

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

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JEREMY HARRIS
MAYOR



April 8, 1999

RANDALL K. FUJIKI, AIA
DIRECTOR

ROLAND D. LIBBY, JR., AIA
DEPUTY DIRECTOR

OFFICE OF ENVIRONMENTAL QUALITY CONTROL
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RECEIVED

Mr. Gary Gill, Director
Office of Environmental Quality Control
State Office Tower
235 South Beretania Street, Room 702
Honolulu, Hawaii 96813

Dear Mr. Gill:

Subject: Finding of No Significant Impact (FONSI) for the Proposed Transfer of Lands to the City for Park and Recreation Purposes, Naval Air Station Barbers Point

The Department of Design and Construction, City and County of Honolulu, has reviewed the comments received during the 30-day public comment period which began on December 23, 1998. The agency has determined that this project will not have significant environmental effects and has issued a FONSI. Please publish this notice in the April 23, 1999 Environmental Notice.

We have enclosed a completed OEQC Publication Form, four copies of the final environmental assessment, and the project summary on a diskette.

If there are any questions, please call Mr. Brian Suzuki of our Planning and Programming Division at 527-6316.

Sincerely,


FOR RANDALL K. FUJIKI
Director

RKF:ei

Enclosures

46

APR 23 1999

1999-04-23-OA-*FEA* - Barbers Point
Naval Air Station Reuse Plan

FILE COPY

FINAL ENVIRONMENTAL ASSESSMENT

**Proposed Transfer of Land to the
City and County of Honolulu
for Park and Recreation Purposes**

Naval Air Station Barbers Point
Honouliuli, Ewa District, Oahu, Hawaii

Proposing Agency

Department of Design and Construction
City and County of Honolulu

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RECEIVED

April 1999

FINAL ENVIRONMENTAL ASSESSMENT

**Proposed Transfer of Land to the
City and County of Honolulu
for Park and Recreation Purposes**

**Naval Air Station Barbers Point
Honouliuli, Ewa District, Oahu, Hawaii**

Prepared in Partial Fulfillment of the Requirements
of Chapter 343, Hawaii Revised Statutes and
Chapter 25, Shoreline Management,
Revised Ordinances, City and County of Honolulu

Prepared For

Department of Design and Construction
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Prepared By

Gerald Park Urban Planner
1400 Rycroft Street
Suite 876
Honolulu, Hawaii 96814

April 1999

SUMMARY INFORMATION

Project: Proposed Transfer of Land to the City
and County of Honolulu for Park and
Recreation Purposes
Naval Air Station Barbers Point
Honouliuli, Ewa District, Oahu, Hawaii

Proposing Agency: Department of Design and Construction
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Accepting Authority: Department of Design and Construction for
Mayor, City and County of Honolulu

Tax Map Key: None

Land Area: Approximately 506 acres

Existing Land Owner: U.S. Navy
Future Owner: City and County of Honolulu

State Land Use Designation: Urban
Development Plan Area: Ewa
Urban Land Use Map: Military, Park
Public Facilities Map: Park
Zoning: F-1
Special Management Area: Coastal Lands Inside SMA

Need for Assessment: Use of County Lands and Funds
Special Management Area Permit Required

Contact Person: Don Griffin
Department of Design and Construction
Division of Planning and Programming
City and County of Honolulu
650 South King Street, 9th Floor
Honolulu, Hawaii 96813
Telephone: 527-6324

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SECTION 1 DESCRIPTION OF THE PROPOSED ACTION

A. Background

Naval Air Station Barbers Point is located on the flat southern coastal plain of Oahu at Honouliuli, Ewa District. It is located approximately 20 miles west of downtown Honolulu and 8 miles west of Ford Island at Pearl Harbor. Approximately 3 miles long and 2 miles wide, Naval Air Station Barbers Point ("NASBP") is bordered by the City of Kapolei to the north, Ewa Beach residential communities to the east, the Pacific Ocean to the south, and Campbell Industrial Park to the west (See Exhibit 1-1).

The history of the installation can be traced to 1930 when the U.S. Navy leased 206 acres of land on the Ewa Plain. Ten years later, in 1940, the Navy acquired 3,600+ acres of land from the Estate of James Campbell. Additional properties were acquired with the last purchase recorded in 1979 which increased the size of the installation to 3,709.134 acres (See Exhibit 1-2). NASBP is currently home to seven Navy aircraft squadrons, one Army squadron, and one Coast Guard squadron. Non-Navy tenants include the State of Hawaii Air National Guard, the U.S. Army, and the U.S. Coast Guard.

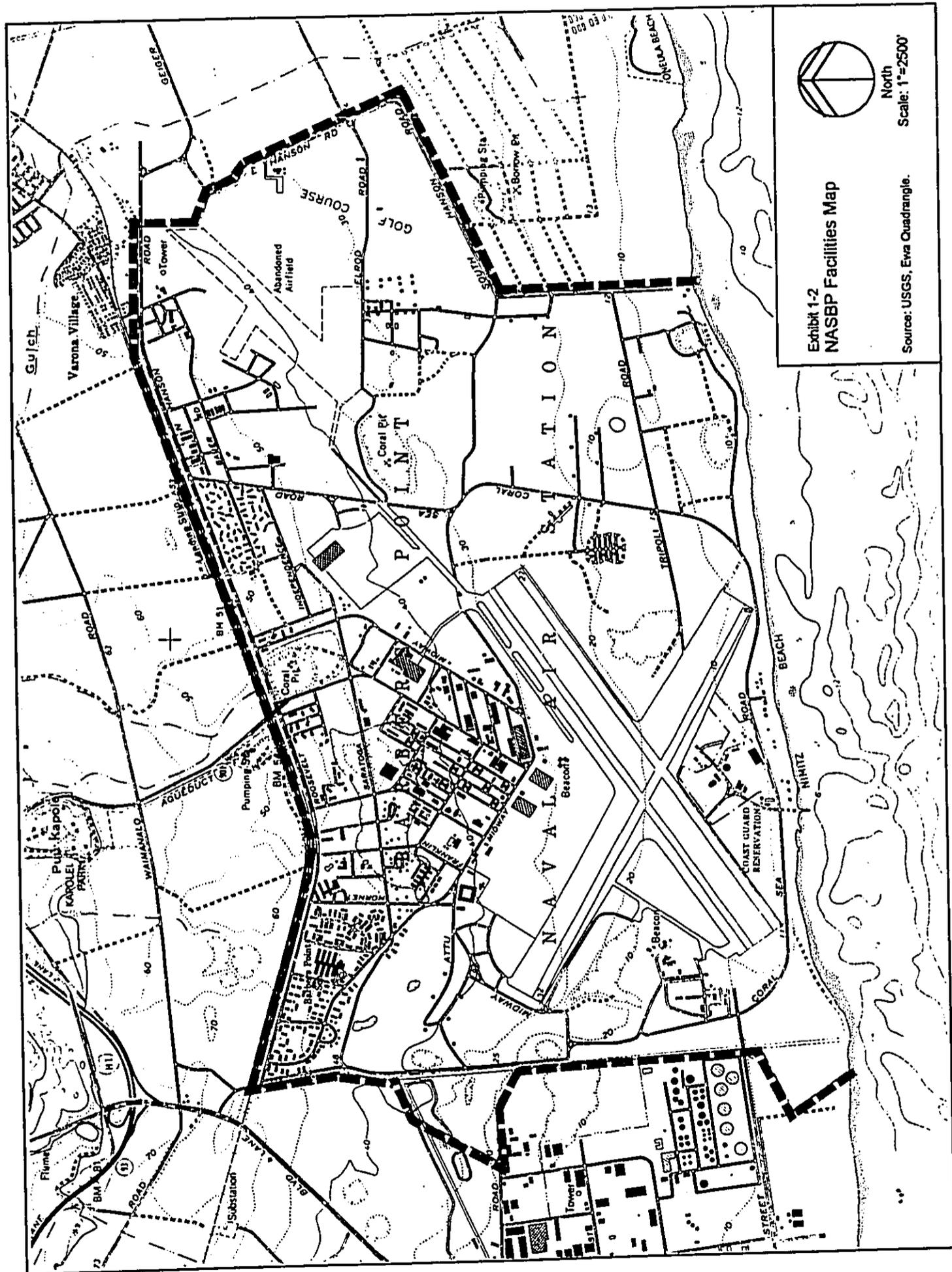
In June, 1993, the Base Realignment and Closure Commission ("BRAC") recommended the closure of Naval Air Station Barbers Point to the President of the United States. The recommendation was reviewed by the President and confirmed by the United States Congress in September, 1993. Closure of NASBP will be completed in July, 1999.

In September, 1993, the Governor of the State of Hawaii and the Mayor of the City and County of Honolulu identified the State of Hawaii as the "lead government" for the planning and implementation of the transition of uses and lands from the United States government to the State of Hawaii ("State") and City and County of Honolulu ("City"). The Barbers Point Reuse Committee was formed to assist in this process. In 1994, the Barbers Point Reuse Committee was formalized as the Barbers Point Redevelopment Commission by Executive Order 94-08. The Commission is an advisory body to the Governor charged with preparing a redevelopment plan for NASBP.

In 1996, the Barbers Point Redevelopment Commission adopted the Community Redevelopment Plan Amendment 1 ("Community Redevelopment Plan") as the land use plan for approximately 2,100 acres at NASBP which had been declared surplus by the U.S. Navy. Proposed land uses includes a general aviation airport, large areas for public parks and recreational uses, commercial and industrial uses, and residential areas. The Navy will retain approximately 1,130 acres which includes its existing housing areas, Barbers Point Golf Course, and beach cottages for officers and enlisted personnel along the shoreline. Approximately 490 acres will be transferred to other federal agencies.

The City and County of Honolulu has requested and the Community Redevelopment Plan proposes the transfer of approximately 506* acres to the City for the development of a major regional park and recreation facilities to serve the recreation needs of Ewa and Leeward Coast residents and Oahu's

* Note: The 506 acres is about 24 acres less than the 530 acres reported in the Draft Environmental Assessment (November, 1998). The 506 acres was estimated from preliminary plans and maps furnished by the US Navy. The total acres to be transferred is subject to change pending final lot stake outs and metes and bounds descriptions.



population to the year 2020. The Department of Parks and Recreation ("DPR"), City and County of Honolulu, is applying to the National Park Service, U.S. Department of the Interior, for the release of federal surplus property for public park and recreation purposes.

The DPR Long-Range Recreation Plan (1982) identifies the public need for park space and sports facilities through surveys of existing parks, population projections, and analysis of recreational standards and needs as a basis for estimating park demand. The DPR concluded that the Ewa area needs a regional park to serve the resident population that is projected to increase by more than 100 percent over the next twelve years. The proposed regional park will also serve island and state-wide residents.

According to DPR statistics, Ewa area parks offer too few open play fields and campsites to serve the increasing population and the proliferation of sports and recreation activities among all age groups. Demand for field space remains high for boys and girls soccer, adult softball, football (including men's touch and tackle football), Pop Warner football, girls' softball, youth baseball, and increasingly, in-line skating.

There are no campsites in the Ewa region. Nanakuli Beach Park about 7 miles to the northwest accommodates campers but its 14 campsites are always full during the summer. Keaau Beach Park about 18 miles past Nanakuli Beach Park provides 55 campsites.

This Environmental Assessment has been prepared to evaluate potential impacts that may result from the transfer of surplus federal land at NASBP to the City and County of Honolulu and development of the land for recreational purposes.

B. Technical Characteristics

The City and County of Honolulu plans to develop 344 acres into a major, island-wide regional park named Kalaeloa Regional Park. Kalaeloa is the Hawaiian name for that portion of land at Honouliuli on which NASBP is located. The remaining 162 acres will be developed into a sports health fitness training complex (150 acres), a park maintenance facility (4.6 acres) and a neighborhood park (7.5 acres).

The 506 acres consist of 11 separate parcels and their locations are shown in Exhibit 1-4. The surplus properties have not been master planned but the City is proposing a range of improvements and activities for each reuse area. A detailed Master Plan will be prepared after the transfer of land is completed. A summary of proposed uses for each reuse area is presented below.

Reuse Area 1: Kalaeloa Beach Park

Located in the southeastern section of the Base, Kalaeloa Beach Park is bordered by sections of Eisenhower Road and Coral Sea Road on the north, the Pacific Ocean on the south, and the Navy's retained shoreline areas (Officers Cottages) on the east and west (Enlisted Cottages).

This area features wide, white sand beaches and is suitable for ocean recreation activities and passive recreation opportunities. Surfing and sunbathing are popular activities in this area. The 29 acre park will be improved with comfort stations, an open air pavilion, and parking along Eisenhower Road. A comfort station (and concession stand) exists on the site and new comfort stations will be appropriately spaced and located to service beach users. Accessible rest rooms,

changing rooms, and outdoor showers are proposed at each comfort station. The open air pavilion will provide shelter for picnickers during rainy periods and could serve as a stage for formal and informal musical and cultural events. Family tent camping and picnic areas are located in wooded areas between White Sands and Nimitz Beaches.

Reuse Area 2: Kalaeloa Shoreline Park

Kalaeloa Shoreline Park will be designated along the southwest shoreline of the installation. Located seaward of the main airfield runways, this 7 acre area is bordered by Coral Sea Road on the north, the ocean on the south, the Navy's retained shoreline area (Enlisted Cottages) on the east, and an area of open space in the southwest corner.

Here, the sandy beach is narrow, exposed to prevailing winds in the absence of trees, the shoreline and waters are not particularly good for swimming, and vehicle access is generally restricted to authorized vehicles. This shoreline park will provide opportunities for shoreline fishing, throw net, educational activities, and passive recreation. The outfall for the former wastewater treatment plant is used for fishing and will become part of the shoreline park. At this time no facilities are proposed for this area.

Reuse Area 3a : Kalaeloa Group Camping

Kalaeloa Group Camping Grounds is located to the north of Kalaeloa Beach Park between Eisenhower Road on the south and Tripoli Road on the north. This 60 acre area will be developed to accommodate large group camping. With permission of the US Navy, the Boy Scouts of America built a 3.5 acre campsite in this area and has administered and maintained it for 15 years. This area is well wooded and trees may have to be selectively cleared. Proposed improvements to support camping would include comfort stations (including a combination comfort station and administration building), basketball and volleyball courts, picnic tables, benches, barbecue grills, and parking.. All facilities will be ADA accessible. No cabins will be constructed and camping will be regulated by permit.

Reuse Area 3b: Kalaeloa Camping Grounds

Campgrounds for individuals and families will be developed in the area north of Kalaeloa Beach Park and west of Kalaeloa Group Camping Grounds. Except for a comfort station, minimal support improvements are proposed. Facilities and improvements will be completely accessible and available to all age groups. Camping will be regulated by permit.

Reuse Area 4: Court Sports Area

Located to the east of the proposed group camping area, Reuse Area 4 is bounded by Tripoli Road on the north, the Officers beach cottages on the south, White Plains Road on the west, and Essex Road on the east. The 19 acre site is relatively flat and the City proposes to develop a play court complex consisting of a minimum of four or more "regulation" basketball, volleyball, and tennis courts. This area is also suitable for baseball and softball fields. An administrative building will be constructed to provide office space for the operation and maintenance of the play courts. The building will include a comfort station. A parking lot and landscaping will be included as part of the improvements. Lighting for night use will be considered in the Master Plan.

Reuse Area 5: Baseball and Softball Fields

Approximately 60 acres in size, this rectangular shaped area will be designated for baseball and softball fields. Reuse Area 5 is bounded by Tripoli Avenue on the north, the Kalaeloa Group and Individual Camping Grounds on the south, Coral Sea Road on the west, and White Plains Drive on the east.

The City is proposing to develop a minimum of four baseball fields and five softball fields. At least two of the baseball and two of the softball fields will include team dugouts and spectator accommodations. The baseball and softball fields can be used by youth leagues, adult leagues, and other organizations for games and practices. Comfort stations and parking lots will be developed to support baseball and softball players and spectators. The parking lots and non-field areas will be landscaped. Lighting for night use will be considered in the Master Plan.

Reuse Areas 6 and 7: Open Practice Fields

Reuse Areas 6 and 7 are a combined 63 acres in size and fairly flat. The two sites will be developed as open practice fields to accommodate public users and organized league practice for soccer, football, rugby, cricket, gate ball and open area recreation activities such as biking, jogging, kite flying, and model airplane flying. Improvements consisting principally of grading, grassing, irrigation, comfort stations, and parking will be provided in both areas. Both parcels are triangular shaped and the siting of fields for specific activities will be determined later.

Reuse Area 6 is bordered by Tripoli Road to the north, Coral Sea Road to the west, and the boundaries of the reliever airport to the south and east. Reuse Area 7 is bounded by the boundaries of the reliever airport to the north and west, a service road to the south, and Coral Sea Road to the east.

Reuse Area 8: Park Maintenance Area

A park maintenance facility will be developed on this 4.6 acre site. The maintenance facility will service all park facilities at NASBP and the Ewa region. Proposed improvements include storage facilities for various park vehicles and equipment, administrative offices, a grass farm, and storage for materials commonly used in performing routine maintenance of park equipment and facilities.

Reuse Area 8 is bounded by the reliever airport boundaries to the north and east, Coral Sea Road to the south, and the U.S. Coast Guard Station to the west.

Reuse Area 9: Kalaeloa Plaza

Reuse Area 9 consists of 225 acres located in the northeastern section of the installation near the Barbers Point Golf Course. The City proposes to develop the site into two sub-areas. About 150 acres is planned for an athletic training center for national and international athletes and teams.

Pending completion of a comprehensive market study and analysis, the City will proceed with detailed long-term planning for the training center. The training center is tentatively designated the "Pacific International Sports Center" and will include the facilities and uses described below and shown in Exhibit 1-4.

Administration Complex. Office space to accommodate all administrative and clerical staff.

Events Planning and Development Center. Meeting and conference rooms and facilities to accommodate meetings and gatherings for the planning of sports events or other related sports activities.

Visitor Center and Hall of Fame. A local sports Hall of Fame enshrining local athletes and a visitor information center.

Sports Performance Clinic. The clinic will be comprised of facilities dedicated to training athletes or teams for certain sports.

Sports Medicine and Clinic. A center for sports medicine research which may include a medical clinic to treat sports injuries, a rehabilitation clinic for injured athletes, and various laboratories for sports medicine research.

Aquatics Center. The center would include an Olympic size swimming pool (100 meters) and a pool for diving. An enclosed center is envisioned but the aquatics facility may be built outdoors.

Multi-Purpose Gymnasium. The gymnasium will be used for basketball, volleyball, boxing, and gymnastics training.

Training and Exhibition Arena. An indoor arena for competitive sports—primarily basketball, volleyball, boxing, and gymnastic competitions. Seating for 3,000 to 5,000 spectators may be provided. The arena also will be used as a display area for sports related exhibitions or expositions. The training area will include weight rooms and exercise equipment.

Education Center. Classrooms for instruction of athletes, public meetings, and classes.

Outdoor Track and Field Training Complex. An Olympic standard outdoor track and field complex for training and competitions. The complex may accommodate seating for 3,000 to 5,000 spectators.

Outdoor Training Field and Courts. Fields and courts will be located at various areas on the site and includes a baseball field and stadium, softball fields, soccer fields, and tennis courts. The baseball stadium may include seating for 1,000 to 3,000 spectators.

Athletes Residence and Dining Facility. Dormitories for short and long-term accommodations for athletes and teams in training. A dining facility will be included.

The second sub-area of about 75 acres will be developed as Kalaeloa Regional Park North. Located under the aircraft flight path of the existing airfield, the park will be developed for in-line hockey and hard surface courts using the paved surface of the abandoned Ewa airfield in the southeastern portion of the site. The southern portion of Reuse Area 11 will be improved for field sports such as soccer, football, and softball. The park will include an office/comfort station building, parking, and landscaping.

Reuse Area 10: Downtown Neighborhood Park

This is an existing 3.7 acre park in the "downtown" area of NASBP currently used for passive and active recreation and open space. The park is located between Yorktown Avenue to the north, Midway Avenue to the south, Leyte Roadway to the west, and Bunker Hill to the east. Additional acreage has been added to this site for a total of 7.5 acres. The larger area will allow the DPR to develop the park to its neighborhood park standards.

Reuse Area 11: Open Practice Fields (Tentative)

Reuse Area 11 is identified on installation maps as the "fire pit" and was previously used for training by US Navy fire fighters. The City will evaluate the suitability of this parcel and portions determined to be suitable for recreation will be improved as open play fields.

C. Economic Characteristics

The surplus Federal land will be transferred to the City at no cost pending approval of the property transfer request by the National Park Service. The City will plan, design, finance, construct, manage, and maintain the facilities and grounds comprising Kalaeloa Regional Park. Design and construction costs for the proposed improvements excluding infrastructure improvement costs and the cost of the Pacific International Sports Center is estimated at \$20 million. Improvements will be funded primarily by the City and County of Honolulu through its Six-Year Capital Improvements Budget.

Operating expenses for Kalaeloa Regional Park—primarily wages and benefits for one complex supervisor, one recreation director, and seven maintenance personnel—are projected at \$200,000 annually beginning in the year 2000.

Development of Kalaeloa Regional Park is projected over a period of 24 years. A four-phase implementation schedule is contemplated. Implementation of the proposed improvements for each of the reuse areas will depend in part on available funding, improvement priorities, population growth and development in the Ewa region, and regional and island-wide recreational needs.

Phase I (Years 1 through 6).

Complete site work to include grubbing, grading, and grassing sites. Install irrigation systems, build the training track and comfort stations; and create open play fields.

Phase II (Years 7-12).

Improve and embellish individual sites, develop campgrounds, build the open air pavilion at Kalaeloa Beach Park, and break ground for the sports training facility.

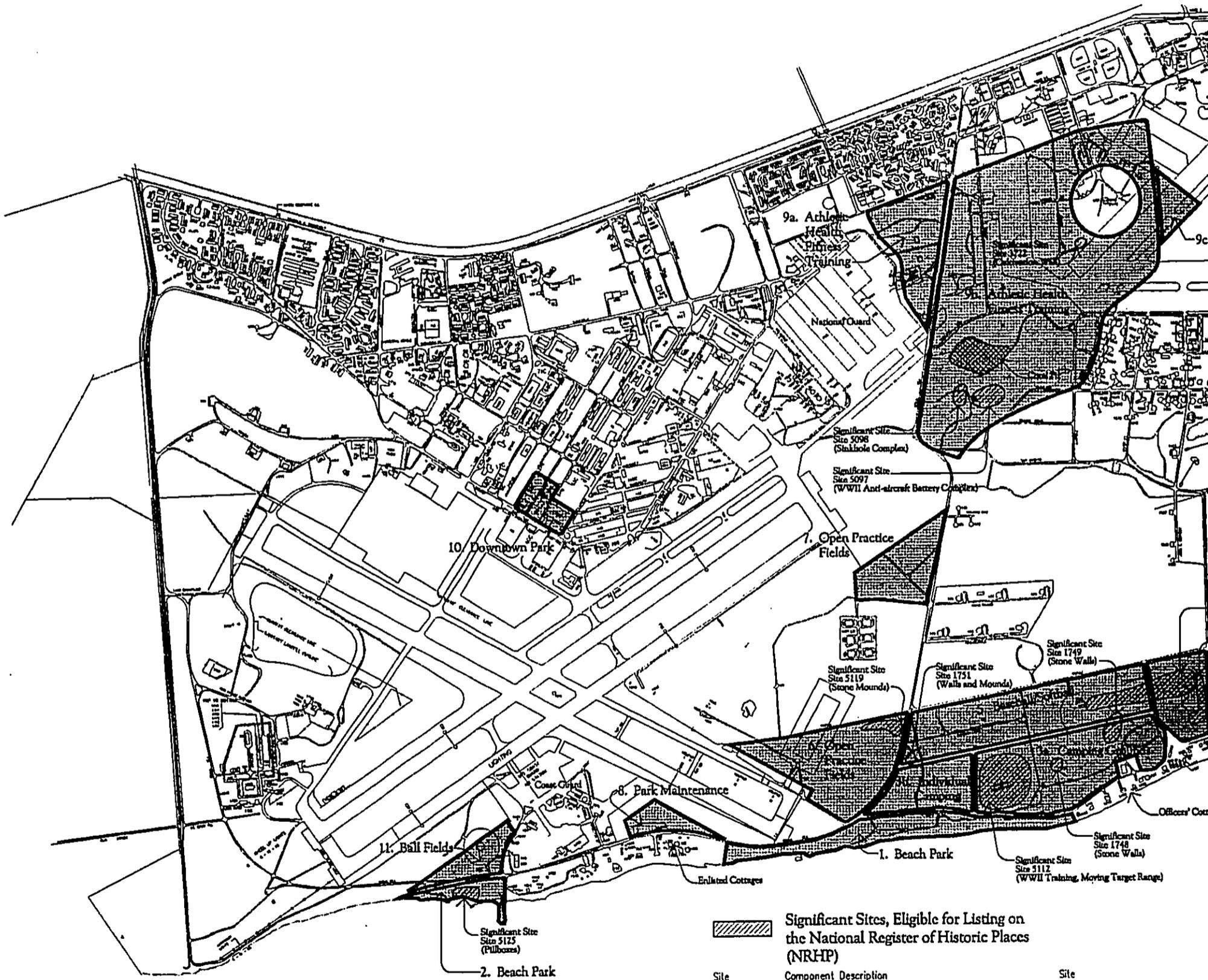
Phases III and IV (Years 13 through 24).

Add to the sports training facility to include athletic training and spectator facilities.

D. Social Characteristics

No active residential quarters or naval aviation and support facilities are located on the land proposed for transfer. Prior or existing activities on the reuse properties are described in other sections of this Assessment.

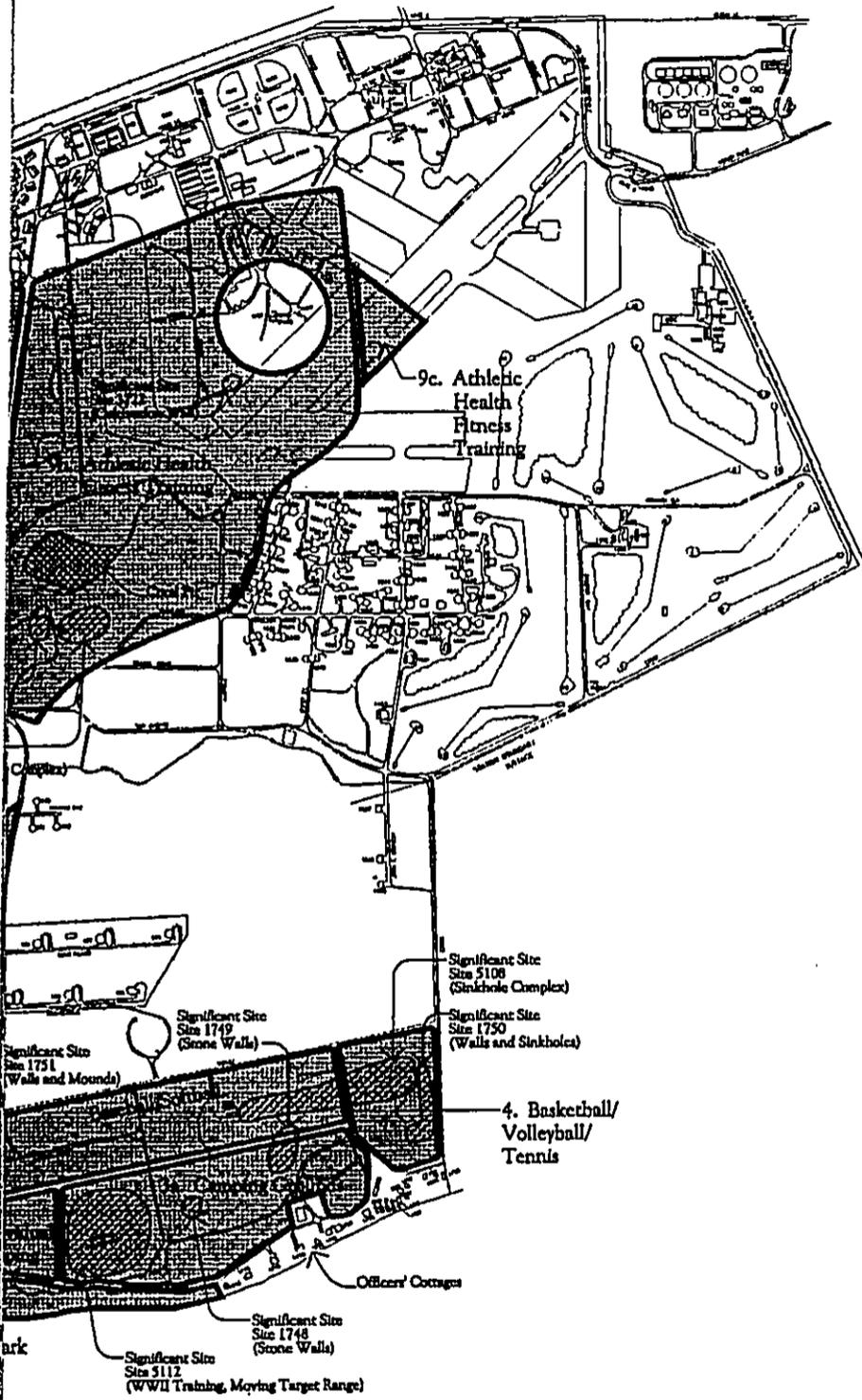
Park improvements will comply with Americans with Disabilities Act (ADA) guidelines (Department of Transportation Services, 1999).



Significant Sites, Eligible for Listing on the National Register of Historic Places (NRHP)

Component Description
 Source: BPNAS Cultural Resource Inventory,
 by Tuggle/Tomonari-Tuggle, July 1997

Site Number	Component Description	Site Number	Component Description
1748	Stone Walls	5098	Sinkhole Complex
1749	Stone Walls	5108	Sinkhole Complex
1750	Walls and Sinkholes	5112	WWII Training
1751	Walls and Mounds	5119	Stone Mounds
3722	Cultivation Wall	5125	WWII Pillboxes
5097	WWII Anti-aircraft Battery Complex		



for Listing on
Historic Places

Inventory,
1997

Site Number	Description
5098	Sinkhole Complex
5108	Sinkhole Complex
5112	WWII Training, Moving Target Range
5119	Stone Mounds
5125	WWII Pillboxes

Complex

Proposed Reuse Areas

Area figures are approximate and should be used for conceptual planning purposes only.

Approximate Acreage	Component Description
~29 Acres	1. Beach Park Comfort Station Pavilion
~7 Acres	2. Beach Park Existing Fishing Pier
~60 Acres	3a. Camping Grounds Group Camp Grounds, Including Boy Scout Camp Comfort Station Basketball/Volleyball
~20 Acres	3b. Individual Camping Comfort Station
~19 Acres	4. Basketball/Volleyball/Tennis
~60 Acres	5. Baseball/Softball
~44 Acres	6. Open Practice Fields Soccer, Football, Informal Softball
~19.3 Acres	7. Open Practice Fields Soccer, Football, Informal Softball
~4.8 Acres	8. Park Maintenance Area
~22.7 Acres	9a. Athletic Health Fitness Training
~196.9 Acres	9b. Athletic Health Fitness Training
~5.6 Acres	9c. Athletic Health Fitness Training Including: Admin, Events Planning and Development, Sports Performance Clinic and Visitor Center Track and Field In Line Hockey Rugby Biking Spa (Training Quarters) Swimming Pool Gym Community Garden Plots
~7.5 Acres	10. Downtown Park
~10.3 Acres	11. Ball Fields
~506 Acres	Approximate Total

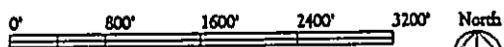
Exhibit I-3

City and County of Honolulu
Department of Parks and Recreation

Proposed Reuse Areas Barbers Point Naval Air Station

Showing Location of Archaeological Sites
Recommended For Preservation

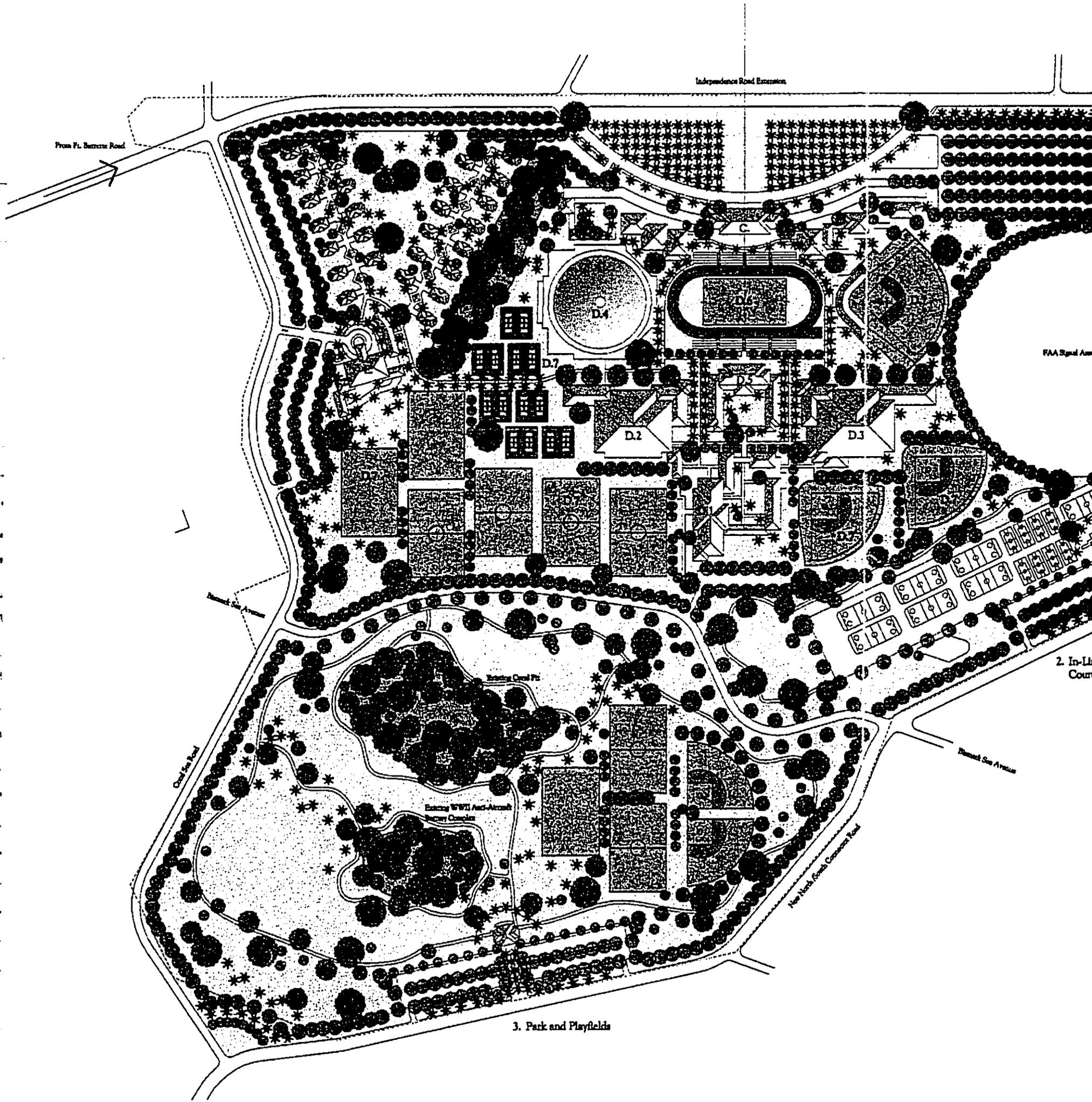
GROUP 70



Drawing Scale 1"=800'/1600'

bpnas(2_24upd).dwg

24 February 1999



From Ft. Bennett Road

Independence Road Entrance

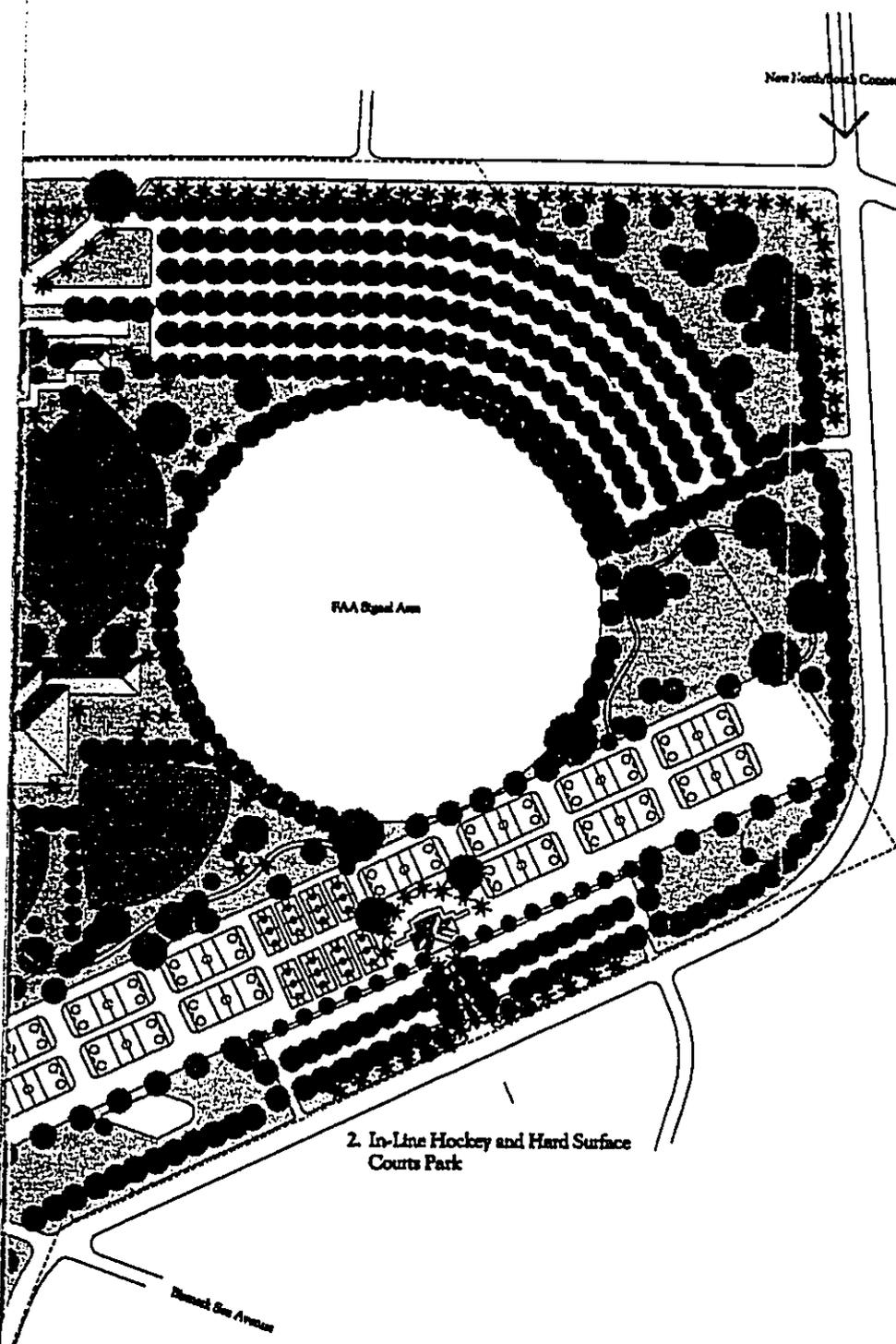
FAA Signal Area

2. In-L...
Cour...

Edward See Avenue

New North South Commerce Road

3. Park and Playfields



Facility Description

Dashed property boundary represents Department of Parks and Recreation Proposed Renovation Application Plan 13 June 1998.

1. **Kalaeloa Plaza:
The Pacific International Sports Center**
 - A. Administrative Complex
 - B. Events Planning and Development Center
 - C. Hall of Fame and Visitor Center
 - D. Sports Performance Facility
 - D.1 Sports Medicine and Clinic
 - D.2 Aquatics Center
 - D.3 Multi-Purpose Gymnasium
 - D.4 Training and Exhibition Arena
 - D.5 Education Center
 - D.6 Outdoor Training Track
 - D.7 Outdoor Training Fields and Courts
 - E. Athletes Residence and Dining Facility
2. In-Line Hockey and Hard Surface Courts Park
3. Park and Playfields

Exhibit 1-4

Kalaeloa Plaza

The Pacific International Sports Center
Initial Redevelopment Concept Site Plan

GROUP 70
INTERNATIONAL



0' 400' 800'

Drawing Scale 1"=400'

newspott.dwg, NSstocx.eps, NSbase.eps, NSfieldlines.eps

18 June 1998, 22 June

SECTION 2 AFFECTED ENVIRONMENT

This section summarizes the physical and man-made environment at NASBP. Information presented herein was excerpted principally from *Environmental Baseline Survey for Naval Air Station Barbers Point* prepared by Ogden Environmental and Energy Services Co., Inc. and dated June 1994. Ogden notes that its information was obtained from a literature review of previous studies including:

- *Initial Assessment Study of Naval Air Station Barbers Point*. Naval Energy and Environmental Support Activity (NEESA), 1983.
- *Flora and Fauna Report of Naval Air Station Barbers Point, Oahu Hawaii*. Botanical Consultants, 1984.
- *Natural Resources Management Plan, Naval Air Station Barbers Point*. Traverse Group, Inc. 1988.
- *Ewa Marina Ocean/Marina Monitoring Program, Reef Community Structures: Report No.1*. Marine Research Consultants, 1991.

Other references used in preparing this section are:

- *Naval Air Station Barbers Point Community Redevelopment Plan Amendment 1*. Helber Hastert & Fee, Planners, 1997.
- *Draft Environmental Impact Statement for the Disposal and Reuse of Naval Air Station Barbers Point, Hawaii*. Department of the Navy, 1998.

A. Physiography

NASBP is located on the southern coastal plain (also known as the Ewa Plain) of Oahu. The southern coastal plain consists of a broad, elevated coral reef that is partially buried by alluvium eroded from upland areas. The ground surface slopes gently southward, from a maximum elevation of about 65 feet along the northern border of the installation to sea level at the southern coastal boundary (NEESA, 1983).

B. Climate

The climate of Oahu is influenced by its subtropical location, topography, and the surrounding Pacific Ocean. Precipitation on Oahu is primarily associated with the prevailing moisture-laden northeasterly winds (known as trade winds), which are intercepted and forced upwards at the Koolau Range. This orographic feature results in average annual rainfall of over 300 inches at the Koolau Range crest (NEESA, 1983).

The trade winds are less pronounced on the leeward southern coastal plain of Oahu, but at NASBP local land and sea breezes prevail most of the year. Annual rainfall averages 20 inches with the period of highest rainfall occurring between the months of October and April (NEESA, 1983).

Average temperatures on Oahu range from 72° Fahrenheit in January to 78.5° Fahrenheit in August. The average daily temperature variation in the vicinity of the installation is approximately 13 degrees Fahrenheit (NEESA, 1983).

C. Geology and Soils

NASBP is situated on coral outcrop, with little to no soil cover. Across nearly the entire station, soil cover consists of a thin layer of friable, red soil material, present in cracks, crevices, and depressions in the coral outcrop. Along the western and northern edges of the installation, a Mamala soil is present, formed in shallow alluvial deposits over the coral limestone (USDA, 1972). This soil is a dark reddish-brown stony silty clay loam, neutral to mildly alkaline, with moderate permeability and slight to moderate erosion potential (USDA, 1972).

Marine and sedimentary rock, or caprock ranges from 50 to 400 feet in thickness along the northern boundary of the facility and from 750 to 1000 feet in thickness along the coast. The upper 100 feet of caprock is marine sediment, consisting mainly of coral reef limestone with minor layers of shell fragment limestone and beach sands. Beneath this uppermost layer, alternating layers of alluvial and marine sediments are present. Alluvial layers vary from 5 to 95 feet in thickness, and consist of poorly sorted clays, silts, sands, and gravels of volcanic origin. The alternating marine layers are somewhat thicker (NEESA, 1983).

The caprock is underlain by Waianae, and possibly Koolau, volcanic rock. These volcanic units consist of finely crystalline to glassy basalts, with minor amounts of interbedded welded ashes and alluvial volcanic material. Cooling joints, fractures, lava tubes, brecciated zones, and other depositional features are present within the volcanic rock (NEESA, 1983).

D. Surface and Groundwater Hydrology

1. Surface Water

There are no natural streams at NASBP.

The only perennial surface water feature at NASBP is Ordy Pond, a sinkhole feature located north of Tripoli Road in the southeastern portion of the installation (See Exhibit 2-2). The Pond supports wetland communities and has a surface area of less than 1 acre. The water surface level approximates that of sea level and fluctuates with the tide indicating that the pond is hydraulically connected to the ocean (NEESA, 1983).

2. Ground Water

There are two groundwater bodies underlying the NASBP area: a deep confined aquifer in the underlying basalt and an overlying unconfined caprock aquifer. Both aquifers are in direct hydraulic contact with seawater. Groundwater in the basalt aquifer is classified as irreplaceable. It is brackish under NASBP and too deep to be susceptible to contamination from the surface.

At NASBP, the depth to groundwater ranges from about 60 feet along the northern boundary to zero at the coast. Caprock water is brackish with chloride content ranging from 1,000 to 5,000 mg/l and is not suitable for consumption or irrigation without desalination.

Contaminants have been detected at low concentrations in the groundwater. Measurements indicate that the contaminant concentrations are uniformly distributed across the installation and are considered to be representative of background levels. Detected contaminants include petroleum hydrocarbons, pesticides, PCBs, solvents, and metals.

3. Coastal Waters

Coastal waters fronting NASBP are classified by the State Department of Health as Class A open coastal waters. The objective of Class A waters is to protect their use for recreation and aesthetic enjoyment. This classification allows other uses as long as they are compatible with the protection and propagation of fish, shellfish, and wildlife, and with recreation in these waters. Discharges that have not received the best degree of treatment or control compatible with the criteria established for this class of waters are not allowed.

There are no drainage outfalls or other point sources of discharge on the base. Storm water reaches the ocean by sheetflow. Groundwater does not appear to be a source of contaminants to the ocean. Monitoring wells will be installed near the shoreline. Based on investigations to date, it is anticipated that data collected from monitoring wells will indicate that base operations are not impacting ocean water quality via the groundwater pathway (Department of the Navy, 1998).

The Honouliuli Ocean Outfall discharges treated effluent from the City's Honouliuli WWTP about 1.5 miles to the east of NASBP. Approximately 25 mgd of wastewater is discharged through a deep ocean outfall. Discharge is regulated by a National Pollution Discharge Elimination System program and NPDES permit approved by the Department of Health.

E. Flood Hazards

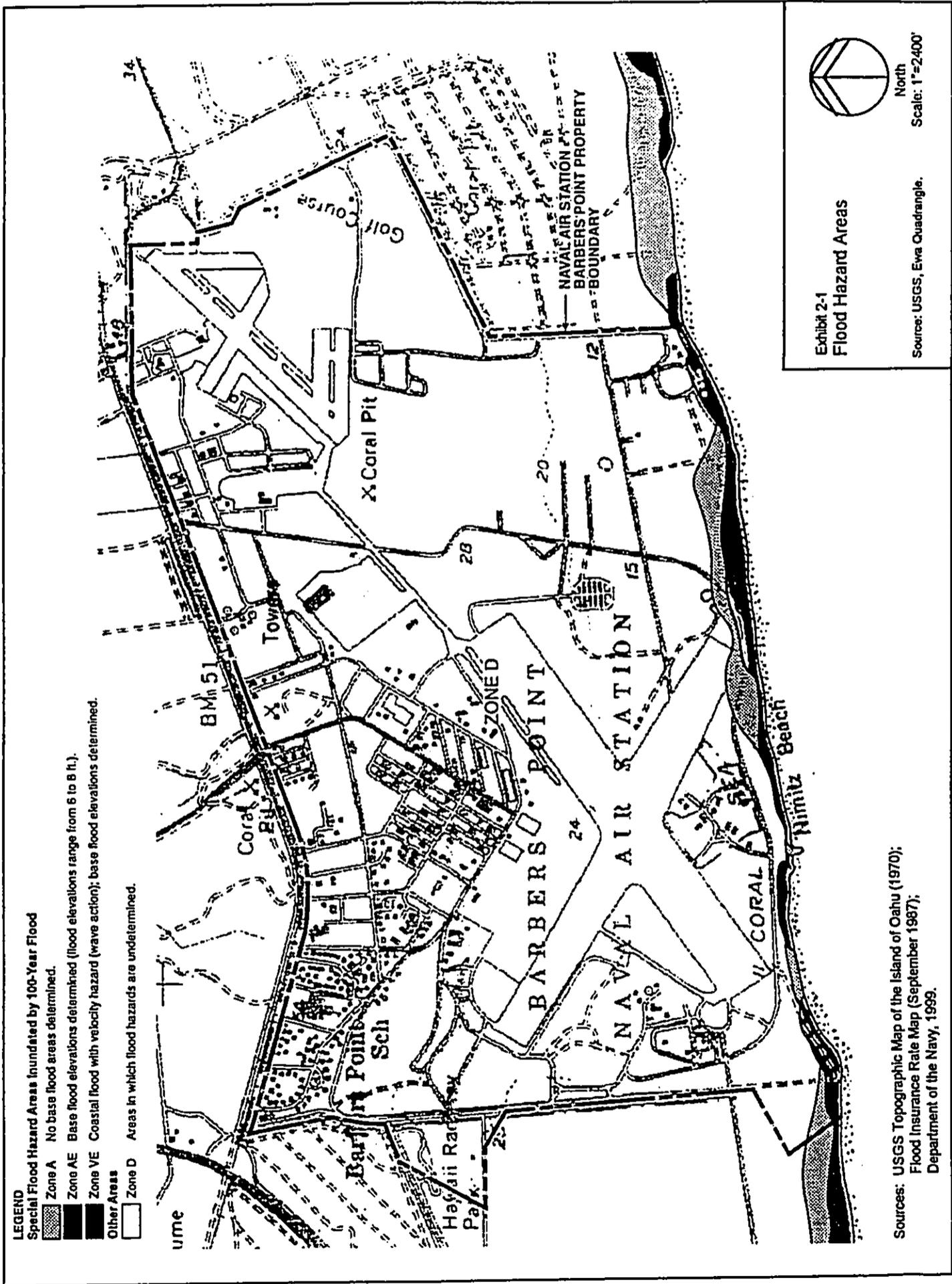
Flood Insurance Rate Maps (Federal Emergency Management Agency, 1990) place most of NASBP in Flood Hazard Zone D which is defined as "areas of undetermined, but possible flood hazards. For directional purposes, this designation generally applies to installation areas north of Eisenhower and Coral Sea Roads where they parallel the entire coastline. Shoreline areas to the south of both roads are either in Flood Zone A, AE, or VE which are flood hazard areas inundated by the 100-year storm. Zone A areas are the most inland and range in width from 80 to 500 feet (Department of the Navy, 1998). Zone AE areas are generally along the shoreline. The base flood elevations in Zone AE ranges from 6 to 8 feet. The VE zone is subject to tsunami inundation and is about 200 feet deep and 1,500 feet wide with a flood elevation of 7 feet. This zone appears centered at the intersection of Eisenhower and Coral Sea Roads. Flood Hazard Areas at NASBP are shown in Exhibit 2-1.

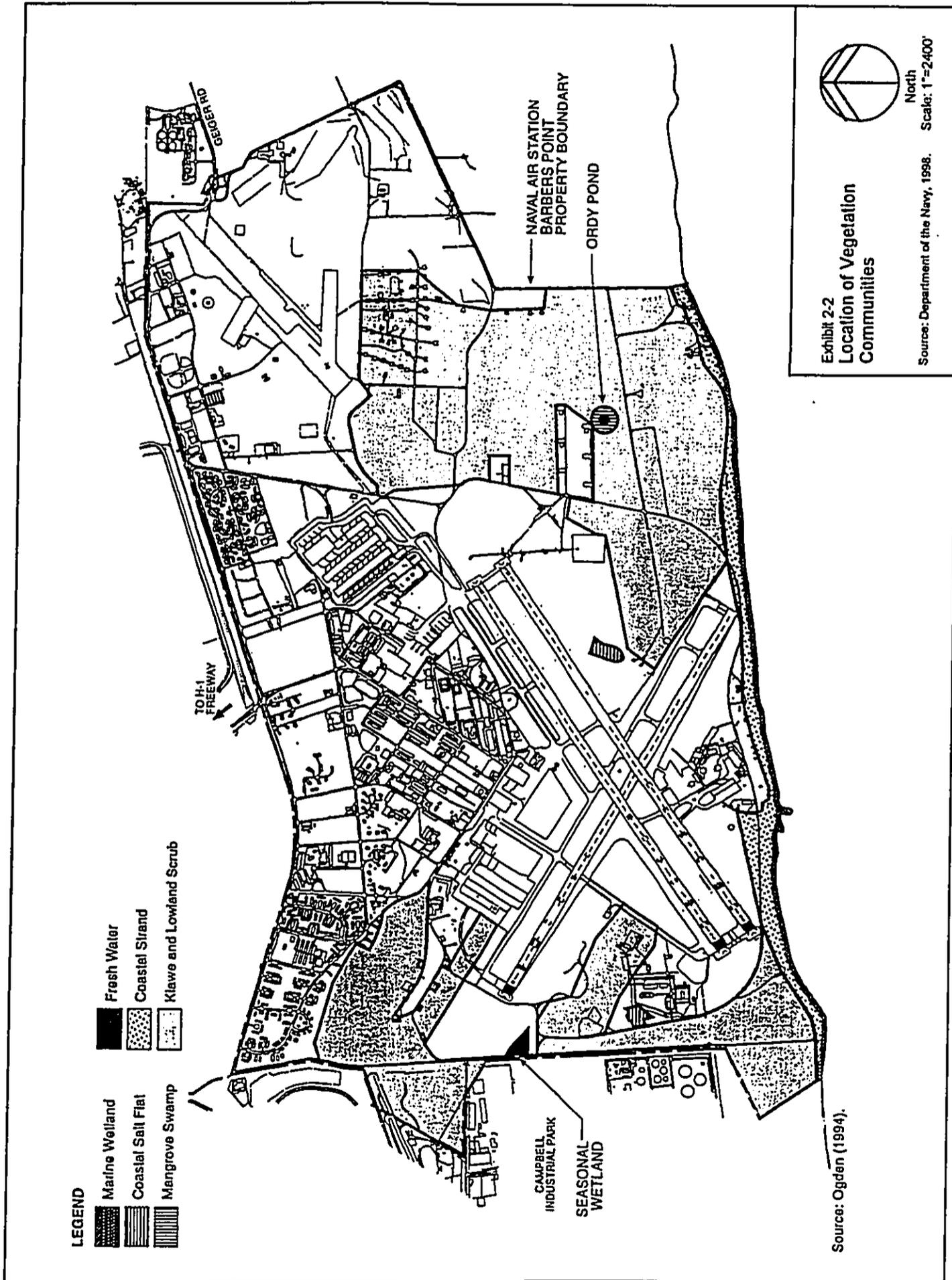
F. Natural Resources

1. Vegetation

The vegetation communities represented at NASBP include: kiawe and lowland scrub; coastal strand; coastal salt flat; open water/sinkholes; mangrove swamp; and marine wetland. One hundred seventy plant species were identified during surveys conducted in 1984 (Botanical Consultants, 1984). The vegetation communities are described below.

Kiawe and lowland scrub occurs in locations with annual rainfall of less than 20 inches and an elevation below 1,000 feet msl. This community is dominated by normative vegetation comprised of koa haole (*Leucaena leucocephala*), kiawe (*Prosopis pallida*), and an understory of various introduced grasses and forbes (TGI, 1988). As shown in Exhibit 2-2, this lowland scrub is the predominant vegetation community on base.





Coastal strand vegetation occurs along the coastline and is adapted to withstand highly seasonal precipitation, intense solar radiation, and large temperature fluctuations (Wagner et al., 1990). This community varies from 15 to 150 feet in width, and is dominated by indigenous species including beach naupaka (*Scaevola sericea*), pickleweed (*Batis maritima*), akulikuli (*Sesuvium portulacastrum*), as well as numerous exotic species (TGI, 1988). The coastal strand community in the southwest corner of the base is of high quality and supports several sensitive plant species.

Four wetland communities have been identified: coastal salt flat, open water/sinkhole, mangrove swamp, and marine wetland. There are two small coastal salt flats dominated by pickleweed and pluchea (*Pluchea oroata*). The larger salt flat of about 2 acres is located immediately east of the intersection of runway 4R-22L. The smaller salt flat is located on the western border of the base.

Two significant sinkhole ponds are found on NASBP. The largest is Ordy Pond, a one-acre perennial wetland and habitat for the black-crowned night heron. The second sinkhole pond is located north of the salt flat near the western boundary of the installation (Ogden, 1993a).

Mangrove swamp is a non-native type of coastal wet forest that occurs at elevations less than 1,000 feet msl. The only mangrove swamp on base forms about a 2 acre perimeter around Ordy Pond (see Exhibit 2-1). This mangrove swamp is dominated by the American mangrove (*Rhizophora mangle*) (TGI, 1988).

The marine wetland system consists of low lying, tidally inundated land located off shore. Studies of off-shore areas found algal abundance was greatest in nearshore intertidal areas but the diversity of algal species was relatively low. The dominant algae species in the shallow water zone was *Hypnea* spp. Other common algal species in the intertidal zone include *Acanthophora specifera*, *Caulerpa racemosa*, *C. serularoides*, and *Halimeda discoidea* (Marine Research Consultants, 1991).

2. Wildlife

Five bird species that have been observed at NASBP are considered indigenous. They include the black-crowned night heron (*Nycticorax nycticorax hoacili*), great frigatebird (*Fregata minor palmerstoni*), Pacific golden-plover (*Pluvialis fulva*), sanderling (*Calidris alba*), and ruddy turnstone (*Arenaria interpres*). The latter four species are migratory and are considered regular visitors to Hawaii (TGI, 1988).

Other species most often reported include zebra dove (*Geopelia striata*), Japanese white-eye (*Zosterops japonicus*), northern cardinal (*Cardinalis cardinalis*), red-crested cardinal (*Paroaria coronata*), and red-vented bulbul (*Pycnonotus cafer*) (TGI, 1988). These species are found in both natural and manmade habitats.

The endangered Hawaii stilt (*Himantopus mexicanus knudseni*) has been observed in the vicinity of Ordy Pond and the coastal salt flat. This species may be found in other areas of the Ewa plain.

Introduced mammals include feral dogs, cats, rodents, and mongooses. Mosquito fish (*Gambusia* sp.) is the only known fish species on base and is found only in Ordy Pond where it was introduced as a food source for the black-crowned night heron (TGI, 1988).

Surveys of the marine habitats in 1991 reported relatively few macroinvertebrates in the area. The most abundant macroinvertebrates present are reef-building corals. Other macroinvertebrates identified include several species of sea cucumber, sea urchins, and colonial soft corals (Marine Research Consultants, 1991).

Due to the limited structural relief of the nearshore habitat, reef fish abundance and diversity were low. The most common fish noted were triggerfish (*Balistidae*) and hawkfish (*Cirridae*). In addition to the fish species identified, a year-long survey of the area found a relatively large aggregation (up to 22 in a given survey) of threatened green sea turtles (*Chelonia mydas*). The turtles were located in an area with substantial vertical relief in 30 feet of water off the eastern end of the station (Marine Research Consultants, 1992).

3. Sensitive Habitats

Sensitive habitats are those that are considered rare within the region or support sensitive plants or animals. Sensitive habitats at NASBP consist of wetlands, including the Ordy Pond sink hole; mangrove swamps; the coastal salt flats; the entire coastline; and those portions of lowland scrub forest and coastal strand that support sensitive plants (see Exhibit 2-3).

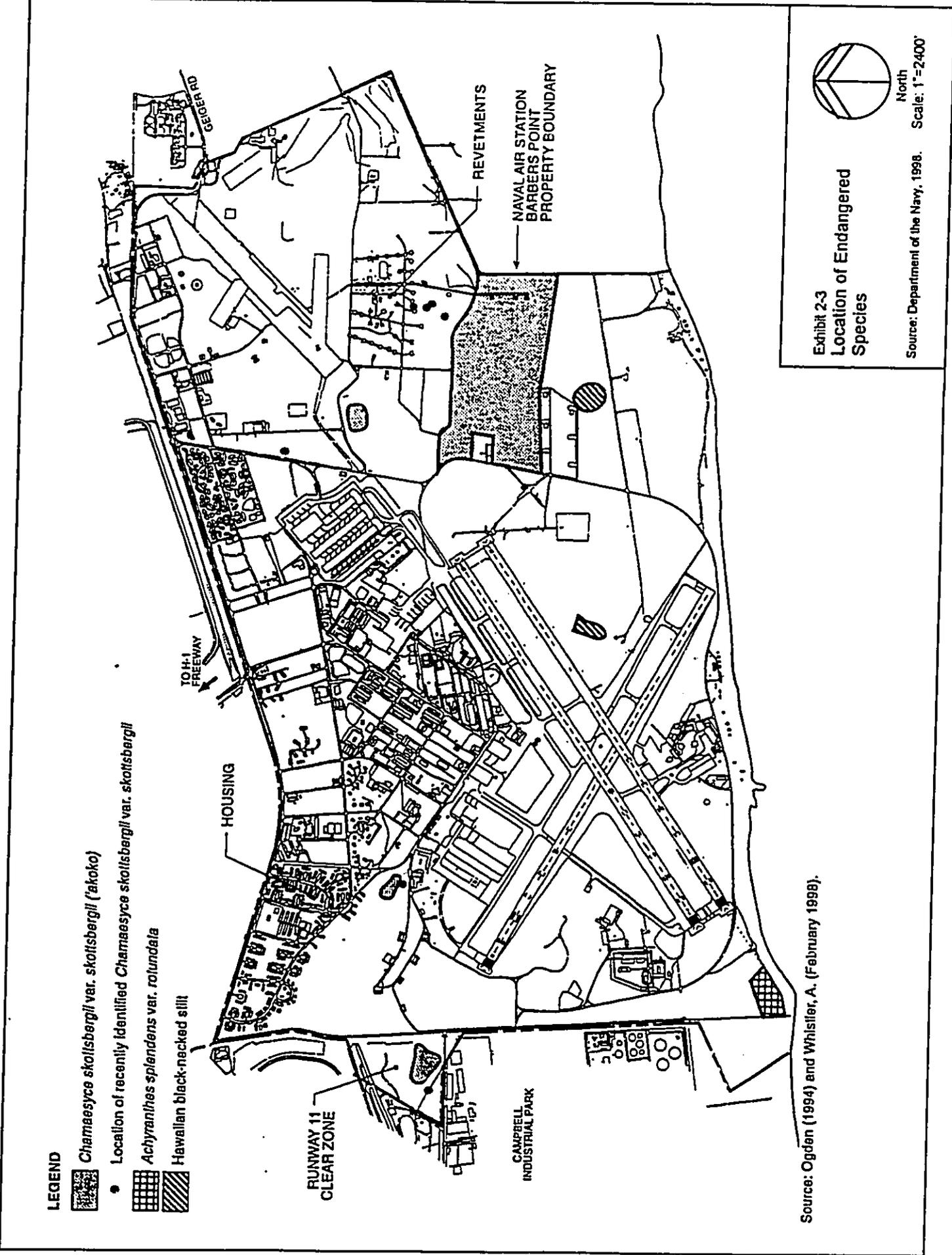
Portions of the lowland scrub forest support populations of the endangered Ewa Plain 'akoko (*Chamaesyce skottsbergii* var. *skottsbergii*). This species is found on the Ewa Plain, where it occurs only at Campbell Industrial Park and Barbers Point (TGI, 1988). As shown in Exhibit 2-3, the eastern ordnance storage area at NASBP has the largest known subpopulation of this species (approximately 5,000 plants). A second colony of less than 200 plants is located on the Runway 11 clear zone property, located south of Hawaii Raceway Park. The final colony of 7 individuals is located due north of Taxiway K. Additional 'akoko plants were identified at locations south of the revetments, north of Coral Sea Road, and close to existing populations in the Runway 11 clear zone, and the base housing area on the west side of NASBP (Department of the Navy, 1998).

The US Fish and Wildlife Service (March, 1999) commented that the 'akoko population in the eastern ordnance storage area is estimated at fewer than 100 individuals (Moriarity, 1994). Only one 'akoko was recorded on the Runway 11 clear zone and one was seen north of Taxiway K (Whistler, 1998). Four individuals are known to be located in the vicinity of the sports training complex and part of the regional park (Kalaeloa Regional Park North).

The coastal strand community is also considered sensitive because it supports the endemic chaff-flowered plant *Achyranthes splendens* var. *rotundata* which was listed as an endangered species in 1986. Three subpopulations of *Achyranthes* exist on the Ewa Plain area: two are in Campbell Industrial Park, and one is found in the southwestern corner of NASBP. The coastal strand community in the southwest corner of the station is considered one of the best examples of the coastal plant ecosystem in the state.

Pua-pilo, an endemic shrub federally listed as a species of concern, occurs in kiawe and lowland scrub zones. It is known to exist in the same area as *Achyranthes*.

Five species of plants that are listed as depleted by Fosberg and Herbst also occur at NASBP. Four of these species occur in the coastal strand habitat: seaside heliotrope (*Heliotropium curassavicum*); hinahina (*Heliotropium anomalum* var. *argenteum*); nama (*Nama sandwichensis*); and 'ohelo-kai (*Lycium sandwichensis*). Sandalwood (*Santalum ellipticum*) is the



other species that is considered depleted. This species occurs in the kiawe and lowland scrub zones (Fosberg and Herbst, 1975).

G. Cultural Resources and Historical Features

Ogden prepared the following summary of cultural resources at NASBP by conducting a review of available literature. The two primary resources used during this literature review were the *Preliminary Cultural Resources Management Overview, Survey, Naval Air Station Barbers Point, Oahu, Hawaii* prepared by Ogden (Yoklavich, Drolet, and Drolet 1992) and *Archaeological Survey of the Naval Air Station Barbers Point, Oahu, Hawaii* prepared by the Bishop Museum (Haun, 1991).

1. History of Land Use

NASBP is located in the *ahupua'a* of Honouliuli, in the district of 'Ewa. The portion of Honouliuli in which Barbers Point is located is bounded by Kalaeloa (Barbers Point) and Pu'uloa, the land along the west side of the entrance to Pearl Harbor.

Kalaeloa was named "Point Banks" in 1786 by Captain Nathaniel Portlock in honor of Joseph Banks, the naturalist on Cook's first voyage into the Pacific, who was by that time president of the Royal Society in London. Point Banks was renamed "Barber's Point" when English sea captain Henry Barber lost his ship, *Arthur*, on the reef along the coast on October 31, 1796.

In the 1840s changes in land tenure were taking place in the kingdom of Hawaii and most of the changes occurred during a period referred to as the Great Mahele. The *Great Mahele* divided all lands in the kingdom into King's lands, Chief's and Konohiki lands, and Government lands. It marked the transition from traditional Hawaiian concepts of land ownership to the western concept of private land ownership. During the Mahele, Honouliuli was awarded to M.W. Kekau'onohi, granddaughter of Kamehameha I, and included an area of 43,250 acres.

Kekau'onohi later sold Pu'uloa in 1849 to Issac Montgomery who, with Kamehameha III, established a productive saltworks. The product of these saltworks was used by local meat packers to export their products. Upon Kekau'onohi's death in 1851, her widower Levi Ha'alele'a inherited the remaining land. After Ha'alele'a's death in 1864, his second wife Anadelia Amoe transferred land ownership to John Coney. In 1871, property was leased to James Dowsett and John Meek to graze livestock. In 1877, Coney sold Honouliuli to James Campbell who established a cattle ranch and leased land to Chinese tenants who grew rice. Leases were also given for fishing and kiawe charcoal-making rights. In 1889, Campbell leased the Honouliuli land to Benjamin Dillingham who subleased the lower portion of the *ahupua'a* to the Ewa Sugar Plantation in 1890. Also in 1889, Dillingham's Oahu Railway and Land Company began constructing a railroad in Honouliuli. In 1894, sisal (*Agave sisalana*) was planted for cordage southeast of Pu'u Kapolei, which led to the organization of the Hawaiian Fiber Company in 1989 [?]. The plantation operated until circa 1930 when poor market conditions forced closure. Part of Barbers Point was built on the old sisal plantation.

The development of NASBP began in 1930 when the U.S. Navy leased 206 acres of land on the Ewa Plain from the Campbell Estate for the purpose of building a mooring mast for the dirigible *Akron* (Ogden, 1994). In 1939 or 1940 the Navy acquired 3,600 acres of land from the Estate following expiration of the previous lease. In 1941 the Marine Corps completed construction of the Ewa airstrip on a portion of the land to serve as an emergency airfield for the Navy's Ford

Island Facility located about 4 miles away at Pearl Harbor. Most of the construction of the installation was completed between 1941 and 1945. The presently used airfield was constructed in 1943. Over the past 50+ years, there has been no physical expansion of the installation and the construction of all primary and support facilities has been on station. Since the 1940s, the mission of NASBP has been to maintain and operate facilities that provide services and materials to support operations of various Navy units. NASBP is currently the largest naval air station in the Pacific and home port to several maritime surveillance and antisubmarine warfare aircraft squadrons, an army aviation company, and the U.S. Coast Guard.

2. Archaeological Surveys

The earliest recorded archaeological survey of the Ewa region was conducted by J. Gilbert McAllister in 1930. Since then numerous archaeological studies (cited in Ogden, 1994) have been conducted at NASBP and numerous sites have been discovered and recorded. Archaeological sites at NASBP can be generally categorized into three types:

Hawaiian sites: habitation, agricultural, possibly ceremonial sites. Features include terraces, trails, mounds, burials, walls, enclosures, C- and L-shapes, platforms, sinkholes, caves, rock-alignments, stone cairns and cupboards, hearths, and middens.

Ranching: sisal cultivation, early 20th century habitation sites.

World War II: walls, water tanks, roads, architecturally significant buildings, bunkers, aircraft revetments, airplanes, and anchors.

The Draft EIS for the Disposal and Reuse of Naval Air Station Barbers Point (Department of the Navy, 1998) identified 63 archaeological sites on surplus land eligible for listing on the National Register of Historic Places. Eleven sites are located in areas being requested for transfer to the City (Shown on Exhibit 1-4) and are listed in Table 2-1. The Historic Preservation Division, Department of Land and Natural Resources (February, 1999), has informed the City that a sinkhole complex is located in Reuse Area 11. There are no historic structures on lands being requested for transfer. A sand dune along the beach at Reuse Area 2 is known to harbor cultural deposits. No investigation of the dune is contemplated at this time by the City. Reuse Area 2 is proposed as a shoreline park with no improvements along the shoreline. For this reason, the dune will be left as is. In the future, should improvements be proposed that could affect the sand dune, archaeological investigations will be performed prior to construction.

H. Air Quality

Based on ambient air monitoring data, the U.S. Environmental Protection Agency has classified the island of Oahu and State of Hawaii as being in attainment of federal air quality standards. In addition, pollutant concentrations with the state comply with state standards, which are more stringent than national ambient air quality standards (Department of the Navy, 1998).

Within NASBP, sources of existing emissions consist of mobile- and stationary-type sources. Mobile sources include aircraft engines and vehicle engines. Stationary sources include boilers and generators.

Table 2-1. Archaeological Sites on Properties Requested for Transfer to the City and County of Honolulu

Reuse Area	Site No.	No. of Features	Description
3a	1748	10	Hawaiian habitation/agricultural complex
3a	1749	3	Hawaiian habitation w/ranch/military
4	1750	1+	Hawaiian habitation/agricultural complex with 20th century component
5	1751	2	Hawaiian/military
9	3722	1	Historic sisal walls
9	5097	5	WWII anti-aircraft battery complex
9	5098	2	Sinkhole complex
4,5	5108	1+	Sinkhole complex
3a	5112	x	WWII Training
6	5119	7	Hawaiian agricultural complex
2	5125	8	WWII pillboxes
11	5121	3	Sinkhole complex

x: features present but number unknown.

Source: DPR, Proposed Reuse Plan.
 Department of the Navy, 1998.
 State Historic Preservation Division, 1999.

I. Noise

The predominant source of noise at NASBP at the present time is aircraft performing takeoff and landing operations at the airfield. Noise levels range from over 80 day-night sound level (DNL) on and immediately adjacent to the runways, to 55 DNL approximately 8,000 feet from the sides of the runways. Several Navy housing and personnel support facilities occur within the 60 DNL contour, which means that these populations may be exposed to sound levels greater than 60 DNL. Outside the boundaries of the installation, land uses, including residential and schools, are compatible with the noise levels.

Since 1987 and 1993, the number of annual aircraft operations at NASBP has declined by 24 percent (Department of the Navy, 1998). While the noise impacts are not only a function of the number of aircraft, a decline of this magnitude would be expected to cause a decrease in noise levels.

J. Visual Resources

NASBP is a relatively flat, sand-covered (or coral covered) expanse of land that has been significantly altered by development. Low scrub forested areas separate developed areas from the shoreline and

forested areas. White sand beaches along the shoreline fronted by a shallow fringing reef provides opportunities for views along the shoreline in the direction of Honolulu and Waianae.

Panoramic views in the Ewa region relevant to BPNAS identified in the Ewa Development Plan (1997) includes panoramic views of the distant shoreline from sections of the H-1 Freeway above the Ewa Plain and views of the ocean from the shoreline between Ewa Beach and the western edge of the station.

K. Land Use Controls

NASBP is designated Urban on State Land Use District Boundary maps (Ewa Quadrangle) for Oahu. The City and County of Honolulu Ewa Development Plan (1997) Urban Land Use Map designates NASBP (identified as Kalaeloa on the Development Plan) Military; that portion of the installation for the proposed Kalaeloa Regional Park is designated Park. Currently, the entire installation is zoned F-1 or military and federal preservation district. Although the Land Use Ordinance ("LUO"), the local zoning code, acknowledges and permits the full range of military and federal activities (§5.10-1 (b)), the State and City have no regulatory controls applicable to land use on federal lands.

Following the transfer of lands to end users, future development will be guided by a Special Area Plan. According to language in the Ewa Development Plan, the Redevelopment Plan (or Local Reuse Master Plan) approved by the Barbers Point Redevelopment Commission will become the Special Area Plan following base closure and should be submitted to the Planning Commission for public review and to the City Council for its consideration for adoption (Planning Department, 1997).

Coastal areas are within the City delineated shoreline management area. Development in the shoreline management area ("SMA") requires either a major or minor Special Management Area Use Permit. Major SMA Permits are approved, denied, or approved with modifications by the Honolulu City Council. Minor permits are approved administratively.

L. Population

Oahu is the most heavily populated of the Hawaiian Islands, containing over 80 percent of the total State of Hawaii population. Development is heavily concentrated in the low lying, coastal plain areas, especially in the Honolulu area of the southern coastal plain. Until fairly recently, the area immediately surrounding Barbers Point has been used for agriculture (principally sugarcane cultivation), but is presently being developed as the City of Kapolei--Oahu's second city-- with commercial, industrial, and residential uses.

Personnel at NASBP consist of approximately 4,460 military personnel, 200 civilian personnel, and over 800 contractor and non-appropriated funded civilian personnel. NAS staffing is projected to remain at these levels through 1995 (DON, 1991). The resident population at Barbers Point consists of approximately 4,529 individuals in 1,313 households (State of Hawaii DBED, 1993).

M. Public Health and Safety

Hazardous materials have been identified on or in the vicinity of the parcels to be transferred to the City and County of Honolulu. By regulation, the Navy is required to clean up property to intended reuse. The Environmental Baseline Survey conducted in 1993 identified forty-seven (47) points of interest (POIs) or areas that could potentially be contaminated. Since then, two additional POIs have

been identified. POIs located on property to be transferred to the City are shown in Exhibit 2-4 and the current status of each parcel is summarized in Table 2-2.

One POI not listed on Table 2-2 but located on property to be transferred to the City is the Fire Training Pits (POI-25). This POI is described as "two unlined pits, approximately 30 feet in diameter, which were used from the early 1960s to 1984 for fire fighting training exercises. In 1984, the unlined pits were replaced by a 100-foot diameter concrete-lined pit located approximately 700 feet east of the original pits. From 1984 to 1994, exercises were conducted at the concrete-lined pit. Waste oil and fuel stored on the site in drums and an aboveground storage tank and used during fire fighting exercises may have contaminated the site. Results of a RI conducted from 1994 to 1995 indicated that fuel constituents, polychlorinated biphenyls (PCBs), dioxins, arsenic, manganese, and lead are contaminants of potential concern at the site. However, levels present at the site are at low enough levels that it is suitable for industrial use, but not residential use. Although an assessment for recreational use was not included in the draft report of August 1996, the site is considered to be suitable for short-term recreational use (i.e., not camping). No cleanup is required if the site is to be used for short-term recreational or industrial uses."

1. Underground Storage Tanks (USTs)

Underground storage tanks (USTs) have been removed from property to be transferred to the City. Fifteen tanks identified as POI-42 were located at the Old Engine Test Cells Area (Reuse Area 6) and three tanks identified as POI-20 were located near the former Ewa Airfield in Reuse Area 9.

Groundwater monitoring is being conducted in the vicinity of POI-42 where six of the USTs reportedly had leaked.

2. Aboveground Storage Tanks (ASTs)

An inactive 6000-gallon AST that was used to store waste diesel and JP-5 is located near the newer pit at the Fire Fighting Training Pits site. The former locations of three 50,000-gallon ASTs used to store waste oil in Coral Sea Road Coral Pit are addressed as part of the investigation and cleanup of that site. All other ASTs will be inspected for leaks when the base no longer requires them. If they have leaked, they will be removed, and any associated contamination will be remediated. If cleanup is required, it is expected to be completed in 2000.

3. Asbestos Containing Materials

Surveys were conducted in 1993 and 1994 to identify asbestos-containing materials (ACMs) in the facilities to be transferred. ACMs were detected in floor tiles/mastic, roofing material, and flexible connecting pipes in three of twenty-nine structures. The U.S. Navy will repair or replace the building materials between Fall 1998 and July, 1999. ACMs in good condition will not be removed or replaced and pertinent information will be provided with transfer documents.

Asbestos from former engine test cell facilities reportedly was buried in the Old Engine Test Cells Area (POI 42). Asbestos-containing floor tiles also were observed at this location in 1995. A RI concluded that asbestos fibers in soil will not pose a threat to human health under any use scenario. However, since fibers may still be released from the tiles as they weather, the tiles should be removed. Cleanup is tentatively scheduled to begin in 2001. Alternatively, cleanup may begin in

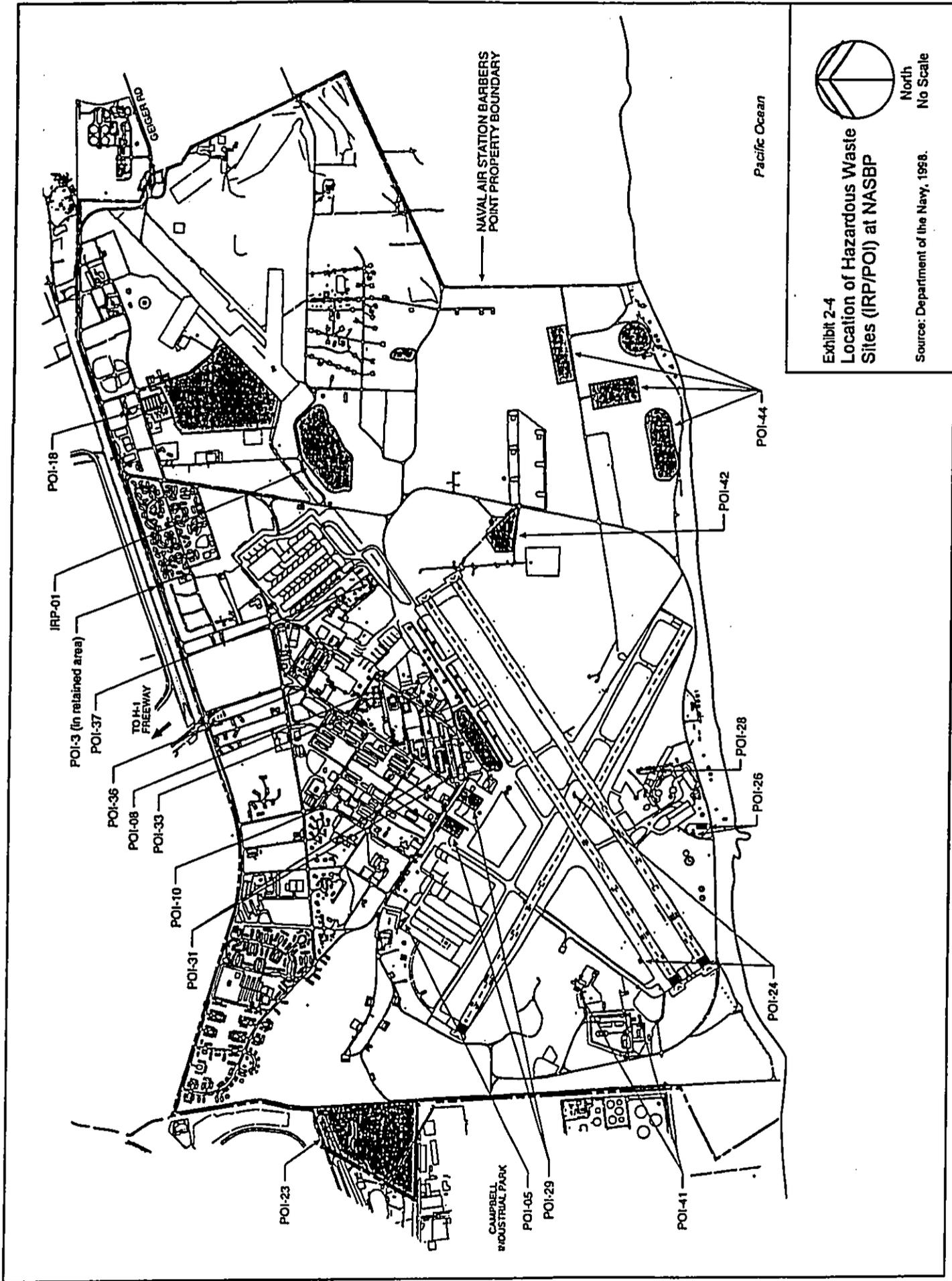


Table 2-2. Summary of Hazardous Waste Sites in Department of Parks and Recreation Reuse Areas

Site No. (Reuse Area)	Description	Potential Contaminants	Phase Status	Risk Assessment and Further Requirements
IRP-01 (9)	Coral Sea Road Coral Pit	Extensive soil contamination by PCBs waste oil, solvents, metals particularly arsenic and lead); some groundwater contamination by lead.	EE/CA under RI phase removal of solid waste and/or isolated containers complete.	Possible human risks under industrial and residential scenarios; removal action most likely required; removal of solid waste and/or isolated containers completed in 1997.
POI-42 (7)	Old Engine Test Cells Area	Release of oil and fuel to soil and groundwater; low concentrations of asbestos present in soil.	A-RI; Phase II site investigation for USTs	Asbestos in soil poses no significant risk to human health, but source removal is required; former UST site requires further monitoring.
POI-44 (3a)	Former Firing Ranges	Lead and mercury present in soils.	EE/CA under R1 phase	No significant risks to human health under industrial scenario; possible human health risks under residential or camping scenario; further assessment being conducted under EE/CA phase.
POI-47	Dry Well Network	Numerous substances (including waste fuel, oil, solvents, PCBs, lead, arsenic cadmium) in sediments and groundwater.	A-RI	No threat to groundwater throughout most of the base; risks near US Coast Guard area still under evaluation; sediments at hazardous waste levels will be removed as part of compliance program.
POI-49	Regional Ground- water System	Potential impacts by POL, solvents, or industrial wastes; pesticides, total fuel hydrocarbon (TF-H)-related compounds, and metals present in groundwater.	RI	Possible human risks at one well (actions to address fuel spill are underway). Levels in other wells appear to be representative of "background" concentrations; further Assessment will be conducted near shoreline in 1998. Annual monitoring to be conducted until base closure.

Acronyms:

A-RI Abbreviated Remedial Investigation
EE/CA Engineering Evaluation /Cost Analysis
IRP Installation Restoration Program
POI Point of Interest

PCB Polychlorinated Biphenyl
POL Petroleum, Oils, and Lubricants
SVOC Semi-volatile Organic Compound

Source: Ogden, 1994; Department of the Navy, 1998.

2000 if cleanup interferes in the reuse schedule. The site cannot be developed until cleanup is completed.

4. Lead Based Paint

Twenty-nine buildings and structures are located on properties which the City is requesting transfer. Surveys were conducted in 1993 and 1994 to document the presence or absence of lead based paint in the facilities to be transferred. Lead based paint was found on fifteen buildings and noted to be in "damaged condition" or "significantly damaged condition". Since none of the buildings are proposed for housing, abatement actions are not required. Pertinent information about each structure will be provided with the transfer documents.

5. Ordnance

Ordnance has been historically stored in three areas of NASBP. The largest ordnance storage area is located in the southeastern section of the installation adjacent to Casablanca and Long Island Roads. *Weapons magazines in this location have been used for storage of torpedo components* (both inert and explosive) and high explosive materials. This area has generally been used for storage of the most explosive materials, due to the large safety area that exists around the magazines. This safety zone is known as the Explosives Safety Quantity Distance, a distance prescribed by DOD. In 1994, the ESQD was 2,350 lineal feet from each magazine.

The second area used for ordnance storage is located along the western boundary of the installation just north of Runway 11.

The third area is located in the southwest corner just west of Runway 4. At the time of the EBS Inspection (Ogden, 1993) high explosive ordnance (500-pound bombs and torpedoes) were observed in buildings and storage lockers in this area. Explosive rocket engines are also stored at this location. The ESQD is 1,250 lineal feet from each building and magazine.

In addition, paved areas adjacent to the aircraft runways reportedly were used for various ordnance operations, including arming and de-arming areas.

6. Drywells

Eight dry wells are found on parcels to be transferred to the City. Several wells have been found to have sediments with elevated levels of contaminants including lead, cadmium, chromium, and petroleum products. The contaminants will be removed prior to transfer. Dry well sediments containing less elevated levels of lead may be removed if data indicate that these contaminants are at hazardous waste concentrations. Permits will be transferred to the Department of Parks and Recreation with the property.

7. Airport Protection Zones

The existing airfield layout consists of two parallel runways (4R-22L and 4L-22R) and a single crosswind runway (11-29) which intersect at midfield and several taxiways. The two parallel runways are aligned southwest to northeast and the cross wind runway northwest to southeast. Runways 4R-22L and 4L-22R are each 8,330 feet long by 200 feet wide; Runway 11-29 is 8,411 feet long by 200 feet wide.

Runway protection zones (RPZ) or clear zones are required for civilian and military airfields. U.S. Navy clear zones have an inner width of 1,500 feet, a length of 3,000 feet, and an outer width of 2,312 feet. The existing clear zones are contained within the installation except for a part of the clear zone for Runway 11 which extends over the western boundary of NASBP.

Coral Sea Road, which lies at the approach ends to Runways 4R, 4L, and 29 violates the clear zone criteria. These violations have been waived by the U.S. Navy. Portions of Coral Sea Road that violate the clear zones for Runways 4R and 4L are currently closed to traffic except for emergency or approved access. The portion of Coral Sea Road that violates the clear zone for Runway 29 is controlled by traffic lights operated by personnel in the Barbers Point Air Traffic Control Tower.

N. Recreation Facilities

NASBP features approximately 2.5 miles of coastline much of which is used for a variety of ocean activities including, surfing, pole fishing, sports diving, and shell collecting (U.S. Army Corps of Engineers, 1981). Two areas along the shoreline, White Plains Beach and Nimitz Beach, have been developed by the Navy to support the recreational requirements of military personnel on the island. White Plains Beach, a 15-acre parcel along the eastern boundary of the air station, provides a number of cabins for officers and their families for overnight camping. Nimitz Beach, a 27-acre parcel located towards the western part of the air station, provides cabins for enlisted personnel camping as well as a number of covered picnic areas. Wooded coastal areas between both beaches are used for group camping.

According to Clark (1977) the entire beach is man-made. "Both the officers' and enlisted men's beaches were cut out of the rocky shoreline that forms the entire coast of Barber's Point. Sand was imported to complete both areas. The surf break offshore from the officers' beach provides an excellent place for novices to learn to surf. As with the rest of Barber's Point, the waters off Nimitz Beach are only fair for swimming because shallow coral reefs extend throughout the area."

The Navy has allowed the Boy Scouts of America to use a 3.5 acre parcel mauka of White Plains Beach for scouting activities. This is the only camp site on Oahu with direct access to the ocean dedicated solely for the use of the Boy Scouts.

Barbers Point Golf Course, an 18-hole golf course located on the eastern boundary of the air station, will be retained by the Navy. Approximately 20 acres of land adjacent to the golf course housing old aircraft revetments are currently being used for horse stable activities. Stable operations are for qualified military personnel and can accommodate about 80 horses.

Two ballfield complexes of about 10 acres are used heavily by military personnel for organized baseball and softball. One complex is adjacent to Saratoga Avenue on the outskirts of the "downtown" and the other in the northeast portion of the station adjacent to Franklin Delano Roosevelt Avenue.

The Navy allows several civilian clubs to use the old aircraft runways to the north and west of the golf course for autocross racing, go-cart racing, and radio-controlled aircraft.

The City and County of Honolulu and the U.S. Navy have agreed to a plan in which the Navy will retain the developed areas at White Plains Beach and Nimitz Beach and the active recreation areas described above. The City would receive approximately 53 acres of shoreline property but none of the active recreation areas at this time.

O. Roads and Traffic

NASBP is one of the largest traffic generators in the Ewa District. The base is a major employment center and contains about 1,200 housing units. Roadway access is limited to two security-controlled entry points. Fort Barrette Road is the main (north-central) access point and provides access on and off base to the H-1 Freeway, Makakilo interchange, as well as to the developing business and residential areas of the City of Kapolei. Geiger Road is the secondary entry point and provides access on and off base to the Iroquois Point military facilities, the communities along Fort Weaver Road, and the H-1 Freeway via the Kunia interchange.

Within the installation, Enterprise Avenue and Franklin D. Roosevelt Avenue are the two major roadways. These two roads provide access between the two gates and most of the major activity areas within the installation. A system of collector streets and local streets provides circulation within the base. A summary of roadways on NASBP is provided in Table 2-3. Based on 1995 levels of activity, an estimated 27,300 average daily trips (ADT) on a typical weekday on-base were generated (U.S. Navy, 1998)

There are no traffic signal controls on base. Most intersections are controlled by stop signs, and several have four-way stops, including the intersection of Enterprise Avenue and Franklin D. Roosevelt Avenue.

P. Infrastructure

Existing infrastructure systems include water, wastewater, drainage, electrical, and telephone. All systems are owned and operated by the U.S. Navy except for portions of the telephone system and the CATV network. These systems need to be upgraded and expanded to meet the requirements of the proposed uses and the standards of the agencies which take them over. The U.S. Navy intends to turn over the systems in an "as is" condition.

Potable water is drawn from a well located about 3 miles north of NASBP off Farrington Highway. Water storage is provided by underground reinforced concrete reservoirs each with a capacity of 1.0 mg. Potable water is transmitted from the reservoirs to the base via a 24-inch main. The on-base water distribution system consists of a series of 6, 8, 12, and 24-inch diameter pipes. Average daily consumption varied from 2.33 mgd to 2.9 mgd for calendar years 1987 to 1991. The existing water system is adequate according to Federal standards.

The wastewater system consists of a system of gravity sewers, sewer force mains, and sewage pump stations. Wastewater is collected and conveyed to the Honouliuli Wastewater Treatment Plant for treatment and ocean disposal. Average daily flow is estimated to range from 0.4 to 0.7 mgd. The primary component of the wastewater flows is domestic sewage with some industrial wastewater. The existing sewer system is functional and generally adequate according to Federal guidelines for collection and transmission of sewage to the Honouliuli Treatment Facility (Helber, Hastert, & Fee, 1997).

The base drainage system consists of approximately 270 dry wells located throughout the facility (U.S. Navy, 1998). Dry well diameters range in size from 8 inches to 8 feet with depths of 6 to greater than 100 feet. Given the low rainfall in the area, the dry well system adequately collects and disperses stormwater generated on base. The drainage system does not conform to City drainage standards.

Table 2-3. Summary of Roadways on NASBP

NASBP Road	Direction of Road	Number of Lanes	Comments
Enterprise Avenue	North-South	One lane per direction; 30-foot-wide pavement between gate and Saratoga Avenue. Two lanes per direction with 40-foot wide pavement between Saratoga and Midway	One of two major roadways on NASBP; southern Extension of Ft. Barrette Road into the base. Provides access to the major operations and community support areas located north of the runways. Speed limit is 30 mph.
Franklin D. Roosevelt Avenue	East-West	One lane per direction; 28-foot wide pavement. Left turn lanes are provided at key intersections between Geiger Road and Enterprise Avenue.	One of two major roadways on NASBP. Provides the only continuous east-west roadway across the base from Geiger Road Gate. Speed limit is 35 mph east of Enterprise Avenue.
Saratoga Avenue	East-West	One lane per direction; 28-foot wide pavement.	Collector street. Provides east-west circulation within "downtown" area of base and connects downtown to the base housing areas.
Lexington Avenue	North South	One lane per direction; 28-foot wide pavement.	Local street. Provides north-south access to the western portion of the operations and community support area.
Yorktown and Shangrila Avenues	East-West	One lane per direction; 20-foot wide pavement.	Local street. Provides east-west Access within downtown area.
Midway Avenue-Boxer Road	North-South	One lane per direction; 28-foot wide pavement.	Local street. Connects the family housing area in the west to the operations and community support area.
Coral Sea Road	North-South	One lane per direction; pavement width vary from 18 to 28 feet.	Collector roadway. Provides a continuous north-south roadway east of the runways to the US Coast Guard area. Speed limit is primarily 35 mph.
Essex Road	North-South	One lane per direction; pavement widths of 28 feet in the northern segment and 20 feet in the southern segment	---
Tripoli Road	East-West	One lane per direction with a road width of 20 feet.	Local street. Connects Essex and Coral Sea Roads and provides access to the eastern oceanfront activity areas. Speed limit is 35 mph.

Source: Department of the Navy, 1998.

Electrical power is supplied to the base by Hawaiian Electric Company. The existing electrical distribution system is owned and operated by the Navy Public Works Center. The existing telephone system is a mixture of Hawaiian Telephone Company lines and government OTS (Oahu Telephone System) lines. Hawaiian Telephone lines serve primarily the family housing areas and OTS lines serve Navy operational areas. On base CATV is owned and operated by Oceanic Cable, a civilian vendor. The Navy's system standards for electrical power and telephone service do not satisfy the standards of Hawaiian Electric Company and GTE Hawaiian Tel.

**SECTION 3
SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS
AND MEASURES TO MITIGATE ADVERSE EFFECTS**

A. Introduction

The proposed action is the transfer of 506 acres of surplus federal land at NASBP to the City and County of Honolulu. The transfer will affect the City both as a provider of public recreation facilities and as an end user of the surplus land. The following discussion treats these effects as short-term impacts some of which have long-term implications.

Under City control, the transferred properties will be developed into a major regional park, beach park, and sports training center. Impacts resulting from the development of Kalaeloa Regional Park are treated as long-term impacts.

B. Impacts of the Land Transfer

1. Parks and Recreation Facilities

The City develops new parks based on DPR general island-wide standards of two (2) acres of community-based parks per 1,000 population and eight (8) acres per 1,000 population for island-based parks. Community based parks include neighborhood parks, community parks, and district parks that are intended to provide for the recreational requirements of individual neighborhoods and communities. Island-based parks are generally larger than community-based parks and are intended to serve the recreation needs of a region and in some instances the entire island. Island-based parks include regional parks, beach parks, golf courses, botanical gardens, nature parks, zoological gardens, and shoreline areas.

In 1990, the Ewa region had a population of 43,000 people. Applying the City standard for island-based parks indicates there is a demand for 344 acres of island-wide parks in Ewa. Current island-based public recreation facilities in the Ewa region are shown in Table 3-1. The 578 acres exceeds demand indicating an excess of 234 acres now exists. Note that two municipal golf courses of substantial acreage are included.

Table 3-1. Island-Based Parks and Recreation Facilities in the Ewa Region

Park	Acres
Kapolei Regional Park	69.00
Barbers Point Beach Park	7.39
'Ewa Beach Park	4.88
Kahe Point Beach Park	4.47
One'ula Beach Park	30.00
Tracks Beach Park	14.30
Beach/Shoreline ROWs	42.38
West Loch Golf Course	187.00
Ewa Villages Golf Course	219.00
Total	578.42

Based on a 2020 population of 125,000 people in Ewa and the City standard for island-based parks, there is a projected demand for 1,000 acres of island-based park space in Ewa by the year 2020. Using the acreage in Table 3-1 as the base, there is a potential shortfall of approximately 422 acres between supply and demand. The proposed Kalaeloa Regional Park will be developed as an island-based park although some of the proposed facilities will help to satisfy community recreation demands. The addition of 494 acres of park lands (506 acres less 4.6 acres for a park maintenance facility and 7.5 acres for the "downtown neighborhood park) will increase the island-based park acreage in the Ewa area to about 1,072 acres effectively eliminating the projected shortfall (422 acres) in island-based park lands. This acreage will increase when future island-based parks in the Ewa region such as Ko Olina Beach Parks 1 (18 acres) and 2 (9 acres) in the Ko Olina resort area are included in the total.

A principal impact of the transfer is to provide land for City parks and recreation facilities for the benefit of all Oahu residents and visitors. As important as the significant acreage to be added to the City's park system is the adding to the beach areas under public authority. Developing the two beach parks and shoreline access will open the coastal area which has been inaccessible to the public for some time. As indicated earlier, approximately 1.6 miles of shoreline will be open for public use in addition to 36 acres of new beach parks and about 80 acres of oceanside camp grounds.

The proposed Pacific International Sports Center is the major development proposed on property to be transferred to the City. No other sports facility in the State of Hawaii has been proposed on such a large scale and encompassing a range of health, medical, sports performance, and training facilities.

The development of the Pacific International Sports Center is only in the conceptual stage. Market studies are required to ascertain the feasibility of the venture before the project can be implemented. The State of Hawaii will initiate a marketing study for its Kapolei Sports and Recreation Center if funding is available and will coordinate the marketing study with City plans for the Pacific International Sports Center.

2. Ewa Development Plan

The 1977 Oahu General Plan targeted the Ewa region as the Secondary Urban Center on Oahu. Since then, Ewa has been planned and is emerging as a region of major housing development, economic activity, and government services. The Second City of Kapolei, Barbers Point Industrial Area (encompassing Campbell Industrial Park, Barbers Point Deep Draft Harbor, and Kapolei Business Park), the Ko Olina Resort, the University of Hawaii West Oahu Campus and major commercial and recreational enterprises are now located or are proposing Ewa locations.

By the year 2020, the Ewa Development Plan (Planning Department, 1997) visions an Ewa population of 125,000 people (1990: 43,000 people), an additional 28,000 housing units, 64,000 jobs (1990: 17,000 jobs), and 3,700 visitor units at Ko Olina and Ewa Marina. The Ewa Development Plan ("Ewa DP") establishes a urban growth boundary within which population growth and development are to be accommodated and establishes elements that will help to implement the vision of the Ewa DP.

The transfer of property at NASBP and development of the property into a major regional park is one of twelve key elements taken as a whole that would implement the Ewa DP. Kalaeloa Regional Park "is envisioned as a major nucleus of community and economic activity, attracting visitors from all Oahu and will provide needed open space, recreational opportunities, and access to the beaches and oceans (Planning Department, 1997)". The vast open space areas planned for Kalaeloa Regional Park fit into the vision of creating a network of greenways and open space in the Ewa DP area. Integral to

the open space network is the opportunity to create an Ewa Shoreline Park along the Ewa coastline from Pearl Harbor to Ko Olina. Kalaeloa Regional Park will contribute approximately 1.6 miles of open shoreline access---access that has not been open to the public for some time. To attain this vision, the Ewa DP Urban Land Use Map and Open Space Map designates the area of Kalaeloa Regional Park as Park

Special Area Plans are one mechanism for achieving implementation of the Ewa DP. Special Area Plans are plans that provide more detailed policies, planning principles, and guidelines than the DP and are tailored for specific areas. NASBP or Kalaeloa is the only area in Ewa identified for Special Area Plan status. City planners intend for the Community Redevelopment Plan to become the Special Area Plan for NASBP. However, the substantive requirements and procedural mechanisms for adopting the Community Redevelopment Plan as a Special Area Plan are unresolved issues at this time.

It does not make a difference if a Special Area Plan is or is not adopted at the time of land transfer to the City. The lands comprising Kalaeloa Regional Park have been approved for recreational use by the Redevelopment Commission and are already designated Park on the Ewa DP Urban Land Use, Open Space, and Public Facilities Maps. Consistency with the map components of the Ewa DP precludes having to seek development plan amendments for park uses for Kalaeloa Regional Park. The Department of Planning and Permitting commented that the downtown park and the sports center need to be approved by the City Council for placement on the Public Infrastructure Map for the Ewa Development Plan Area (January, 1999).

3. Land Use Controls

All land at NASBP is zoned F-1 for federal or military use. The City does not regulate development on F-1 zoned land and there is no City zoning ordinance applicable to NASBP. The LUO, however, contains a provision that would apply when surplus lands are transferred to the City. The provision reads: "when lands are removed from federal jurisdiction, all uses, structures and development standards shall be as specified for the P-2 general preservation district (Land Use Ordinance (§5.10 (d)))". Thus the lands to be removed from federal jurisdiction and transferred to the State, City, and non-government end users by default must adhere to the development standards of the P-2 preservation district. This provision does not zone the properties P-2 but the uses proposed for the properties must comply with the development standards of the P-2 zoning district.

The properties that the City is requesting for reuse are planned for recreation and recreational activities. Such uses and facilities are considered to be public uses and structures. Public uses and structures and recreation facilities are permitted principal uses in the P-2 zoning district or allowed by Conditional Use Permit. Thus, for the uses being proposed by the Department of Parks and Recreation, changes to the Ewa Development Plan Urban Land Use map and P-2 zoning would not be required. However, a Special Management Area Permit(s) is required for improvements proposed in the City delineated shoreline management area.

The proposed Kalaeloa Plaza development should be evaluated for compliance with the requirements of the P-2 zoning district. It could be argued that the sports health training complex in its entirety is a public use and structure(s) as defined by the LUO and should be permitted. Conversely, some of the planned facilities may not be permitted by P-2 zoning but permitted by another zoning category. In this instance, the City will request the appropriate land use designations to include zoning changes and other development approvals

4. Environmental Conditions

The City acknowledges the following existing environmental conditions on the land to be transferred.

- Eleven archaeological or historical sites are eligible for listing on the National Register of Historic Places.
- Four individuals of the endangered Ewa Plain 'akoko are located in a section of Reuse Area 9 (US Fish and Wildlife Service, 1999).
- There are no rare, threatened or endangered flora or fauna or species proposed for such status in the remaining reuse areas.
- There are no streams, wetlands, lakes, or ponds in the reuse areas.
- Reuse Areas 1 and 2 and portions of Reuse Areas 3a and 3b are subject to flooding.
- The western portion of Reuse Area 1 is subject to wave action and inundation.
- Reuse Areas 1 and 9 are located in the airfield clear zones of Runways 4R, 4L, and 11-29 of the proposed reliever airport.

5. Public Safety

The City will take control of surplus land on which existing areas of contamination and POIs have been identified. Many of the exiting areas of contamination and POIs have been successfully cleaned up or sampling data have indicated that they may be suitable for the proposed land uses. If cleanup is not completed prior to property transfer:

1. The Navy will require access to the Coral Sea Road Coral Pit and Old Engine Test Cells Area, and, possibly, the Former Firing Ranges, Former Sewage Treatment Plant, and storage tank sites that require cleanup or monitoring.
2. The Navy will require access to five wells within the Department of Parks and Recreation's parcels to conduct monitoring until 2003, at the latest.
3. Any development or renovation conducted at the property should not disturb sites requiring cleanup.

The following deed restrictions and provisions may be included in documents transferring land to the City:

1. The Coral Sea Road Coral Pit, Old Engine Test Cells Area, Former Sewage Treatment Plant, and Former Firing Ranges will be cleaned up to their intended reuses. Any cleanup necessary to make the property suitable for uses requiring stricter cleanup levels will be the responsibility of the Department of Parks and Recreation if the use changes in the future. The Department of Parks and Recreation will also be responsible for cleanup of the Fire Fighting Training Pits site if it is to be used for residential purposes or long-term camping in the future.
2. The presence of lead-based paint in some of the buildings to be transferred may make them unsuitable for use as residential structures housing children under the age of 6. Abatement of lead-based paint hazards will be the responsibility of the Department of Parks and Recreation if the facilities are used to house children in the future.

3. Cleanup alternatives selected for the Old Engine Test Cells Area and Coral Sea Road Coral Pit may require restrictions on excavation.

6. Improvement Costs

When the National Park Service approves the transfer of surplus land to the City and County of Honolulu, there is no cost to the City for taking ownership. The land is free. On one hand, this is a boon to the City. The transferred land will help to meet the recreation demand for parks and recreational facilities of Ewa and Leeward communities and implement local area development plans into the next millennium.

On the other hand, there is an indirect cost for the surplus land. As discussed in Section 2 under infrastructure, the Navy will turn over most of the existing infrastructure systems as is. The as-built condition is not up to City and State standards for the respective systems and may have to be upgraded before being accepted by either level of government. The Local Redevelopment Authority (the Barbers Point Redevelopment Commission) is responsible for overseeing the upgrading and improving of roads, water, sewer, and drainage systems. Electrical, telephone, and CATV systems would be upgraded and expanded by Hawaiian Electric Company, GTE Hawaiian Tel, and Oceanic Cable, respectively.

The Redevelopment Commission has prepared and continues to plan for and refine cost estimates for bringing off-site and NASBP road and utilities (water, sewer, drainage, non-potable water, and electrical systems) up to City and utility company standards. The current plan is have the US Navy operate and maintain the majority of NASBP infrastructure (including water) for the next 10 years. During this time, the Barbers Point Redevelopment Commission will begin constructing infrastructure to City standards. The Commission will develop master plans for road, water, sewer, and drainage systems. Upon completion of the infrastructure, the respective systems will be dedicated to the City. Construction costs will be borne by all major end users excluding the US Navy. A recent estimate (1998) places the infrastructure cost at \$290 million. The City's share is estimated at approximately \$16 million.

The DPR estimates site work costs of \$125,000 per acre for mass grubbing, grading, grassing, and installing an automatic irrigation system on about 150 to 170 acres of reuse areas to be developed for field sports. This amounts to \$18.7 to \$21.25 million excluding construction costs for recreation buildings, sport facilities, and the Pacific International Sports Center.

The City estimates design and development costs for Kaleloa Regional Park at \$20 million to be expended over a 24 year period. Operating costs are estimated at \$200,000 annually exclusive of maintenance costs. This cost does not include the cost for developing, operating, and maintaining the Pacific International Sport Center

Parks and recreation areas are not income generators and would provide little continuing income to the City. The City would receive income in the form real property taxes from light industrial development and other revenue producing activities at NASBP which could be used to fund recreational areas and infrastructure improvements. Alternatively, the City may use CIP funding in the short-term and seek private sector assistance in the long-term to reduce the burden of redevelopment.

Fiscal impacts to the City could be substantial if, as developers, it was to develop its reuse lands by itself. If the Pacific International Sports Center becomes a reality, its operation is anticipated to generate income to the City. Financial analysis will help determine if the City should build and operate

the facility, if the facility should be built and operated by an outside vendor and pay rent to the City, if the City should joint venture the project, or what financing methods are in the best interest of the City. It is anticipated that revenues from the project in part will be used to fund the City's share of infrastructure improvements as NASBP.

C. Development of Kalaeloa Regional Park

Nine of the eleven reuse areas are located makai of the main airfield runways. Here, aircraft flight operations, ordnance storage facilities, and associated explosive safety hazard zones have restricted development and much of the area is uninhabited and in open space. The principal non-military uses in this area are ocean recreation, picnicking, and camping. Thus, for most if not all development of Kalaeloa Regional Park makai of the airfield, there are no housing areas or residential populations per se to be directly affected or inconvenienced by construction. Users of the officers and enlisted beach cottages, beach users in general, and campers will be notified of pending construction. Construction of the proposed park maintenance facility (Reuse Area 8) and ball fields (Reuse Area 11) on either side of the U.S. Coast Guard Station will be coordinated with the Coast Guard to minimize impacts on their activities and functions.

Except for a pavilion (of undetermined dimensions) to be located at Kalaeloa Beach Park, no large structures are proposed for Kalaeloa Regional Park. At this time, the only structures proposed are comfort stations (or multi-functional comfort station and administration buildings) to be located in several of the reuse areas. Free standing comfort stations are not considered significant structures due to their relative low building height, compact size, and primary function. Sport courts and fields also are not considered large structures. They will be built at-grade but ancillary facilities such as tennis/volleyball posts, basketball posts, baseball backstops and dugouts, and fencing will rise above grade.

Although Kalaeloa Regional Park covers 344 acres, most of the improvements contemplated for the park retains the openness and undeveloped qualities of the area. Kalaeloa Beach Park and Kalaeloa Shoreline Park generally will remain "as is". Kalaeloa Group and Individual Campgrounds may be selectively cleared of trees and brush to accommodate camp sites. Retaining much of the tree cover will provide shade and climatically comfortable camping areas. Active recreation spaces (Reuse Areas 4, 5, 6, and 7) will be mass grubbed and graded. Areas where courts and fields are not sited will be grassed and landscaped. At-grade parking areas will be constructed and landscaped per requirements of the Land Use Ordinance, City and County of Honolulu.

Given the undeveloped status of property in this area, the absence of any planned major structures, and the scope and scale of improvements for the reuse areas makai of the airfield runways, it is anticipated that construction related impacts will be temporary in any one location and non-significant.

1. Air Quality

Construction will temporarily affect air quality and the acoustical environment. Grubbing, grading, trenching, stockpiling, backfilling and other dirt moving activities will raise fugitive dust at construction sites and on adjacent roads. The general contractor will employ on and off-site dust control measures to prevent work sites from becoming significant dust generators. Control measures shall comply with Chapter 60.1, Air Pollution Control, Title 11, State Department of Health (and revisions thereto).

Most construction equipment and vehicles are diesel powered and emit exhaust emissions typically high in nitrogen dioxide and low in carbon monoxide. The Federal and State nitrogen dioxide standard --- 100mg/m³ per annum---which is an annual standard is not likely to be exceeded during construction. Carbon dioxide emissions should be less than that generated by automobile traffic on adjoining streets. Aldehyde odors from diesel equipment may be detected but should be dispersed by the prevailing winds.

2. Noise

Construction noises emanating from the various reuse areas will be audible over the entire development period. All construction activities will comply with Chapter 46 Noise Control for Oahu and Chapter 42, Vehicular Noise Control for Oahu, Title 11, Administrative Rules, Department of Health. While acknowledging the contribution of construction activities noises to the overall acoustical environment, the primary source of noise at NASBP is and will continue to be from aircraft. Flight tracks take aircraft over several reuse areas and aircraft noises are clearly audible on the ground and will, in most instances, be equivalent to or exceed noise generated by construction equipment.

3. Erosion

Site work will expose soil thus creating opportunities for fugitive dust, runoff, and erosion. Grubbing, grading, and stockpiling of excavated or imported material will be performed in accordance with grading plans approved by the Department of Planning and Permitting, City and County of Honolulu, the erosion control ordinance of the City and County of Honolulu, and Best Management Practices (BMPs) for erosion and runoff control during construction.

4. Archaeological Features

Should subsurface archaeological sites or cultural deposits and artifacts be uncovered, work in the immediate area will cease and historic authorities notified for proper disposition of the finds. Prior to site work, all historic features and buffer areas around each feature shall be clearly marked. The Department of Parks and Recreation plans to leave each historic features intact and will work with non-profit groups or government agency wanting to examine or to preserve the features.

5. Flora and Fauna

Adverse effects on most flora are not anticipated. Despite the dense vegetation in several of the reuse areas, most plant species are common trees and dryland plants.

The Office of Hawaiian Affairs (January, 1999) and the US Fish and Wildlife Service (March, 1999) expressed concern about relocating the individual 'akoko plants found in Reuse Area 9. The Department of Design and Construction ("DDC") has been made aware that the conveyance of real property from the National Park Service to the City and County of Honolulu will contain a restrictive covenant concerning the 'akoko. The City and County of Honolulu will abide by all federal and state guidelines relative to the protection of endangered plants. Consultation will be initiated with the US Fish and Wildlife Service and the Division of Forestry and Wildlife, Department of Land and Natural Resources, State of Hawaii to ensure compliance with Hawaii's endangered species law. As detailed plans for developing Reuse Area 9 are prepared, the DDC will study and evaluate the location and the condition of the plants and how best to protect and maintain them.

The Fish and Wildlife Service's suggestion of maintaining and protecting the individual plants in situ through a flowering and fruiting cycle has been passed on the Department of Parks and Recreation.

6. Drainage

Two regional drainage basins to the north of NASBP are a major concern for the redevelopment of surplus lands. The Kaloi Gulch Drainage Basin, approximately 6,000 acres in area, has a peak runoff estimated at 10,000+ cfs. Runoff from the Kaloi Gulch Drainage Basin flows down-slope to the Ewa Marina complex (to the east of NASBP), following the natural grade.

The Kapolei Drainage Basin, about 2,100 acres, has a peak flow calculated at 4,600 cfs. Runoff from the Kapolei Drainage Basin flows from above the H-1 Freeway and Farrington Highway to the Kapolei Golf Course. From the golf course runoff is routed to a channel along the northern boundary of the base. The channel also receives runoff from the Kapolei Village system. Channel flows drain into a coral pit located approximately midway along the base's northern boundary and percolates into the ground. The coral pit is on retained lands.

There is a need to improve the drainage system to mitigate storm runoff following development of reuse areas, prevent flooding, and accommodate storm flow from upland areas. One proposed solution is to combine storm runoff from both drainage basins. Under this concept, runoff from both drainage basins would be collected and discharged into the existing coral pit. From the coral pit, a drainage channel would be constructed through retained and surplus lands and outlet into the ocean near the end of existing airfield. Although the recommended development plan shows that this concept can be accommodated, there has been no agreement among the U.S. Navy, the City and County of Honolulu, the Redevelopment Commission, and affected landowners regarding this issue (Helber, Hastert, & Fee, 1997). This solution would comply with City and County of Honolulu storm drainage standards.

Implementation of this alternative provides a means of storm runoff disposal from retained and surplus lands, improves drainage conditions at NASBP, and addresses regional drainage concerns. With respect to park areas, the drainage channel would pass through areas proposed for open field sports (Reuse Areas 6 and 7, and beach recreation (the western portion of Reuse Area 1) thus encumbering approximately 45 acres of park lands. The outlet into the ocean should not result in an expansion of the flood zone designation along the shoreline. Potential impacts on ocean waters and ecological communities should be investigated as part of the environmental review process for channel construction. The proposed channel crosses the Old Engine Test Cells Area (POI-42) near Reuse Area 7 where hazardous materials area are present. The materials will have to be removed to acceptable levels to prevent potential exposure and discharge into ocean waters during rain storms.

The DPR proposes to retain on-site runoff within the boundaries of its developed park lands. It is anticipated that development of recreational structures would not create significant drainage problems and that retaining most of the area in open space would allow runoff to be accommodated on the respective sites. Runoff estimates from the Pacific International Sports Center and collection and disposal measures from that facility will be determined during the design stage.

7. Circulation and Traffic

Construction notices will be posted to alert motorists of roadway construction. Flagmen will be posted to marshal vehicles around excavations in the roadway. One traffic lane will be kept open at all times to minimize inconveniences caused by construction. Trench areas and road sections affected by

construction will be restored to pre-construction condition or better. Open trenches will be covered with steel plates at the end of each working day and safety devices posted during night hours.

Construction vehicles hauling men and material will contribute to traffic on installation roadways. Material deliveries will be scheduled to minimize impacts on local traffic. Heavy vehicles traveling to and from each project area shall comply with the provisions of Chapter 42, Vehicular Noise Control for Oahu, Title 11, Hawaii Administrative Rules.

Potential effects of ADT and traffic resulting from the reuse alternatives for NASBP are presented in the *Draft Environmental Impacts Statement for the Disposal and Reuse of Naval Air Station Barbers Point, Hawaii*. Under the State-preferred alternative, ADT is projected at 49,107 vehicles in the year 2020 (Department of the Navy, 1998). The analysis indicates that no significant impacts on traffic would occur with the mitigation identified. Mitigating measures include planned roadway improvements within the installation (widening, extensions, and connections to the regional roadway network outside the base) and intersection improvements.

Road improvements planned on the eastern half of the installation have significant access implications for Kalaeloa Regional Park and the Pacific International Sports Center because of the proximity of roads to the park and sports center. The major improvements include extending Tripoli Road to and integrating it with the Ewa Marina roadway system on the east; connecting Geiger Road with Saratoga Avenue thus providing an "East-West" through road within the installation; and constructing a "North-South" Road linking Coral Sea Road (on-base) with the off-base Ewa regional roadway system (primarily Farrington Highway and the H-1 Freeway). The three roads are proposed as fully improved 80-foot rights-of-way with four traffic lanes. Lane capacity is projected at 800-1,000 vehicles per hour.

The proposed North-South road passes immediately to the east and south of the Pacific International Sports Center and Kalaeloa Park North and the Geiger Road extension passes the Pacific International Sports Center on the north. Both roadways would provide direct access to the Center from off-site roads. Tripoli Road bounds the proposed Kalaeloa Regional Park camp grounds, ball fields, and beach areas on the north. In total, the roads provide fast, direct access to major recreation facilities proposed by the City.

A major, single athletic event at the Pacific International Sports Center drawing 5,000 spectators (the seating capacity of the Gymnasium and the Outdoor Track) is estimated to generate a volume of 2,000 to 2,275 vehicles. Traffic can be accommodated by the proposed roadway improvements. For example, the planned North-South Road can accommodate between 800-1,000 vehicles per lane per hour in either direction. Geiger and Tripoli Roads would be able to handle a similar volume of hourly traffic but traffic volume is expected to be less than that on the North-South Road. If multiple events drawing the same number of spectators (say 10,000 spectators) are held simultaneously, the roadway system has sufficient capacity to accommodate a doubling of vehicles. It would, however, take longer for traffic to enter and exit the area.

Parking is available on the premises and overflow parking will be directed elsewhere within walking distance of the Center. During athletic events, temporary measures such as coning traffic lanes and posting flagmen for traffic and parking control---will be implemented to facilitate access and egress from major thoroughfares. Traffic management plans will be prepared for events held at the Center and specific traffic and parking plans tailored to accommodate anticipated traffic volumes.

In comparison to events at the Pacific International Sports Center, special events at the proposed raceway park and festival center (private recreation facilities proposed at NASBP) may attract up to 65,000 and 50,000 people, respectively, and cause severe traffic congestion (U.S. Navy, 1998). Anywhere from 2 to 3.5 hours would be needed for the anticipated volume of traffic to enter or exist the area. Parking for between 16,700 to 18,300 vehicles can be accommodated at NASBP on the premises or in other areas of the installation. With traffic management controls and parking plans, major events can be accommodated but significant impacts on traffic cannot be eliminated.

7. Visual Resources

Development of parks and recreation areas should not adversely affect visual resources identified on city plans for the Ewa region and NASBP in particular. Beach areas will remain largely intact with only minor modifications to the tree cover in the group and individual camping areas. Overgrown and untended scrub vegetation in Reuse areas 4, 5, 6, and 7 will be grubbed thus improving the appearance and utility of the properties. No large structures are proposed to detract from the open spaces and recreation areas comprising Kalaeloa Regional Park.

The Pacific International Sports Center will be comprised of several buildings varying in form, scale, and height. It is anticipated that the Center will adhere to acceptable design standards that account for the proposed use of the building, capacity, and back-of-house functions. Architectural design and the selection of building materials should present a cohesive theme and solution suitable for the location and planned multiple uses. Landscaping should highlight significant architectural features, add color, screen and buffer outside areas, and provide a tropical identity for the Center.

8. Non-Potable Water

No non-potable water system exists to serve the City's reuse areas. Potable water supplies in the Ewa region are limited and most of the major land owners in the region have committed to using non-potable water for irrigation. The City will irrigate its planned outdoor recreation areas and, in conjunction with other end users, must find a reliable source of irrigation water. To assess irrigation demand, the reuse areas where non-potable water would be used for landscape irrigation were tabulated. In the absence of detailed plans, it appears that demand would be greatest in areas with grassed playing fields (Reuse Areas 5, 6, 7, 9, and 11) or where landscaping is a key design element (Reuse Area 9). The combined acreage of these areas is 390 acres. Applying 1" of irrigation water per week (Board of Water Supply System Standards) to 50% of the total acreage (areas to be planted) yields a weekly irrigation demand of about 5.3 million gallons.

Because there is no non-potable water system on the installation, non-potable water transmission and distribution system will have to be constructed. At this time, it appears that the source of non-potable water will be the Honouliuli Wastewater Treatment Plant. Under the terms of a federal Consent Decree (U.S.D.C. Civ. No. 94-00765 DAE), the City is to incrementally reclaim 2 mgd of effluent from the Honouliuli Wastewater Treatment Plant by July, 1998, 5 mgd by July 1999, and 10 mgd by July 2001.

The City is treating Honouliuli wastewater effluent to the highest standard and quality (R-1 water) required by the State Department of Health. "R-1" water can be applied to parks and athletic fields by spray, drip, or underground systems. Permitted uses of R-1 water are described in the "Guidelines for the Treatment and Use of Reclaimed Water" (Department of Health, 1993). Based on the level of treatment and use guidelines, the application of R-1 water on park lands should not pose a health

hazard to park users. The proposed park facilities are located within the limits of the State Department of Health Pass Zone which indicates that it is permissible to use reclaimed water for irrigation (Board of Water Supply, 1999).

It appears that there is an adequate supply of R-1 water from the Honouliuli WWTP to irrigate City reuse areas and other end user areas. The cost for constructing the transmission, distribution, and pumping stations for a non-potable water system would have to be shared by end users. Alternatively, the possibility exists that the producer of the R-1 water could fund and construct the necessary infrastructure in return for a guaranteed cost and consumption level.

**SECTION 4
ALTERNATIVES TO THE PROPOSED ACTION**

The only real alternative to the proposed action is No Action or to not request the transfer of excess land at NASBP to the City and County of Honolulu. A No Action alternative would:

- Allow the transfer of 506 acres to other end users.
- Forego the opportunity to add 506 acres of land to its parks system at no direct cost.
- Preclude City investment in infrastructure improvements at NASBP.
- Allocate public funds earmarked for recreation improvements at Kalaeloa Regional Park for expenditure on other City projects.
- Result in a projected shortfall of up to 422 acres of island-based parks in the Ewa region by the year 2020.
- Fail to promote Honolulu and the State of Hawaii as a destination center for regional, national, and international athletes and teams.
- Result in no environmental impacts---short and long-term, beneficial and adverse---described in *this Assessment*.

The Department of Parks and Recreation has determined that a No Action alternative is not in the best interests of the City and County of Honolulu and the people it governs. Thus, the Department of Parks and Recreation is requesting the transfer of approximately 506 acres of excess federal land to the City and County of Honolulu to be developed for recreational purposes.

**SECTION 5
PERMITS AND APPROVALS**

<u>Permit</u>	<u>Authority</u>
City and County of Honolulu	
Special Management Area Use Permit	Honolulu City Council
Public Infrastructure Map Amendment, Ewa Development Plan Area	Honolulu City Council
Grubbing, Grading and Stockpiling	Department of Planning and Permitting
Building Permit for Building, Electrical, Plumbing Sidewalk/Driveway and Demolition Work	Department of Planning and Permitting
Development Application in Flood District	Department of Planning and Permitting
State of Hawaii	
Historic Site Review	Department of Land and Natural Resources
Variance for Pollution Controls	Department of Health

**SECTION 6
AGENCIES AND ORGANIZATIONS CONSULTED IN
PREPARING THE ENVIRONMENTAL ASSESSMENT**

The Draft Environmental Assessment for the Proposed Reuse Plan, Naval Air Station Barbers Point was published in the Office of Environmental Quality Control Environmental Notice of December 23, 1998 and January 8, 1999. Publication in the Environmental Notice initiated a 30-day public review period which ended on January 22, 1999. The Draft Environmental Assessment was mailed to agencies and organizations listed below. An asterisk * identifies agencies and organizations that submitted written comments during the comment period. All comment letters and responses are found in Appendix A.

Federal

U.S. Department of the Interior

**Fish and Wildlife Service*

**U.S. Army Corps of Engineers, Honolulu Engineer District*

U.S. Navy

Pacific Division, Naval Facilities Engineering Command

State of Hawaii

Department of Business, Economic Development and Tourism

Barbers Point Naval Air Station Redevelopment Commission

Department of Hawaiian Home Lands

Department of Health

Environmental Management Division

Department of Land and Natural Resources

**Historic Preservation Division*

**Land Management Division*

**Division of State Parks*

Department of Transportation

**Airports Division*

**Office of Environmental Quality Control*

**Office of Hawaiian Affairs*

Office of Planning

City and County of Honolulu

**Board of Water Supply*

Department of Environmental Services

**Department of Planning and Permitting*

**Department of Transportation Services*

**Planning Department*

Organizations and Individuals

Honorable John Desoto, City Council
Honorable Calvin K. Kawamoto, 19th Senatorial District
Honorable Brian Kanno, 20th Senatorial District
Honorable Colleen Hanabusa 21st Senatorial District
Honorable Nestor Garcia, 37th Representative District
Honorable Paul T. Oshiro, 41st Representative District
Honorable Mark Moses, 42nd Representative District
Honorable Michael P. Kahikina, 43rd Representative District
*Honorable Emily J. Auwae 44th Representative District
Hawaiian Electric Company
*GTE Hawaiian Tel
*The Estate of James Campbell
Ewa Neighborhood Board No. 23
Waianae Neighborhood Board No. 24
Makakilo/Kapolei/Honokai Hale Neighborhood Board No. 34

The Draft Environmental Assessment has been placed in the Ewa,
Waipahu, and Waianae Public Libraries.

**SECTION 7
UNRESOLVED ISSUES**

Infrastructure improvement cost is a significant unresolved issue. The Barbers Point Redevelopment Commission continues to evaluate alternatives for upgrading roads, sewer, water, drainage, and electrical infrastructure and the costs associated with the improvements. A final plan and financing mechanism have yet to be prepared for and approved by the Commission. The ultimate cost of infrastructure improvements will be determined in part by on-going negotiations between the US Navy and the State of Hawaii. The most recent estimate of infrastructure improvement cost is \$290 million of which the City's share is estimated at approximately \$16 million.

Drainage collection and disposal are unresolved. A drainage system combining off-site and NASBP flows has been proposed but a decision to implement this alternative has not been made. The proposed drainage system crosses City park lands and outlets into the ocean near the end of Runway 11-29. Construction of this alternative would encumber approximately 45 acres of recreation area, thus reducing the total acreage of land available for public recreational use.

Developing the Pacific International Sports Center is an unresolved issue. No other sports facility in the State of Hawaii has been proposed on such a large scale and encompassing a range of health, medical, sports performance, and training facilities. Such a facility would help to promote Hawaii as a sports destination center for world class athletes and athletics. The State of Hawaii will initiate a marketing study for it Kapolei Sports and Recreation Center if funding is available and will coordinate the marketing study with City plans for the Pacific International Sports Center.

**SECTION 8
DETERMINATION OF SIGNIFICANCE**

Title 11, Chapter 200 (Environmental Impact Statement Rules), Administrative Rules of the State Department of Health, establishes criteria for determining whether an action may have significant effects on the environment (§11-200-12). The relationship of the proposed project to these criteria is discussed below.

- 1) Involves an irrevocable commitment to loss or destruction of any natural or cultural resource;

Eleven (11) historic sites identified as eligible for placement on the National Register of Historic Places are located on six (6) reuse properties (Reuse Areas 3a, 3b, 4, 5, 6, and 9). The sites will be clearly marked and a buffer area established prior to any construction on the respective property. The Department of Parks and Recreation will leave the sites as is and is willing to work with any non-profit groups or government agency wanting to examine or preserve the features.

- 2) Curtails the range of beneficial uses of the environment;

Except for Reuse Areas 1, 2, and 10, the properties to be transferred to the City are either vacant or undeveloped. Several parcels are covered with dense scrub vegetation. The City is committed to improving these properties into Kalaeloa Regional Park to provide for the regional and island-wide recreational needs of Oahu's residents and visitors. The proposed Kalaeloa Regional Park also will open up the coastal area which has been inaccessible to the public for some time.

- 3) Conflicts with the state's long-term environmental policies or goals and guidelines as expressed in chapter 344, Hawaii Revised Statutes, and any revisions thereof and amendments thereto, court decisions or executive orders;

The project does not conflict with long-term environmental policies, goals, and guidelines of the State of Hawaii.

- 4) Substantially affects the economic or social welfare of the community or State;

Excess land at NASBP will be turned over at no direct cost to the City and County of Honolulu. The cost of developing the reuse areas for recreational use is estimated at \$20 million and will be funded through the City's Capital Improvement Projects budget.

Additional costs can be expected as the infrastructure at NASBP needs to be upgraded to acceptable standards. This cost is estimated at \$290 million and the City's share at \$16 million.

The City should derive some revenue in the form of real property taxes as end users develop their properties to their intended use. However, parks and recreation areas are not revenue generators and the City will have to seek out alternative sources of revenue. Construction of the proposed Pacific International Training Center is anticipated to generate some revenue to help the City to offset the burden of development.

- 5) Substantially affects public health;

Hazardous materials have been identified on several of the properties to be transferred to the City and County of Honolulu. The Navy reports that most sites have been cleaned to acceptable levels of use (i.e. recreational use). Continued remediation activities are required for three sites (Reuse Areas 3a, 7, and 9) as well as the installation's and Regional Groundwater System and Drywell Network.

- 6) Involves substantial secondary impacts, such as population changes or effects on public facilities;

The land to be transferred will not accommodate a permanent population. However, an increase in transient population is expected as the beach areas are open to public use and recreation areas and facilities built and put to public use. An estimate of park users is not available at this time.

The public infrastructure at NASBP generally does not meet City standards and eventually will have to be upgraded to standard. It is anticipated that all end users will share in the commitment and cost for this undertaking.

- 7) Involves a substantial degradation of environmental quality;

Development of land for parks and recreation should not result in a degradation of environmental quality. Current and future park management policies and regulations should prevent overuse and or abuse of the proposed recreation areas.

- 8) Is individually limited but cumulatively has considerable effect upon the environment or involves a commitment for larger actions;

Following transfer of the requested property, the City is committed to building the parks and recreation facilities proposed for each reuse area. The feasibility and commitment to develop the Pacific International Sports Center will be determined following a market study. As an end user, the City is also making a commitment to participate in upgrading the existing on-base infrastructure to appropriate standards and to share in the cost of improvements.

Average daily traffic to Kalaeloa Regional Park can be accommodated by the existing roadway system. Road improvements will increase the capacity of streets to accommodate traffic to and from the Pacific International Sports Center. Spectators will experience traffic congestion in the vicinity of the Center during athletic events. Implementation of traffic management and parking plans would not reduce congestion but facilitate vehicle ingress and egress as efficiently as possible.

- 9) Substantially affects a rare, threatened or endangered species, or its habitat;

The presence of several endangered botanical species on NASBP is well documented. Four individual plants of the endangered Ewa Plain 'akoko (*Chamaesyce skottsbergii* var. *skottsbergii*) are located in a section of Reuse Area 9. The Department of Parks and Recreation has been made aware that the conveyance of real property from the National Park Service to the City and County of Honolulu will contain a restrictive covenant concerning the 'akoko. The City

and County of Honolulu will abide by all federal and state guidelines relative to the protection of endangered plants. Consultation will be initiated with the US Fish and Wildlife Service and the Division of Forestry and Wildlife, Department of Land and Natural Resources, State of Hawaii to ensure compliance with Hawaii's endangered species law. As plans for developing Reuse Area 9 are prepared, the Department of Design and Construction will study and evaluate the location and the condition of the plants and how best to protect and maintain them.

- 10) Detrimently affects air or water quality or ambient noise levels;

Ambient air, noise, and water quality will not be adversely affected by transfer of the property. Short-term construction impacts on air quality are expected as the land is cleared and readied for the improvements to follow. Nine of the eleven reuse areas are located makai of the airfield runways. Much of this area is uninhabited and in brush-covered open space. Thus, for most if not all development of Kalaeloa Regional Park makai of the airfield, there are no housing areas or residential populations to be directly affected or inconvenienced by construction activities.

In the long-run, noise from aircraft flyovers will be audible throughout Kalaeloa Regional Park.

- 11) Affects or is likely to suffer damage by being located in an environmentally sensitive area such as a flood plain, tsunami zone, beach, erosion-prone area, geologically hazardous land, estuary, fresh water, or coastal waters;

Reuse areas along the coast are located within flood hazard zones. These properties are susceptible to flooding from the 100-year flood and a small segment of the shoreline is subject to wave action. It is not likely that the construction of minor structures such as comfort stations, parking areas, a pavilion, and camp grounds will expand the flood hazard zone or increase flood heights.

- 12) Substantially affects scenic vistas and view planes identified in county or state plans or studies; or,

Scenic vistas and view planes identified in the Ewa Development Plan will not be affected by the proposed action. The proposed Kalaeloa Regional Park is one of the key planning principals that would contribute to the greening and open space concept envisioned for the Ewa region in the Ewa Development Plan.

- 13) Requires substantial energy consumption.

Energy consumption has not been determined.

REFERENCES

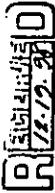
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APPENDIX A
COMMENTS AND RESPONSES

BERNARD J. CAVIARO
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 621
HONOLULU, HAWAII 96809



December 18, 1998

Mr. Gerald Park
1400 Rycroft Street
Honolulu, Hawaii 96814-3021

Dear Mr. Park:

Subject: Proposed Reuse Plan
Naval Air Station Barbers Point
Honouliuli, Ewa, Oahu, Hawaii

Thank you for the opportunity to comment.

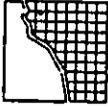
We support recreational uses proposed by the City and County's Department of Parks and Recreation to the extent that natural and cultural resources existing in the as yet undeveloped areas are adequately addressed.

Exhibit "1.3" on page 1-4 appears to be outdated. It is our understanding that the "Heritage Park" parcel is now split into two non-adjacent parcels and the massive swale shown is now being scaled down to a smaller one along the road alignment.

Other DLNR agencies not shown in Section 6 that you may wish to seek comments from are the Commission on Water Resources Management and the Division of Forestry and Wildlife.

Sincerely,

RAJSTON H. NAGATA
State Parks Administrator



GERALD PARK
Urban Planner

- Planning
- Land Use
- Research
- Environment
- Studies

1400 Rycroft Street
Suite 876
Honolulu, Hawaii
96814-3021

Phone/Fax
808 942-7484

March 26, 1999

Rajston H. Nagata, State Parks Administrator
Division of State Parks
Department of Land and Natural Resources
State of Hawaii
PO Box 621
Honolulu, Hawaii 96809

Dear Mr. Nagata:

Subject: Proposed Reuse Plan
Naval Air Station Barbers Point
Honouliuli, Ewa, Oahu, Hawaii

Thank you for reviewing the Draft Environmental Assessment prepared for the proposed reuse plan. We offer the following response to your comments.

Exhibit 1-3, the Community Redevelopment Plan for Naval Air Station Barbers Point, is the land use plan approved by the Barbers Point Redevelopment Commission in 1996. Since its approval, the Plan has and continues to be refined as lot areas and acreage are adjusted by boundary surveys. We have recently received the most current Community Redevelopment Plan and will include it in the Final Environmental Assessment.

The Heritage Park parcel shown on Exhibit 1-3 has been separated into two non-contiguous parcels as you noted. The separation is shown in Exhibit 1-4 with the parcels identified as Reuse Areas 6 and 7 and labeled Open Practice Fields.

The Final Environmental Assessment will be forwarded to the Commission on Water Resources Management and Division of Forestry and Wildlife.

We thank the Division of State Parks, Department of Land and Natural Resources for participating in the environmental assessment review process.

Sincerely,

GERALD PARK URBAN PLANNER

Gerald Park

c: D. Griffin, PPD/DDC

BERNARD J. CAVETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

RAJU NATARAJA
DIRECTOR
COUNTY DIRECTORS
SPENCER K. IMAIWA
GLENN H. OKUNO

PLEASE REFER TO:
AIR-EP
98.1009

RECEIVED
1/8/99

January 7, 1999

Mr. Don Griffin
City & County of Honolulu
Department of Design & Construction
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Griffin:

We have reviewed your draft environmental assessment for the reuse by parks and recreation complexes at Barbers Point Naval Air Station. Our comments follow:

The boundaries of areas 2, 7, and 8 appear to conflict with our boundaries for the airport. Enclosed is our Kalaeloa Airport Layout Plan (ALP) which shows the boundaries which have been approved by the Federal Aviation Administration (FAA) and the Reuse Commission.

Your area 9 will be partially constrained near Coral Sea Road by a aviation easement for the runway protection zone. An elevation restriction of 130 ft. to 180 ft. from west to east, will also be necessary to protect the aircraft approach path to Runways 22L and 22R from obstructions.

While recreation is certainly a compatible use adjacent to an airport, there is a FAA requirement that major construction in the vicinity of a flight path be reviewed for compatibility with the airspace and navigational systems. When your plan for area 9 is more defined, we suggest that the attached notification be given to the local FAA District office.

Large public gatherings should be prevented from occurring in the controlled activity position of the aviation easements.

Hana Lila Ma Ke Ala Aloha
Working Together to Provide Gateway of Aloha

Mr. Don Griffin
Page 2
January 7, 1999

AIR-EP
98.1009

We will be making the beach accessible to the public at our southernmost boundary and studying how the Commission could provide a public road around the runway safety area in the future.

We look forward to a neighborly working relationship with you and would be glad to arrange a coordination meeting with the Coast Guard and U. S. Fish & Wildlife Service (USFWS) present whenever it is convenient for you.

Please have your staff contact, Ben Schlapak, Head Planning Engineer, at 838-8821 to clarify any questions you may have.

Sincerely,

JERRY M. MATSUDA, P.E.
Airports Administrator

Enclosures: Notice of Proposed Construction or Alteration
Kalaeloa Airport Layout Plan

C: Gerald Park

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

660 SOUTH KING STREET, 2ND FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 525-4466 • Fax: (808) 523-4487



GENEY HARRIS
MAYOR

RAMONAL E. RUIZEL, AIA
DIRECTOR

ROLAND D. LIBBY, JR., AIA
DEPUTY DIRECTOR

RECEIVED
7-22-99

January 13, 1999

Mr. Jerry M. Matsuda
Airports Administrator
Department of Transportation
State of Hawaii
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Dear Mr. Matsuda:

Subject: Draft Environmental Assessment for Barbers Point Naval Air Station Reuse
by the City's Department of Parks and Recreation

Thank you for your review of the draft environmental assessment.

We accept your comments on the setback boundaries to the two runways as marked on the airport layout drawing. We will also look favorably on your proposed aviation easements for controlled activity within future park land off the end of the two runways on Coral Sea Road.

The U.S. Navy's Real Estate Office, which is directing the boundary surveys for land to be released for park use, has indicated it will abide by your requirements. We will provide you a revised park parcel map after the survey is completed in about four months.

If there are any questions or for future coordination, please contact Mr. Donald Griffin of our Planning and Programming Division at 527-6324.

Sincerely,

RANDALL K. FUTING
Director

RKF:ei

c: J.M. Kilian, U.S. Navy Real Estate Office
✓ Gerald Park Urban Planner
Department of Parks and Recreation

THE ESTATE OF JAMES CAMPBELL

January 8, 1999



Mr. Gerald Park
Urban Planner
1400 Rycroft Street, Suite 876
Honolulu, HI 96814-3021

Dear Mr. Park:

Thank you for the opportunity to review and comment on the Draft Environmental Assessment for the proposed reuse plan for Barbers Point Naval Air Station. Our comments are as follows:

- Page 1-4: The 530-acre site for the city's regional park should be more clearly identified on the map. The map, itself, is fuzzy and difficult to read.
- Page 1-5: It should be made clearer how and where the 530 acres are included in the Table 1-1, Summary of Recommended Land Uses for Transferred Lands. Will the development of a master plan for this regional park require another environmental assessment (EA) in the future or is this EA intended to cover that?
- Page 1-6: A clear delineation of Reuse Areas 1 through 9 on the map on page 1-4 would assist in the review of these land uses and their relationship.
- Page 3-2: In the discussion of the Ewa Development Plan, the use of the term "spatial boundary" may be confusing. The term more frequently used is: urban growth boundary.

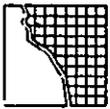
We hope you will receive and consider these comments as an attempt to improve a basically well-prepared document. Please call me at 674-3119 or Chuck Ehrhorn at 674-3284 if you have any questions.

Very truly yours,

Henry Eng
Henry Eng/AICP
Community Development Manager

ms:01002000K10568
cc: Chuck Ehrhorn

1400 Rycroft Street, Suite 876, Honolulu, HI 96814-3021



GERALD PARK
Urban Planner

Planning
Land Use
Research
Environmental
Studies

1400 Rycroft Street
Suite 876
Honolulu, Hawaii
96814-3021

Phone/Fax
808/947-7484

March 29, 1999

Henry Eng, AICP
Community Development Manager
The Estate of James Campbell
1001 Kamiloiki Boulevard
Kapolei, Hawaii 96707

Dear Mr. Eng:

Subject: Proposed Reuse Plan
Naval Air Station Barbers Point
Honolulu, Ewa, Oahu, Hawaii

Thank for reviewing the Draft Environmental Assessment prepared for the subject Reuse Plan. We offer the following responses to your comments.

Page 1-4, 1-5, and 1-6: Exhibit 1-3 is black and white copy of a color map and, as you pointed out, it is fuzzy and difficult to read. The Exhibit will be replaced with a clearer version in the Final Environmental Assessment. Table 1-1 summarizes the acreage and preliminary land uses approved for the Community Redevelopment Plan for Naval Air Station Barbers Point (Exhibit 1-3). The land to be transferred to the City is the 421 acres cited as City Park in Table 1-1. Since the Redevelopment Plan was approved, subsequent adjustments made by the Redevelopment Commission between end users increased from 421 to 530 acres the amount of land to be transferred to the City. Land boundary surveys were recently completed by the US Navy and conveyance authorities. The City has been informed that approximately 506 acres rather than 530 acres will be transferred to the City and County of Honolulu by the National Park Service.

The subject environmental assessment was prepared as part of the City's application to the National Park Service requesting the transfer of lands. This environmental assessment will be used as background information for the preparation of a Master Plan for Kalaheoa Regional Park.

Page 3-2: The term "spatial boundary" will be revised to "urban growth boundary".

We thank the Estate of James Campbell for participating in the environmental assessment review process.

Sincerely,

GERALD PARK URBAN PLANNER

Gerald Park
Gerald Park

c: D. Griffin, PPD/DDC



DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, HONOLULU
FT. SHAFTER, HAWAII 96814-3443

SENT TO
ATTENTION OF

January 13, 1999

RECEIVED
1/17/99

Civil Works Branch

Mr. Gerald Park
Urban Planner
1400 Rycroft Street, Suite 876
Honolulu, Hawaii 96814-3021

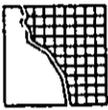
Dear Mr. Park:

Thank you for the opportunity to review and comment on the Environmental Assessment (EA) for the Proposed Reuse Plan for the Naval Air Station at Barbers Point, Oahu. The following comments are provided in accordance with U.S. Army Corps of Engineers authorities to provide flood hazard information and to issue Department of the Army (DA) permits.

- a. Based on the information provided, a DA permit will not be required for the project.
- b. The flood hazard information provided on page 2-3 of the EA is correct.

Sincerely,

Paul Mizus, P.E.
Chief, Civil Works Branch



GERALD PARK
Urban Planner

Planning
Land Use
Research
Environmental
Studies

1400 Rycroft Street
Suite 876
Honolulu, Hawaii
96814-3021

Phone/Fax
(808) 942-7484

RECEIVED
2/19/99



HAWAII STATE LEGISLATURE
STATE CAPITOL
HONOLULU, HAWAII 96813

January 14, 1999

Gerald Park
Urban Planner
1400 Rycroft Street, Suite 876
Honolulu, HI 96814-3021

Dear Mr. Park:

I have reviewed the Environmental Assessment and concur with the proposal at this time. However, I would like to state that traffic concerns outside the boundaries of the Barbers Point complex be planned for and corrections be made prior to actual use.

Presently, the existing infrastructure of the H-1 Freeway, Fort Wener Road, Geiger Road and Fort Barrett Road will be strained when forced to handle an increase in traffic volume. The population rate of Kapolei and Makakilo is increasing each year. In addition, the completion of construction on office and commercial buildings in addition to the Water Park will only add to the traffic concerns.

Considering that H-1 Freeway and Farrington Highway are the only means in and out of the Leeward Coast, the impact of the additional traffic to these main arteries will be more congestion, thus resulting in longer travel time, inconvenience and possible loss of income for many residents.

Careful planning and consideration for the residence of the Leeward Coast is of the utmost importance, therefore I ask you to examine these concerns and consider a viable solution. If you have any questions, I can be reached at 586-8460.

Aloha

Emily J. Auwae

Representative
Emily J. Auwae
44th District

March 26, 1999

The Honorable Emily J. Auwae
44th Representative District
House of Representatives
State Capitol
415 South Beretania Street
Honolulu, Hawaii 96813

Dear Representative Auwae:

Subject: Proposed Reuse Plan
Naval Air Station Barbers Point
Honolulu, Ewa, Oahu, Hawaii

Thank for reviewing the Draft Environmental Assessment prepared for the subject reuse plan. Your support for City plans to develop Kalaeloa Regional Park is sincerely appreciated.

Your comment and concern for traffic outside the boundaries of Naval Air Station Barbers Point are well taken. It is anticipated that traffic generation to Kalaeloa Regional Park will not be substantial when compared to other land uses proposed at NASBP. Although no new roads are proposed as part of the development of Kalaeloa Regional Park, there are proposals to construct new roads to help improve circulation in the Ewa area. The proposed North-South Road, a highway project planned by the State Department of Transportation, would connect Kapolei Parkway with the H-1 Freeway. Proponents of this project point out that the new road will respond to the rapid regional and economic development trends of the Ewa area, provide additional roadway capacity, and help to accommodate future transportation demand in the area.

As the Ewa region continues to grow in population, residential and commercial development, there will be a continuous need to upgrade and improve not only existing roadways but water, sewer, drainage, and utility systems and to plan for new infrastructure.

We thank you for participating in the environmental assessment review process.

Sincerely,

GERALD PARK URBAN PLANNER

Gerald Park
Gerald Park

c: D. Griffin, PPD/DDC

BOARD OF WATER SUPPLY
CITY AND COUNTY OF HONOLULU
600 SOUTH BEPETANIA STREET
HONOLULU, HAWAII 96843
PHONE (808) 527-6180
FAX (808) 533-2714



January 19, 1999

JEROME HARRIS, Mayor
EDDIE FLORES, J.L. Chairman
FORREST C. LUFFY, Vice Chairman
KAZUHIKASA IIDA
JAN LI, ALI
BARBARA KIM STANTON
CHARLES A. SIED
CLIFFORD S. JAMIE
Manager and Chief Engineer

Mr. Gerald Park
Gerald Park Urban Planner
1400 Rycroft Street, Suite 876
Honolulu, Hawaii 96814-3021



Dear Mr. Park:

Subject: Your Letter Dated December 15, 1998 Regarding the Environmental Assessment for the Proposed Reuse Plan for Naval Air Station Barbers Point

Thank you for the opportunity to review the subject Draft Environmental Assessment prepared for the City and County of Honolulu Department of Design and Construction. We offer the following comments:

1. The Draft Environmental Assessment (DEA) should identify and describe all the permits that will be required for the development of the proposed park facilities. The permit descriptions should also include the time required for the permit application and approval processes.
2. The DEA does not mention who will be responsible for operating and maintaining the required infrastructure (both in the interim and the foreseeable future) for the proposed park facilities. At present, there is no City water system in place to serve the proposed facilities. Although there is an existing Navy water system that meets Federal standards (as indicated on page 2-17 in the section on Infrastructure), it does not meet Board of Water Supply (BWS) water system standards.
If the intent is to utilize the Navy's existing water system, this and all its applicable requirements should be clearly stated in the DEA. If the intent is to have the BWS operate and maintain the Navy's system, the following will be required:
 - a. The existing water system should be upgraded to BWS standards;
 - b. A water master plan should be prepared and submitted for BWS review. The master plan should identify the proposed developments/users, their demands and the required infrastructure; and provide applicable hydraulic calculations.
 - c. Large landscaped areas should be irrigated with nonpotable water.

The same requirements would also apply if a new water system will be installed. In this case, the City will also be required to pay their proportionate share for the new system and any appropriate water systems facilities charges.

Dear Water... our goal is to provide you with the best...



Mr. Gerald Park
January 19, 1999
Page 2

Timing will also be a major factor. Any improvements to existing infrastructure or the installation of new infrastructure will take several years.

3. Regarding the section on nonpotable water on page 3-10:
 - a. Another option for providing nonpotable water that might be explored is using the Navy's Barbers Point Shaft. Water quality analysis of the shaft has shown that its chloride occasionally exceeds the 250 mg/l level recommended by National Secondary Drinking Water Standards. However, this option would be available only if the City provides service to the entire base (both retained and released areas) from another source.
 - b. It should be stated that the proposed park facilities are located within the limits of the State of Hawaii Department of Health's Pass Zone which indicates that it is permissible to use reclaimed wastewater for irrigation.
 - c. If nonpotable water is used for irrigation, the DEA should state that BWS approved reduced pressure backflow prevention assemblies will be required after all domestic meters serving the proposed facilities.

If you have any questions, please contact Bert Kuiola at 527-6134.

Very truly yours,

CLIFFORD S. JAMIE
Manager and Chief Engineer

Dear Water... our goal is to provide you with the best...



GERALD PARK
Urban Planner

Planning
Land Use
Research
Environments
Studies

1400 Kiyooki Street
Suite 876
Honolulu, Hawaii
96814-3021

Phone/Fax
808 942-7484

March 26, 1999

Clifford S. Jamile
Manager and Chief Engineer
Board of Water Supply
City and County of Honolulu
630 South Beretania Street
Honolulu, Hawaii 96843

Dear Mr. Jamile:

Subject: Proposed Reuse Plan
Naval Air Station Barbers Point
Honolulu, Ewa, Oahu, Hawaii

Thank you for reviewing the Draft Environmental Assessment prepared for the subject Reuse Plan. We offer the following responses to your comments.

1. Permits

A listing of anticipated permits was included in the Draft Environmental Assessment. Additional permits and approvals will be identified during the planning and design phases for the various facilities.

2. Infrastructure

The current plan is have the US Navy operate and maintain the majority of NASBP infrastructure (including water) for the next 10 years. During this time, the Barbers Point Redevelopment Commission will begin constructing infrastructure to City standards. The Commission will develop masters plans for water, sewer, and drainage systems. Upon completion of the infrastructure, the respective systems will be dedicated to the City. Construction costs will be borne by all major end users excluding the US Navy. The Navy will operate its own water system unless they decide to connect to the new system.

3. Nonpotable Water

a. Your suggestion for using nonpotable water from the Navy's Barbers Point Shaft should be considered during the design phase for the nonpotable water system. The Departments of Design and Construction and Parks and Recreation are exploring alternatives for providing non-potable water for irrigation including using reclaimed water from the Honolulu Wastewater Treatment Plant.

b. We will indicate that the proposed park facilities are located within the limits of the State of Hawaii, Department of Health Pass Zone and it is permissible to use reclaimed water for irrigation.

c. BWS approved reduced pressure backflow prevention assemblies will be installed after all domestic meters serving the park facilities.

Clifford S. Jamile
Page 2
March 26, 1999

We thank the Board of Water Supply for participating in the environmental assessment review process.

Sincerely,

GERALD PARK, URBAN PLANNER

Gerald Park

c: D. Griffin, PPD-DDC



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

LAND DIVISION
P.O. BOX 621
HONOLULU, HAWAII 96809

JAN 26 1999

REGULATORY DEVELOPMENT
PROGRAMS
AQUATIC RESOURCES
BIOLOGICAL AND OCEAN MANAGEMENT
CONSERVATION AND
RESTORATION
CIVIL ENGINEERING
COASTAL ZONING
LAND USE AND PLANNING
LAND USE PERMITS
LAND USE REVIEW
LAND USE ZONING
WATER RESOURCE MANAGEMENT

RECEIVED
1-23-99

Ref: PS:EH

Mr. Gerald Park
Gerald Park Urban Planner
1400 Rycroft Street
Suite 876
Honolulu, Hawaii 96814-3201

Dear Mr. Park:
Subject: Proposed Reuse Plan, Naval Air Station
Barbers Point, Ewa, Oahu

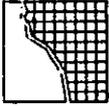
We have reviewed the subject document and recommend that the proposed developments located in the flood zone be designed in accordance with Section 7.10-4 Development Standards and Section 7.10-7 Coastal High Hazard District, Article 7, Special District Regulations of the City and County of Honolulu, Land Use Ordinance.

Thank you for the opportunity to comment on the subject document. Should you have any questions, please contact staff planner Ed Henry at 587-0380.

Very truly yours,

D. Uchida
Dean Uchida,
Administrator

c.c. Engineering Branch



GERALD PARK
Urban Planner

- Planning
- Land Use Research
- Environmental Studies

1400 Rycroft Street
Suite 876
Honolulu, Hawaii
96814-3201

Phone/Fax
808 942-7184

March 26, 1999

Dean Y. Uchida, Administrator
Land Division
Department of Land and Natural Resources
State of Hawaii
PO Box 621
Honolulu, Hawaii 96809

Dear Mr. Uchida:

Subject: Proposed Reuse Plan
Naval Air Station Barbers Point
Honolulu, Ewa, Oahu, Hawaii

Thank you for reviewing the Draft Environmental Assessment prepared for the subject Reuse Plan. As you recommended, recreational facilities located in the flood and coastal high hazard zones will be designed in accordance with applicable development standards of the Land Use Ordinance.

We thank the Land Division of the Department of Land and Natural Resources for participating in the environmental assessment review process.

Sincerely,

GERALD PARK URBAN PLANNER

Gerald Park
Gerald Park

c. D. Griffin, PPD-DDC

RECEIVED
1-26-99

PHONE (808) 594-1848



STATE OF HAWAII
OFFICE OF HAWAIIAN AFFAIRS
711 KAPOLANI BOULEVARD, SUITE 500
HONOLULU, HAWAII 96813

FAX (808) 594-1865

Mr. Gerald Park
Urban Planner
January 22, 1999
Page two

Again, thank you for the opportunity to review the DEA. If you have any questions concerning our comments, please contact Lynn Lee, EIS Planner at 594-1936.

January 22, 1999

Mr. Gerald Park
Urban Planner
1400 Rycroft Street, Suite 876
Honolulu, Hawaii 96813

EIS (98)265

Re: Environmental Assessment for the Proposed Reuse Plan for the Naval Air Station
Barbers Point, Honouliuli, Ewa, O'ahu

Dear Mr. Park:

Thank you for the opportunity to review the Environmental Assessment (EA) for the proposed reuse plan for the Naval Air Station at Barbers Point, Honouliuli, Ewa, O'ahu, Hawaii. The City and County of Honolulu proposes to transfer approximately 530 acres of land at the former Naval Air Station Barber Point (NASBP) to the City for the development of a major regional park and recreation facility. The facility is intended to serve the recreation needs of Ewa and Leeward Coast residents through the year 2020.

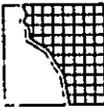
We note that on page 3-7 under paragraph 5 "Flora and Fauna" the DEA anticipates moving the endangered Akoko plant from its present habitat in "Reuse Area 9" to the ordinance storage area which has a large population of the plant. This plan is presumptive for several reasons. First, under Hawaii's Endangered Species law an incidental "taking" of an endangered plant is allowed only under limited and specific conditions. Second, the "taking" must be reviewed and approved by the Endangered Species Recovery Committee as described in Section 195D-E of Hawaii Revised Statutes. Third, past attempts to transfer the Akoko plant have not been successful. The lack of success in transplanting the Akoko is likely to influence the decision of the committee such that for the purposes of this DEA, it would be inappropriate to assume the approval.

Sincerely,

Colin Kippen, Jr.
Deputy Administrator

C. Sebastian Alook
Land and Natural Resources Division Officer

cc: Board of Trustees



March 29, 1999

GERALD PARK
Urban Planner

Planning
Land Use
Research
Environmental
Studies

1400 Kono Street
Suite 875
HONOLULU, HAWAII
96814-3021

Phone/Fax
808 947-7484

Randy Ogata, Administrator
Office of Hawaiian Affairs
711 Kapiolani Boulevard, Suite 500
Honolulu, Hawaii 96813

Dear Mr. Ogata:

Subject: Proposed Reuse Plan
Naval Air Station Barbers Point
Honolulu, Ewa, Oahu, Hawaii

Thank you for reviewing the Draft Environmental Assessment prepared for the subject Reuse Plan. We are offering the following response to your comment.

The US Fish and Wildlife Service has informed us that there are four individuals of the 'alaloa located in Reuse Area 9. As plans for developing the property are prepared, the Department of Design and Construction intends to further study and evaluate the location and condition of the plants and how best to protect and maintain them.

Because the 'alaloa is an endangered species, the City and County of Honolulu intends to consult with the US Fish and Wildlife Service and the Division of Forestry and Wildlife, Department of Land and Natural Resources, State of Hawaii to ensure compliance with Hawaii's endangered species law.

If, as you suggest, the Endangered Species Recovery Committee would be reluctant to allow transplanting the 'alaloa, then alternatives to a transfer will be explored. The US Fish and Wildlife Service has suggested protecting and maintaining the existing plants *in situ* through a flowering and fruiting cycle and then collecting their seeds for propagation and outplanting.

We thank the Office of Hawaiian Affairs for participating in the environmental assessment review process.

Sincerely,

GERALD PARK URBAN PLANNER

Gerald Park

c: D. Griffin, PPD-DDC

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
236 SOUTH BONTANGA STREET
SUITE 702
HONOLULU, HAWAII 96813
TELEPHONE (808) 534-4106
FACSIMILE (808) 534-4158

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1/22/99

Randall Fujiki
Page 2
January 22, 1999

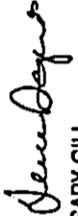
- ▶ a commercial festival center or State Fairgrounds
- ▶ DHHL housing
- ▶ desalination plant

We strongly recommend that you resubmit this environmental assessment after the master plan for this region undergoes a complete public review as an environmental impact statement.

3. **Contacts:** Document all early consultation contacts in the final EA and include copies of any correspondence.

If you have any questions, please call Nancy Heinrich at 586-4185.

Sincerely,


for GARY GILL
Director

c: Gerald Park

which would normally include a discussion of cumulative regional impacts and related mitigation measures,

January 22, 1999

Randall Fujiki, Director
Department of Design & Construction
650 South King Street
Honolulu, Hawaii 96813

Attention: Don Griffin

Dear Mr. Fujiki:

Subject: Draft Environmental Assessment (EA) for Reuse Plan for Barbers Point

We have the following comments to offer:

1. **Cumulative Impacts:**

Please indicate why the proposed master plan for this region, mentioned in this draft EA, has not been done prior to the submission of this document. The Environmental Impact Statement rules require a full disclosure of direct, indirect and cumulative impacts on projects, which are normally included in a master plan.

In the final EA, provide a full analysis and discussion of impacts of this and all related projects in the area. In addition to those referenced in this draft EA (airport, commercial and industrial uses, residential areas) discuss other projects in the region. The following is a partial list of recent projects:

- ▶ North-South Road
- ▶ HFDC East Kapolei housing development
- ▶ HCD's Ewa Villages
- ▶ Kana Industrial Park
- ▶ Ko Olina housing development and additional hotels
- ▶ UH West Oahu campus
- ▶ development of Ewa Marina
- ▶ housing development for the homeless

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

850 SOUTH KING STREET, 2ND FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 522-4544 • Fax: (808) 522-4547



JEREMY HARRIS
MAYOR

RANDALL K. FOJINI, AIA
DIRECTOR
ROLAND D. LIBBY, JR., AIA
DEPUTY DIRECTOR

February 2, 1999

Mr. Gary Gill, Director
Office of Environmental Quality Control
State of Hawaii
235 South Beretania Street, Suite 702
Honolulu, Hawaii 96813

Attention: Nancy Heinrich

Dear Mr. Gill:

Subject: Draft Environmental Assessment (EA) for the Reuse Plan for Barbers Point

Thank you for your comments of January 22, 1999.

The current draft EA is not meant to be based on a completed regional park master plan but to show possible future uses of the land to be released to the City and County of Honolulu's Department of Parks and Recreation by the National Park Service (NPS). A preliminary EA is a requirement to accompany the City's application to the NPS for the land transfer.

No major aboveground construction is anticipated during the first ten years of the City's occupancy or until a supporting infrastructure of utilities can be provided by others. This is especially true for a nonpotable water system for irrigation.

The proposed regional park is expected to be able to counter a deficiency of ball fields in the growing Ewa, Kapolei, and Makakilo areas.

If there are any questions, please contact Mr. Donald Griffin of our Planning and Programming Division at 577-6324.

Sincerely,

Handwritten signature of Randall K. Fojini in black ink.
RANDALL K. FOJINI
Director

RKF:di

/ c: Gerald Park Urban Planner

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

150 SOUTH KING STREET • HONOLULU, HAWAII 96813
PHONE (808) 522-4214 • FAX (808) 527-8743



JEREMY HARRIS
MAYOR



JAN RAOUL SULLIVAN
DIRECTOR

LORETTA C. CHOE
DEPUTY DIRECTOR

1998/CLOG-1086 (ASK)

January 22, 1999

Mr. Gerald Park
Gerald Park Urban Planner
1400 Rycroft Street, Suite 876
Honolulu, Hawaii 96814-3021

Dear Mr. Park:

Draft Environmental Assessment--Proposed Reuse Plan,
Naval Air Station Barbers Point, Honolulu, Eva, Oahu, Hawaii

Thank you for the opportunity to review and comment on the Draft Environmental Assessment (EA) for the proposed City Kalaeloa Regional Park and sports health fitness center.

We have reviewed the above document and offer the following comments:

The scope of the Barbers Point Naval Air Station Community Redevelopment Plan, of which this proposal is a part, will require overall coordination of infrastructure improvements, environmental clean-up activities, land use comparability, development phasing and approvals and other project development activities. As such, it would be desirable to have one comprehensive environmental document prepared for the entire project. In that way, cumulative impacts resulting from the reuse proposal could be more accurately gauged. The need to deviate from this approach, if that is the intent of the Department of Design and Construction, should be explained and justified.

We understand that the Draft EA is intended to address transfer of the land to the City and that a separate Chapter 343 document (or documents) will be prepared subsequent to and based on a Master Plan which has yet to be developed. If this is so, the final EA should state this and provide an estimated planning and permitting schedule. If this is not the case, then we recommend that an Environmental Impact Statement (EIS) be prepared considering that the land transfer:

1. is part of a cumulative effort that could have an effect upon the environment and the community; and

Mr. Gerald Park
Page 2
January 22, 1999

2. the proposal for redevelopment of the area will affect public facilities.

The following constitutes specific comments on the Draft EA:

Surrounding Land Use

The final EA or EIS should describe the relationship of the project with bordering land uses. How will the project be integrated visually and physically with the surrounding community?

Infrastructure

As the proposed development is a portion of a much larger redevelopment, the final EA or EIS should address development of project infrastructure in the context of the entire redevelopment effort. The final EA or EIS should explain how the development of the park will be coordinated with development of the other reuse properties. What mechanisms will be developed to promote participation in and phasing of the development of the project's infrastructure?

Drainage

The final EA or EIS should indicate whether drainage infrastructure be brought up to City standards and provide a description of needed improvements. Will altered drainage patterns and disposal of storm water runoff impact coastal waters?

Wetlands

The EA or future documents should note that there is a wetland located adjacent to "court sports area", Reuse Area 4, at the southwest corner of the project. Potential impacts and proposed mitigation should be discussed.

Shoreline Access

The final EA should address lateral shoreline access as it relates to the adjacent Ocean Pointe development. It should be noted that the Ocean Pointe (formerly Eva Marina) development is required to provide lateral shoreline access. We recommend that access be continued along the shoreline at Barbers Point.

The Development Phasing is not clear. Page 1-9 states that site work and installation of irrigation will be completed within 6 years. Is this for all of the 11 sites?

Mr. Gerald Park
Page 3
January 22, 1999

IMO Requirements

Because the project description remains conceptual, it is not possible to determine whether the proposal will be consistent with the P-2 zoning district standards that will apply subsequent to the land transfer. We will be most willing to provide an assessment of more definitive plans once they become available.

As noted on page 3-1 of the EA, the Kalaheo Plaza development may not be permitted under the P-2 zoning district standards. As such, a zone change may be required prior to development.

Submittal of a master rezoning application which would include all of the properties within the Barbers Point Redevelopment Project that need zone changes would be more efficient than individual applications, and would facilitate the City's comprehensive review.

General Plan and Development Plan

We have reviewed the above Draft EA with regard to the City and County of Honolulu's General Plan and the Eva Development Plan. The naval air station--renamed Kalaheo--is designated as a special area in the Eva Development Plan. Its development is to be consistent with the vision and general policies, planning principles and guidelines in the Eva Development Plan.

The Draft EA provides an evaluation of potential impacts that may result from the transfer of 530 acres of federal surplus lands at Barbers Point Naval Air Station to city control sometime after July 1999. The City plans to develop 380 acres into a major, island-wide regional park named Kalaheo Regional Park and the remaining 150 acres into a sports health fitness training complex.

The proposed regional park and sports health fitness training complex are consistent with the General Plan's policies to direct residential and employment growth to Eva and to provide needed recreational facilities for residents and visitors.

For completeness, the discussion in the final EA or EIS should reference the following General Plan sections, objectives and policies:

Population
Objective C, Policy 2;
Natural Environment
Objective B, Policy 4

Mr. Gerald Park
Page 4
January 22, 1999

Physical Development and Urban Design

Objective , Policy 1;
Objective C, Policies 1 and 2

Culture and Recreation

Objective D, Policies 2, 5, 6, 7, 8, and 14

As noted in the Draft EA, the proposed regional park and sports health fitness training complex are consistent with the vision for Eva's development provided in the Eva Development Plan. However, the Draft EA does not discuss how the Eva Development Plan's planning principles and guidelines relating to Kalaheo will be incorporated into the City's plan for the area. The draft furthermore provides little information concerning how the reuse plan will ensure integration into the overall visions for the Eva area as presented in the Eva Development Plan.

The final EA or EIS should address how the proposed uses will implement the policies, principles, and guidelines in Section 3.7.4. Specifically, these include:

General Policies

Regional Park and Lateral Public Shoreline Access
Continuous Coastal Pedestrian Route/Shoreline Recreation
Shoreline Setbacks
Integration of Road Network with Regional System
Creation of Long Term Jobs for Eva Residents

Planning Principles

Regional Growth Pattern
Appropriate Scale

Guidelines

Parks
Coastal Environment
Separation of Use Areas
Circulation System and Transportation Facilities
Landscape Treatment

In addition, the final EA or EIS should address the policies, principles, and guidelines for Regional Parks and Recreation Complexes provided in Section 3.2. Specifically, they include:

General Policies
Regional Parks
Recreation Complexes

Mr. Gerald Park
Page 5
January 22, 1999

Planning Principles
Appropriate Scale and Siting
Environmental Compatibility
Community Integration

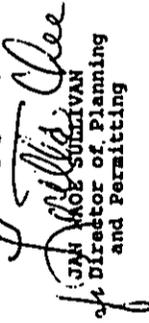
Guidelines

Islandwide and Regional Parks
Sports and Recreation Complexes
Definition of Use Areas
Transportation Facilities
Views
Landscape Treatment
Natural Environment
Siting

The final EA or EIS should also disclose in Section 2, K. Land Use Controls, Section 3, B.3 Land Use Controls, and Section 5 Permits and Approvals that symbols for the sports training facility and the downtown park need to be approved by the City Council for placement on the Public Infrastructure Map for the Eva Development Plan Area, as per Ordinance 97-49, Section 24-3.10 Public Infrastructure Map if these projects will be city-funded.

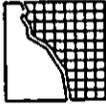
Should you have questions regarding the above, you may contact Ardis Shaw-Kim of our office at 527-5349.

Very truly yours,


JAN NAOS SULLIVAN
Director of Planning
and Permitting

JNS:am

posse doc no. 1971



GERALD PARK
Urban Planner

Planning
Land Use
Research
Environmental
Studies

1400 Byron Street
Suite B76
Honolulu, Hawaii
96814-3021

Phone/Fax
808 942-7484

March 31, 1999

Jan Naos Sullivan, Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Dear Ms. Sullivan:

Subject: Proposed Reuse Plan
Naval Air Station Barbers Point
Honolulu, Ewa, Oahu, Hawaii

Thank you for reviewing the Draft Environmental Assessment prepared for the subject Reuse Plan. We offer the following responses to your comments.

The preparation of a comprehensive environmental document discussing many of the issues cited in your letter has been prepared and published. For your information, a Final Environmental Impact Statement on the Disposal and Reuse of Naval Air Station Barbers Point was published in the Office of Environmental Quality Control Environmental Notice of February 23, 1999.

The Department of Design and Construction is currently preparing this assessment document to satisfy the requirements of the National Parks Service. The assessment document will be used by the National Parks Service in preparing the transfer of lands to the City.

In the future, a Master Plan for the reuse areas described in this environmental assessment will be prepared to further define the current planning concepts being considered by the City for public recreational purposes.

Surrounding Land Use

See our response below on Special Area Plans.

Infrastructure

Construction of infrastructure is the responsibility of the Barbers Point Redevelopment Commission. It is well known that the Navy infrastructure is not up to City standards and extensive upgrading to water, sewer, road, drainage, electrical, and communications systems are required to bring the systems up to City and utility company standards.

The most recent projected cost of infrastructure upgrades could run as high as \$290 million and the City's share at approximately \$16 million. However, final infrastructure costs are still being calculated based on various development scenarios. The City and County of Honolulu will contribute its fair share of the costs of any infrastructure improvements.

Jan Sullivan
March 31, 1999
Page 2

Drainage

Drainage continues to be studied by the Barbours Point Redevelopment Commission. It is not known at this time if all drainage improvements will comply with current City standards. Drainage impacts on coastal waters can be better determined once a determination is made on the necessity of an ocean outlet. There are a number of large coral pits on the property and consideration is being given to on-site drainage.

Wetlands

We are not aware of a wetland located adjacent to Reuse Area 4. The two wetland features identified on NASBP are not located on land to be transferred to the City.

Shoreline Access

The transfer of federal lands along the ocean will open the shoreline to public use and access. The officers and enlisted men's beaches (White Plains and Nimitz Beaches, respectively) will remain under the jurisdiction of the US Navy at this time. The Ocean Pointe development cited in your comment adjoins White Plains Beach.

The US Navy has indicated to the Department of Parks and Recreation that they will allow lateral access over the beach shoreline area.

LUO Requirements

Public uses and structures are allowed in the P-2 zoning district. All facilities proposed for Kalaeoa Regional Park will allow for public use. The National Park Service has indicated that the transfer of property is conditioned on the lands remaining in recreational use. We do not anticipate any future zoning changes for any of the lands, however, should it become necessary to apply for a zone change, your department will be notified in advance.

Your recommendation for submitting a master zoning application for all lands to be transferred to end users should be directed to the Barbours Point Redevelopment Commission and/or various future land owners of transferred properties.

General Plan and Development Plan

The development of recreational uses and facilities at Kalaeoa Park is already integrated into the Ewa Development Plan. In the preparation of the Ewa Development Plan, city planners were well aware of the request to transfer land for recreational purposes and incorporated the development of Kalaeoa Regional Park into the vision, planning principals, policies, and guidelines of the development plan. area.

Jan Sullivan
March 31, 1999
Page 3

Integration into the Overall Vision of the Ewa Area

Kalaeoa Regional Park is a major feature of Barbours Point and the use of the land will be guided by the Community Redevelopment Plan Amendment 1 until such time that the Community Redevelopment Plan is integrated into the Ewa Development Plan. As stated in the Draft EA:

"Special area plans are one mechanism for achieving implementation of the Ewa DP. Special Area Plans are plans that provide more detailed policies, planning principles, and guidelines than the DP and are tailored for specific areas. NASBP or Kalaeoa is the only area in Ewa identified for Special Area Plan status. City planners intend for the Community Redevelopment Plan to become the Special Area Plan for NASBP. However, the substantive requirements and procedural mechanisms for adopting the Community Redevelopment Plan as a Special Area Plan are unresolved issues at this time."

Public Infrastructure Map

If the proposed sports training facility and downtown park require amendments to the Public Infrastructure Map for the Ewa Development Plan, then application to place the area on the Public Infrastructure Map will be sought.

We thank the Department of Planning and Permitting for participating in the environmental assessment review process and for the thorough review of the proposed Reuse Plan.

Sincerely,

GERALD PARK URBAN PLANNER

Gerald Park

c: D. Griffin, PPD-DDC

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

PACIFIC PARK PLAZA • 711 LEAPOLAH BOULEVARD, SUITE 1200 • HONOLULU, HAWAII 96813
PHONE: (808) 521-4310 • FAX: (808) 521-4790



JEREMY HARRIS
MAYOR

CHERYL D. SOON
DIRECTOR
JOSEPH W. MAGALAN, JR.
DEPUTY DIRECTOR

TPD12/98-07371R

January 27, 1999



Mr. Gerald Park
Gerald Park Urban Planner
1400 Rycroft Street, Suite 876
Honolulu, Hawaii 96814-3021

Dear Mr. Park:

Subject: Proposed Reuse Plan, Naval Air Station, Barbers Point

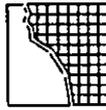
In response to your December 15, 1998 letter, the draft environmental assessment for the subject project was reviewed. The following comments are the result of this review:

1. We understand that the Barbers Point Redevelopment Commission is working on the jurisdiction of the roadways and ways to address City standards.
2. Traffic impact analysis of the development project will help to ensure that the traffic operates to plans.
3. Bicycle access to and the inclusion of bicycling facilities within the reuse areas should be considered.
4. The proposed project must follow the Americans with Disabilities Act (ADA) Guidelines to provide accessibility to the disabled community. The ADA Accessibility Guidelines may be found at www.access-board.gov/bfdg/adaag.htm. It is also recommended that the State of Hawaii Commission on Persons with Disabilities be consulted.

Should you have any questions regarding these comments, please contact Faith Miyamoto of the Transportation Planning Division at 527-6976.

Sincerely,

CHERYL D. SOON
Director



GERALD PARK
Urban Planner

Planning
Land Use
Research
Environmental
Studies

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96814-3021

Phone/Fax
(808) 942-7484

March 26, 1999

Cheryl D. Soon, Director
Department of Transportation Services
City and County of Honolulu
Pacific Park Plaza
711 Kapiolani Boulevard, Suite 1200
Honolulu, Hawaii 96813

Dear Ms. Soon:

Subject: Proposed Reuse Plan
Naval Air Station Barbers Point
Honolulu, Ewa, Oahu, Hawaii

Thank you for reviewing the Draft Environmental Assessment prepared for the subject Reuse Plan. We offer the following responses to your comments.

1. No response required.
2. A Master Plan will be prepared by the Department of Design and Construction for the reuse areas and should include an Environmental Assessment. A traffic impact assessment may be prepared as part of the Environmental Assessment.
3. Bicycle access to and the inclusion of bicycling facilities will be included in the Master Plan for the reuse areas. The Department of Parks and Recreation will work with the Barbers Point Redevelopment Commission, the State Department of Transportation, and your department to provide bicycle routes along new or upgraded roads proposed for Kalaheo.
4. All park improvements will comply with Americans with Disabilities Act (ADA) guidelines. This statement will be included in the Final Environmental Assessment.

We thank the Department of Transportation Services for participating in the environmental assessment review process.

Sincerely,

GERALD PARK URBAN PLANNER

Gerald Park

c: D. Griffin, PPD/DDC

EDUARDO I. CAYTAN
GOVERNOR OF HAWAII



STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION
Eulalia's Building, Room 515
601 Kalia Boulevard
Honolulu, Hawaii 96813

NICHOLE B. WILSON, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
SECRETARY
GAIL DIRT COLMAN-AGAWAY
THOMAS E. ADAMS

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
CONSERVATION AND RESOURCES
DIVISION
CONTRACTS
AGRICULTURE AND RANGING
LAND
STATE PARKS
WATER RESOURCE MANAGEMENT



LOG NO: 22845 ✓
DOC NO: 9901SC17

February 1, 1999

Mr. Gerald Park
Gerald Park Urban Planner
1400 Rycroft Street, Suite 876
Honolulu, Hawaii 96814-3021

Dear Mr. Park:

SUBJECT: Chapter 6E-8 Historic Preservation Review of a Draft Environmental Assessment (DEA) for the Proposed Reuse Plan at Naval Air Station Barbers Point (NASBP) Hono'uliuli, Ewa, O'ahu
TMK: 9-1-013: Portion of 001

Thank you for the opportunity to comment on the DEA prepared for the reuse plan of surplus lands at NASBP to be received by the City and County of Honolulu. The City and County of Honolulu expects to receive approximately 530 acres of surplus lands at NASBP of which approximately 380 acres will be developed into a major, island-wide park called Kalaeloa Regional Park, and another 150 acres will be developed as a sports health fitness training complex. The total 530 acres consist of 11 discontinuous parcels, briefly defined as follows: Reuse Area 1 (Kalaeloa Beach Park), 29 acres; Reuse Area 2 (Kalaeloa Shoreline Park), 15 acres; Reuse Area 3a (Kalaeloa Group Camping), 50 acres; Reuse Area 3b (Kalaeloa Camping Grounds); Reuse Area 4 (Court Sports Area), 19 acres; Reuse Area 5 (Baseball and Softball Fields), 53 acres; Reuse Areas 6 and 7 (Open Practice Fields), 75 acres combined; Reuse Area 8 (Park Maintenance Area), 7 acres; Reuse Area 9 (Kalaeloa Plaza), 250 acres, which will include a 150-acre athletic training area; Reuse Area 10 (Downtown Mini-Park), 3.7 acres; Reuse Area 11 (Open Practice Fields). Our review is based on historic reports, maps, and aerial photographs maintained at the State Historic Preservation Division; no field inspections have been made of the subject reuse areas. We will provide our comments for each Reuse Area listed above.

Reuse Area 1, Kalaeloa Beach Park

The DEA indicates that proposed improvements to Reuse Area 1 include the construction of a comfort station and pavilion. Although no significant historic sites are known to be present in proposed Reuse Area 1, a subsurface cultural deposit with associated human burials is known to be present in dune deposits along the shoreline

Mr. Gerald Park
Page Two

near the eastern edge of the proposed beach park. It is possible that additional sites of this type are present in similar deposits within Reuse Area 1 and could be adversely affected by the construction of a comfort station and pavilion. Consequently, we would recommend that when specific site plans become available, our office be given the opportunity to review and comment on them.

Reuse Area 2, Kalaeloa Shoreline Park

The DEA indicates that no improvements are planned at this time for Reuse Area 2. As noted on Exhibit 1-4 one significant historic site (SIHP 50-80-12-5125, WW II Pillboxes) is known to be present in Reuse Area 2.

Reuse Area 3A, Kalaeloa Group Camping

According to the DEA, proposed improvements to Reuse Area 3A include: comfort stations; basketball and volleyball courts; picnic tables; benches; barbecue grills; parking. Camping will be restricted to tents only, by permit; no cabins are to be built.

As noted in the DEA, three significant historic sites are known to be present in Reuse Area 3A: SIHP Nos. 50-80-12-1748 (Hawaiian habitation & agricultural complex); -1749 (Hawaiian habitation complex, and military & ranching features); -5112 (WW II Training Moving Target Range). Currently preserved as Is. Sites -1748 and -1749 have been recommended for archaeological data recovery, if necessary; portions of Site -5112 have been recommended for preservation. It is possible that some of the proposed improvements would have an "adverse effect" on one or more of the sites. Consequently, we recommend that, at the earliest opportunity, specific site plans be made available to our office for review and comment. If it appears that the sites will be adversely impacted by development of Reuse Parcel 3A, then an acceptable archaeological mitigation plan for the sites will need to be prepared for our review and approval, and for implementation, prior to any ground disturbance.

Reuse Area 3B, Kalaeloa Camping Grounds

According to the DEA, proposed improvements to Reuse Area 3B include only a comfort station at this time, with little or no other development. No significant historic sites are known to be present in Reuse Area 3B, nor are any likely to be present due to past alteration of the landscape by military activities. Consequently, we believe that proposed improvements to Reuse Area 3B will have "no effect" on significant historic sites.

Reuse Area 4, Court Sports Area

The DEA indicates that proposed improvements to Reuse Area 4 include: a minimum of four "regulation" basketball, volleyball, and tennis courts; an administrative building, with a comfort station; a parking lot; landscaping. Two significant historic sites are known to be present within Reuse Area 4: SIHP No. 1750, a Hawaiian

Mr. Gerald Park
Page Three

habitation & agricultural complex with a 20th century component; SIHP No. -5108, a complex of sinkholes. Currently preserved "as is," Sites 1750 and 5108 have been recommended to undergo data recovery, if necessary. It is possible that the proposed improvements will have an "adverse effect" on Sites 1750 and 5108. Consequently, we recommend that, at the earliest opportunity, specific site plans be made available to our office for review and comment. If it appears that the sites will be adversely impacted by development of Reuse Parcel 4, then an acceptable archaeological mitigation plan for the sites will need to be prepared for our review and approval, and for implementation, prior to any ground disturbance.

Reuse Area 5, Baseball and Softball Fields
According to the DEA, Reuse Area 5 will be developed for use as baseball and softball fields, and planned improvements include: a minimum of four baseball fields and five softball fields; team dugouts and spectator accommodations for two baseball and two softball fields; comfort stations; parking lots; landscaping. A portion of one significant historic site, SIHP 50-80-12-5108 (a sinkhole complex) is known to be present in Reuse Area 5; currently preserved "as is," Site 5108 has been recommended to undergo data recovery, if necessary. It is possible that the proposed improvements will have an "adverse effect" on Site 5108. Consequently, we recommend that, at the earliest opportunity, specific site plans be made available to our office for review and comment. If it appears that the sites will be adversely impacted by development of Reuse Parcel 5, then an acceptable archaeological mitigation plan for the sites will need to be prepared for our review and approval, and for implementation, prior to any ground disturbance.

Reuse Areas 6 and 7, Open Practice Fields

The DEA indicates that Reuse Areas 6 and 7 will be developed as open practice fields for public use, and that planned improvements include: grading; grassing; irrigation; comfort stations; parking. Reuse Area 7 is not known to have significant historic sites on it, nor are any likely to be present, due to extensive alteration by military activities. Consequently, we believe that the proposed improvements to Reuse Area 7 will have "no effect" on significant historic sites.

Reuse Area 6 is known to have one significant historic site on it (SIHP 50-80-12-5119, a Hawaiian agricultural complex); currently preserved "as is," Site 5119 has been recommended to undergo data recovery, if necessary. It is possible that the proposed improvements will have an "adverse effect" on Site 5119. Consequently, we recommend that, at the earliest opportunity, specific site plans be made available to our office for review and comment. If it appears that the sites will be adversely impacted by development of Reuse Parcel 6, then an acceptable archaeological mitigation plan for the sites will need to be prepared for our review and approval, and for implementation, prior to any ground disturbance.

Mr. Gerald Park
Page Four

Reuse Area 8, Park Maintenance Area
According to the DEA, Reuse Area 8 will be developed as a park maintenance area, with the following planned improvements: storage facilities for vehicles and equipment; administrative offices; storage for maintenance material. No significant historic sites are known to be present in Reuse Area 8, nor are any likely to be present, due to extensive land alterations by past military activities. Consequently, we believe that the proposed improvements to Reuse Area 8 will have "no effect" on significant historic sites.

Reuse Area 9, Kalaeloa Plaza
The DEA indicates that Reuse Area 9 will be developed as an athletic training center for national and international athletes and teams; two sub-areas have been identified for development. Proposed improvements in the first sub-area of 150 acres include the following: administration office complex; events planning and development center with conference rooms & facilities; visitor center and hall of fame; sports performance clinic; sports medicine and clinic, to include possibly a medical clinic, a rehabilitation clinic, and research laboratories; aquatics center with an Olympic-size pool and diving pool with associated team & spectator facilities; multi-purpose gymnasium; training and exhibition arena consisting of an indoor arena and seating for 3000 - 5000 spectators; education center with classrooms for athletes; an outdoor track & field training complex with an Olympic-standard track & field complex and facilities for 3000 - 5000 spectators; outdoor training fields & courts to include a baseball field & stadium, softball fields, soccer fields, tennis courts, and facilities for 1000 - 3000 spectators; athletes' residence and dining facility, with dormitories and dining facility.

Proposed improvements in the second sub-area of 100 acres include the following: in-line hockey and hard surface courts using the abandoned Ewa airfield; playing fields for soccer, football, and softball; an office/comfort station building; parking; landscaping.

Three significant historic sites are known to be present in Reuse Area 9: SIHP No. 50-80-12-3722 (historic sisal walls of the ranching era); -5097 (WW II anti-aircraft battery complex); -5098 (a sinkhole complex). Site -3722 has been recommended eligible for placement on the National Register of Historic Places but is not recommended for any further action. Site -5097 has been designated for preservation, and Site -5098 has been recommended to undergo data recovery, if necessary, although the site is currently preserved "as is." It is possible that the proposed improvements will have an "adverse effect" on Sites -5097 and -5098. Consequently, we recommend that, at the earliest opportunity, specific site plans for Reuse Area 9 be made available to our office for review and comment. If it appears that the sites will be adversely impacted by development of Reuse Parcel 9, then an acceptable archaeological mitigation plan for the sites will need to be prepared for our

Mr. Gerald Park
Page Five

review and approval, and for implementation, prior to any ground disturbance.

Reuse Area 10, Downtown Mini Park

The DEA indicates that an existing park in the "downtown" area of NASBP will be augmented by the proposed acquisition of an additional five acres on adjacent property currently planned to go under the control of the Department of Hawaiian Homelands. If the requested land acquisition is not approved, the City and County of Honolulu will withdraw its application for Reuse Area 10. Since no improvements are proposed at this time, and since the final status of the park is uncertain, we have no further comment at this time.

Reuse Area 11, Open Practice Fields (Tentative)

According to the DEA, Reuse Area 11, if acquired by the City and County of Honolulu, will be developed as open play fields. One significant historic site, SJHP No. 50-80-12-5121 (a sinkhole complex) is known to be in Reuse Area 11; currently preserved "as is," the site has been recommended for data recovery, if necessary. Should the City and County of Honolulu acquire Reuse Parcel 11, it is possible that the proposed improvements will have an "adverse effect" on Site -5121. Consequently, we recommend that, at the earliest opportunity, specific site plans for Reuse Area 11 be made available to our office for review and comment. If it appears that the site will be adversely impacted by development of Reuse Parcel 11, then an acceptable archaeological mitigation plan for the sites will need to be prepared for our review and approval, and for implementation, prior to any ground disturbance.

Should you have any questions, please feel free to call Sara Collins at 692-8026.

Aloha,



DON HIBBARD, Administrator
State Historic Preservation Division

SC:jk

c: Mr. Bill Bass, Executive Director, Barbers Point Naval Air Station Redevelopment Commission, Campbell Square, 1001 Kamohila Blvd., Suite 308, Keptolei, HI 96707
Mr. Dennis Pacht, Acting Director, Environmental Planning Div., Dept. of the Navy, Pac. Div. Naval Facilities Engineering Command, Pearl Harbor, HI 96860-7300
Mr. Gary Munsterman, Program Coordinator, Federal Lands to Parks, National Park Service, 600 Harrison Street, Suite 600, San Francisco, CA 94107



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March 31, 1999

Don Hibbard, Administrator
State Historic Preservation Division
Department of Land and Natural Resources
State of Hawaii
555 Kaluhikawa Building
601 Kamohila Boulevard
Kapolei, Hawaii 96707

Dear Mr. Hibbard:

Subject: Proposed Reuse Plan
Naval Air Station Barbers Point

Thank you reviewing the Environmental Assessment prepared for the subject project and providing comments for each of the 11 Reuse Areas. We offer the following responses to your comments.

The information that was provided on the sinkhole complex (Site No. 5121) being located in Reuse Area 11 will be included and noted in the Final Environmental Assessment.

The City will consider Reuse Areas 1, 3a, 4, 5, 6, 9, and 11 in its future master planning efforts. The Department of Parks and Recreation and/or the Department of Design and Construction will prepare a mitigation plan if it appears that development will adversely impact the 12 identified historic sites in these areas.

Your comments and our response will be included in the Final Environmental Assessment. We thank the Historic Sites Division for participating in the environmental assessment review process.

Sincerely,

GERALD PARK URBAN PLANNER



Gerald Park

c: D. Griffin, DDC-DPP

GTE Hawaiian Tel

Beyond the call

GTE Hawaiian Telephone Company Incorporated
P.O. Box 2200 • Honolulu, HI 96811 • (808) 546-4511

February 5, 1999

Reply to
HIABY3

RECEIVED

Mr. Gerald Park
Gerald Park Urban Planner
1400 Rycroft Street, Suite 876
Honolulu, HI 96814-3021

Dear Mr. Park:

Subject: Proposed Reuse Plan Barbers Point NAS - Environmental Assessment

Thank you for the opportunity to review and comment on the environmental assessment document for the Proposed Reuse Plan - Barbers Point Naval Air Station. We have no comments to add to your document at this time.

If you have any questions or require assistance in the future, please call me at 840-1447.

Sincerely,

Paul Hanohano

Paul Hanohano
Designer - Access Design

A part of GTE Corporation

Form 90006055



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Pacific Islands Ecovision
300 Ala Moana Boulevard, Room 3-122
Box 50088
Honolulu, Hawaii 96850

In reply refer to: KBF/CAR

MAR - 3 1999

Gerald Park
Gerald Park Urban Planner
1400 Rycroft Street
Suite 876
Honolulu, Hawaii 96814-7484

RECEIVED
MAR 2 1999

Re: Draft Environmental Assessment - Proposed Reuse Plan Naval Air Station Barbers Point
Honolulu, Ewa, Oahu, Hawaii

Dear Mr. Park:

The U.S. Fish and Wildlife Service (Service) has reviewed the November 1998 Draft Environmental Assessment - Proposed Reuse Plan for the Naval Air Station Barbers Point, Honolulu, Ewa District, Oahu, Hawaii (DEA). The DEA, which was prepared by Gerald Park Urban Planner for the Department of Design and Construction, City and County of Honolulu, outlines the proposed reuse of approximately 530 acres of land after it has been transferred to the City and County of Honolulu (CCH) from the Department of Defense. It is our understanding that this land conveyance will be made to the CCH from the U.S. Department of Defense through the National Park Service (NPS), U.S. Department of the Interior. The Service offers the following comments for your consideration.

The CCH proposes to create Kalaeloa Regional Park (380 acres) and a sports training complex (150 acres) on the transferred lands. There are multiple components to the proposed reuse plan, which includes the development of a beach park, shoreline park, group camping grounds, court sports area, baseball and softball fields, open fields, park maintenance areas, Kalaeloa plaza, and a mini-park. As proposed in the DEA, Reuse Area 9 (250 acres), in which four individuals of the federally endangered 'akoko plant (*Chamaesyce stottsbergii* var. *stottsbergii*) are located, will be subdivided to accommodate the sports training complex and part of the regional park (Kalaeloa Regional Park North).

The Service believes that the proposed action has been adequately described in the DEA. However, information presented on the 'akoko, which is an endangered species resource at the proposed project site, appears to be outdated and not reflective of the current situation. Our records show that the 'akoko may be extant only at Barbers Point Naval Air Station (BPNAS). In 1983, Funk estimated that the subpopulation existing within the eastern ordnance storage area contained 5,000 plants. In 1994, Moriarty estimated that as few as 100 individuals of this subpopulation remained. Furthermore, the Runway 11 clear zone property currently does

Draft Environmental Assessment
Proposed Reuse Plan Naval Air Station Barbers Point
Honolulu, Ewa, Oahu, Hawaii

not contain 200 'akoko plants, as stated in the DEA. Only one individual 'akoko was recorded there during the most recent survey conducted in 1998 by Art Whistler. North of Taxiway K, Whistler recorded seven individual 'akoko in 1993, but only one was seen during the 1998 survey.

On page 3-7, the section on Flora and Fauna states that "Adverse effects on flora are not anticipated" and that "Prior to construction in reuse area 9, the 'akoko population will be relocated to the ordnance storage area, which currently supports a large population of the specie [sic]." Despite these statements, the Service is concerned that construction of the proposed recreational park may result in adverse impacts to the 'akoko. Our concern is based on the results of the 1994 survey of the ordnance storage area and because, in our opinion, transplanting the 'akoko will likely result in mortality.

Accordingly, the Service recommends that appropriate measures to conserve the 'akoko be made part of the project. For example, protection and maintenance of the existing plants *in situ* through a flowering and fruiting cycle, and the subsequent collection of seeds for propagation and outplanting would allow for preservation of the plants' genetic material if the original plants die. Such measures should be developed through the consultation process between the Service and the NPS pursuant to section 7 of the Endangered Species Act. The Service also recommends that the Hawaii Department of Land and Natural Resources, Division of Forestry and Wildlife be contacted to ensure compliance with State endangered species laws.

Finally, on page 3-7, the section on Erosion does not include a description of the measures that will be implemented to control construction-related runoff and erosion for work activities to be performed in the coastal environment at Reuse Area 1 (Kalaeloa Beach Park). The Service recommends that the Final Environmental Assessment (FEA) discuss the proposed construction activities and identify the measures that will be implemented to minimize these potential impacts.

In summary, the Service would not support a finding of no significant impact (FONSI) for the proposed project based on the information currently contained in the DEA. It is the Service's opinion that the proposed activity described in the DEA is likely to adversely affect the federally listed endangered 'akoko plant. Specific measures to conserve this species will be recommended during formal consultation under section 7 of the Endangered Species Act with the National Park Service. The Service recommends that the conservation measures identified through this consultation process be made part of the reuse plan and included in the FEA.

**Draft Environmental Assessment
Proposed Reuse Plan Naval Air Station Barbers Point
Honolulu, Ewa, Oahu, Hawaii**

The Service appreciates the opportunity to comment on the DEA. If you have questions or comments, please contact Fish and Wildlife Biologist Kevin Foster (808/541-3441).

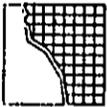
Sincerely,



Robert P. Smith
Pacific Islands Manager

Enclosure

cc: NPS, Honolulu (Bryan Harry)
DDC, Honolulu
EPA-Region IX, Honolulu
DLNR, Hawaii (Michael Buck)
CZMP, Hawaii
CWB, Hawaii



GERALD PARK
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March 29, 1999

Robert P. Smith
Pacific Islands Manager
U.S. Department of the Interior
Fish and Wildlife Service, Pacific Islands Ecoregion
PO Box 50088
Honolulu, Hawaii 96850

Dear Mr. Smith:

Subject: Proposed Reuse Plan
Naval Air Station Barbers Point
Honolulu, Ewa, Oahu, Hawaii

Thank you for reviewing the Draft Environmental Assessment prepared for the subject project. We are offering the following responses to your comments.

The information on the 'akoko population at Naval Air Station Barbers Point and, individuals on land to be transferred to the City and County of Honolulu was based on studies prepared by others. The studies were identified in Section 2, Description of the Affected Environment of the Draft Environmental Assessment ("DEA"). Based on the information you provided, we will revise the DEA with respect to the 'akoko population.

According to your letter, four individuals of the 'akoko are located in Reuse Area 9. As more detailed plans for Area 9 are prepared, the Department of Design and Construction intends to further study and evaluate the location and condition of the plants and how best to protect and maintain them.

The Department of Parks and Recreation has been made aware that the conveyance of the real property from the National Park Service to the City and County of Honolulu will contain a restrictive covenant concerning the 'akoko. Prior to final design of the improvements in Area 9, the City and County of Honolulu intends to consult with the US Fish and Wildlife Service and the Division of Forestry and Wildlife, Department of Land and Natural Resources, State of Hawaii to ensure compliance with Hawaii's endangered species law.

Your suggestion of protection and maintenance *in situ* through a flowering and fruiting cycle has been passed on the Department of Parks and Recreation.

Development plans for Reuse Area 1 (and the other reuse areas) have not been prepared. Thus, at this time we are not able to describe specific structural improvements, their location, and the amount of area to be developed. Best Management Plans to control construction related erosion and runoff will be prepared as part of the design plans for each reuse area.

Your comments and our responses will be included in the Final Environmental Assessment. We thank the US Fish and Wildlife Services for participating in the environmental assessment review process.

Robert P. Smith
March 29, 1999
Page 2

Sincerely,

GERALD PARK URBAN PLANNER


Gerald Park

c: D. Griffin, DDC-DPP