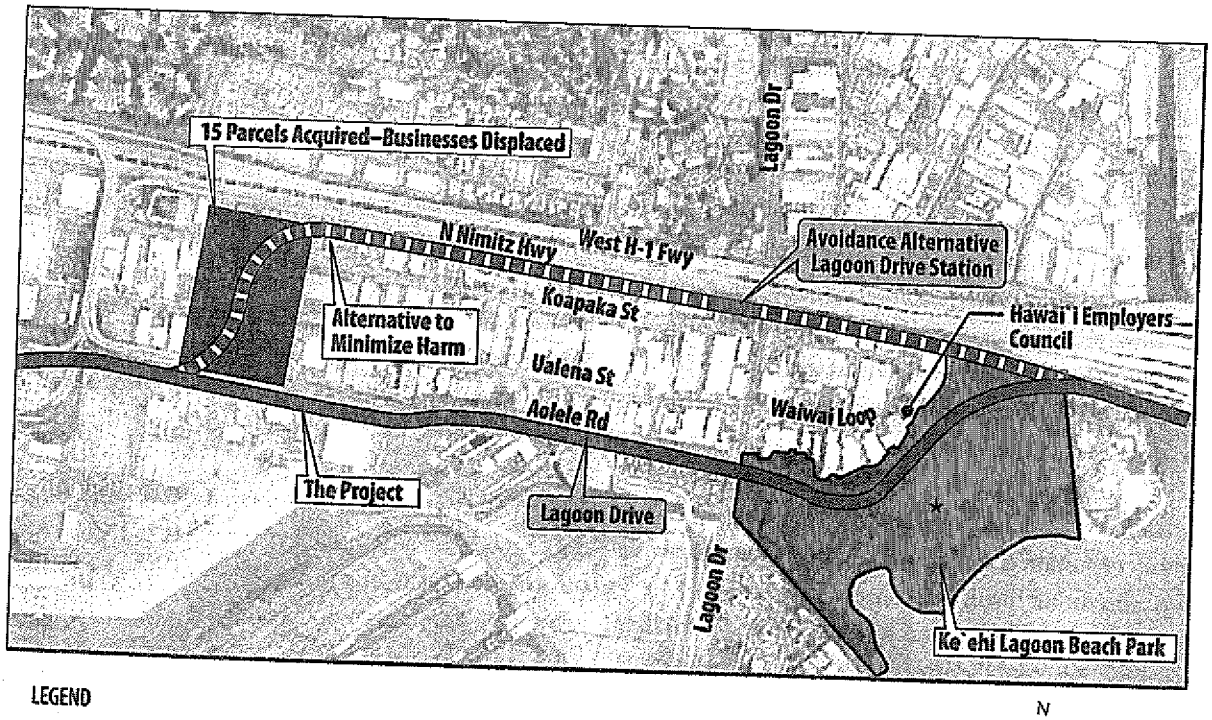
along Waiwai Loop before entering the park. They would reduce the impact to the park but would still impact the tennis courts and parking.

The alternative alignment having the least impact to Ke'ehi Lagoon Beach Park would run immediately makai of the Nimitz Highway, along the mauka edge of the park (Figure 5-9). This would entirely avoid the parking and tennis courts at Ke'ehi Lagoon Beach Park.

With this alternative, the guideway would pass over several commercial properties, resulting in an additional approximately 15 full acquisitions and numerous business displacements between Aolele Street and North Nimitz Highway and 21 partial acquisitions along the H-1 Freeway. Most of these properties are occupied by airport-related businesses, such as car rentals, couriers, etc. This alignment would pass over approximately 0.1 acre of the 72-acre park and use approximately 100 square feet of ground for park space for the placement of support columns. Furthermore, with this option 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 1,969 feet, to fit between the existing highway and properties makai of the highway. 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.

To minimize impacts to the park, the alignment was placed away from the picnic area and above a parking area where the shade it provides will benefit the park's users. There are eight lighted



LEGEND
The Project
Station
Alternative to Minimize Harm
Affected 4(f) Resource
Additional Right-of-Way Acquisition Required
N
0 500 1000 Feet

Figure 5-9 Ke'ehi Lagoon Beach Park—Project and Avoidance Alternative

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