



## Meeting notes for

### Farrington Station Group Community Presentation Review Section 106 Programmatic Agreement Consulting Parties Meeting

*Date and Time:* **March 30, 2011, 10:00 am**

*Location:* **RTD Office, Alii Place, 23<sup>rd</sup> Floor Conference Room**

#### Presentation

An overview of the project was provided, including a summary of current status and schedule. The Farrington station group designs previously shown to the public in 2009 (includes West Loch, Waipahu Transit Center, and Leeward Community College Stations) were shown, along with a summary of the 300+ comments received from the community during the workshops.

#### Regarding the Community Meetings

- It was noted that comments from the 2009 community meetings are online on the Honolulu Transit website ([www.honolulustransit.org](http://www.honolulustransit.org)). Comments that came out of this meeting will be sent to all attendees and consulting parties.
- Another meeting is planned in approximately 3 months for consulting parties and the public to be updated on the station designs—targeted for June 2011.
- In February, RTD sent out a DVD with the PE-level designs for the guideway, stations, maintenance and storage facility, and other supporting facilities for comments by the consulting parties.

#### Discussion

- Concern was expressed about pōhaku (rock) stone-work in relation to the station design. It was agreed that we have to be sensitive to that issue and we need to talk with the community.
- It was noted there is a termite infestation on wood in Hawai'i that could affect beams that support the platform canopies at stations. It was agreed that when we get to construction, we will need to take a look at this issue. There was also some concern with the roof life; there may be issues and leaks. It was stated that the roof has an estimated 50-year life.
- It was mentioned that the *Compendium of Design Criteria* and the *Design Language Pattern Book* are (or will soon be) available on the website in the Section 106 tab.
- It was noted that a problem with the drawings and images presented is that they are acontextual; people have more difficulty understanding what is next to the station in regard to the urban fabric of the community; more detailed maps are needed and we need some type of photographs that will enable us to understand the surrounding environment; for example, LCC—we don't know what the college buildings look like.
- Concern was expressed about the project's impact on the existing center median on Farrington Highway on which the State has done a beautification program. How can we control graffiti and what is the plan for that strip once the concrete guideway is constructed above? What about plantings and landscaping? We need to identify the plans and on-going maintenance for that area.
- There is concern about the viaduct at the airport where the columns had graffiti and the planters, which were placed in the 1970s and were attractive, but have since become neglected and are an eyesore and a barrier between the two parts of the city.
  - It was noted that the project has a master landscape architect that will be responsible for the landscaping for the entire system so that the plant materials can be sustained in

different environments. There should be a consistency with visual themes and materials that are appropriately located. The median will be landscaped with irrigation in the median, and the maintenance will be taken care of by maintenance staff. Appropriate materials are being planned in the proper areas and the columns will have graffiti protection.

- On Kahekili Highway, they planted something that grows and crawls up the walls; that would also be an excellent anti-graffiti tool. The only down side is that it takes time for it to grow up the wall.
- It was noted the sails of the station platform are not related to the station design itself. Response was that this is a common theme that runs throughout every station.
- It was suggested there is a need for establishing a context independent of the platform itself; a pedestrian level comfort with an architectural familiarity in terms of scale, textures, and finishes. It was recommended that the station exterior reflect a consistent theme that respects the Hawaiian culture and climate in a contemporary way, while the station interior could have a local theme that reflects the neighborhood/community. It was suggested that visitors would also enjoy and appreciate these themes.
- It was asked if there are any station designs that have been proposed as a consistent standard and “look” to every station. The response was that there are similar elements from station to station; however, the context of each would be different. There will be a balance of all of the concepts as we go into all of the communities that have a particular point of view that they have brought to the table. Perhaps we could realize that there would be a single commonality that commuters and visitors would feel as they are in the Hawaiian Islands “externally” and get a feel for the local community “internally.”
- It was mentioned that although the design pattern book is filled with much information on indigenous Hawaiian forms, that the design doesn’t seem to reflect the themes identified. It is such an important source of information that needs to be relied upon; the designers should be more responsive to the content and designs in the pattern book. Without reference to the book, some of the important features may be eliminated in the process. One member suggested designs should incorporate the Ānuenuē (rainbow) theme and name, as that is one of the symbols of Hawai‘i. It is important to utilize a sophisticated level of Hawaiian language and culture in the Rail Transit project so that the project becomes a hallmark of the Hawaiian culture.
- It was asked if a more unified design could be considered for all of the stations. It was suggested that a unified design would help tie the system together to enhance the identity of the system. The response was that the City would consider that suggestion.
- It was mentioned that OIBC still has concerns with phases 3 and 4 concerning ‘iwi kupuna.
- It was suggested that throughout the modern history of Hawai‘i, city and state government has demonstrated a lack of empowerment with regards to the Hawaiian language and sense of place; there needs to be some incorporation of this into the design of the stations.
- It was asked, “what do visitors expect when they visit Hawaii?” We need to focus on comfort levels and standards.
- It was noted that West Loch is a name that we utilize for the (planning stage of the) Project, but all provisions of names, places, historical figures, and events in Hawaiian culture should be integrated into the plan. We should elevate the Hawaiian language so that is incorporated into the surroundings. We must realize that everyone who has made Hawai‘i home has contributed to the slow demise of the Hawaiian culture (whether they realize it or not). This is an important facet to maintain.

**Attending Project Staff**

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Mark Garrity, PB/GEC  
Ken Caswell, RTD  
Ryan Tam, RTD  
Mike Yoshida, RTD  
Kanuji Parmar, PB/GEC  
Bruce Nagao, RTD  
Barbara Gilliland, PB/GEC  
Faith Miyamoto, RTD  
Matt Derby, PB/GEC  
Kaleo Patterson, RTD

**Attending Consulting Parties (in person)**

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John Desoto (on behalf of Mahealani Sypher), Hawaiian Civic Clubs  
Hinaleiamoana Falemei, OIBC  
Mahealani Sypher, Oahu Council, Hawaiian Civic Clubs  
Jeffrey Dodge, Navy  
Tonya Moy (on behalf of Kirstin Faulkner), Historic Hawaii Foundation  
Ross Stephenson, SHPD

**Attending Consulting Parties (by phone)**

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Jerry Norris, OHA  
Elaine-Jackson-Retondo, NPS  
Betsy Merrit, NTHP  
Hannah Keeler, NTHP  
Terrance Ware, City/County