the vicinity of the Pearl Harbor NHL that would affect its historic context in a general way, consistent with the Final Environmental Impact Statement (FEIS) . As presented at our Consulting Parties Meeting of October 3, 2013, mitigation measures have already been identified and approved through the FEIS and Section 106 process, including but not limited to:</p> <ul style="list-style-type: none"> • FEIS - the removal of makai touchdowns for Aloha Stadium Station from within the Pearl Harbor NHL • PA Stipulation IV.A - application of the programs associated with the intent of the Design Language Pattern Book as presented at the October 3, 2013 Consulting Party Meeting and documented in final design plans for Aloha Stadium Station • PA Stipulation V.C - completion (in progress) of Pearl Harbor NHL Historic American Engineering Record (HAER) and various Historic American Buildings Survey (HABS) documentation for other Navy properties • PA Stipulations VI.B and C - National Register nominations and updates for the Pearl Harbor NHL and various other Navy properties (in progress) • PA Stipulation VII - various elements of the Educational and Interpretive Programs, Materials and Signage, not tied to completion of final design
6	Multi-modal connectivity	<p>In determining mitigation measures, HHF recommends that specific and special attention be given to the nexus between the NHL and the anticipated users of the rail system and the stadium station. At minimum, these</p>	<p>HART appreciates your interest in the multi-modal neighborhood connectivity elements of the rail station, the Aloha Stadium, and the National Park Service (NPS) Visitors Center at Pearl Harbor. We assure you that</p>

		<p>would include patrons of Aloha Stadium; residents of nearby housing areas; visitors to the Pearl Harbor Visitor Center and Historic Sites; and residents and workers to Ford Island. HHF suggests that the treatment plan should address ways to link travelers to the NHL (e.g. Pearl Harbor Visitors Center or Ford Island). HHF is also open to other mitigation as may be suggested during the consultation process.</p>	<p>those issues, which are outside the requirements of the PA (created to mitigate adverse effects to historic properties, i.e. impacts that may alter any of the characteristics that qualify a historic property for inclusion on the National Register) are a high priority at HART. These elements of the project are being coordinated with the City and County of Honolulu Department of Transportation Services, the Navy and the NPS as we develop bus-rail integration plans and other city-wide transportation interface elements system-wide.</p> <p>Also see discussion under HHF Comment #3 above. No treatment plan is required.</p>
7	<p>SOI Standards for other properties and “lessons learned” exercise.</p>	<p>HHF anticipates that similar findings of the inability to apply the SOI Standards at other stations in or adjacent to historic districts or properties. This possibility is precisely why the alternative mitigation stipulation was included in the PA. Therefore, we recommend that the City develop a consultation protocol for future station design issues in which this same stipulation will be invoked. We note that the intent of PA Stipulation I.H.12 (Kāko’o Roles and Responsibilities) to develop a best practice manual related to historic properties and Section 106 “lessons learned” was meant to be “helpful on future Section 106 processes on this and other projects.” We recommend that the manual be completed and used as a resource in developing the treatment plan consultation protocol.</p>	<p>HART acknowledges the HHF opinion regarding other stations as speculative. HART will continue to outreach to all the Consulting Parties, including HHF, to participate in the review of other stations in or directly adjacent to historic districts or properties. Each station presents a unique opportunity.</p> <p>Per the PA Stipulation I.H.12, the “lessons learned case study” and best practice manual are to be developed by the Kāko’o based on this project and are expected for completion “within one (1) year of the completion of Phase 1 construction (approximately 2017, although an effort is being made to expedite this task).</p> <p>Note the HART’s position is that the SOI Standards (as referenced in the PA) are not applicable not that HART is unable to apply the Standards. In all other areas of</p>

			<p>the PA, HART has treated the Aloha Stadium Station Design to acknowledge it's general proximity to the Pearl Harbor NHL:</p> <ul style="list-style-type: none"> — Aloha Stadium Station was kept on the list for consideration even after it's makai touchdown in the NHL was eliminated during the FEIS process. — Per Stipulation XI - HART required Anil Verma Associates (Station Final Designer) to provide an SOI Qualified Historic Architect (Lorraine Minatoishi was selected) to assess the Aloha Stadium Station. This collaboration resulted in the presentation made at the voluntary October 3, 2013 Focus Meeting that examined impacts and mitigation of for the Aloha Stadium Station area. — Per Stipulation IV.A and B. and beyond - A voluntary Focus Meeting was held for this station. While HART and Minatoishi made every effort to engage Consulting Parties to provide input to further avoid or reduce adverse effect on the NHL, Consulting Parties chose to focus on fare gates, traffic and pedestrian movements. — Per Stipulation IV.C., the optional opportunity for a 30-day review of final design plans was provided. Again no specific recommendations were received suggesting any further "historic preservation mitigation" design actions for this station - as can be seen in the comments shown in this matrix.
8	Architectural Detailing	Finally, HHF's concerns about the station design and its effect on historic properties are based on fundamental issues of scale, mass, bulk, site plan, and architectural detailing. Issues such as the color of the metal panels , concrete coatings and security screens are trivial in the	HART acknowledges the HHF comment and will continue to apply the requirements of the PA as identified in Stipulation IV Design Standards and Stipulation VII. Educational and Interpretive Programs, Materials and Signage.

		face of the larger issues. We prefer to focus the historic preservation design discussion on the issues relevant to historic properties. We will leave color and wallpaper selection to the art committee to integrate with plans for art, interpretive elements, signage and other finishes, until and unless such matters rise to the level of effect on historic properties.	Subsequent to the FEIS, the physical location, scale, mass and bulk of stations and guideway are largely restricted. In the case of the Aloha Stadium Station, security issues with the Naval base require screening at the station that is also not optional. The various programs provided by the HART Station Architect and architectural detailing regarding issues of color, coatings, screening and landscaping were the elements available for added mitigation during final design.
	NAVY	PA Signatory-Consulting Party Review Comments FD Plans for Aloha Stadium Station	Reviewer: U.S. Navy - M.D. Williamson Date: November 27, 2013
#		Reviewer Comment	HART Response
1	Plan Review	<p>Kamehameha Highway Station Group (KHSB) Design Workshop No. 1 for Consulting Parties and Aloha Stadium Station “Focus Meeting” for Consulting Parties were held on October 3, 2013 by HART.</p> <ul style="list-style-type: none"> — The Navy received an abbreviated set of the HRTD Aloha Stadium Station Interim Design Plans (dated 27 Sept 2013). — Written comments from consulting parties were requested to be submitted by mail or via email no later than October 30. — Navy requested full sets of station and guideway drawings to assist in planning and review process. Complete documents have not been provided to date. 	<p>We apologize as HART has no record of a request a full set of plan sheets for the guideway and the station. HART will provide the information requested, if still desired (please contact jnouchi@honolulu.gov with your request).</p>

2	Stipulation IV.A	<p>Pursuant to HHCTCP Programmatic Agreement Stipulation IV.A. Design Standards:</p> <ul style="list-style-type: none"> — “For stations within the boundary of or directly adjacent to an eligible or listed historic property, the City shall comply with the Secretary of the Interior’s Standards for the Treatment of Historic Properties, 36 CFR Part 68, and will make every reasonable effort to avoid adverse effects on historic properties.” 	<p>This is a correct quotation from the PA. Note that because the Aloha Stadium Station is not within the boundary of or directly adjacent to an eligible or listed historic property, HART has determined that these SOI Standards are not applicable for this specific station.</p>
3	October Meeting Presentation	<p>The Historical Architect (HA) on HART’s architectural design team provided a Historic Architect Review for the Aloha Stadium Station Design. The HA presented an interpretation of the requirements of the Secretary of the Interior’s Standards for the Treatment of Historic Structures as applicable to the proposed station location and design.</p>	<p>Please note, here is the correct statement from the October 3rd Focus Meeting where the presentation (Lorraine Minatoishi) and PPT slide #13 noted: “Aloha Stadium and the proposed station are not historic properties. Consequently <i>SOI Treatment of Historic Properties</i> including Restoration, Rehabilitation, Reconstruction and/or Adaptive Reuse Guidelines do not apply. As a result, the <i>Secretary of the Interior’s (SOI) Standards</i> for the Treatment of Historic Properties (36 CFR 68) cannot be used as a mitigation tool.” Further, the Aloha Stadium Station is not directly adjacent to any other historic property.</p>
4	SOI Standard applicability	<p>Please find the following comments regarding the HA’s conclusions as presented on 3 October 2013:</p> <ul style="list-style-type: none"> — Stipulation IV.A is applicable to the Aloha Stadium Station as the station site is directly adjacent to the Pearl Harbor National Historic Landmark (PHNHL). 	<p>Four bullets point responses are made to match this comment.</p> <ul style="list-style-type: none"> — The assumption is the HA presented that Stipulation IV.A. (SOI Standards) was applicable to Aloha Stadium due to it being directly adjacent to the Pearl Harbor NHL. This is inaccurate.

		<ul style="list-style-type: none"> — Disagree with statements that there would be no impacts on the Pearl Harbor National Historic Landmark. — Believe HA’s analysis for visual impacts to the PHNHL to be insufficient: HA’s analysis did not consider the visual impacts looking towards the PHNHL and along the Kamehameha Highway corridor in relation to the PHNHL. — Disagree with HA’s contention that the Secretary of the Interior’s Standards are not applicable because Aloha Stadium is not considered historic and therefore Secretary of the Interior’s Standards cannot be used as a mitigation tool. 	<ul style="list-style-type: none"> — The HA recognized that a finding of adverse effect has already been made for the NHL (per PPT slide #10). — HART acknowledges the disagreement regarding visual impacts to the Pearl Harbor NHL and consideration of views <u>towards</u> the Pearl Harbor NHL . Views of the Pearl Harbor NHL from mauka of Kamehameha Highway in the vicinity of Aloha Stadium Station are already affected by the presence of the stadium itself and the highway and even other new construction within the Pearl Harbor NHL (new visitor center). The guideway and rail station were not found to affect the status of the National Register eligibility of the Pearl Harbor NHL. The FEIS includes extensive analysis of visual impacts in this area. — There are two clarifications here: one is that Aloha Stadium and property are not historic, and the second is the acknowledgement that the Pearl Harbor NHL is not directly adjacent to the station or the guideway (which is located mauka of six-lane Kamehameha Highway at this location). The discussion under HHF Comments #1 and #2 provide further clarity.
5	SOI Standard applicability	The Secretary of the Interior’s Standards provide guidance for new construction to avoid and minimize adverse effects to historic properties in terms of site and setting (districts/neighborhoods).	Note again that HART is not attempting to apply the Standards to this particular station since is it not directly adjacent to the PHNHL. Also see comment above regarding Navy Comment #4, bullet-3. Views

		<ul style="list-style-type: none"> — “The setting is the larger area or environment in which a historic property is located. It may be an urban, suburban, or rural neighborhood or a natural landscape in which buildings have been constructed. The relationship of buildings to each other, setbacks, fence patterns, views, driveways and walkways, and street trees together create the character of a district or neighborhood.” 	<p>from immediately across Kamehameha Highway (on Pearl Harbor NHL property) are through a chain-link fence towards the highway, then the asphalt parking lot that will be the location of the transit station, and lastly of the Aloha Stadium itself. There are no buildings in the NHL adjacent to the highway in this area.</p> <p>Also see discussion above under HHF Comment #5 for mitigation measures.</p>
6	SOI Standard applicability	The Secretary of the Interiors Standards shall apply for redevelopment from the aspect of compatible infill, treatment of cultural landscapes, treatment of NHL districts and for appropriateness to the neighborhood setting.	See response to Navy Comment #5 above.
7	SOI Standard applicability	The design for the facility shall follow the Secretary of the Interior’s Standards and Guidelines. Considerations in design shall be given to appropriate scale, size massing style setting materials relationship of solids to voids color, form, detailing roof line, and landscaping within the context of the historic site and compatibility with the historic existing and former structures, site features and current neighborhood setting.	<p>Note again that HART is not attempting to apply the Standards to this particular station since is it not directly adjacent to the Pearl Harbor NHL.</p> <p>See response to HHF Comment #8 above. The project team made a presentation at the Aloha Stadium Focus Meeting suggesting possible ways to provide additional mitigation regarding. None of the Consulting Parties presented any suggestions or support to implement these options.</p>
8	Treatment Plan	<p>Pursuant to HHCTCP Programmatic Agreement Stipulation IV.A. Design Standards:</p> <ul style="list-style-type: none"> — “If the FTA, the City and Kako’o find that the standards cannot be applied, the City shall consult with the consulting parties to develop a treatment plan to minimize and mitigate adverse effects on 	See response to HHF Comments #3 - #5 above.

		the historic property.”	
9	Station impact on PHNHL	Request preliminary determination on the station’s effects on setting, context, association, feeling and other aspects of historic integrity including direct, indirect, and cumulative effects on the PHNHL.	See discussions in the FEIS. No additional discussion is required at this phase of the project. The PA has been created to implement mitigation of the adverse effects already identified. See response to Navy Comment #5 and HHF Comment #5 above.
10	Treatment Plan and Mitigation	Support consideration of mitigation measures for a treatment plan if minimization efforts are not feasible. — Treatment plan that addresses safety concerns for pedestrian crossing along Kamehameha Highway and vehicular circulation at the Ford Island bridge.	Pedestrian and vehicular circulation are important elements of the project, but these are not associated with the Section 106 Consultation Process for mitigation of the general adverse effects to the Pearl Harbor NHL as identified in the FEIS. Also see response to HHF Comment #6 above.
11	Traffic Impacts - Questions and Comments	The overhead rail guideway will require removal of, at a minimum, 15’ from the Kamehameha right-of way for its construction and for protective curbing around the columns. This will restrict the roadway right-of-way for increasing traffic in the future. Construction of the guideway could close portions of the highway for up to two years.	See FEIS for additional discussion, Table 3.27 explains temporary closures at Salt Lake Boulevard and Kamehameha Highway as one lane ewa-bound (Kapolei bound) during peak periods. Pedestrian and vehicular circulation are important elements of the project, but these elements are not associated with the Section 106 Consultation Process for mitigation of the general adverse effects to the Pearl Harbor NHL identified in the FEIS.
12	Traffic Impacts - Questions and Comments	Currently, there is no overhead pedestrian walkway for Rail patrons to access the Pearl Harbor Historic Sites Visitor Center from the current station location. If Rail patrons elect to walk across Kamehameha Highway they will also impede the traffic flow along Kamehameha Highway.	No overhead pedestrian walkway has been proposed for this station in association with the current project. Although pedestrian and vehicular circulation are important elements of the project, these elements are not associated with the Section 106 Consultation Process for mitigation of the general adverse effects to the Pearl Harbor NHL identified in the FEIS.

13	Traffic Impacts - Questions and Comments	<p>One recommendation was to place a trolley system on the old OR&L and Plantation Railroad right-way ways that are current roadways on the harbor side of the Kamehameha Highway.</p> <ul style="list-style-type: none"> — Adding a trolley for transportation of patrons to the Visitors Centre would reduce adding traffic on Kamehameha Highway. 	<p>HART acknowledges the suggestion. This is outside the scope of the H RTP FEIS/ROD approved and FFGA funded project. It is a reasonable suggestion to coordinate with the City and County of Honolulu Department of Transportation Services at a future date.</p>
14	Visual, Security and Noise Concerns	<p>The elevated guideway will create visual, security, and noise concerns and impacts along the Kamehameha Highway right-of-way adjacent to the Naval Base.</p> <ul style="list-style-type: none"> — The Navy staff previously provided written comments at three other public meetings to HART staff expressing the Navy’s concerns about impacts of the guideway on historic view planes, security, and increased noise caused from the elevated steel wheels. — Consider expanding barriers to include the guideway that will impact the Naval Base and associated Historic Districts and NHLs. 	<p>HART Safety and Security Team continues to coordinate these sensitive issues with appropriate Navy staff. This is not associated with the Section Consultation Process for mitigation of the general adverse effects to the Pearl Harbor NHL identified in the FEIS.</p>
15	Visual, Security and Noise Concerns	<p>As mitigation, it was recommended to provide vision and noise barriers along the infringing guideway along both sides to minimize the negative impacts. It was previously recommended that this mitigation would be necessary along the guideway from Halawa Stream to the intersection at Center Drive.</p>	<p>HART Safety and Security Team continues to coordinate these sensitive issues with appropriate Navy staff. This is not associated with the Section 106 Consultation Process for mitigation of the general adverse effects to the Pearl Harbor NHL identified in the FEIS.</p>
16	Visual, Security and Noise Concerns	<p>All of the above concerns will be applicable at the Pearl Harbor Makalapa Station site.</p>	<p>The manner in which these concerns are addressed for both stations will remain consistent.</p>

Attachment 2d

Summary of Consulting Party Comments from the October 3, 2013 Kamehameha Highway Station Group Design Workshop #1; April 24, 2014 Aloha Stadium Station Focus Meeting for Consulting Parties Oral Comments and Subsequent Written Comments on the April 23, 2014 Draft Treatment Plan for Cultural and Historic Resources at Aloha Stadium Station; HHF comments to Kāko`o at September 23, 2014 Meeting; and HART Responses

Summary of Consulting Party Meeting Comments/Responses				
Kamehameha Highway Station Group (KHSB) Meeting #1, Aloha Stadium Station Focus Meeting				
Meeting Date: October 3, 2013				
#	Commenter	Comment	HART Response	Updated HART Response
1	O'ahu Council, Association of Hawaiian Civic Clubs	<ul style="list-style-type: none"> Inquired about the location of the watercress farm in proximity to Pearlridge Station; wondered how close it was to Sumida Watercress Farm (Kalauao Springs, a natural spring). Inquired about rain and wind protection at the stations and the potential safety issue of wet pavements. Noted that the overall station appearance is blocky and that rounded curved edges not sharp corners are preferred. Also inquired about getting maps that showed the <i>ahupua'a</i> boundaries near the stations. 	<ul style="list-style-type: none"> Slide #39 showed the station location. Sumida Watercress Farm/Kalauao Springs is further west, near HomeWorld. HART responded that this would be mitigated by the windscreens and overhead canopies, and also that the flooring would be a concrete aggregate or rough tile. HART acknowledged the sharp corners and noted there was an attempt being made to implement curved edges when/if practical. HART noted that the project has general maps showing the <i>ahupua'a</i> boundaries that would not provide her with the detail she is seeking 	<ul style="list-style-type: none"> The station is just over a mile away from the Sumida Watercress Farm/Kalauao Springs. Image 5a on page 13 in Attachment 4 of the Treatment Plan is a map that shows the location of the watercress farm (by map identifier number 31). Image 5b is a view photo from that general location looking toward Pearl Harbor. Maps showing the project stations and <i>ahupua'a</i> boundaries are in the following reports on the HART website under the Planning dropdown menu in the category II. Traditional Cultural Properties: <ul style="list-style-type: none"> Study to Identify the Presence of Previously Unidentified Traditional Cultural Properties in Sections 1 – 3 for the Honolulu Rail Transit Project, Appendix D - Base Map of the Project Area Showing the Location of Wahi Pana and Inoa 'Āina in Proximity to the Proposed Transit Facilities; and Appendix E - Close Up Maps of the Project Area Showing the Location of Wahi Pana and Inoa 'Āina in Proximity to the Proposed Transit Facilities Study to Identify the Presence of Previously Unidentified Traditional Cultural Properties in Section 4 for the Honolulu Rail Transit Project - Management Summary – Figure 1, page 1; and Appendix D - Maps Showing the Location of Wahi Pana in Proximity to the Section 4 Project Area.

Summary of Consulting Party Meeting Comments/Responses				
Kamehameha Highway Station Group (KHSB) Meeting #1, Aloha Stadium Station Focus Meeting				
Meeting Date: October 3, 2013				
#	Commenter	Comment	HART Response	Updated HART Response
		<ul style="list-style-type: none"> Made important comments about the Hawaiian history associated with Moku'ume'ume (Ford Island) and inquired if that would be included in the design or educational/interpretive program for Aloha Stadium Station. One example is Moku'ume'ume's association with Ka'ahupāhau, the shark goddess of Pu'uloa. She acknowledged Makahiki activities that could be related to Aloha Stadium Station. 	<ul style="list-style-type: none"> HART appreciates the comments and they will be quite relevant to the educational/interpretive program. 	<ul style="list-style-type: none"> Additional interpretative signage on each of the boarding platforms are included in the Treatment Plan as mitigation for impacts related to association. These are in addition to the interpretative signage located at the plaza level of the station. These signs provide an expansive opportunity to document the historical and cultural significance of what cannot be visually seen, due to screening on the platform level to address security issues at the request of the Navy. The makai side could highlight Moku'ume'ume (Ford Island) and the accompanying mo'olelo. The mauka side could feature Keaīwa Heiau and other historical sites appropriate to the mauka orientation.
2	Kako'o	<ul style="list-style-type: none"> Inquired about the status of the station naming activities. 	<ul style="list-style-type: none"> HART noted that the committee has not yet convened. 	<ul style="list-style-type: none"> The Station Naming Council will be convened within the next 12 months to start the process. The Station Naming Program slide in Attachment 7 of the Treatment Plan specifies that all stations will have Hawaiian Language names. See response to Comment #10 below.
3	State Historic Preservation Division	<ul style="list-style-type: none"> Asked several questions regarding how the fare gates service the public for each of the three stations. 	<ul style="list-style-type: none"> HART provided answers to this question, including that the makai touchdown at Aloha Stadium had been eliminated to prevent direct impact to the Pearl Harbor NHL. At the Pearl Highlands station, most of the pedestrian flow is expected to come from the parking structure. SHPD thought that this station serviced Leeward Community College. At Pearlridge, there are two separate fare gates, one on each side. 	
4	NAVFAC Hawai'i	<ul style="list-style-type: none"> Raised a number of questions about traffic at the intersection of Kamehameha Highway and Ford Island Bridge, and pedestrian access issues related to the Ford Island. Concerned that traffic will have to go around the block to get to the Ford Island Gate. 	<ul style="list-style-type: none"> HART noted that HART is coordinating with the National Park Service (NPS) regarding shuttle connections to the station. HART also noted that the access to the station from Salt Lake Boulevard is under coordination with the Stadium Authority and not finalized. 	<ul style="list-style-type: none"> The purpose of the Treatment Plan and the discussions with consulting parties are to identify measures to minimize and mitigate adverse effects on historic properties. Discussions on ways to mitigate or lessen other environmental impacts from the stations occur at community design meetings. Access to the station from Salt Lake Boulevard has been finalized and is shown on the site's landscaping plan on page 3 of Attachment 5 of the Treatment Plan. In Chapter 5 of the Treatment Plan, HART makes a commitment to facilitating coordination meetings with relevant and appropriate agencies to address pedestrian and traffic circulation and safety. The first of these coordination meetings was held on November 7, 2014, at Aloha Stadium. See responses to the letter for Historic Hawaii Foundation (Comment #15).

Summary of Consulting Party Meeting Comments/Responses				
Kamehameha Highway Station Group (KHSB) Meeting #1, Aloha Stadium Station Focus Meeting				
Meeting Date: October 3, 2013				
#	Commenter	Comment	HART Response	Updated HART Response
		<ul style="list-style-type: none"> Concerned about traffic and why the station was located where shown. 	<ul style="list-style-type: none"> HART explained that 2008 studies identified this location and also that this included extensive coordination with the Stadium Authority. HART further clarified that this station location dates back to 1992 and was intended to include the parking area as a park-and-ride transit center location. 	<ul style="list-style-type: none"> Section 3.5 of the Treatment Plan references the planning and environmental processes undertaken by HART regarding the station's location. Concerning traffic, see response immediately above.
5	Chair, O'ahu Island Burial Council	<ul style="list-style-type: none"> Commented that this significance (Regarding National Historic Landmark) is true for near term historic but Ford Island was originally a significant island for the Hawaiian people. Its original name is Moku'ume'ume and was known for its relationship with Ka'ahupāhau, and for other rituals. Feels it very important that this part of the history of the area be told through interpretive signage and artwork at the station. Asked that for public presentations the Hawaiian place name be used first, followed by the English name. 	<ul style="list-style-type: none"> HART commented that this would be noted, and considered for incorporation into the design. The consultant Historic Architect commented that this slide was being shown not as an example of signage for the station but solely to explain the significance of the Pearl Harbor NHL to inform the attendees of the meeting. (The Hawaiian names for the stations have not yet been identified so cannot be shown at this time.) 	<ul style="list-style-type: none"> HART's station signs will place the Hawaiian name before the English name of the station as indicated in Treatment Plan Attachment 7, slide titled "Station Naming Program."
6	Advisory Council on Historic Preservation	<ul style="list-style-type: none"> ACHP noted that the station should conform to the SOI standards so that it matches in character much like we treat new structures in historic districts. However, in the case of the Aloha Stadium Station, there isn't a match available adjacent to the station as no historic structures are present. The follow-up approach is to consider other types of mitigative action. 	<ul style="list-style-type: none"> Comment was acknowledged. 	<ul style="list-style-type: none"> HART has incorporated other mitigative approaches in coordination with consulting parties by preparing a Treatment Plan for the Aloha Stadium Station. The Plan provides details on the mitigation measures to be implemented for impacts to historic properties at Aloha Stadium.
7	NAVFAC Hawai'i	<ul style="list-style-type: none"> NAVFAC Hawai'i said that the PA mitigation is not mitigation solely for this station but that it was agreed upon as mitigation for the project as a whole. Reminded the team that we need to also consider visual impacts of view planes towards the base, not just from the base. 	<ul style="list-style-type: none"> There was some discussion by various Consulting Parties about the various views to and from the NHL. (Note: This is the HART response at the time, as posted on the HART website. See updated HART response in column to the right.) 	<ul style="list-style-type: none"> While mitigation in the PA is for the project as a whole, the Aloha Stadium Station Treatment Plan addresses mitigation measures that are specific to this station. Page 5 in Attachment 4 of the Treatment Plan is a visual simulation of the project looking toward Pearl Harbor from Aloha Stadium. Other photos are included to illustrate a variety of view planes relative to the station at the request of Consulting Parties.

Summary of Consulting Party Meeting Comments/Responses				
Kamehameha Highway Station Group (KHSG) Meeting #1, Aloha Stadium Station Focus Meeting				
Meeting Date: October 3, 2013				
#	Commenter	Comment	HART Response	Updated HART Response
8	Consulting parties were invited to write comments and post-it notes on plan sheets that were made available at the meeting.	<p>A total of four post-it notes were included on a copy of the Aloha Station site plan:</p> <ul style="list-style-type: none"> • Salt Lake Blvd Inbound - Great potential need for pedestrian crossing Salt Lake Blvd Outbound - Great potential need for pedestrian crossing • Salt lake Blvd Inbound - Need to look at minimizing traffic at Ford Island Bridge Intersection • Midway between the two roadways: Need pedestrian walkway across Kam Highway and use former railroad right-of-way for trolley to Arizona Memorial site to decrease traffic on road. <p>Two post-it notes were included on a copy of the building elevations - east elevation:</p> <ul style="list-style-type: none"> • Interested in seeing visual impact looking to Pearl Harbor NHL • As commented earlier, need vision and noise barriers on guideway from Hālawa Stream to Center Drive 	These comments were not addressed in the meeting. Subsequently, the written comments on the Final Design Plans included similar remarks. Commenters have been referred to discuss these with the HART Systems Planning Manager.	<ul style="list-style-type: none"> • Chapter 5 of the Treatment Plan discusses HART's commitment to coordinate meetings with appropriate parties to address offsite pedestrian movements and transit circulation. The first of these coordination meetings was held on November 7, 2014, at Aloha Stadium. • See response above. • See response above. • See response above on view photos in Attachment 4 of the Treatment Plan. • The Treatment Plan addresses mitigating measures specific to the Aloha Stadium Station's effects on historic resources. Discussions on ways to mitigate or lessen other environmental impacts from the stations have occurred at community design meetings.

Summary of Consulting Party Meeting Comments/Responses Aloha Stadium Treatment Plan			
Consulting Party Aloha Stadium Station Focus Meeting Oral Comments at April 24, 2014 Meeting			
#	Commenter	Comment	HART Response
9	O'ahu Council, Association of Hawaiian Civic Clubs Mahealani Cypher	<ul style="list-style-type: none"> Use drought-resistant plants on the Makai side of the station given the low rainfall in the area. Xeriscape landscaping is appropriate for a long-term, sustainable development. Consider using a moss rock façade. Graffiti does not work well on this surface. 	<ul style="list-style-type: none"> Most of the Aloha Stadium planned trees, groundcover, and shrubs are considered xeriscape plants. The plant selection supports the concept of celebrating the 12-month lunar calendar and demonstrates the wet and dry seasons. After evaluating a moss rock and coral facade, HART has decided that it is more appropriate to use a coral façade at Aloha Stadium. The soils in this area were developed in alluvium deposited over reef limestone or consolidated coral sand. Moss rock is more appropriate for areas located in the Mauka direction. See responses to Comment #10.
10	Chair, O'ahu Island Burial Council Hinaleimoana Wong-Kalu	<ul style="list-style-type: none"> Relying on HART to bring forward the story of Native Hawaiians and their culture Everyone should recognize that it is very difficult to mitigate the impacts resulting from actions that took away lands from the native Hawaiians. Therefore the Hawaiian language has to be front and center; thus for signage, the Hawaiian name should be placed before the English name. Consider a coral façade; appropriate for this area. For colors, consider the colors of this region: land, ocean, and seashore. Light coral color would be appropriate for the area. 	<ul style="list-style-type: none"> As indicated in Chapter 4 and Attachment 7 of the Treatment Plan, HART educational and interpretive program at the station will address the site's Hawaiian cultural resource setting and associations. HART's station signs will place the Hawaiian name before the English name of the station. The use of coral façade is appropriate because the soils in this area were developed in alluvium deposited over reef limestone or consolidated coral sand. HART will consider coral veneer at the exterior concrete walls of the ancillary facilities. The Treatment Plan's Attachment 6 shows two color concept renderings: "Light Colored Finishes" and "Earth Tone Colors." HART will select earth-tone beige and cream colors that are compatible with coral and other finishes in the project.
11	Historic Hawaii Foundation	<ul style="list-style-type: none"> Requested response to April 2nd email concerning design and pedestrian issues. Comments from this HHF email also referenced comments by the Navy and National Trust and are included below: Consider design options related to the bulk, massing and footprint of the station on the makai side (facing the NHL), have a single touchdown for passengers accessing the platform, using a mezzanine-level crossing for directional changes. This would eliminate the need for stairs and elevator core that reaches the ground plane and would lighten the pedestrian-level massing, providing additional space for landscaping or visual buffering. During the same discussion, Navy reiterated their desire to see a greater setback and buffering for the same area of the site. 	<ul style="list-style-type: none"> See responses in Comment #15 below. See response in Comment #15 below where this design concept is further described in HHF's 5/8/14 comment letter. As noted below and in Section 4.2.1, additional landscaping is proposed on the <i>makai</i> side of the station facing the PHNHL.

Summary of Consulting Party Meeting Comments/Responses Aloha Stadium Treatment Plan			
Consulting Party Aloha Stadium Station Focus Meeting Oral Comments at April 24, 2014 Meeting			
#	Commenter	Comment	HART Response
		<ul style="list-style-type: none"> Requested response to previous Navy comments. Navy had asked for pedestrian circulation diagrams showing the flow of passengers to and from the station, including those accessing from the parking area, the bus lanes, the drop-off area, and the Kamehameha Highway sidewalks and crosswalks. On-site walkways, wayfinding signage and other directional information may be needed. Requested response to previous National Trust comments. National Trust had also asked for evaluation of moving the platform to the west, over Salt Lake Blvd. or all the way to adjacent parking lot, to camouflage the station mass against the mass of the stadium. This could include relocating the entry area as well, or the ground-level entry could be de-coupled from the platform area so the mass is spread out in a linear way. 	<ul style="list-style-type: none"> As described in Chapter 5 of the Treatment Plan, HART commits to facilitating coordination meetings with relevant and appropriate agencies before any construction begins on the site to address offsite improvements. The requested information can be provided for those meetings. The first of these coordination meetings was held on November 7, 2014, at Aloha Stadium. HART plans to develop a comprehensive system-wide wayfinding signage program, which addresses offsite access and circulation to rail station facilities for all modes of transportation: auto, bus, bike and pedestrian. This program will involve the participation of numerous stakeholders, such as City and County, Hawaii Department of Transportation, and specific significant stakeholders such as the Navy, and major private entities in the vicinity of the stations. It is anticipated that this program will be implemented before the completion of the project. As discussed in Section 3.5 of the Treatment Plan, HART conducted extensive analyses during the project planning and EIS phases that evaluated alternative locations for the project. Design changes to spread out the mass in the suggested new location also raises concerns addressed below because of the new location. Additional information on design concepts is provided below in HHF's written comments. <ul style="list-style-type: none"> Moving the station to the west to camouflage the station mass against the mass of the stadium is dependent on where the viewer is standing in the PHNHL when looking toward the station, so the desired effect (camouflage) is possible with the station in its current location or further west. Moving the station to Salt Lake Boulevard or the parking area to the west raises several concerns: <ul style="list-style-type: none"> These locations have not been surveyed for the presence of kupuna iwi or cultural resources, so a supplemental archaeological inventory survey would be needed. The guideway is curved at the location of the parking area. Station platforms must be on tangent track, so such curvature is not conducive for a station location. A change in station location further west, and possible resulting changes to the guideway location, may require a supplemental EIS pursuant to NEPA and HEPA. This would significantly delay the project. The MOU (2013) between HART, the Stadium Authority, and the State Department of Accounting and General Services constrains the locations where HART may install and operate its facilities to the current locations to minimize impacts to stadium events.

Summary of Consulting Party Meeting Comments/Responses Aloha Stadium Treatment Plan			
Consulting Party Aloha Stadium Station Focus Meeting Oral Comments at April 24, 2014 Meeting			
#	Commenter	Comment	HART Response
12	NPS	<ul style="list-style-type: none"> The Treatment Plan should address impacts; one way is to move the station back from the highway. 	<ul style="list-style-type: none"> See responses to Comment #11.
13	National Trust for Historic Preservation	<ul style="list-style-type: none"> Concerned that HART won't consider design alternatives, such as changes in design or location, to mitigate impacts. Shifting the station to the west over Salt Lake Boulevard would free up stadium parking and reduce visual impacts. 	<ul style="list-style-type: none"> See responses to Comments #11 and #15.
14	NAVFAC Hawaii	<ul style="list-style-type: none"> Concerned about the process and hopes that all historic and cultural concerns can be addressed. 	<ul style="list-style-type: none"> See response to Comment #6.

Summary of Consulting Party Meeting Comments/Responses Aloha Stadium Treatment Plan			
Written Comments			
#	Commenter	Comment	HART Response
15	Historic Hawaii Foundation	<p>Written comments from May 8, 2014 letter:</p> <ul style="list-style-type: none"> • During its presentation at the recent consultation meeting of April 23, 2014, and through the draft treatment plan, HART proposes to limit any changes merely to issues of color and plant selection. HHF feels that this limitation on alternatives wholly fails to address the issues of scale, mass, bulk, and visual intrusion. • The draft treatment plan includes a variety of photo simulations and view shed renderings from various vantage points both to the station from the NHL and to the NHL across or past the station. However, none of the referenced views includes the most direct and most likely perspective: viewing the Aloha Stadium Station at ground/eye level across Kamehameha Highway at Richardson Field within the historic landmark boundary. Previous consulting party comments have focused specifically on this perspective and aspect of the station design, so it is particularly notable that this view was excluded from the draft treatment plan, and no measures have been proposed specifically to address it. • As has been stated previously (e.g. in conversation with HART, NAVY and Anil Verma on March 27; and via email to signatories and consulting parties on April 4), HHF recommends that HART develop a design concept that would minimize the visual impact on the historic landmark. The design concept mirrors the approach taken by the project at other stations, where there is a single ground-level touchdown for passengers accessing the system and a mezzanine level is used to move passengers to and from the platform on the other side of the station. Passengers would enter through the fare gate and access the platform via vertical circulation located on the mauka side of the facility. They would either proceed directly to platform level, or change at the mezzanine level to access the makai side of the facility. There would be little or no mass at the ground level at that side, as it would be supported through cantilever system. In addition, any auxiliary buildings or systems located at ground level would be located away from the NHL-side (Kamehameha Highway). This concept would help to open up the ground plane on the makai side of the station, help provide a setback from the highway and sidewalk, and help alleviate the visual impact to the historic landmark as viewed from Richardson Field. Within the newly-created setback, additional landscaping, buffering or screening could be provided. In addition, the lighter massing would have fewer ground disturbances and so is less likely to disturb cultural resources or subsurface historic properties. The area needed for the facility is not significantly larger or shifted from the 	<ul style="list-style-type: none"> • As discussed in Section 3.5 of the Treatment Plan, HART has conducted extensive analyses of alternatives during its planning and EIS phases. At this stage of the project (Post-Record of Decision), the purpose of the Treatment Plan is to minimize and mitigate the general effects (namely on setting, feeling and association) of the Station on historic and cultural resources. The measures presented in Chapter 4 of the Treatment Plan mitigate the visual impact of the station through a combination of station colors, materials, landscaping and additional interpretative signage. • Attachment 6 of the Treatment Plan contains simulations of the stations (two color concepts for mitigation) from the perspective of a person standing along the PHNHL boundary on the <i>makai</i> side of Kamehameha Highway looking <i>mauka</i> at the station in the context of its surroundings. Attachment 5 shows a similar simulation with recommended landscaping. Both these attachments support the recommended measures in Chapter 4 to mitigate the station's visual effects on the PHNHL. • HART's architects evaluated the suggested design concept and noted the similarity to other station designs. For each station, HART strives to create a design that meets the functional requirements of a station at a given location and to create a design that fits the local urban context and site constraints. In the case of Aloha Stadium Station, the suggested design does not fit the stations function and site constraints: <ul style="list-style-type: none"> ○ The station needs to safely and efficiently accommodate patrons who attend stadium events. To this end, supplemental gates are provided on the <i>makai</i> side of the station's ground level for peak stadium events. The design needs to accommodate efficient vertical movement of the crowds to the station platform for east and west bound trains. A mezzanine level would complicate this movement for patrons headed westbound. The transit patronage based on a full stadium event is estimated at a range of 7,000 to 10,000 transit patrons over a one and a half hour period of time. ○ As the primary path of most patrons during stadium events is from the parking lot on the <i>mauka</i> side of the station, the auxiliary buildings have been placed on the <i>makai</i> side of the supplemental gates to maintain an open area for patrons who use these gates (e.g., standing in lines). As discussed in Section 4.2.1 and shown in Attachment 5, additional landscaping is recommended on the <i>makai</i> side of the station.

Summary of Consulting Party Meeting Comments/Responses Aloha Stadium Treatment Plan			
Written Comments			
#	Commenter	Comment	HART Response
		current configuration, so would not have further consequences for parking, bus transfer areas or sidewalks. It would not affect the turning radius of the guideway, nor is it an entirely new or untested design, as it is essentially what is suggested for the Pearl Harbor Station at the next stop.	
		<ul style="list-style-type: none"> • HHF recommends that mitigation measures include: <ul style="list-style-type: none"> ○ A commitment for a joint effort among the relevant stakeholders to develop a comprehensive approach for improved access and safety between the station and the historic sites. While this intent is referenced in Chapter 5 (Summary and Future Actions), it lacks specificity for timing and responsibility. Therefore, the mitigation measure should include an action plan to include responsible parties, timelines, deliverables, and measures for success. This action plan shall be completed prior to any construction beginning at Aloha Stadium Station; and ○ HART shall establish a fund to be used to support the improvements that will be developed through the planning effort. The amount can be determined by a reasonable estimate of costs for improvements, and a reasonable division of costs between the various responsible parties (e.g., roughly 25% each could be assumed by HART, DOT, NPS and NAVY). • Although HHF prefers to see onsite minimization and mitigation, we are also open to discussion of enhancing HART's other preservation programs that can be used to preserve and rehabilitate historic properties elsewhere. <ul style="list-style-type: none"> ○ HART could provide additional funding for the historic preservation grant program (see PA Stipulation IX.B) and direct the Historic Preservation Committee to prioritize grants in the geographic vicinity of the Stadium Station. 	<ul style="list-style-type: none"> • A significant consideration of the design of the Aloha Stadium Station is the site constraints and requirements of the property owner, which is the State of Hawaii, and Stadium Authority. HART entered into an MOU with the State and Stadium Authority that articulates long-term requirements for the Stadium to continue to utilize the parking lot for events. These requirements directly affect the configuration of the parking lot as well as the station touch-down and amenities. HART has attempted to balance the requirements of these site constraints with the station function needs and the appropriate mitigation. <ul style="list-style-type: none"> ○ HART has stated during consultation meetings that it is important for planning of the overall area use to convene stakeholders to discuss the various access, land use and transportation issues. However, we have also noted that the implementation of improvements off-site of the HART station area are not in HART's control. As such, the Plan expresses in Chapter 5 HART's firm commitment to take responsibility in "facilitating coordination meetings with relevant and appropriate agencies" for offsite improvements for pedestrian and traffic circulation and safety. HART convened a meeting of agencies at Aloha Stadium on November 7, 2014, to discuss Aloha Stadium access planning topics and for the agencies to share information on their planning activities related to the area. The convening of subsequent meetings is anticipated into 2015. ○ Funding for offsite improvements will be one of the topics of discussion at the coordination meetings, noted in the above response, where all the parties will have an opportunity to address costs and funding methods. • Although enhancement of HART's other preservation programs is beyond the process of this Treatment Plan, HART is open to having a discussion on its other preservation programs that can be used to preserve and rehabilitate historic properties. <ul style="list-style-type: none"> ○ To the extent that grants for historic sites in the vicinity of the Aloha Stadium Station are considered related to the general effects of the station, HART is willing to recommend to the Historic Preservation Committee that it prioritize funding of such projects. Additional funding for the grant program is beyond the process for this Treatment Plan.

Summary of Consulting Party Meeting Comments/Responses Aloha Stadium Treatment Plan			
Written Comments			
#	Commenter	Comment	HART Response
16	National Park Service	<p>Written comments from May 14, 2014 email:</p> <ul style="list-style-type: none"> • Early in the consultation process, NPS expressed concerns about alternatives that required visitors to cross Kamehameha Highway. Both the support and the concerns that NPS has consistently reiterated over the last eight years remain. • Throughout NPS participation in both the NEPA and NHPA Section 106 consultation, the NPS also has formally and consistently expressed concern about the impact that the guide way and stations will have on historic properties. These concerns remain. • HART has repeatedly stated that they have done much to minimize and avoid adverse effects to the Pearl Harbor NHL. A summary of these efforts is included in Table 3.5.1 of the Treatment Management Plan. Most the actions included in this table were taken early in the process before an alternative was selected and were done as part of the 4(f) process/consultation. Additionally inclusion of “visual security screening” is not an avoidance or mitigation measure; it is a Navy security measure. The undertaking is the selected alternative. Significant efforts to minimize adverse effects as part of the Section 106 consultation process post signing of the ROD and PA are not apparent. Requests by consulting parties to consider a different type of station design that would reduce the massing of the station have been dismissed as not possible and HART has limited change to vegetation for screening and material selection, which seem superficial, given the impact from massing and close proximity of the station to the NHL district. We encourage HART to seriously consider a station design as described by Historic Hawaii, most recently in their May 8 letter, and if HART determines such a design is not possible, that a clear explanation is provided to the consulting parties. It also would be helpful to see what other design options were explored post ROD. • HART has acknowledged that the Aloha Station will have an adverse effect on the setting, feeling and association of the Pearl Harbor NHL (page 12 – Draft Treatment Plan-Aloha Stadium). Additional measures seem warranted to address these impacts in a meaningful way. What other mitigation measures has HART considered and is HART willing to implement some of the measures proposed by Historic Hawaii Foundation in their May 8 letter? 	<ul style="list-style-type: none"> • As described in Chapter 5 of the Treatment Plan, HART is committed to coordinating meetings with appropriate parties to address offsite pedestrian movements and safety, including that of visitors who use the station to get to the Pearl Harbor visitation sites. The first of these coordination meetings was held on November 7, 2014, at Aloha Stadium. • Section 3.5 of the Treatment Plan describes the measures taken by HART over the years to avoid, minimize, and mitigate adverse effects of the station on historic properties. • See the responses in Comment #15 above on the evaluation by HART’s architects on the HHF design concept. <p>Efforts to reduce size and address location of the station are discussed in Section 3.5 of the Treatment [Management] Plan. Post-ROD design options that were considered are not of the type that would change the station location or reduce its size for reasons stated in responses to Comment 11 above: The types of Post-ROD options include:</p> <ul style="list-style-type: none"> ○ Modular concept developed to allow flexibility among stations to site ancillary facilities, such as train control/communication room, uninterruptible power system, and fare gates. ○ Elimination of one of two entries at Aloha Stadium (<i>mauka</i> entry is primary entrance for patrons; secondary <i>makai</i> entry is used when there are large crowds, as with stadium events). ○ The vegetative screening, materials (such as use of a coral façade on certain surfaces) and use of earth tone colors that complement the coral façade are design measures proposed in the Treatment Plan to soften the station with respect to its surroundings. <ul style="list-style-type: none"> • The Treatment Plan contains the measures HART has implemented in the past and is able to implement going forward. See HART responses to HHF’s letter in Comment #15 above.

Summary of Consulting Party Meeting Comments/Responses Aloha Stadium Treatment Plan			
Written Comments			
#	Commenter	Comment	HART Response
17	Joint Base Pearl Harbor Hickam	<p>Written comments from May 28, 2014 letter:</p> <ul style="list-style-type: none"> The Navy concurs that the effects to the adjacent historic properties are related to setting, feeling and association. Notwithstanding, we also suggest there are additional potential environmental impacts resulting from noise, vibration, view, security and force protection, especially at the Pearl Harbor Station with its close proximity to our military family housing, enlisted quarters and entry control point (Makalapa Gate). As the project moves into the design phase of the Pearl Harbor Station, we ask you to keep these potential impacts and adverse effects in mind and begin looking for ways to mitigate or lessen the impacts. For the Aloha Stadium Station and this treatment plan, we continue to struggle with the representatives' views in terms of how they adequately illustrate the size of the transit station as viewed in close proximity to Kamehameha Highway, Richardson Field and the National Historic Landmark and its sites. Our concern is how the Station's overall mass, close proximity, added traffic, noise and lack of adequate screening along the Kamehameha Highway corridor will change the existing park like setting and feeling or sense of place. In addition, as proposed, the current design provides an adverse visual effect to the Richardson Field setting, especially as a historic open space. The proposed use of landscaping, color and material and interpretive signage will help to minimize the adverse effects; however, we recommend HART consider a stronger approach to include shifting the station toward Mauka. Shifting the station not only lessens the visual impact on the National Historic Landmark, but better aligns the station with the stadium and the topography While not specifically addressed in the treatment plan, we request your consideration when it comes to safety, both vehicular and pedestrian. 	<ul style="list-style-type: none"> The purpose of the Treatment Plan and the discussions with consulting parties are to a treatment plan to minimize and mitigate adverse effects on historic properties. Discussions on ways to mitigate or lessen other environmental impacts from the stations occur at community design meetings. Past meetings include Spring 2011 PE review, January 10, 2013 project wide station design workshop for consulting parties, September-October 2013 final design review, and January 29, 2014 KHSG community meeting. For the Pearl Harbor station, past meetings have included the Airport station group design workshop #1 on Nov 12, 2013, and the Community informational meeting on design on Nov 21, 2013. Design workshop #2 that would include the Pearl Harbor station will be held in the near future. Treatment Plan Attachments 5 and 6 contain renderings of the station as viewed from a pedestrian's perspective from the <i>makai</i> side of Kamehameha Highway in proximity to Richardson Field. See responses to Comments #15 and #16 above. Mitigating design measures are described in Chapter 4 of the Treatment Plan. The Treatment Plan describes the mitigation measure related to landscaping in Section 4.2.1 and the measures of color and material in Section 4.2.2. For a response on shifting the location of the station, see Comments # 15 and #16 above. In Chapter 5 of the Treatment Plan, HART makes a commitment to "facilitating coordination meetings with relevant and appropriate agencies" to address pedestrian and traffic circulation and safety. The first of these coordination meetings was held on November 7, 2014, at Aloha Stadium. The convening of subsequent meetings is anticipated into 2015. See responses to the letter for Historic Hawaii Foundation (Comment #15).

Summary of Consulting Party Meeting Comments/Responses Aloha Stadium Treatment Plan		
Historic Hawaii Foundation comments on Treatment Plan for Cultural and Historic Resources at Aloha Stadium Station HHF comments to Kāko`o at September 23, 2014 Meeting (extracted from the Kāko`o's meeting notes)		
#	Comment	HART Response
18	<ul style="list-style-type: none"> The Treatment Plan for the Aloha Stadium Station is the first such treatment plan for the Honolulu Rapid Transit Project. As such it will be used as a model for any future treatment plans that may be developed for the Project. So it is vitally important to get the structure of the plan done correctly. 	<ul style="list-style-type: none"> HART recognizes that this Plan could serve as a model for treatment plans for the project. The Plan has been revised, as noted below, to address Comments #19, #22, #23, #24, #26, #27, #29, #30, #31, #32, #33, #35, and #37.
19	<ul style="list-style-type: none"> HHF agrees with the position voiced by the National Park Service (NPS) that the Treatment Plan must separate the minimization and mitigation measures that were implemented before the Programmatic Agreement (PA) was executed from those measures that are being proposed after the PA was executed. As the treatment plan now exists these two sets of measures are melded together creating some confusion. 	<ul style="list-style-type: none"> Section 3.5 text and Table 3.5.1 have been revised to identify measures taken before and after January, 2011, the date of the PA. The Navy's request for security screening is noted, but not as a mitigation measure related to the station's effect on setting, feeling, or association.
20	<ul style="list-style-type: none"> Many of the photographs presented in Attachment 4 seem to be meant to show the possible effect of the station from various locations. Most of these photographs do not contain simulations of the size and bulk of the station, so that the effect of the station is difficult to determine. It is suggested that for all of the views, two photographs be presented, one showing existing conditions, and the other with the same image with a simulation of the station (a good example of what is being requested are the images shown in Attachment 4, page five). This way the effect of the station can be determined. It seems rather obvious that the conclusion will be that there is some adverse visual effect (see more below), but this is ok, this effect will be minimized and mitigated, and measures for this are provided in Section 4. 	<ul style="list-style-type: none"> The combination of photos and simulations in Attachments 4 and 6 of the Treatment Plan provides information needed to see the possible effects of the station from various locations as described below: <ul style="list-style-type: none"> Near view photos are provided on Attachment 4 pages 1, 2, and 3 Near view simulations are provided in Attachment 6 Farther view photos are provided in Attachment 4 pages 6, 7, 9, 10, 11, 12, 14, and 15 Farther view simulations are provided in Attachment 4 pages 4 and 5 (guideway only). These images in conjunction with CP comments and design analyses provide a basis to identify treatment measures within the constraints of the site and station. See response to Comment #15 for a discussion of constraints and design issues.
21	<ul style="list-style-type: none"> An examination of the photographs in Attachment 4 along with the drawing in Attachment 6, indicates that there will probably be no visual effects when viewed from a distance, but that there are visual effects from point closer to the station. 	<ul style="list-style-type: none"> This observation is consistent with what the photos show.
22	<ul style="list-style-type: none"> Section 1.1 (p. 1) a clear statement of finding is needed. A separate paragraph before the fourth paragraph on this page (beginning with "In consultation. . .") is needed. This paragraph needs to state something to the effect that "A finding was made between FTA and HART, and concurred by the Kāko`o, that the SOI standards specified in Section IV-A of the PA cannot be applied to the Aloha Stadium Station, therefore the present treatment plan has been prepared to minimize and mitigate adverse effects to the Pearl Harbor National Historic Landmark (PHNHL)." 	<ul style="list-style-type: none"> Section 1.1, para. 4 has been revised accordingly.

Summary of Consulting Party Meeting Comments/Responses Aloha Stadium Treatment Plan		
Historic Hawaii Foundation comments on Treatment Plan for Cultural and Historic Resources at Aloha Stadium Station HHF comments to Kāko`o at September 23, 2014 Meeting (extracted from the Kāko`o's meeting notes)		
#	Comment	HART Response
23	<ul style="list-style-type: none"> Section 1.1 (p. 1) the first sentence in the fourth paragraph should be modified. The Consulting Parties (CPs) did not take part in consultations that resulted in the determination that the SOI standards could not be applied. FTA and HART made this determination, and the Kāko`o concurred. 	<ul style="list-style-type: none"> Section 1.1, para. 4 has been revised accordingly.
24	<ul style="list-style-type: none"> Section 2.4 (pp. 5-6) this is a list all CPs and some of the Signatory parties. Not all of these organizations actively participated in the consultation process for the treatment plan. The following were the active participants (it would be acceptable to make a statement that all of the organizations [original list] were asked to consult and only the following actively consulted): <ol style="list-style-type: none"> U.S. Navy Advisory Council for Historic Preservation National Park Service State Historic Preservation Division Historic Hawai'i Foundation National Trust for Historic Preservation Office of Hawaiian Affairs O'ahu Island Burial Council Association of Hawaiian Civic Clubs Paulette Ka'anohi Kaleikini Possibly the Justice and Reconciliation Center (if Umi Sexton is representing this organization) 	<ul style="list-style-type: none"> Section 2.4 of the Treatment Plan has been revised to include additional parties to the list of invited participants and a new list of active participants who commented on the Treatment Plan. Umi Sexton represents Aloha Aina Iwi Kupuna, Kingdom of Hawaii, and Pacific Justice and Reconciliation Center; these organizations were added to the lists in Section 2.4.
25	<ul style="list-style-type: none"> Section 3.3 (p. 10), last paragraph. There is a need for another photograph from Richardson Field across Kamehameha Highway viewing towards the station (both existing view and with a simulation of the station). 	<ul style="list-style-type: none"> As noted in Comment #21, Attachment 6 of the Treatment Plan contains simulations of the station (two color concepts for mitigation) from the perspective of a person standing along the PHNHL boundary on the <i>makai</i> side of Kamehameha Highway looking <i>mauka</i> at the station in the context of its surroundings. Attachment 5 shows a similar simulation with recommended landscaping. These simulations in combination with the photos in Attachment 4, pages 1, 2, and 3 provide with and without project photos to characterize the station's visual effects on setting and feeling. Treatment measures to address these effects are described in Chapter 4.
26	<ul style="list-style-type: none"> Section 3.3 (p. 11), paragraph 3. Need clarification that the station would be visible on the left of this view. If this is correct, the simulation of the station should be added. 	<ul style="list-style-type: none"> The Treatment Plan text has been revised to state that the guideway simulation does not include the Aloha Stadium Station; it would be located to the left of the image. Attachment 4, page 5, has also been revised with this clarification.
27	<ul style="list-style-type: none"> Section 3.3 (p. 11), paragraphs 5 and 6. Clarify what the white arrow points to. 	<ul style="list-style-type: none"> The white arrows on pages 6 and 7 of Attachment 4 indicate the location of the Aloha Stadium Station. A note has been added to the two photos (from the Arizona Memorial and the deck of the USS Missouri) to explain the arrows.

Summary of Consulting Party Meeting Comments/Responses Aloha Stadium Treatment Plan		
Historic Hawaii Foundation comments on Treatment Plan for Cultural and Historic Resources at Aloha Stadium Station HHF comments to Kāko`o at September 23, 2014 Meeting (extracted from the Kāko`o's meeting notes)		
#	Comment	HART Response
28	<ul style="list-style-type: none"> Section 3.4 (p. 13) last paragraph. HART needs to verify the last sentence in this paragraph with Mahealani Cypher to make sure that she and her organization agree that the views will not be affected. 	<ul style="list-style-type: none"> Dawn Chang, on behalf of HART, sent an email to Mahealani Cypher on October 14, 2014 requesting her comments on Section 3.4. As of November 18, 2014, no comments were submitted.
29	<ul style="list-style-type: none"> Section 3.5 (pp. 14 ff). Either the pre-PA measures should be deleted from this section or at a minimum, they should be separated and clearly identified as measures taken prior to PA execution- 	<ul style="list-style-type: none"> Revisions have been made; see response to comment #19.
30	<ul style="list-style-type: none"> Section 3.5 (p. 14), paragraph 4. The Navy's request for security screens is not a mitigation (or minimization) measure, but a design request by the Navy. 	<ul style="list-style-type: none"> Revisions have been made; see response to comment #19.
31	<ul style="list-style-type: none"> Table 3.5.1 (p. 15) last row in table. Suggest deletion. 	<ul style="list-style-type: none"> Revisions have been made; see response to comment #19.
32	<ul style="list-style-type: none"> Section 3.7 (p. 18). Need an additional paragraph clearly stating the determination of effects: <ol style="list-style-type: none"> From areas within the PHNHL that are close to the station, there will be visual effects regarding setting, feeling, and association There will be no visual effects from areas distant from the station There will be no noise effects based on noise study conducted as part of the EIS. 	<ul style="list-style-type: none"> Section 3.7, the summary of Chapter 3, has been revised to provide additional determinations based on this comment.
33	<ul style="list-style-type: none"> Section 4 (pp 19 ff). Need to separate measures to minimize effects from measures to mitigate effects. These measures seem minimal. <ol style="list-style-type: none"> Measures to minimize effects include: <ol style="list-style-type: none"> Provide additional landscaping, including the planting of large trees to minimize the visual effects of the station Change the color and types of materials (esp. less reflective materials) to minimize the visual effects of the station Measures to mitigate effects include: <ol style="list-style-type: none"> Incorporate additional interpretive signage in at the station Develop other educational materials (e.g., web site with additional educational information about the cultural and history of the area Develop pedestrian access ways to Arizona Memorial and other historic venues 	<ul style="list-style-type: none"> Minimization and mitigation measures have been separated in Table 4.2.1.
34	<ul style="list-style-type: none"> Section 4.2.2 (p. 20), materials. My recollection from the CP meeting was that the coral veneer on the external station walls would be on the ancillary buildings, as well as the lower portions of the escalator walls, so that a continuous band of coral would wrap the entire station and not be simply restricted to the ancillary buildings. 	<ul style="list-style-type: none"> Coral Veneer will be installed on the South, West and East Walls of the Ancillary Structure (Train Control & Communications Room (TCCR) and the Uninterrupted Power Supply (UPS) Room). Coral Veneer will not be provided on the lower portions of the escalator walls.

Summary of Consulting Party Meeting Comments/Responses Aloha Stadium Treatment Plan		
Historic Hawaii Foundation comments on Treatment Plan for Cultural and Historic Resources at Aloha Stadium Station HHF comments to Kāko`o at September 23, 2014 Meeting (extracted from the Kāko`o's meeting notes)		
#	Comment	HART Response
35	<ul style="list-style-type: none"> Section 4.2.3 (p. 21), interpretive signage. The listing of topics needs to include the history of the Navy at Pearl Harbor and WWII. 	<ul style="list-style-type: none"> Text has been added to Section 4.2.3 to include this suggestion.
36	<ul style="list-style-type: none"> Section 4.3 (p. 21), Bullet 4. HART needs to specify when these meetings will be convened – possibly “. . . within six months of issuing a contract to construct the Aloha Stadium Station. . .” 	<ul style="list-style-type: none"> Because HART has already convened a meeting, this bullet has been revised to say that HART convened a meeting of relevant agencies and organizations on November 7, 2014, to discuss offsite measures such as pedestrian movements to the PHNHL Visitor Center. The convening of subsequent meetings is anticipated into 2015.
37	<ul style="list-style-type: none"> Section 4.3 (p. 21), Bullet 6. Need to specify who will prepare these quarterly reports. 	<ul style="list-style-type: none"> Text has been added to Section 4.3 to state that HART prepares the Quarterly Mitigation Monitoring Reports (MMRs).
38	<ul style="list-style-type: none"> Chapter 5 (p. 23), paragraph 2. The pedestrian and transit circulation issues are viewed as a mitigation measure of the visual effect of the station on the setting, feeling, and association to the of the PHNHL 	<ul style="list-style-type: none"> While pedestrian and transit circulation is an extremely valid concern, it is not directly related to the onsite design impacts of the station to PHNHL nor within the jurisdiction of HART. Nonetheless, HART has committed to facilitating coordination meetings with relevant and appropriate agencies, as discussed in Chapter 5. See also responses to Comments #36 and #15.
39	<ul style="list-style-type: none"> Chapter 5 (p. 23), paragraph 2. While it is commendable that HART will take the responsibility to facilitate coordination meetings regarding pedestrian access and transit circulation, timing of these efforts need to be specified. Essentially questions of who?, what?, when?, and how? need to be addressed for these efforts. Essentially what is needed is a proposed schedule of what is to occur, milestones of the process, and specifying how progress will be measured. Finally, a schedule of communication to the CPs needs to be presented –e.g., “. . . monthly updates will be provided to the CPs. . .” 	<ul style="list-style-type: none"> As noted in response to Comment #36, HART convened the first meeting. HART can discuss these topics at a CP meeting. See also response to Comment #15.

Attachment 2e

Programmatic Agreement Annual Meeting Minutes

(Attachments to the Minutes not included)

January 23, 2013

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

Attachment 2f

Aloha Stadium Station Focus Meeting with Consulting Parties

(Attachments to the Summary Notes not included)

March 13, 2014

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

Attachment 2g

PA Consultation Meeting

(Attachments to the Summary Notes not included)

March 19, 2014

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

Attachment 2h

HART/Kāko‘o Meeting

(Attachments to the Summary Notes not included)

March 27, 2014

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)

Hālawa 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 commission 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

Attachment 2i

Summary from the April 24, 2014 HART/Kāko'o
Monthly Meeting

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)

Attachment 2j

September 23, 2014 Kāko‘o Memorandum to Historic
Hawaii Foundation



Pacific Basin – O‘ahu
 30 Aulike Street, Suite 301
 Kailua, HI 96734

Phone: 808.263.4800
 Fax: 808.263.4300
 www.pacificlegacy.com

MEMORANDUM

TO: Kiersten Faulkner, Hawai‘i Historic Foundation (HHF)

FROM: Paul L. Cleghorn, Kāko‘o

SUBJECT: Notes from today’s meeting regarding HHF concerns with the Aloha Stadium Station Treatment Plan

DATE: 23 September 2014

I sincerely appreciate you taking the time to meet with me regarding the Aloha Stadium Station Treatment Plan for the Honolulu Rapid Transit Project (Project). The following is a summary of the points that we discussed.

General Points:

1. The Treatment Plan for the Aloha Stadium Station is the first such treatment plan for the Honolulu Rapid Transit Project. As such it will be used as a model for any future treatment plans that may be developed for the Project. So it is vitally important to get the structure of the plan done correctly.
2. HHF agrees with the position voiced by the National Park Service (NPS) that the Treatment Plan must separate the minimization and mitigation measures that were implemented before the Programmatic Agreement (PA) was executed from those measures that are being proposed after the PA was executed. As the treatment plan now exists these two sets of measures are melded together creating some confusion.
3. Many of the photographs presented in Attachment 4 seem to be meant to show the possible effect of the station from various locations. Most of these photographs do not contain simulations of the size and bulk of the station, so that the effect of the station is difficult to determine. It is suggested that for all of the views, two photograph be presented, one showing existing conditions, and the other with the same image with a simulation of the station (a good example of what is being requested are the images shown in Attachment 4, page five). This way the effect of the station can be determined. It seems rather obvious that the conclusion will be that there is some adverse visual effect (see more below), but this is ok, this effect will be minimized and mitigated, and measures for this are provided in Section 4.
4. An examination of the photographs in Attachment 4 along with the drawing in Attachment 6, indicates that there will probably be no visual effects when viewed from a distance, but that there are visual effects from point closer to the station.

Pacific Basin - Hawai‘i Island
 900 Kumukoa St.
 Hilo, HI 96720
 808.351.9560 Ph.
 808.263.4300 Fax

Business Office
 2641 Hwy 4
 PO Box 6050
 Arnold, CA 95223
 209.795.4481 Ph.
 209.795.1967 Fax

Bay Area
 900 Modoc St.
 Berkeley, CA 94707
 510.524.3991 Ph.
 510.524.4419 Fax

Sierra/Central Valley
 4919 Windplay Dr., Ste. 4
 El Dorado Hills, CA 95762
 916.358.5156 Ph.
 916.358.5161 Fax

Inland Empire/ Mojave Desert
 44702 10th St. West
 Lancaster, CA 93534
 661.729.9395 Ph.
 661.729.9417 Fax

5. On a non-Aloha Stadium Station issue, we discussed the need for a timeline for all PA stipulations correlated with the construction schedule. At the August Meeting, the Navy and SHPD said that they were willing to start developing this schedule and Jon Nouchi and I said that we would assist. Nothing has happened yet. This seems to be something that CH2MHill would be best equipped to undertake, as they are closely involved with managing the PA and coordinating construction schedules.

Specific Points:

1. Section 1.1 (p. 1) a clear statement of finding is needed. A separate paragraph before the fourth paragraph on this page (beginning with "In consultation. . .") is needed. This paragraph needs to state something to the effect that "A finding was made between FTA and HART, and concurred by the Kāko‘o, that the SOI standards specified in Section IV-A of the PA cannot be applied to the Aloha Stadium Station, therefore the present treatment plan has been prepared to minimize and mitigate adverse effects to the Pearl Harbor National Historic Landmark (PHNHL)."
2. Section 1.1 (p. 1) the first sentence in the fourth paragraph should be modified. The Consulting Parties (CPs) did not take part in consultations that resulted in the determination that the SOI standards could not be applied. FTA and HART made this determination, and the Kāko‘o concurred.
3. Section 2.4 (pp. 5-6) this is a list all CPs and some of the Signatory parties. Not all of these organizations actively participated in the consultation process for the treatment plan. The following were the active participants (it would be acceptable to make a statement that all of the organizations [original list] were asked to consult and only the following actively consulted):
 - a. U.S. Navy
 - b. Advisory Council for Historic Preservation
 - c. National Park Service
 - d. State Historic Preservation Division
 - e. Historic Hawai‘i Foundation
 - f. National Trust for Historic Preservation
 - g. Office of Hawaiian Affairs
 - h. O‘ahu Island Burial Council
 - i. Association of Hawaiian Civic Clubs
 - j. Paulette Ka‘ano‘hi Kaleikini
 - k. Possibly the Justice and Reconciliation Center (if Umi Sexton is representing this organization)
4. Section 4.4 (p. 10), last paragraph. There is a need for another photograph from Richardson Field across Kamehameha Highway viewing towards the station (both existing view and with a simulation of the station).
5. Section 3.3 (p. 11), paragraph 3. Need clarification that the station would be visible on the left of this view. If this is correct, the simulation of the station should be added (see General Point 3 above).
6. Section 3.3 (p. 11), paragraphs 5 and 6. Clarify what the white arrow points to.
7. Section 3.4 (p. 13) last paragraph. HART needs to verify the last sentence in this paragraph with Mahealani Cypher to make sure that she and her organization agree that the views will not be affected.
8. Section 3.5 (pp. 14 ff). Either the pre-PA measures should be deleted from this section or at a minimum, they should be separated and clearly identified as measures taken prior to PA execution (see General comment 2).
9. Section 3.5 (p. 14), paragraph 4. The Navy’s request for security screens is not a mitigation (or minimization) measure, but a design request by the Navy.

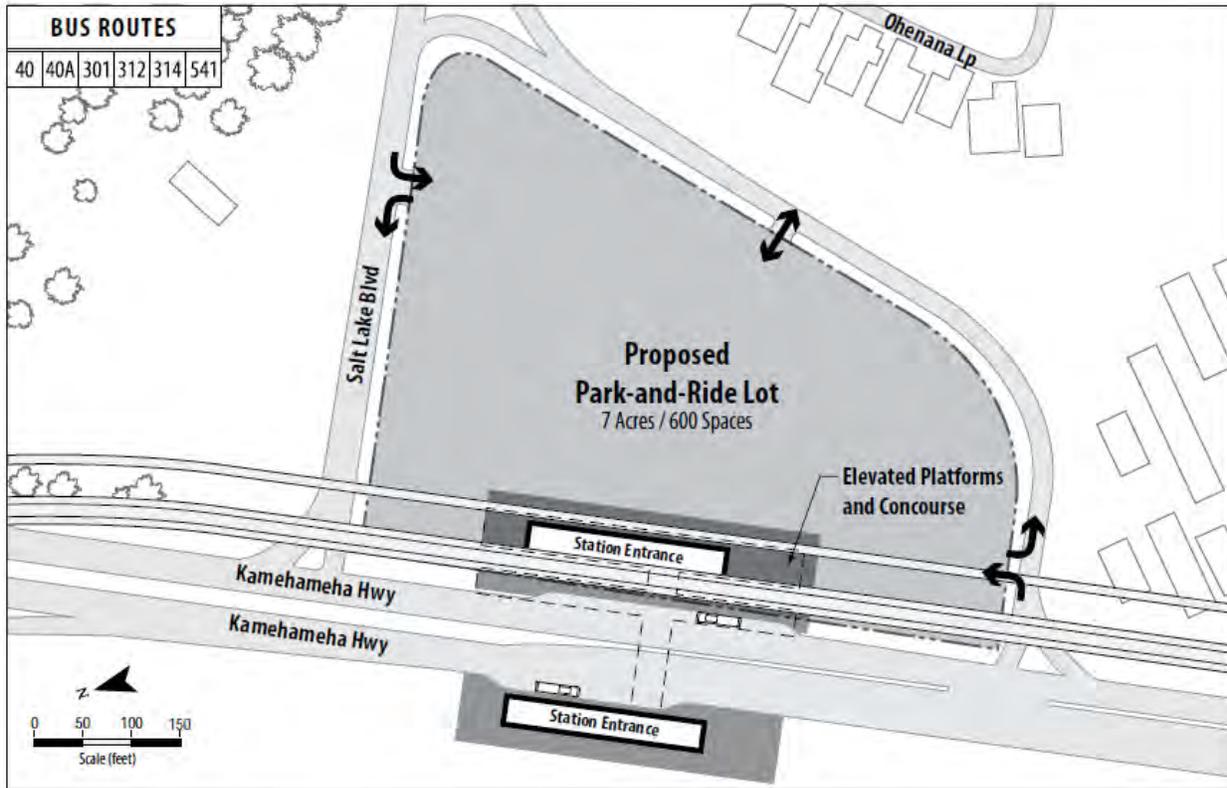
10. Table 3.5.1 (p. 15) last row in table. Same comment as Specific Comment 9. Suggest deletion.
11. Section 3.7 (p. 18). Need an additional paragraph clearly stating the determination of effects:
 - a. From areas within the PHNHL that are close to the station, there will be visual effects regarding setting, feeling, and association
 - b. There will be no visual effects from areas distant from the station
 - c. There will be no noise effects based on noise study conducted as part of the EIS.
12. Section 4 (pp 19 ff). Need to separate measures to minimize effects from measures to mitigate effects. These measures seem minimal.
 - a. Measures to minimize effects include:
 - i. Provide additional landscaping, including the planting of large trees to minimize the visual effects of the station
 - ii. Change the color and types of materials (esp. less reflective materials) to minimize the visual effects of the station
 - b. Measures to mitigate effects include:
 - i. Incorporate additional interpretive signage in at the station
 - ii. Develop other educational materials (e.g., web site with additional educational information about the cultural and history of the area
 - iii. Develop pedestrian access ways to Arizona Memorial and other historic venues
13. Section 4.2.2 (p. 20), materials. My recollection from the CP meeting was that the coral veneer on the external station walls would be on the ancillary buildings, as well as the lower portions of the escalator walls, so that a continuous band of coral would wrap the entire station and not be simply restricted to the ancillary buildings.
14. Section 4.2.3 (p. 21), interpretive signage. The listing of topics needs to include the history of the Navy at Pearl Harbor and WWII.
15. Section 4.3 (p. 21), Bullet 4. HART needs to specify when these meetings will be convened – possibly “. . . within six months of issuing a contract to construct the Aloha Stadium Station. . .”
16. Section 4.3 (p. 21), Bullet 6. Need to specify who will prepare these quarterly reports.
17. Chapter 5 (p. 23), paragraph 2. The pedestrian and transit circulation issues are viewed as a mitigation measure of the visual effect of the station on the setting, feeling, and association to the of the PHNHL
18. Chapter 5 (p. 23), paragraph 2. While it is commendable that HART will take the responsibility to facilitate coordination meetings regarding pedestrian access and transit circulation, timing of these efforts need to be specified. Essentially questions of who?, what?, when?, and how? need to be addressed for these efforts. Essentially what is needed is a proposed schedule of what is to occur, milestones of the process, and specifying how progress will be measured. Finally, a schedule of communication to the CPs needs to be presented –e.g., “. . . monthly updates will be provided to the CPs. . .”

Attachment 3

Modification of Aloha Stadium Station Design to Avoid Station Entrance on PHNHL

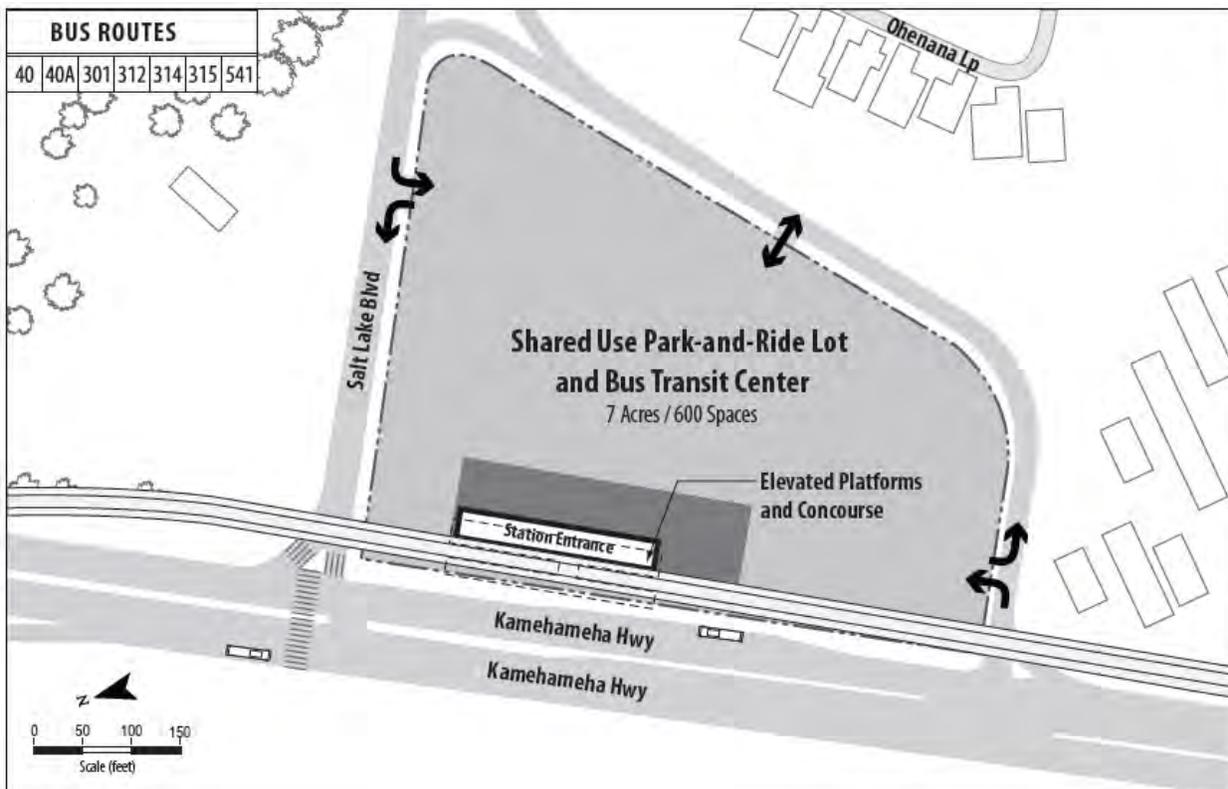
This attachment shows the change in the design of the Station during the EIS process to avoid having any station components within the boundary of the Pearl Harbor National Historic Landmark. The change also resulted in the removal of a sky bridge over Kamehameha Highway and the reduction of the Station's area by 3,500 to 4,000 square feet.

Initial Siting of Aloha Stadium Station with Station Entrance on Makai side of Kamehameha Highway within Pearl Harbor National Historic Landmark



Source: FIGURE 2-24 FROM THE DRAFT EIS, November 2008

Current Siting of Aloha Stadium Station with no Station Components with Boundary of Pearl Harbor National Historic Landmark



Source: FIGURE 2-25 FROM THE FINAL EIS, June 2010

Attachment 4

Mauka-Makai and PHNHL View Photos

1. View of PHNHL and Aloha Stadium site from *mauka* side of Salt Lake Blvd. (Outbound)
2. Views of the Stadium and Station sites from 3 locations on Ford Island Bridge (Security Guardhouse, point on bridge further toward Station site, and at intersection with Kamehameha Highway)
3. Panoramic view of Station site looking *mauka* from *makai* side of Kamehameha Highway
4. Visual Simulation of Station from Arizona Memorial
5. Simulation of guideway from Aloha Stadium looking *‘ewa*
6. View from Arizona Memorial looking toward Station
7. View from the deck of the U.S.S. Missouri looking toward Station
8. Map of *mauka-makai* Views
9. View of Pu‘uloa (PHNHL) and Station site from Kapūkakī (Red Hill)
10. View of Pu‘uloa (PHNHL) and Station site from H3/Hālawa Valley
11. View of (Pu‘uloa) PHNHL from Keaīwa heiau at ‘Aiea Heights
12. View of Pu‘uloa (PHNHL) from ‘Aiea Heights at Puliki Place
13. Figure of site of the ancient Battle of Kūki‘iahu (currently the Sumida Watercress Farm)
14. View of Pu‘uloa (PHNHL) overlooking Kūki‘iahu from Kaonohi Street overpass at H1
15. View of Stadium and Pu‘uloa (PHNHL) from Central O‘ahu at Ka Uka Blvd. overpass/H1 on-ramp



1



1







5



5



Aloha Stadium Station

SIMULATION



Aloha Stadium, Looking 'Ewa



Simulation of elevated rail and train. Aloha Stadium Station to the left of this image.

Note: White arrow indicates location of Aloha Stadium Station.



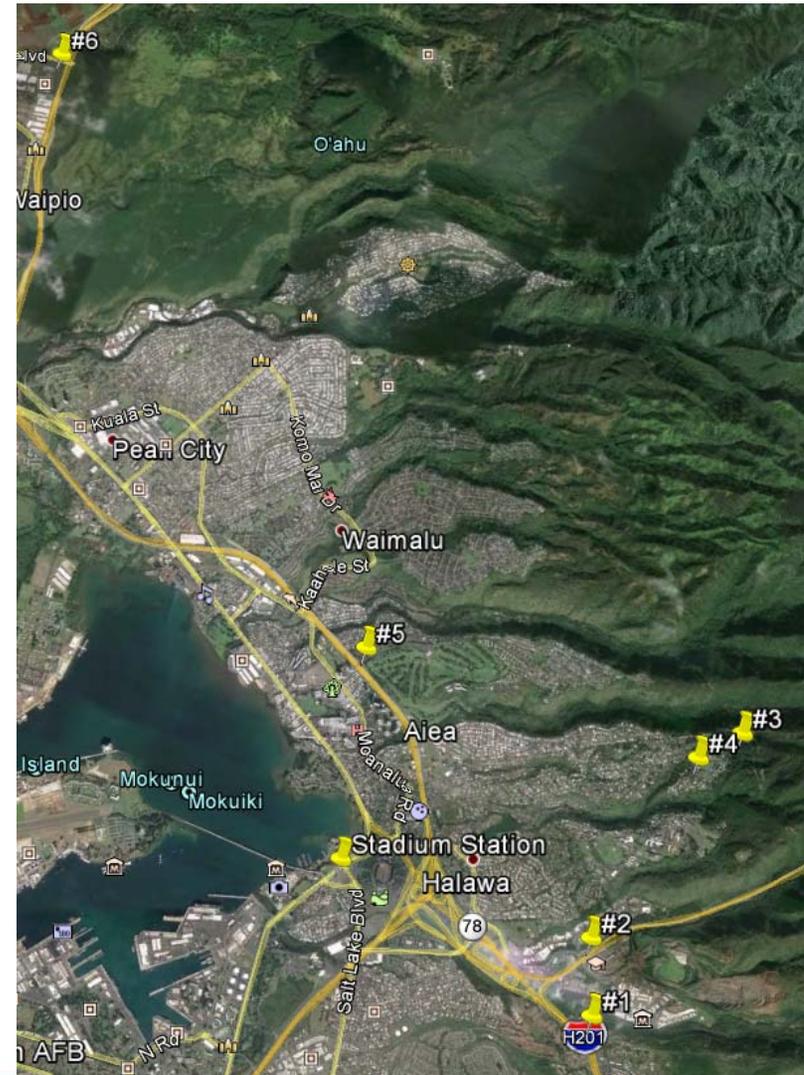


Note: White arrow indicates location of Aloha Stadium Station.



Mauka-Makai Views

1. Kapūkakī (Red Hill)
2. Hālawa Valley
3. Keaīwa Heiau
4. 'Aiea Heights
5. Kūki'iahu
6. Central O'ahu to Pu'uloa (Kūkaniloko)



1. Kapūkakī (Red Hill)



2. Hālawā Valley



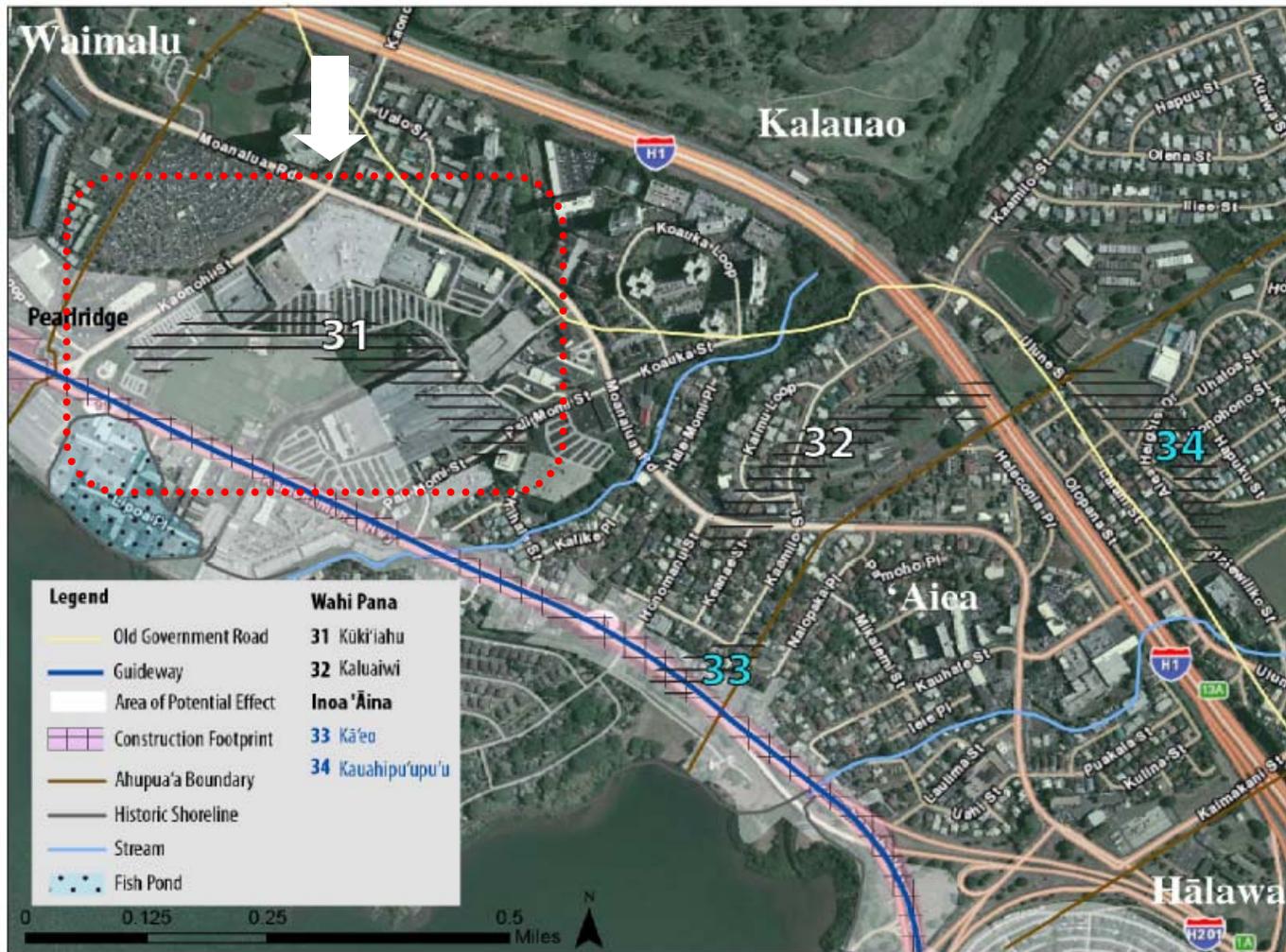
3. Keaīwa Heiau



4. 'Aiea Heights



5a. Battle of Kuki'iahu



5b. Overlooking Kūki‘iahu



6. Central O'ahu to Pu'uloa



Aloha Stadium

Pearl Harbor NHL

Attachment 5

Landscaping Concepts

This attachment shows the concept for additional landscaping at the Station site on the *makai* side of the station and the perimeter of the parking lot. Native plant species are identified and photos provided.

Aloha Stadium Station

Tree Mitigation Plan



Existing Monkeypod Trees
(Aloha Stadium parking lot)



Silver Trumpet Tree
(perimeter of parking lot)



Travellers Palm Tree
(along Kamehameha Highway)



Aloha Stadium Station

Provide Additional Landscaping Along Kamehameha Hwy



Travellers Palm Tree
(along Kamehameha Highway)

Low Shrubs & Ground Covers



Ma'o hau hele



O'ahu Sedge (Carex)



Attachment 6

Color Concepts

This attachment shows Treatment Plan concepts to provide color of surfaces to help minimize the visual effects of the Station as seen from the PHNHL and other vantage points. The objective is to provide a color scheme that is compatible with the Station's surrounding setting.

Aloha Stadium Station

Station Exterior – Light Colored Finishes



Aloha Stadium Station

Station Exterior – Earth Tone Colors



H O N O L U L U R A I L T R A N S I T P R O J E C T

www.HONOLULUTRANSIT.ORG

HART
HONOLULU AUTHORITY FOR RAPID TRANSPORTATION

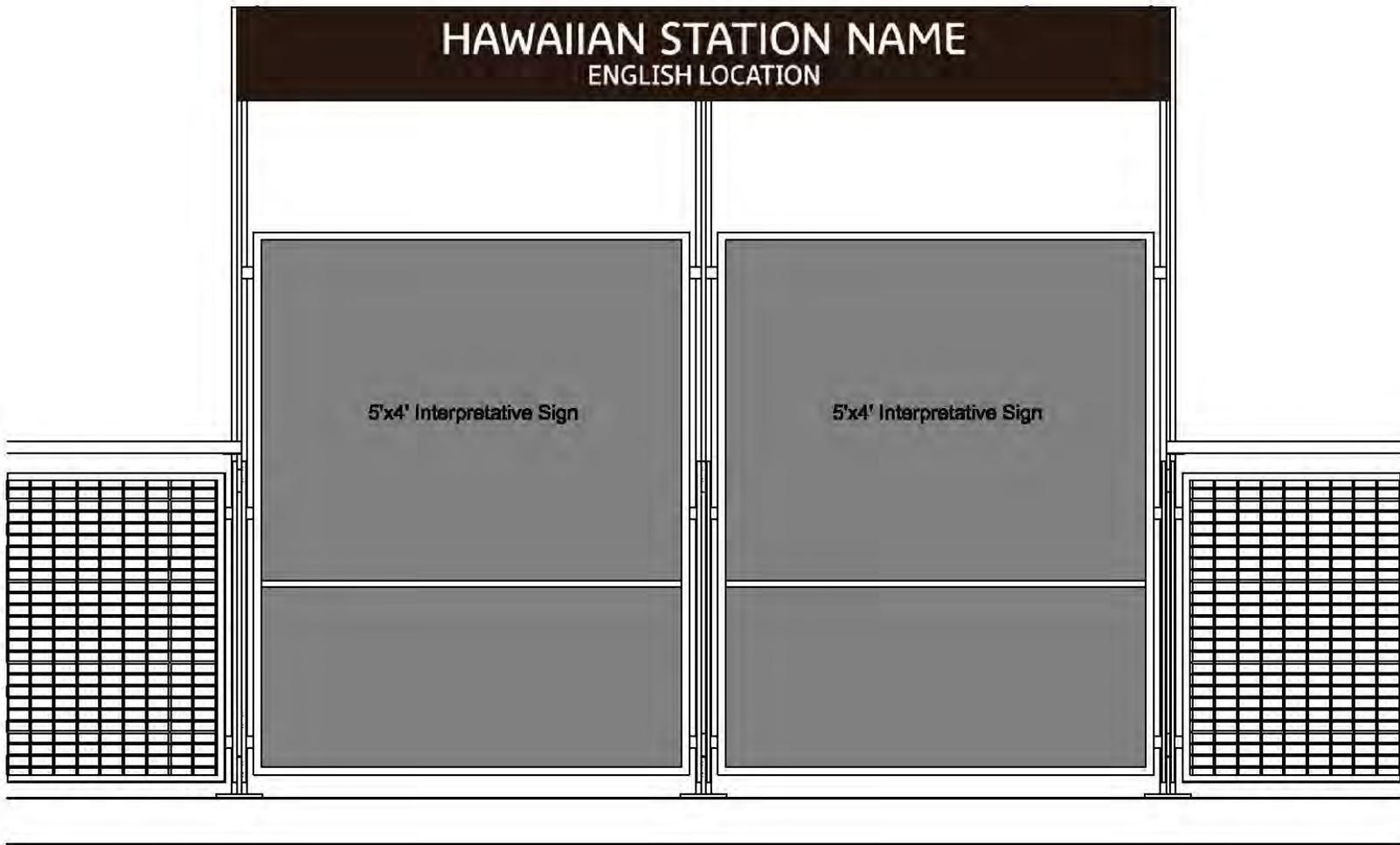
Attachment 7

Information and Illustrative Examples of Educational and Interpretive Program

This attachment shows concepts on the Station's design to address the site's Hawaiian cultural resource setting and associations.

Aloha Stadium Station

Interpretive Platform Signage



Station Development Programs

Aesthetic Column Program



Aesthetic Column Program

Aloha Stadium Station Columns

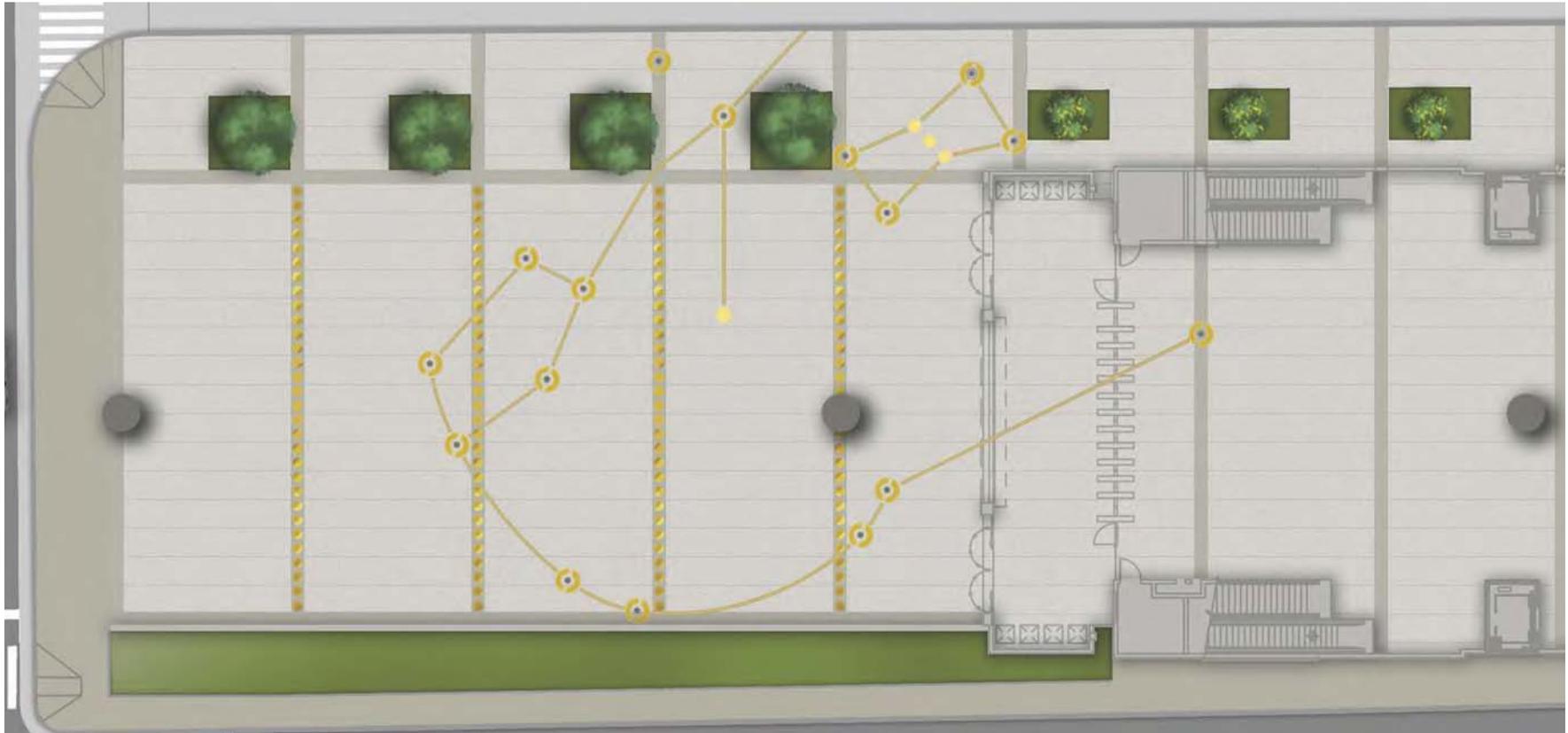


Highlights the *Makahiki festival*, late October through January – A time of harvest; taxes and offerings of thanks where paid to the *Ali'i* and *ho'okupu*, gifts were made to honor *Lono*, the god of fertility and rain, in trust that the gods would provide rain and prosperity for the future.

Then came the time for feasts, competitive games and hula.

Station Plaza Paving Program

Aloha Stadium Station Entrance



The *Makahiki* festival, a lunar period of four months began when the Pleiades constellation was first observed rising above the horizon at sunset

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

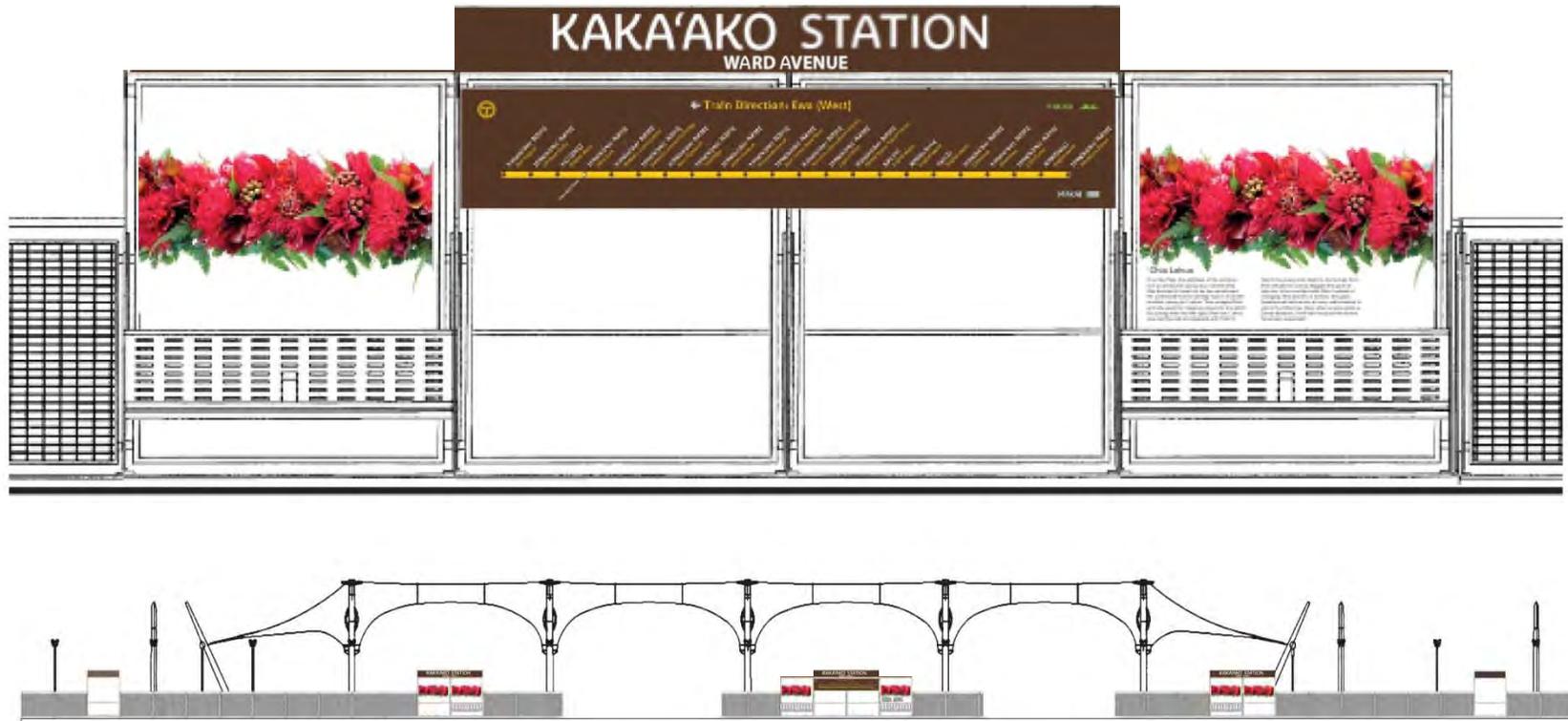
"The interpretative plan will highlight historical themes (e.g. Native Hawaiian History, Native Hawaiian Culture, Immigrant History, Plantation Culture, Architecture, Government, Agriculture, Transportation, Military, etc..) and will interpret these themes at an appropriate station location."

-Programmatic Agreement, VII.A

Mission Houses Museum, Honolulu

Examples of Interpretive Signage

Station 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

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

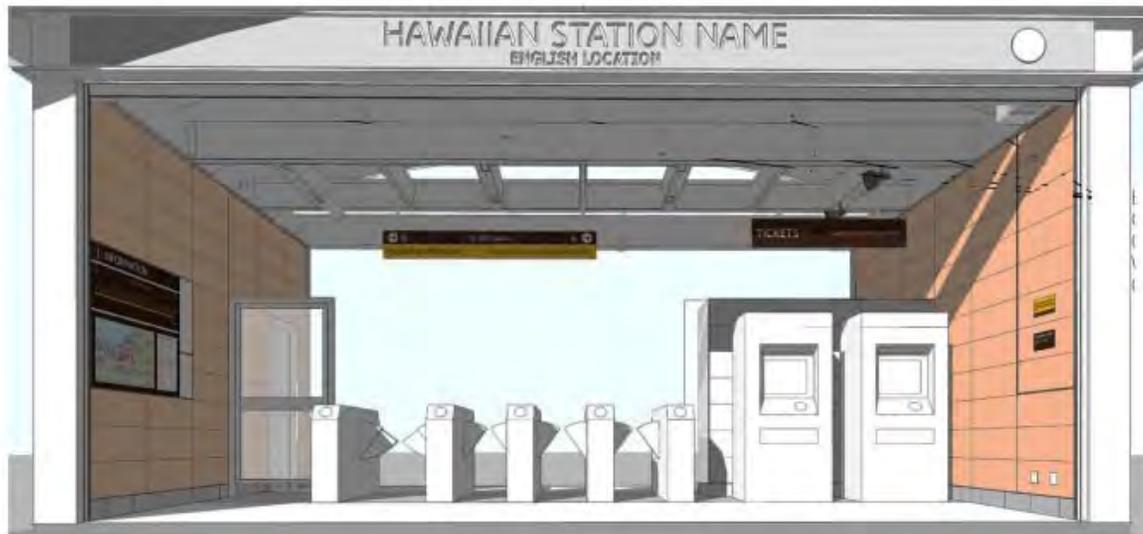
Types of materials:

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

Examples of Station Art

Station Naming Program

HAWAIIAN STATION NAME
STATION LOCATION



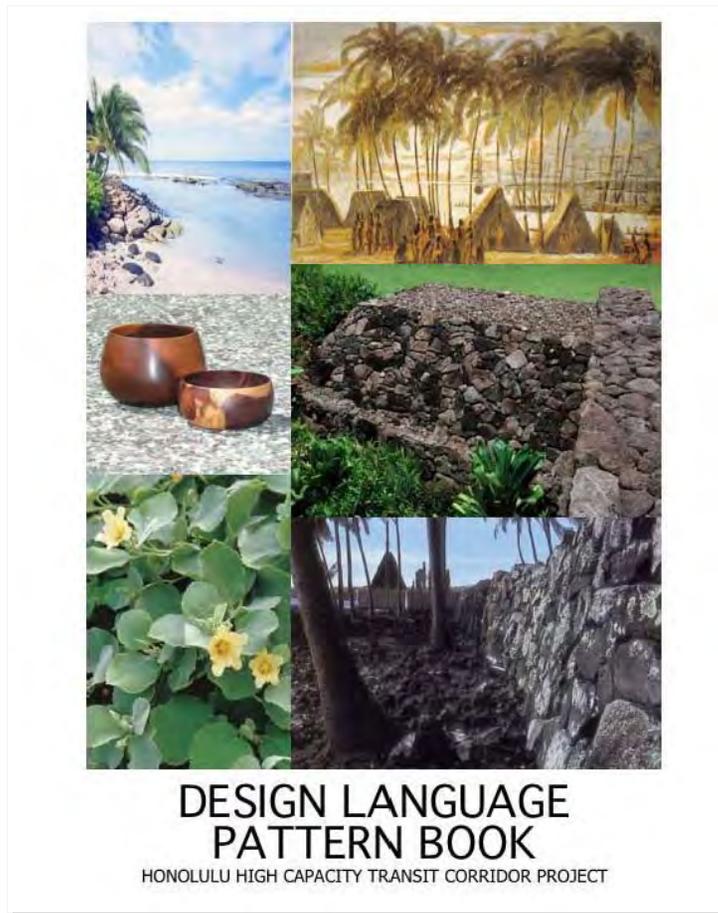
Station Entry Module

- Ticket Vending Machines (TVMs)
- Turnstiles & Wheelchair ADA Access
- Neighborhood & Station Locations Map
- Customer Information Phones
- Emergency Phones
- Public Address and Digital Variable Messages
- Directional Signage to Platform
- Automated External Defibrillator (AED)

All stations will have Hawaiian Language names with location identification.

Inspiration and References

Design Language Pattern Book Examples of Utilization



Authored by Dan Chun, Architect, FAIA

- **Use Hawaiian language place names for station**—Station Naming Program will select Hawaiian language names for stations. Pgs. 44, 48
- **Storytelling through design of transit system adds uniqueness**—Aesthetic Column Program tells stories and displays iconography of the culture and history of station locations. Pg. 52
- **Include visual connection to body of natural water**—Pearl Highlands Station connects visually and symbolically to Waiawa Stream. Pg. 7
- **Maintain or create axial *mauka-makai* views from and through stations**—Stations are open with *mauka-makai* views. Pg. 10
- **Embody Honolulu and Hawaii’s rich cultural heritage in physical form**—Six Station Development Programs will be integrated into stations. Pg. 2

Inspiration and References

Traditional Cultural Properties Reports



Authored by Kumu Pono Associates,
Kepa Maly & Onaona Maly

Examination of the Cultural and Historical Records and Oral Histories

Places of religious and cultural significance

- Major mo'olelo (legends) and Themes
- Wahi pana (Sacred and Storied places)
- Inoa 'Āina (named places)
- Site Maps to locate wahi pana and Inoa 'Āina
- Identify eligible sites for submittal to National Registry

Inspiration and References

Archeological Inventory Survey Reports



Authored by Cultural Surveys Hawai'i, Inc.



Account of the Natural Environment

- Soils, rainfall, terrain & waterways

Historical Background

- Political and Cultural
- Agricultural
- Land use and ownership
- Military

Mythological and Traditional Accounts

- Hawaiian Mo'olelo (legends)

Community Comments

Total 300 comments considered

Colors: Incorporate earth tone colors

Landscaping: Use indigenous plants

History: Interpretive, historical artwork in station tiles

Signage: Use Hawaiian and English language

Attachment 8

Implementation Measures based on the Programmatic Agreement

This attachment shows PA implementation measures, and their timing, that provide guidance for the specific actions identified in Section 4.3 for implementation of the Aloha Stadium Station Treatment Plan.

Implementation Measures based on Programmatic Agreement

Implementation Measure	Timing of Measure	Comment
The City shall develop standards for, and maintain and update the Project's <i>Design Language Pattern Book</i> for use in all Project elements. This pattern book shall be available electronically and shall comply with the <i>Secretary of Interior's Standards for the Treatment of Historic Properties</i> for stations within the boundary or adjacent to an eligible or listed historic property.	Prior to final design	PA Stipulation IV Completed
For each phase of the Project, the City shall conduct a minimum of two neighborhood workshops on the design of the stations in that phase.	Prior to final design	PA Stipulation IV Workshops conducted on 10/03/13 and 1/29/14
The City shall provide the consulting parties with the preliminary engineering design plans for built component of the Project, provide an opportunity to comment on the design plans and consider comments on those plans. For stations within boundaries or directly adjacent to listed or eligible historic properties, the City shall also provide design plans during the final design phase to consulting parties and provide the opportunity for them to comments on design plans. The City shall consider comments on those plans.	Distribute preliminary engineering plans prior to final design. For stations within or adjacent to historic properties distribute prior to final design.	PA Stipulation IV PE plans distributed to parties in 2011. FD plans distributed to parties in 2013.
SOI qualified architect will review final design drawings to ensure that design measures to mitigate impacts identified in this Plan are incorporated into the set of drawings for construction.	Prior to start of construction	This measure will be implemented.
The Construction Mitigation Plan for the Project developed by the City shall include provisions for protecting historic properties from construction noise and vibration impacts, and shall be implemented by the City through the construction contracts, according to the procedures set forth in the PA.	Prior to and periodically during construction of each phase	PA Stipulation X
The City shall develop and conduct a training program for construction contractors and employees regarding appropriate sensitivity to historic resources.	Prior to construction of each phase	PA Stipulation XI
The City will monitor Project construction to ensure measures in the CMP are implemented and shall provide a record of monitoring activities in progress reports pursuant to Stipulation XIV.E.	Construction	PA Stipulation X.C (PA Stip. XIV.E: The City shall provide all signatories to this PA a summary report detailing the work undertaken pursuant to its terms continuously until the PA expires.
The City shall update the nominations of Pearl Harbor and CINCPAQ to be designated as National Historic Landmarks.	Submit final forms NRHP forms prior to beginning revenue service operations for the Project	PA Stipulation VI.B Consultations with Navy and NPS in progress.
The City shall monitor transit noise at the Pearl Harbor National Historic Landmark.	Within 1 year of the start of revenue operation	PA Stipulation X.D

