



# United States Department of the Interior



NATIONAL PARK SERVICE  
Western Region  
600 Harrison Street, Suite 600  
San Francisco, California 94107-1372

IN REPLY REFER TO:

2400 (WR-RG)

July 15, 1992

Mr. Joseph M. Magaldi, Jr.  
Director  
Department of Transportation Services  
City and County of Honolulu  
Honolulu Municipal Building  
650 South King Street  
Honolulu, Hawaii 96813

Dear Mr. Magaldi:

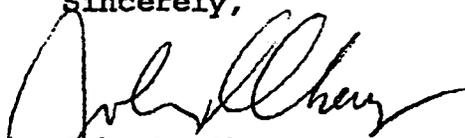
As a result of our recent clarifying telephone discussions and a review of the additional information provided by "fax" and your July 14, letter, we have reconsidered the position of the National Park Service, outlined in our May 12, 1992, letter, regarding the City/State proposal to allow the use of a portion of the Aloha Stadium property (former Halawa/Aiea Veterans Housing Area, GSA No. N-Haw-495A) for the Honolulu Rapid Transit Project (transit station, aerial guideway structure, and park and ride facility).

The rapid transit project with a station located at Aloha Stadium will definitely provide much needed and improved alternative public access to the multi-use stadium facility. The use of an existing overflow parking area for the park and ride facility adjacent to the transit station that will still be available for parking for most stadium events, which take place at night and on weekends, should have very little impact on the public's use and enjoyment of the stadium and the types of activities occurring there. The plans to provide additional stadium parking under the freeway and in a parking structure along the east side of the stadium property should more than compensate for the loss of parking due to construction of the transit station and aerial guideway. The rapid transit project should cause minimal negative environmental impacts on the fully improved stadium property and, in fact, should result in a net positive impact as a consequence of the anticipated reduction in air pollution due to the increased use of public transportation for stadium events.

In light of the above considerations, we find the proposed rapid transit project to be compatible with the terms of transfer for this former Federal property and can be considered an eligible support facility for the stadium complex. You may consider this letter as formal NPS approval to allow the Honolulu Rapid Transit

Project to be developed on the Aloha Stadium property as proposed in your letter, with attachments, dated May 4, 1992. Thank you for your cooperation in this matter.

Sincerely,



John D. Cherry  
Associate Regional Director  
Resource Management and Planning

cc: Mr. Eddie Lapa, Chairman  
Stadium Authority