

Ke'ehi Lagoon Beach Park

Description and Significance of Property

Ke'ehi Lagoon Beach Park is an approximately 72-acre community park at Lagoon Drive and Aolele Street (Figures 5-3 and 5-4). It is bounded on the mauka side by Nimitz Highway and some industrial developments, on the makai side by the lagoon and airport property, 'Ewa by Lagoon Drive, and Koko Head by the Veterans of Foreign Wars Memorial property. It is operated and maintained by the City and is part of a General Preservation District (P2) on State-owned land. Recreational amenities include twelve tennis courts, one baseball field, restroom facilities, walking trails, and picnic areas. The baseball field is near the shoreline of Ke'ehi Lagoon, and eight of the tennis courts are near Lagoon Drive, while the other four are near Nimitz Highway. Canoe clubs engage in active practice sessions. Soccer and softball practices and games are also held regularly. Two separate parking areas contain 50 and 435 parking spaces.



Figure 5-3 Ke'ehi Lagoon Beach Park

Since Ke'ehi Lagoon Beach Park is located under a flight path of one of the main runways at Honolulu International Airport, night lights are prohibited in the park; therefore, the park is only used during the day.

Application of Section 4(f)

The Airport Alternative and the Airport & Salt Lake Alternative would impact Ke'ehi Lagoon Beach Park (Figure 5-4); the Salt Lake Alternative would not impact the park, as it does not directly serve the airport area. The approximately 2.8 acres (122,000 square feet) of impact would be associated with the elevated guideway. The placement of support columns would require 1,600 square feet of use. The elevated guideway would be approximately 40 feet above the ground to maintain clearance over Lagoon Drive and still meet the clearance required by the airport's runway flight path. This 40-foot clearance from grade would be maintained through the park to provide continued use of the area under the guideway, including an area for replacement parking.

The alignment through the park would be located adjacent to the mauka property line of the park on a narrow strip of parkland between the access road through the park and its northern boundary. This station would serve nearby industrial areas as well as the park. Because the Project would permanently incorporate the land for the columns into the transportation facility, this would be a direct use.

Avoidance Alternatives

The guideway would pass 40 feet above approximately 2.8 acres of the 72-acre park on its mauka side, using approximately 1,600 square feet for the placement of columns. In evaluating alternatives to the use of Ke'ehi Lagoon Beach Park, consideration was given to providing the greatest accessibility to the system with minimum impact to the park and the community.

Avoidance alternatives are limited by the need to connect the Lagoon Drive Station to the proposed Airport Station. Avoidance alternatives that run parallel to the proposed alignment on Ualena Street or Koapaka Street would create additional impacts by requiring more right-of-way acquisition

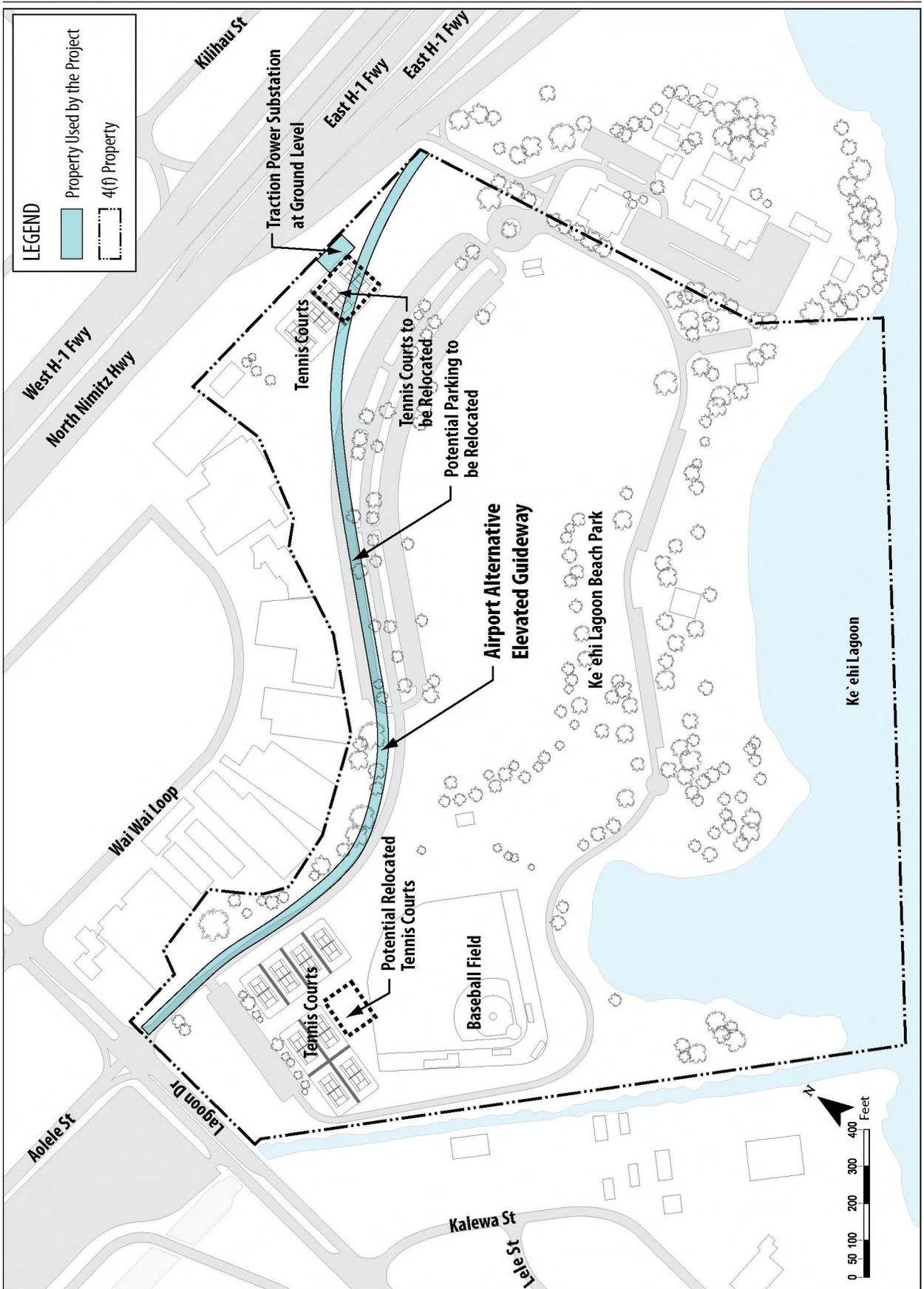


Figure 5-4 Ke`ehi Lagoon Beach Park Project Alignment and Features

and displacing more commercial properties along Waiwai Loop before entering the park. They would reduce the impact to the park but would still impact the tennis courts and parking.

The avoidance alternative that presents the least impact to Ke’ehi Lagoon Beach Park runs immediately makai of the Nimitz Highway and moves the Lagoon Drive Station mauka, adjacent to the highway. In order to connect the Airport and Lagoon Drive Stations, the alignment turns mauka at Aolewa Place (Figure 5-5). This avoidance alternative entirely avoids the parking and tennis courts at Ke’ehi Lagoon Beach Park.

To connect the Airport Station and Lagoon Drive Station, the guideway would pass over several additional commercial properties, resulting in at least nine additional full acquisitions and nine business displacements than the proposed alignment.

Further, the Lagoon Drive Station would have to be double-stacked (one platform above the other), and the guideway would have to be double-stacked from approximately Peltier Avenue to Ahua Street, a distance of about 600 meters. This, and the right-of-way requirements, would result in an additional \$75 million (2007 USD) in construction costs. For these reasons, this alternative is not considered prudent.

Agency Coordination and Consultation

Officials with the City Department of Parks and Recreation (DPR), which has jurisdiction over Ke’ehi Lagoon Beach Park, have been involved in the project planning and design process within the boundaries of the park. A meeting was held with DPR in May 2008 to discuss project impacts and ensure that the Project would result in a net benefit with regard to parking and recreational use.

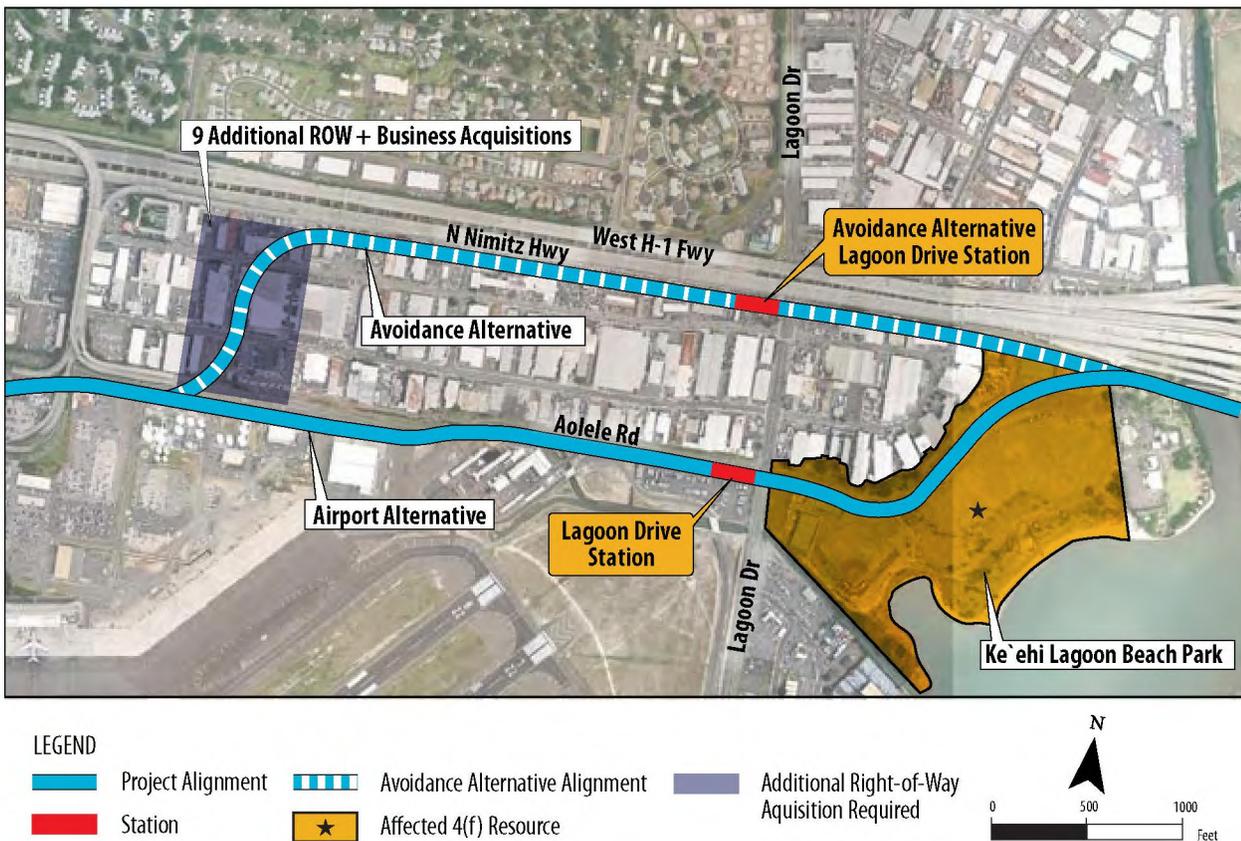


Figure 5-5 Ke’ehi Lagoon Beach Park Project Alignment and Avoidance Alternative

Measures to Minimize Harm

To minimize impacts to the park, minimum radius curves were used that would maintain efficient system operation while serving the Lagoon Drive Station. Although the four tennis courts adjacent to Nimitz Highway would be displaced, impacts to the tennis courts would be mitigated in their entirety and their use would be enhanced as the Project would move the tennis courts away from the highway or would provide another beneficial recreational facility that would be comparable. This could include bleachers or other improved facilities to provide a more enjoyable experience for the park's users. The lost parking spaces would be replaced with shaded parking under the guideway, which would result in no net loss of parking.

Queen Street Park

Description and Significance of Property

The Hawai'i Community Development Authority (HCDA) has set aside public funding for a 2-acre planned park on the Queen Street extension. It is planned as a passive recreation area with a children's playground and limited other amenities. The park will be built on both the mauka and makai sides of the street. The Project would use a portion of the park on the mauka side of Queen Street (Figures 5-6 and 5-7).

Application of Section 4(f)

All of the Build Alternatives would use Queen Street Park. Because the park is being funded with public money, and because it is planned for a recreational use, it qualifies as a Section 4(f) resource. The Project would use approximately 250 square feet of land along the mauka side of Queen Street for construction of five straddle-bent column structures to support the guideway. The Project would require right-of-way from the park and convert land to a transportation use. This constitutes a direct use of the park. The use is not temporary and cannot be considered a constructive use (23 CFR 774.15).

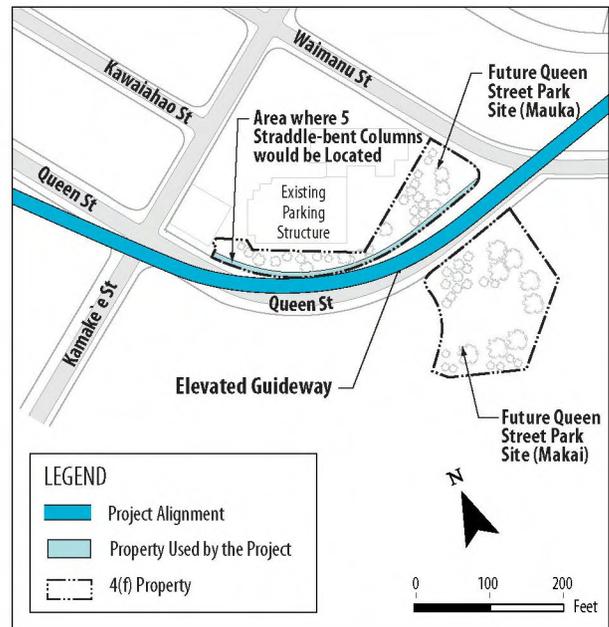


Figure 5-6 Future Queen Street Park Project Alignment and Features



Figure 5-7 Future Queen Street Park Site

The area required from the park is small, approximately 250 square feet of the 2 acres, and would be located within a 10-foot-wide strip along the mauka side of Queen Street. Only five straddle-bent columns would touch down within the park itself, and they would not interfere with the use of the park because they are located adjacent to Queen Street where no park amenities would be located. The park owner would be compensated for all land acquired. Because the amount of right-of-way required is small, is located along the mauka edge, and does not substantially impact use of the