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To:	'Russ.K.Saito@hawaii.gov'
CC:	'Zaref, Amy'; 'garrity@pbworld.com'
Sent:	3/24/2010 6:29:45 PM
Subject:	Honolulu Rail Project - Aloha Stadium
Attachments:	2-24-10 DAGS mtg on Aloha Stadium Station Design - Notes.doc; Aloha_Stadium 4(f) FEIS Text.pdf; Benefits of Rail Transit to Aloha Stadium.doc

Hi Russ –

This is to followup on our conversation last week regarding the Section 4(f) de minimus impact on Aloha Stadium and the NPS determination regarding transit project use being in keeping with the recreational use of the stadium property. The following is some information regarding each of the determinations that we discussed:

Section 4(f) de minimus determination

De minimus impacts on recreation areas are defined as those that do not "adversely affect the activities, features and attributes" of the Section 4(f) resource, which in this case is the Aloha Stadium. USDOT guidance relates that a parking lot encroachment may be deemed de minimus as long as the public's ability to access and use the site is not reduced. It further goes on to state that de minimus impact findings will satisfy Section 4(f) requirements only. Attached is a copy of the draft text that is intended for inclusion in the Final EIS.

Federal Lands to Parks determination

The requirement that the National Park Service must determine that the proposed transit project use is in keeping with the recreational use of stadium property is independent of the Section 4(f) de minimus impact finding. For Aloha Stadium, the intent is to obtain an easement to use the stadium property and not to acquire the property.

In response to your concerns that there will be a net loss of parking spaces in the overflow lot, attached is an analysis that shows the benefits that the project will provide to the Stadium. Also, attached are notes from our last meeting.

Hope this answers your questions. If you have further questions, please contact me.

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