

REPORT DOCUMENTATION PAGE

Form Approved
OMB No. 0704-0188

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1. REPORT DATE (DD-MM-YYYY) XX-01-2004		2. REPORT TYPE Environmental Assessment		3. DATES COVERED (From - To) Sep 2002 - Jan 2004	
4. TITLE AND SUBTITLE ENVIRONMENTAL ASSESSMENT, Security Gate Improvements NCTAMS PAC Wahiawa, Oahu, Hawaii				5a. CONTRACT NUMBER N62742-99-D1808 Amendment 14	
				5b. GRANT NUMBER	
				5c. PROGRAM ELEMENT NUMBER	
6. AUTHOR(S) Caplan, Faith Fee, Thomas A.				5d. PROJECT NUMBER P-624	
				5e. TASK NUMBER	
				5f. WORK UNIT NUMBER	
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9. SPONSORING / MONITORING AGENCY NAME(S) AND ADDRESS(ES) Pacific Division Naval Facilities Engineering Command 258 Makalapa Dr Suite 100 Pearl Harbor, HI 96860				10. SPONSOR/MONITOR'S ACRONYM(S)	
				11. SPONSOR/MONITOR'S REPORT NUMBER(S)	
12. DISTRIBUTION / AVAILABILITY STATEMENT Unclassified-Unlimited (Distribution Statement A)					
13. SUPPLEMENTARY NOTES					
14. ABSTRACT The Department of the Navy prepared an Environmental Assessment for Security Gate Improvements at the Naval Computer and Telecommunications Area Master Station Pacific (NCTAMS PAC), Wahiawa, Oahu, Hawaii. The Proposed Action is to construct Anti-Terrorism Force Protection improvements to maintain positive entry control at the NCTAMS PAC main gate Entry Control Point. The Proposed Action involves construction of a new Pass and Identification Office and new parking area, separate vehicle search area, utility improvements and fencing, and the acquisition of the fee interest in approximately 26.1 acres (ac) (10.6 hectares (ha)) of land from two adjacent landowners, Dole Foods Inc. and the State of Hawaii. Based on information gathered during the preparation of the Environmental Assessment, the Navy finds that the proposed Security Gate Improvements will not significantly impact human health or the environment.					
15. SUBJECT TERMS					
16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT	18. NUMBER OF PAGES	19a. NAME OF RESPONSIBLE PERSON
a. REPORT	b. ABSTRACT	c. THIS PAGE			19b. TELEPHONE NUMBER (include area code)

ENVIRONMENTAL ASSESSMENT

SECURITY GATE IMPROVEMENTS

NCTAMS PAC Wahiawa, O'ahu, Hawai'i

Department of the Navy

January 2004

**DEPARTMENT OF DEFENSE
DEPARTMENT OF THE NAVY**

FINDING OF NO SIGNIFICANT IMPACT (FONSI) FOR ENVIRONMENTAL ASSESSMENT (EA) FOR SECURITY GATE IMPROVEMENTS, NAVAL COMPUTER AND TELECOMMUNICATIONS AREA MASTER STATION PACIFIC (NCTAMS PAC), WAHIAWA, O‘AHU HAWAI‘I

Pursuant to the Council on Environmental Quality regulations (40 CFR Parts 1500-1508) implementing the procedural provisions of the National Environmental Policy Act, and the Chief of Naval Operations Instruction 5090.1B, the Department of the Navy gives notice that an EA has been prepared and an Environmental Impact Statement is not required for the Security Gate Improvements at NCTAMS PAC, Wahiawa, O‘ahu, Hawai‘i.

Proposed Action: The Proposed Action is to construct Anti-Terrorism Force Protection (AT/FP) improvements to maintain positive entry control at the NCTAMS PAC main gate Entry Control Point (ECP). The Proposed Action involves construction of a new Pass and Identification (Pass & ID) Office and new parking area, separate vehicle search area, utility improvements and fencing, and the acquisition of the fee interest in approximately 26.1 acres (ac)(10.6 hectares (ha)) of land from two adjacent landowners, Dole Foods Inc. and the State of Hawai‘i (State).

Existing Conditions: The Navy currently has a restrictive use easement from Dole on approximately 12.8 ac (5.2 ha) and a perpetual easement from the State on 1.1 ac (0.5 ha) that are included in the 26.1 ac acquisition parcel. The Dole land consists of fallow agricultural land and the State land consists of improved roadway right-of-way (ROW). The current ECP design doesn’t meet the design criteria. The current design provides insufficient space for a vehicle search area. The current design also has turn around areas for vehicles denied access that is within the installation.

Alternatives Analyzed: Alternatives considered include a Modified ECP and No Action. The Modified ECP Alternative would minimally meet the AT/FP ECP design criteria. The improvements would be restricted to the State’s ROW that the Navy currently uses through a perpetual easement. The Navy would acquire the 1.1 ac (0.45 ha) ROW segment from the State. There would be insufficient space within the ROW to accommodate a separate vehicle search area, an important element of the ECP design. Therefore, the Modified ECP Alternative was not selected. The No Action Alternative was not selected because it would not achieve project objectives. It was carried forward in the environmental impact analysis to provide a benchmark to compare the magnitude of environmental effects of the alternatives.

Environmental Effects: The Proposed Action would not result in significant impacts on the following resource areas: land use, traffic, biological, coastal, visual, cultural, physical, economic, and social. The Hawai‘i State Historic Preservation Officer concurs with the Navy’s determination that no historic properties will be adversely affected. The Navy conducted an effects test and concluded that the Proposed Action would not have reasonably foreseeable direct and indirect effects on any coastal use or resource of the State’s coastal zone. The Proposed Action will not create environmental health and safety risks that may disproportionately affect children and minority or disadvantaged populations.

Findings: Based on information gathered during the preparation of the EA, the Navy finds that the proposed Security Gate Improvements at NCTAMS PAC, Wahiawa, O‘ahu, Hawai‘i will not significantly impact human health or the environment.

The EA and FONSI prepared by the Navy addressing this Proposed Action is on file and interested parties may obtain a copy from: Commander, Pacific Division, Naval Facilities Engineering Command, 258 Makalapa Drive, Suite 100, Pearl Harbor, Hawai'i 96860-3134 (Attention: Ms. Paulette Chang, ENV1831PC), telephone (808) 471-9338. A limited number of compact disks are available to fill single copy requests.

22 MAY 04

Date

C. E. Weaver

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Rear Admiral, U. S. Navy
Commander, Navy Installations Command

ENVIRONMENTAL ASSESSMENT

SECURITY GATE IMPROVEMENTS

NCTAMS PAC Wahiawa, O'ahu, Hawai'i

Department of the Navy

January 2004

COVER SHEET

Proposed Action	The Proposed Action is to construct Anti-Terrorism/Force Protection (AT/FP) entry control point (ECP) improvements at the Naval Computer and Telecommunications Area Master Station Pacific (NCTAMS PAC), Wahiawa, O'ahu, Hawai'i.
Document	Environmental Assessment (EA)
Lead Agency	Commander, Navy Region Hawaii
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Summary

This EA documents the Navy's compliance with the National Environmental Policy Act of 1969 (42 United States Code §4321, et seq.), as implemented by the Council on Environmental Quality regulations (40 Code of Federal Regulations Parts 1500-1508) and Chief of Naval Operations Instruction 5090.1B CH-4.

The purpose of and need for the project is to upgrade the NCTAMS PAC main gate ECP to comply with AT/FP requirements to maintain positive identifiable entry control.

The Proposed Action involves construction of a new Pass and Identification (Pass & ID) Office and new parking area, separate vehicle search area, utility improvements and fencing, and would require the acquisition of the fee interest in approximately 26.1 acres (ac) (10.6 hectares (ha)) of land from two adjacent landowners (Dole Foods Inc. (Dole) and State of Hawai'i (State)). The Navy currently has a restrictive use easement from Dole on approximately 12.8 ac (5.2 ha) and a perpetual easement from the State on 1.1 ac (0.5 ha) that are included in the 26.1 ac acquisition parcel. The Dole land consists of fallow agricultural land and the State land consists of improved roadway right-of-way (ROW). The Proposed Action would incorporate United States Department of Defense and Navy guidance and requirements for AT/FP.

Implementation of the Proposed Action would not result in any significant adverse impacts and no mitigation is required. Environmental factors with the potential to impact the Proposed Action are land use and traffic. The State land acquired would continue to be used for vehicular traffic and control; therefore, no impact on land use within the ROW is anticipated. The majority of the Dole property acquired would continue to be undeveloped and uncultivated, with no change in land use. The proposed development of a Pass & ID Office and new parking area, separate vehicle search area represents a change in land use from agricultural to developed military. However, the development is minor in scale and would not adversely impact future agricultural use in the vicinity. The ECP improvements would have a beneficial impact on traffic flow, because vehicle inspection would be conducted in a separate vehicle search area, which allows vehicles not being searched to proceed through the ECP with minimal delay. Potential impacts were determined to be insignificant. The Proposed Action includes only minor development for ECP gate improvements and change in land ownership. No impacts are anticipated to other resources including biological, visual, cultural, physical, economic, or social resources. The State Historic Preservation Officer concurred with the Navy's determination that no historic properties would be adversely affected.

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LIST OF ABBREVIATIONS AND ACRONYMS

ac	acre(s)
ALISH	Agricultural Lands of Importance to the State of Hawai'i
AT/FP	Anti-Terrorism/Force Protection
CFR	Code of Federal Regulations
CZMA	Coastal Zone Management Act
DBEDT	Department of Business Economic Development & Tourism
Dole	Dole Foods Company, Inc.
EA	Environmental Assessment
EIS	Environmental Impact Statement
ECP	entry control point
FONSI	Finding of No Significant Impact
ft	feet
ha	hectare(s)
HECO	Hawaiian Electric Company
km	kilometer(s)
m	meter(s)
m ²	square meters
NCTAMS PAC	Naval Computer and Telecommunications Area Master Station Pacific, Wahiawa
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
OPNAVINST	Chief of Naval Operations Instruction
NAVFAC	Naval Facilities Engineering Command
NAVFAC EFD PACIFIC	Pacific Division, Naval Facilities Engineering Command
Pass & ID	pass and identification
PHNC	Pearl Harbor Naval Complex
ROW	right-of-way
sf	square feet
State	State of Hawai'i
SHPO	State Historic Preservation Officer
TMK	Tax Map Key
USC	United States Code

EXECUTIVE SUMMARY

This environmental assessment (EA) documents the Navy's compliance with the National Environmental Policy Act of 1969 (42 United States Code §4321 et seq.), as implemented by the Council on Environmental Quality regulations (Title 40 Code of Federal Regulations Parts 1500-1508) and the Chief of Naval Operations Instruction 5090.1B CH-4, June 4, 2003, Environmental and Natural Resources Program Manual. The EA analyzes the potential impacts of the Proposed Action and alternatives to support a determination of whether to prepare an Environmental Impact Statement or a Finding of No Significant Impact.

The Proposed Action is part of a larger Commander, Navy Region Hawaii Military Construction Project P-624 to upgrade ECPs at the main gates of the Pearl Harbor Naval Complex (PHNC) including the Nimitz, Makalapa and Halawa gates. This EA has been prepared for the NCTAMS PAC ECP because it involves land acquisition that requires a change in land use (from agriculture to military installation) and because it is geographically separate from the other PHNC ECP gate improvement projects.

Proposed Action. The Proposed Action is to construct Anti-Terrorism/Force Protection (AT/FP) entry control point (ECP) improvements by acquisition of land at the Naval Computer and Telecommunications Area Master Station Pacific (NCTAMS PAC), Wahiawa, O'ahu, Hawai'i. The improvements would incorporate United States Department of Defense and Navy guidance and requirements for AT/FP.

The Proposed Action involves repositioning existing perimeter security fencing, and signage, and construction of:

- New Pass and Identification (Pass & ID) Office with restrooms (relocated from its existing on-base location);
- New paved parking area for approximately 7 cars;
- New paved vehicle search area with tire shredding traffic control device and night gate to restrict after hours access;
- New fixed median barrier between the inbound and outbound lanes of the ECP;
- New security fence on both sides of Whitmore Avenue within the ECP; and

- New sanitary sewer, electrical, and potable water infrastructure from the new Pass & ID Office to existing municipal and Hawaiian Electric Company (HECO) utilities within the Whitmore Avenue right-of-way (ROW).

The Navy proposes to acquire the fee interest in approximately 26.1 acres (ac) (10.6 hectares (ha)) of property from the two adjacent landowners: Dole Foods Inc. (Dole), approximately 25 ac (10.1 ha) and State of Hawai'i (State), approximately 1.1 ac (0.45 ha) that are required to complete the ECP improvements. The Navy currently has a restrictive use easement from Dole on approximately 12.8 ac (5.2 ha) and a perpetual easement from the State on 1.1 ac (0.5 ha) of roadway right-of-way (ROW) that are included in the approximately 26.1-ac acquisition parcel.

Alternatives. Alternatives considered include a Modified ECP Alternative and a No Action Alternative. The Modified ECP Alternative would minimally meet the AT/FP ECP requirements, and is carried through the environmental impact analysis. The Pass & ID Office, one of the critical ECP improvements, would be relocated from its current on-base location to a site south of the newly constructed NCTAMS PAC gate house—within the ECP. The improvements would be restricted to the Whitmore Avenue ROW that the Navy currently uses through a perpetual easement from the State. The Navy would acquire the 1.1 ac (0.45 ha) ROW segment from the State. However, there would still be insufficient space within the ROW to accommodate a separate vehicle search area, another important element of the ECP. No improvements would occur on Dole land and no land would be acquired from Dole.

The No Action Alternative would preserve the status quo of substandard installation security. No new AT/FP-compliant ECP design components would be constructed and no land would be acquired. The No Action Alternative would not achieve the purpose of and need for the project, but was carried through the analysis as a benchmark to compare the magnitude of environmental effects of the alternatives, including the Proposed Action.

Environmental Consequences. Preliminary project screening indicated that the Proposed Action, Modified ECP Alternative and No Action Alternative would not adversely affect most resources including biological, archaeological/historical, surface and groundwater quality, socio-economics, visual, coastal, and physical. The State Historic Preservation Officer concurred with the Navy's determination that no historic properties would be adversely affected. Short-term construction

phase related impacts would be associated with both the Proposed Action and the Modified ECP Alternative, but are readily mitigated to meet Federal, State and local regulations through the implementation of best management practices during construction.

Potential impacts to land use and traffic were evaluated in greater detail because project screening indicated the Proposed Action and alternatives could potentially impact these resources. Impacts evaluated included direct, indirect short-term, long-term and cumulative impacts.

Land Use: The Proposed Action and alternatives would not have a significant impact on agricultural land and would be compatible with surrounding land uses. No mitigation is proposed because the land uses are compatible. The Proposed Action would result in the permanent withdrawal of approximately 25 ac (10.1 ha) of State-designated agricultural land from Dole. This represents approximately 6 percent of the 446 ac (180.5 ha) of agricultural land Dole owns in the Wahiawa area and less than 0.1 percent of Dole's land holdings on O'ahu. Despite the vast amount of land released from plantation agriculture over the last several decades, there is ample land available in Hawai'i and on O'ahu to accommodate the growth of diversified agriculture and the increase of agricultural self-sufficiency. The parcels that are proposed to be acquired are at the periphery of Dole's agricultural lands; therefore, Dole's agricultural lands would remain contiguous. The Proposed Action and alternatives would have no impact on future agricultural use of the adjoining lands. The acquisition of 1.1 ac (0.45 ha) of the State-owned Whitmore Avenue ROW would not result in a change in land use. Following the relocation of the Pass & ID Office operations from Building 5 to the new facility, base security would expand to the newly vacated administrative space.

The Modified ECP Alternative and No Action Alternative would not require the permanent withdrawal of agricultural land as described for the Proposed Action. For both alternatives, use of the Dole land by the installation would be temporary per the terms of the Grant of Exclusive Easement with Dole. The Whitmore Avenue ROW would continue to be used for traffic control for both alternatives; however, under the Modified ECP Alternative, the construction of a new Pass & ID Office within the ROW would marginally increase the intensity of land use.

Traffic: The Proposed Action and to a lesser extent, the Modified ECP Alternative would have a beneficial impact on traffic flow through the ECP. Relocation of the

Pass & ID Office would result in less traffic moving through the ECP, because those vehicles that are denied access at the Pass & ID Office and would be required to turn around prior to the ECP. The Proposed Action would have the additional traffic benefit of a separate vehicle search area, which provides sufficient turning area for vehicles to exit the ECP if necessary. Similar to the Proposed Action, the Modified ECP Alternative would result in improved traffic flow over existing conditions. Those vehicles that are denied access at the Pass & ID Office would be required to turn around prior to the ECP. However, no separate vehicle search area for vehicle inspections would be constructed. Vehicles that are denied access to the installation as a result of a vehicle inspection would be required to make a U-Turn and merge with outgoing traffic, potentially resulting in traffic delays. There would be no improvements to traffic flow under the No Action Alternative. No mitigation is proposed.

1.0 PURPOSE OF AND NEED FOR ACTION

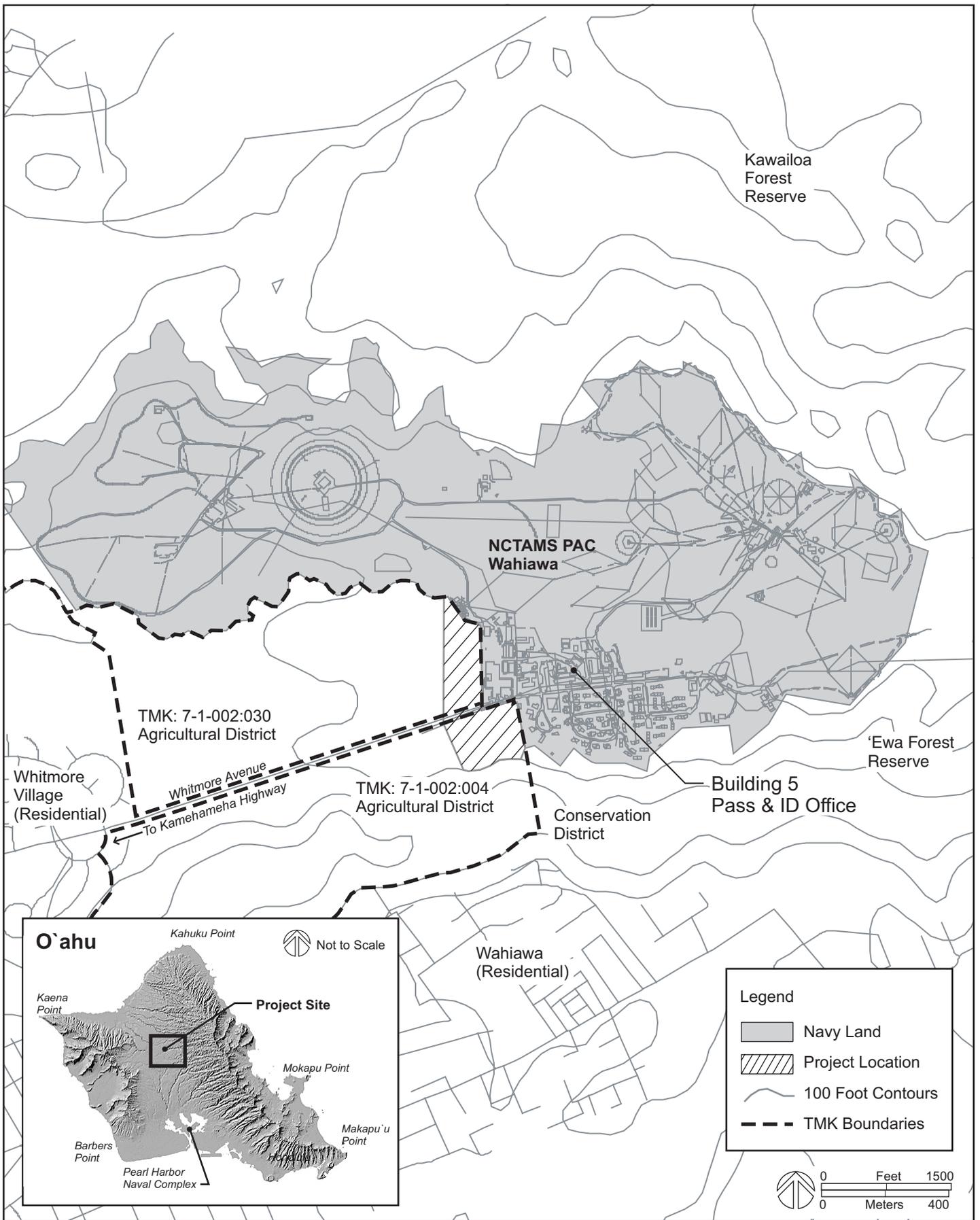
1.1 Introduction

Commander Navy Region Hawaii proposes to implement entry control point (ECP) improvements at the Naval Computer and Telecommunications Area Master Station Pacific (NCTAMS PAC). The improvements would incorporate Anti-Terrorism/Force Protection (AT/FP) guidance and security requirements outlined in the U.S. Department of Navy, Naval Facilities Engineering Command (NAVFAC) Interim Technical Guidance Entry Control Facilities, ITG 03-03, dated February 20, 2003 and the United States Department of Defense Minimum Antiterrorism Standards for Buildings Unified Facilities Criteria UFC 4-010-01 dated October 8, 2003. NCTAMS PAC is located in Central O'ahu, Hawai'i, near the town of Wahiawa, approximately 0.75 miles (1.2 kilometers (km)) east of Whitmore Village and 17 miles (27.3 km) north of the Pearl Harbor Naval Complex as shown on Figure 1.

The Proposed Action is part of a larger Commander, Navy Region Hawaii Military Construction Project P-624 to upgrade ECPs at the main gates of the Pearl Harbor Naval Complex (PHNC) including the Nimitz, Makalapa and Halawa gates. This EA has been prepared for the NCTAMS PAC ECP because it involves land acquisition, a change in land use (from agriculture to military installation) and because it is geographically separate from the other PHNC ECP projects (which do not involve land acquisition or change in use).

1.2 Purpose and Need

The purpose of and need for the project is to upgrade the NCTAMS PAC main gate ECP to comply with AT/FP requirements to maintain positive identifiable entry control. An ECP is defined as the access point for pedestrian and vehicular traffic into a military installation, and is the front line defense against a potential terrorist attack. The NAVFAC ITG-03-03 (Department of the Navy February 20, 2003) states that the objective of the ECP is to secure Navy installations from unauthorized access and intercept contraband while maximizing vehicular flow. AT/FP guidance for ECPs require a system of positive identification of personnel and equipment authorized to enter the installation and the maintenance of adequate physical barriers to control unauthorized access.



Project Location Map

Figure 1

As a result of the September 11, 2001 terrorist attacks, the implementation of AT/FP design criteria at ECPs became a high priority. Based on inspection, it was determined that force protection improvements were required at the NCTAMS PAC ECP. At the time of inspection, the ECP consisted of a simple one-lane-in/one-lane-out gate, with a gatehouse located at the installation property line and the Pass and Identification (Pass & ID) Office located on the installation.

More specifically, ECP deficiencies at NCTAMS PAC included:

- Insufficient stand-off distances versus requisite distances between operations buildings and the installation perimeter;
- Sentry gate not adequate to accommodate the increase in security staff required to monitor incoming and outgoing traffic;
- Lack of vehicular barriers to slow/halt vehicle approach to the installation;
- Insufficient installation approach distance to afford security personnel sufficient time to react to a potential threat before it reaches the installation;
- Lack of opportunity for vehicles that are denied access to the installation to merge with outgoing traffic without first gaining access to the installation;
- Lack of vehicle search area in advance of installation entry;
- Pass & ID Office functions occur after an individual has passed through security and gained access to the installation; and
- Earthen containment berms on both side of Whitmore Avenue that do not provide adequate protection for the ECP.

Interim ECP improvements that could be completed within existing land easements will be completed in early 2004. The interim improvements include the following:

- Relocation of security fencing to the extent possible to meet the requisite standoff distance from existing operation buildings;
- Construction of a new gate house;
- Addition of a third lane within the ECP to accommodate a designated vehicle search lane;
- Relocation of the existing earthen containment berms to accommodate the addition of the third lane;
- Placement of concrete barriers in a serpentine fashion within the traffic lanes to slow the speed of incoming and outgoing traffic and to allow time for security to respond to a threat at the ECP; and
- Installation of pop-up barriers near the former gatehouse.

Following completion of the interim ECP improvements, vehicle searches would be conducted in a designated vehicle search lane within the ECP, and vehicles denied access would be required to make a U-turn and merge with outgoing traffic.

The following ECP deficiencies would remain following completion of the interim improvements:

- Pass & ID Office functions would continue to occur after an individual has passed through the ECP and has gained access to the installation;
- The designated vehicle search lane would continue to be too close to the pop-up barriers to provide sufficient security response time;
- It would continue to be difficult for a vehicle that is denied access to the installation from the designated vehicle search lane to exit the ECP without disrupting traffic; and
- The earthen containment berms on both sides of Whitmore Avenue would continue to provide inadequate protection for the ECP.

The remaining ECP deficiencies may be satisfied by the proposed relocation of the Pass & ID Office, construction of a new separate vehicle search area, installation of new security fencing and barriers on both sides of Whitmore Avenue within the ECP, a new night gate and a new fixed median barrier between the inbound and outbound lanes of the ECP. These improvements have yet to be implemented because the Navy does not have sufficient space to accommodate the improvements within Navy owned or controlled property, inclusive of land easements. Therefore, the proposed land acquisition from adjacent property owners is essential to satisfy the AT/FP design criteria.

The Pass & ID Office functions would be relocated to a new facility that would be constructed at the entrance of the ECP, south of the newly constructed gate house. Traffic flow efficiency would be addressed with construction of a separate vehicle search area and a controlled exit from the ECP into the outbound lane prior to entering the installation.

If the remaining ECP improvements are not implemented, the NCTAMS PAC ECP would continue to be deficient. Visitors requiring vehicle decals and identification badges would continue to proceed through the ECP with temporary passes issued at the gatehouse and gain access to the installation for thorough inspection of credentials at the Pass & ID Office. This represents a security risk because the Pass & ID Office is located within the installation boundaries. Once

a visitor has gained access to the installation, there is insufficient time to respond to any threat that the visitor may pose to facilities or personnel.

In addition to the security concerns, if the proposed improvements are not implemented, the traffic flow into the installation would continue to be inefficient. ECP security would continue to inspect vehicles that may eventually be denied issuance of vehicle decals or identification badges by the Pass & ID Office. Relocation of the Pass & ID Office in advance of the gate house would permit vehicles and individuals that are denied access to the installation to exit the ECP without passing through the ECP security check at the gate house.

The interim traffic improvements provide for a designated vehicle search lane, but vehicles denied access to the installation would be required to make a U-turn across the inbound and outbound lanes; potentially disrupting traffic. The delays associated with vehicle exits from the ECP would be minimized with the separate vehicle search area proposed under the Proposed Action. The separate vehicle search area would provide sufficient turning area for vehicles to exit the ECP with minimal disruption to traffic.

1.3 Regulatory Overview

The Proposed Action and alternatives discussed in this environmental assessment (EA) are subject to regulatory constraints and requirements. Major laws and regulations are summarized below.

1.3.1 National Environmental Policy Act

This EA is intended to meet the requirements of the National Environmental Policy Act (NEPA) of 1969 (42 United States Code (U.S.C.) §4321, et seq.), as implemented by the Council on Environmental Quality regulations (Title 40, Code of Federal Regulations (CFR) Parts 1500-1508), and the Chief of Naval Operations Instruction 5090.1B CH-4, June 4, 2003, Environmental and Natural Resources Program Manual. It provides sufficient evidence and analysis for determining whether to prepare an Environmental Impact Statement (EIS) or a Finding of No Significant Impact (FONSI). Should an EIS not be warranted, a FONSI is required prior to proceeding with the Proposed Action.

1.3.2 Section 106, National Historic Preservation Act

The National Historic Preservation Act (NHPA) of 1966 (as amended) (16 U.S.C. §470) was passed by Congress to recognize the nation's heritage and to

establish a national policy for the preservation of historic properties. It established the National Register of Historic Places. Section 106 of the NHPA requires Federal agencies to take into account the effects of the undertakings involving historic properties and afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The Section 106 process, as defined in 36 CFR §800, provides for the identification and evaluation of historic properties, for determining the effects of undertakings on such properties and developing ways to resolve adverse effects in consultation with consulting parties.

1.3.3 Coastal Zone Management Act

The purpose of the Coastal Zone Management Act (CZMA) is to encourage states to manage and conserve coastal areas as a unique, irreplaceable resource. The CZMA states that land subject solely to the discretion of the Federal government, such as Federally owned or leased property, is excluded from the state's coastal zone. However, Federal activities that directly affect the coastal zone are to be conducted in a manner consistent with the state's Coastal Zone Management program to the maximum extent practicable. The proponent of the Navy action must conduct an effects test to determine whether the action would affect any coastal use or resource in a coastal state.

2.0 ALTERNATIVES INCLUDING THE PROPOSED ACTION

2.1 Introduction

This chapter provides a discussion of the Proposed Action and alternatives including a tabular summary of the environmental consequences of the alternatives.

The following alternatives were considered:

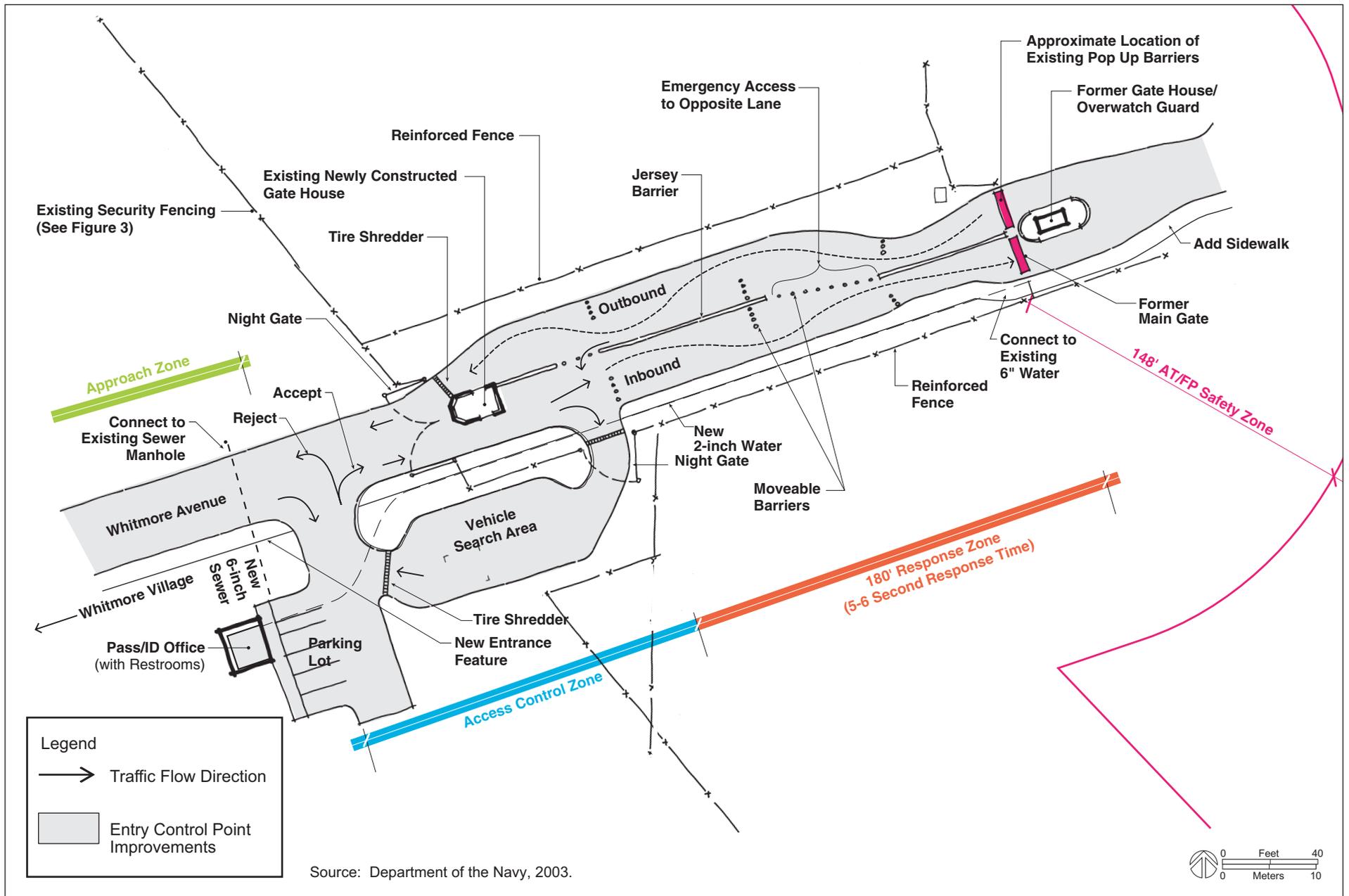
- Proposed Action: Implement full AT/FP ECP plan (including acquisition of the fee in approximately 26.1 ac (10.6 ha) of land adjacent to NCTAMS PAC);
- Modified ECP Alternative: Implement a modified AT/FP ECP plan (requires acquisition of fee of up to 1.1 ac (0.45 ha)); and
- No Action Alternative: No new AT/FP improvements. Current AT/FP ECP procedures at the ECP would continue to be implemented (does not require land acquisition and is not compliant with AT/FP requirements).

2.2 Proposed Action

2.2.1 ECP AT/FP Design Components

As shown on Figure 2, the standard for AT/FP ECP design includes the following four zones:

- Approach Zone – To reduce incoming vehicle speeds and provide the first opportunity to identify potential threat vehicles.
- Access Control Zone – To inspect and verify vehicle passes, personal identification and to conduct a general surveillance of vehicles. Deny or authorize access. Facilitate easy exit of vehicles and individuals denied access.
- Response Zone – To provide a response time for security personnel to respond to threats by operating the active vehicle barriers, and preventing the threat from gaining access to the installation.
- ECP Perimeter Containment and AT/FP Safety Zone – To define the boundary of the ECP that is measured from the vehicle containment barriers. This zone is the area potentially impacted by an explosion within the ECP.



Proposed Action - Entry Control Point

Figure 2

Security Gate Improvements, NCTAMS PAC Wahiawa
 Environmental Assessment
 O`ahu, Hawai`i

Interim ECP improvements, including the newly constructed gate house and the addition of a designated vehicle search lane, will be completed in early 2004. The Proposed Action implements the ECP design components and includes construction of:

- New Pass & ID Office with restrooms (relocated from its existing on-base location);
- New paved parking area for approximately 7 cars;
- New paved vehicle search area with tire shredding traffic control device and night gate;
- New fixed median barrier between the inbound and outbound lanes of the ECP;
- New security fence on both sides of Whitmore Avenue within the ECP; and
- New sanitary sewer, electrical, and potable water infrastructure from the new Pass & ID Office to existing municipal and Hawaiian Electric Company (HECO) utilities within the Whitmore Avenue right-of-way (ROW).

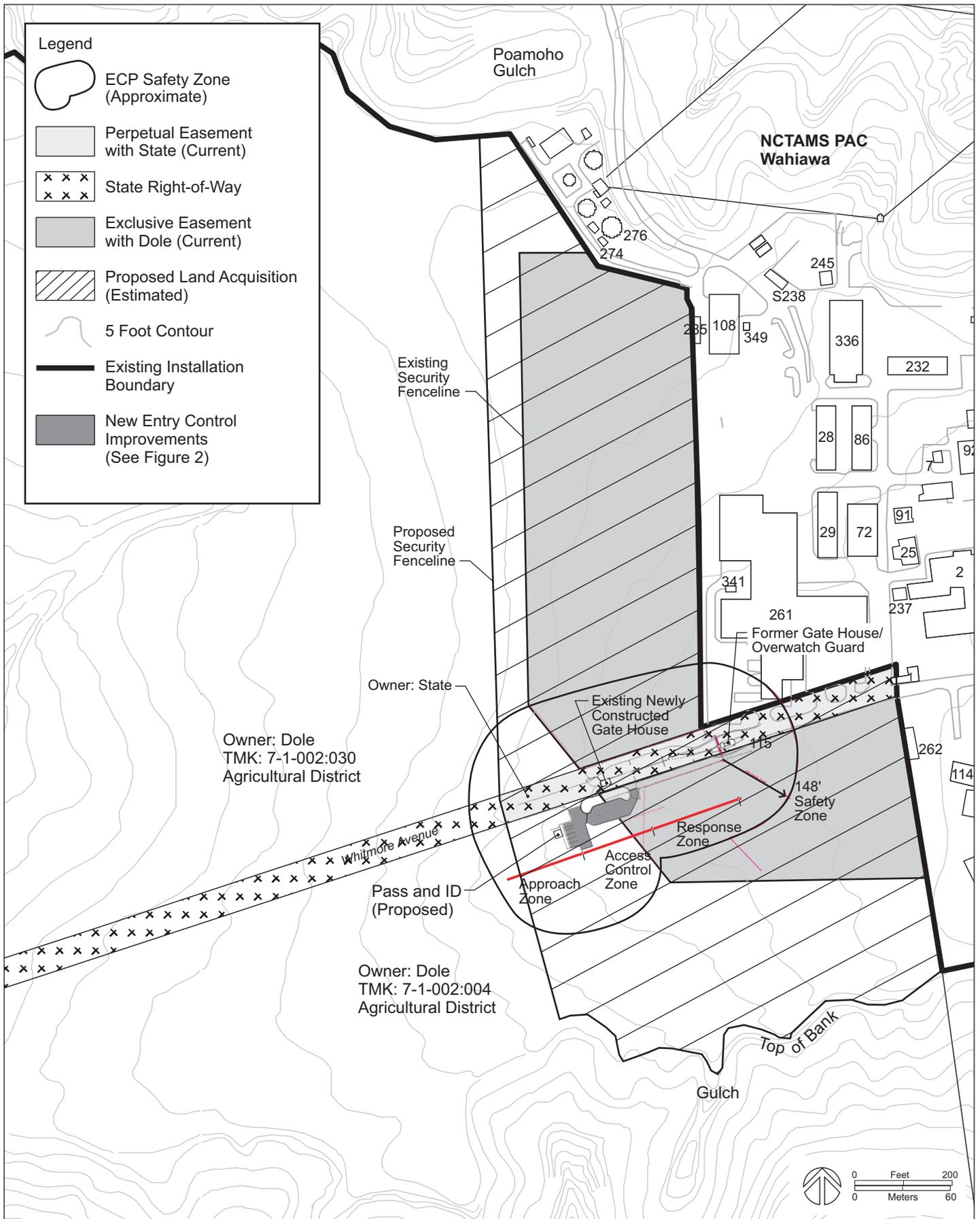
2.2.2 Land Acquisition

The Proposed Action includes the acquisition of the fee interest in approximately 26.1 ac (10.6 ha) of adjacent land to accommodate ECP improvements necessary to bring the installation into compliance with current AT/FP standards as illustrated on Figure 2. The two adjacent landowners and respective acquisition parcel sizes are itemized in Table 1 and shown on Figure 3.

Table 1: Acquisition Parcels

Owner	Parcel Size (approx.)	Action
Dole Foods Company, Inc. Parcel 1	12.8 ac (5.2 ha)	Already under restrictive easement, propose to acquire fee
Dole Foods Company, Inc. Parcel 2	12.2 ac (4.9 ha)	Propose to acquire fee
State of Hawai'i	1.1 ac (0.5 ha)	Already under perpetual easement, propose to acquire fee
Total:	26.1 ac (10.6 ha)	

The Dole property is located on both sides of the State's Whitmore Avenue ROW. The proposed acquisition parcels are identified as portions of Tax Map Key (TMK) parcels 7-1-002:030 (257 ac (104 ha)), and 7-1-002:004 (189 ac (76.5 ha)), located north and south of Whitmore Avenue, respectively.



Proposed Action - Land Acquisition

Figure 3

The Proposed Action also includes acquisition of approximately 1.1 ac (0.45 ha) of the Whitmore Avenue ROW from the State as shown on Figure 3. The Navy currently has a perpetual easement with the State for the use of this ROW. The 60-foot (ft) (18.3 m) wide ROW segment extends approximately 820 ft (250 m) west from the Center Street intersection within the installation to a point approximately 400 ft (121.9 m) outside the current installation boundary; coterminous with the southern boundary of the adjacent Dole parcels to be acquired. Interim improvements within the ROW, including the newly constructed gate house, designated vehicle search lane and placement of concrete barriers within the inbound and outbound lanes, have been developed by the Navy under conditions of a perpetual easement and construction right-of-entry from the State.

2.3 Modified ECP Alternative

The Modified ECP Alternative would confine ECP improvements to the Whitmore Avenue ROW to reduce the amount of land to be acquired. The alternative meets the purpose of and need of the project and is carried through the environmental impact analysis.

The Pass & ID Office and new parking area would be relocated from within the installation boundaries to the ECP to comply with AT/FP design criteria. The new facility would be located adjacent to and south of the newly constructed gate house, within the Whitmore Avenue ROW. Limitations imposed by the size of ROW would preclude the option of a separate vehicle search area, but the designated vehicle search lane constructed as part of the interim ECP improvements would remain. The Navy would not acquire any Dole property, and the existing exclusive easement with Dole would be retained and periodically renewed. Existing interim improvements within the exclusive easement area would be retained. The Navy would acquire the 1.1 ac (0.45 ha) segment of the State's Whitmore Avenue ROW, as described in the Proposed Action.

2.4 No Action Alternative

The No Action Alternative would preserve the status quo. The efficiency and effectiveness of the ECP would continue to be severely compromised, and the ECP would not comply with AT/FP standards. Visitors requiring identification badges and vehicle decals would continue to gain access to the base via the issuance of temporary passes at the gate house prior to undergoing credential screening at the Pass & ID Office. Once a visitor has gained access to the

installation, there would continue to be insufficient time for Security to respond to any threat that the visitor may pose to facilities or personnel. The new separate vehicle search area to facilitate traffic flow out of the ECP would not be constructed due to lack of space. The designated vehicle inspection lane would continue to be too close to the pop-up barriers to provide sufficient security response time. The Navy would retain and renew the existing exclusive easement with Dole and retain the existing perpetual easement with the State. No land would be acquired.

2.5 Environmental Effects of the Proposed Action and Alternatives

The Proposed Action and alternatives have the potential to impact land use and traffic. Table 2 summarizes the environmental effects of the Proposed Action and alternatives. The information in the table is summarized in Chapters 3 and 4.

Table 2: Summary of Environmental Effects of the Proposed Action and Alternatives

Issue	Proposed Action	Modified ECP Alternative	No Action Alternative
Land Use	Permanent insignificant loss of agricultural land	Insignificant loss of agricultural land until the lease is terminated	Same as Modified ECP Alternative
Traffic	Improved traffic flow	Queuing related to space restrictions near gate house for identification checks and rejected vehicle exit from the ECP	Queuing for reasons stated under the Modified ECP Alternative and for unnecessary trips through the ECP
Biological Resources	No effect	No effect	No effect
Cultural Resources	No historic properties adversely affected	No historic properties adversely affected	No historic properties adversely affected
Surface Water and Groundwater Quality	No effect	No effect	No effect
Socio-economics	No effect	No effect	No effect
Visual	No effect	No effect	No effect
Coastal Resources	No effect	No effect	No effect
Physical Resources	No effect	No effect	No effect

3.0 AFFECTED ENVIRONMENT

NCTAMS PAC is located in Central O’ahu, approximately three road miles (4.8 km) from the town of Wahiawa (2000 population: 16,151 residents) (DBEDT, 2001), approximately 0.75 miles (1.2 km) from the nearest civilian residential community of Whitmore Village (2000 population: 4,057 residents) (DBEDT, 2001) and approximately 17 miles (27.3 km) north of the Pearl Harbor Naval Complex. The project area is located at the entrance to NCTAMS PAC outside of the installation boundary, at the terminus of Whitmore Avenue, the State-owned roadway providing access to the installation. The land within the project area is agricultural land that was last cultivated in 1998 with pineapple. Tree cultivation has been initiated on Dole property in the vicinity of the project area. Preliminary project screening indicated that the Proposed Action, Modified ECP Alternative and No Action Alternative would not affect many of the resources addressed in EAs. These resources are described and dismissed early in this chapter and are not carried through the impact analysis.

The Proposed Action and alternatives would potentially affect land use and traffic. These issues are carried through the impact analysis presented in Chapters 3 and 4.

The following resources are unlikely to be impacted by the Proposed Action and alternatives:

Biological (e.g., vegetation, terrestrial and marine wildlife) – The proposed construction areas for the Proposed Action and the Modified ECP Alternative are not adjacent to or within a biologically sensitive area. The parcels to be acquired have a history of ground disturbance associated with decades of pineapple cultivation. No threatened or endangered floral or faunal species have been observed in the agricultural fields. There are conservation areas southeast of the project area and a gulch south of the project area; but, neither of these areas would be impacted by the project or alternative improvements located greater than 500 ft (152.4 m) north to northwest of the conservation areas. The No Action Alternative would have no impact on biological resources.

Cultural – There are no historic properties in the vicinity of the proposed improvements. Pursuant to Section 106, the Navy submitted its determination of no historic properties adversely affected to the State Historic Preservation Officer (SHPO). The SHPO concurred with the Navy’s determination. A copy of the Navy’s

consultation letter¹ and SHPO concurrence is included in Appendix A. The Proposed Action and alternatives are located in an area of no and/or low potential for archaeological sites. It is unlikely that the limited subsurface work required for the Proposed Action or the Modified ECP Alternative would expose deposits containing artifacts, since the area was historically disturbed by pineapple cultivation. The soil disturbance associated with the alternative would be restricted to the Whitmore Avenue ROW, which was subjected to grading activities during Whitmore Avenue construction; therefore, no effect on historic or archaeological resources is anticipated. Inadvertent discoveries during construction (e.g., bones, artifacts) would result in a cessation of construction while Federal and State authorities are consulted. The No Action Alternative would not involve soil disturbance, and would not impact cultural resources.

Surface and groundwater quality – There are no streams or wetlands within the land areas affected by the Proposed Action or alternatives. The proposed construction is not anticipated to impact surface water resources. Stormwater runoff from the construction areas would be controlled using best management practices. Stormwater runoff from the new impervious surfaces (e.g., paved areas) constructed under the Proposed Action and Modified ECP Alternative would be managed by engineering controls designed in accordance with Federal, State and local regulations. There are no activities associated with the Proposed Action or Modified ECP Alternative that would impact groundwater resources. The No Action Alternative would not impact water quality.

Historically, pesticides and other chemicals that were applied to the Dole pineapple fields may have had an impact on groundwater located beneath the project area. The installation's potable water is subject to Federal and State drinking water quality regulations, regardless of the groundwater source.

Socio-economics (e.g., population, employment, effects on children, disadvantaged and minority populations) – Neither the proposed project or alternatives would impact overall population or employment. There are no known significant or adverse environmental impacts associated with ECP improvements that would disproportionately affect minority or low-income communities and no

¹ The Navy's consultation letter contained two minor errors which do not modify its determination of no historic properties affected. On page 2 of the letter, second to last sentence, land area to be acquired will be "approximately 26.1 acres," not "52 acres." In the last sentence (same paragraph), acreage should be "approximately 25 acres from Dole Foods Company and 1.1 acres from the State of Hawaii" (not 21 acres and 1 acre respectively).

increase to health and safety risks that disproportionately affect children (see discussion of Executive Orders 12898 and 13045 in Chapter 4). The No Action Alternative would have no socio-economic impacts.

Visual – Under the Proposed Action and Modified ECP Alternative, the Pass & ID Office would be constructed within or adjacent to the existing Whitmore Avenue ROW. The roadway is aligned through agricultural land and the viewing population consists primarily of inbound and outbound installation traffic. The proposed building, the Pass & ID Office, is a single story structure with a footprint of approximately 323 sf (30 m²). The minor development would not impact scenic views. No facilities would be constructed under the No Action Alternative; therefore, there would be no impact on scenic views.

Coastal – The project area is within the State’s coastal zone management area. As noted in Section 1.3.3, the purpose of the CZMA is to encourage states to manage and conserve coastal areas as a unique, irreplaceable resource. Federal activities that directly affect the coastal zone are to be conducted in a manner consistent with the State’s Coastal Zone Management Program, to the maximum extent possible. The Navy has conducted an effects test and determined that the Proposed Action and alternatives would not have reasonably foreseeable direct and indirect short term or long term effects on any coastal use or resource of the State’s coastal zone; therefore, no further documentation is required to be sent to the Hawai’i Coastal Zone Management Office.

Physical (e.g., topography, soils, potable water resources, utilities) – The topography in the vicinity has gentle slopes of approximately 1 to 2 percent; therefore, minimal grading would be required to prepare the building substrate for the Proposed Action or Modified ECP Alternative. No soil would be brought to the site. Minimal demand would be placed on potable water, wastewater, and electrical infrastructure, and these loads are comparable to those of the existing Pass & ID Office that is being replaced. The No Action Alternative would have no impact on the physical environment.

Construction phase-related impacts – There would be noise, solid waste and dust generated during construction activities of the Proposed Action and Modified ECP Alternative. The area of disturbance and the anticipated solid waste generated by the Proposed Action is slightly greater than the Modified ECP Alternative, because the construction area is slightly larger. The impacts would be minor and plans to implement best management practices would be

developed and followed by the contractor to comply with Federal, State and local regulations. There would be no air or noise impacts associated with the No Action Alternative.

3.1 Land Use

The Navy is allowed to construct, and has constructed several components of the ECP improvements, in accordance with the conditions of the exclusive easement with Dole and perpetual roadway easement with the State. These include: construction of the new gatehouse, fencing of the exclusive easement, installation of tire shredders at the former gate entrance and placement of earthen berms along the roadway between the new gate and the former gate entrance. The traffic control improvements developed within the State-owned Whitmore Avenue ROW are consistent with the roadway's intended use of vehicular traffic and control.

3.2 Installation Traffic

Since Whitmore Avenue terminates at NCTAMS PAC, vehicular traffic east of Whitmore Village is installation-related. Traffic on the two-lane roadway in the vicinity of the installation is light with peak periods occurring during the morning and evening shift changes. During the morning peak period, vehicle queues of up to 12 vehicles are common. Vehicle searches are conducted at the gate house within the ROW.

For visitors to gain access to the installation, NCTAMS PAC authorities must notify the Security Office in writing. A list of visitors, their license plate numbers, and sponsors is generated and forwarded to the gate house personnel. Those on the list are issued temporary passes at the gate house and allowed to proceed through the ECP. The visitors are permitted access to the installation for a more thorough review of credentials at the Pass & ID Office, and issuance of identification badges and vehicle decals.

4.0 ENVIRONMENTAL CONSEQUENCES

This section evaluates the probable direct, indirect short term and long term, and cumulative impacts on the environment generated by the Proposed Action and alternatives.

4.1 Land Use

4.1.1 Proposed Action

The proposed Navy acquisition of Dole property would result in the permanent withdrawal of approximately 25 ac (10.1 ha) of State-designated prime agricultural land (ALISH, 1977). This represents approximately 6 percent of the 446 ac (180.5 ha) of agricultural land Dole owns in the Wahiawa area and less than 0.1 percent of Dole's land holdings on O'ahu. Since the proposed parcels to be acquired are at the periphery of Dole's agricultural lands, the contiguity of the agricultural lands would be preserved. The Proposed Action would have no impact on future agricultural use of the adjoining lands. No mitigation is proposed.

The 1.1 ac (0.45 ha) of State-owned Whitmore Avenue ROW that the Navy proposes to acquire is currently subject to the terms of a Grant of Perpetual Easement with the State. The improvements proposed within the ROW are related to traffic control and consistent with roadway operations and use. Although new facilities would be constructed within the ROW, there would be no significant change in land use within the ROW.

Base Security shares Building 5 with the Pass & ID Office. When the Pass & ID Office relocates to the new facility, Base Security would expand to the newly vacated space.

4.1.2 Modified ECP Alternative

The current exclusive easement with Dole would be renewed periodically, in effect temporarily withdrawing 12.8 ac (5.2 ha) from agricultural production until termination of the Grant of Exclusive Easement. Thus, the Modified ECP Alternative would have less impact on agricultural land than the Proposed Action.

Similar to the Proposed Action, the Navy would acquire the 1.1 ac (0.45 ha) of State-owned Whitmore Avenue ROW that is included in the Grant of Perpetual Easement. The Pass & ID Office would be constructed south of the newly

constructed gate house, within the Whitmore Avenue ROW. Although new facilities would be constructed within the ROW, the facilities would be traffic-related and would not represent a significant change in land use within the ROW.

As described for the Proposed Action, Base Security would expand to the newly vacated space in Building 5 after the Pass & ID Office is relocated to the new facility.

4.1.3 No Action Alternative

No change in land use would result from implementation of the No Action Alternative. The existing easements would be retained. The impact on agricultural land would be similar to the Modified ECP Alternative and continue until the Exclusive Easement with Dole is terminated.

4.2 Installation Traffic

4.2.1 Proposed Action

The Proposed Action is designed to minimize conflicts and maximize the free flow of traffic in and out of the base subject to the ECP screening procedures. The Proposed Action includes a new separate vehicle search area adjacent to the traffic lanes and the new Pass & ID Office at the entrance of the access control zone, both of which would result in improved traffic flow.

At the discretion of security personnel, selected vehicles would be directed to exit the incoming traffic stream on Whitmore Avenue to undergo vehicle searches in the new separate vehicle search area. This permits those vehicles that do not need to be searched to proceed through the gate without delay. In addition, it allows vehicles that fail vehicle inspection sufficient turning area to exit and merge efficiently with outgoing traffic.

4.2.2 Modified ECP Alternative

The Pass & ID Office would be relocated to a site within the Whitmore Avenue ROW near the newly constructed gate house within the ECP. The advantages to obtaining identification badges and vehicle decals prior to undergoing security checks at the gate house are as described for the Proposed Action. However, due to limited space, the new Pass & ID Office would be closer to the gate house potentially creating higher concentrations of incoming traffic and security personnel that are likely to interfere with efficient traffic flow. No new separate

vehicle search area would be constructed. The designated vehicle search lane constructed as part of the interim ECP improvements would continue to allow inbound traffic to bypass the vehicles that are being inspected with minimal delay. Those vehicles that are denied access to the installation due to the vehicle inspections would be required to make a U-turn and merge with outgoing traffic, potentially resulting in traffic delays.

4.2.3 No Action Alternative

There would be no change in traffic flow as a result of the No Action Alternative. As described for the Modified ECP Alternative, existing conditions would continue, resulting in traffic delays. The Pass & ID Office would continue to be located within the installation boundary, resulting in inherent security risks and more traffic being processed through the ECP than necessary. All vehicles would continue to proceed through the ECP, even if they may eventually be denied issuance of vehicle decals and identification badges at the Pass & ID Office and are directed to leave the installation.

4.3 Cumulative Impacts

Cumulative impacts result from incremental impacts of the Proposed Action when added to other past, present and reasonable foreseeable actions.

The only potential adverse cumulative impact identified was the permanent loss of agriculturally suitable lands and related loss of the State's ability to increase agricultural self-sufficiency. Statewide, a vast amount of land has been released from plantation agriculture (about 236,500 ac (95,710 ha) since 1968), and this release of land has far outpaced the demand for land for diversified crops (an increase of about 34,100 ac (13,800 ha) over this same period). The closure of major plantations on O'ahu has released about 37,860 ac (15,321.7 ha) of prime agricultural land. Thus, ample land is available in Hawai'i and on O'ahu to accommodate the growth of diversified agriculture and increase agricultural self-sufficiency.

The proposed Dole acquisition area is on the periphery of the agricultural tract; therefore, the Proposed Action would preserve the contiguity of agricultural land in the vicinity. Furthermore, the Proposed Action and the Modified ECP Alternative would be compatible with agricultural use on adjacent lands.

The 26.1 ac (10.6 ha) land acquisition would represent a one percent increase to the 2,402 ac (972 ha) NCTAMS PAC installation.

4.4 Compliance with Executive Orders

4.4.1 Executive Order 12898, Environmental Justice (February 11, 1994)

The Navy is required to identify and address the potential for disproportionately high and adverse human health and environmental effects of its actions on minority and low-income populations.

The land acquisitions would not disproportionately impact low income or minority populations. The construction activity under the Proposed Action would be within agricultural fields and Whitmore Avenue ROW located approximately 4,000 ft (1,219.2 m) from Whitmore Village, the residential community *en route* to the ECP. The construction is anticipated to be minor in scale and there would be no significant environmental impacts. The Whitmore Village population, regardless of average income or minority demographics, would not be adversely impacted by the Proposed Action. Similarly, the Modified ECP Alternative, with comparable construction activities, would not impact minority or low-income populations. Under the No Action Alternative, there would be no new construction and no impact on minority and low-income populations.

4.4.2 Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks (April 21, 1997)

Children, unaccompanied by an adult, are unlikely to frequent the project area. The heightened security integral to the project would discourage and deter curious children from the area. The Proposed Action, Modified ECP Alternative and No Action Alternative would not pose any environmental health or safety risks to children.

4.4.3 Executive Order 13101, Greening the Government Through Waste Prevention, Recycling and Federal Acquisition (September 14, 1998)

The Navy is required to comply with Executive Order 13101, which is intended to improve the Federal government's use of recycled products and environmentally preferable products and services. It states that pollution that can be prevented should be recycled, and pollution that cannot be prevented or recycled should be treated in an environmentally safe manner. Disposal should only be employed as a last resort. The Proposed Action and Modified ECP Alternative would

generate minimum solid waste and would incorporate efficient waste handling provisions for recycling waste products to the maximum extent possible. The remaining waste would be disposed in a local landfill, to be determined by the demolition contractor. Under the No Action Alternative, there would be no new construction; therefore, there would be no impact on the use of recycled products and environmentally preferable products and services.

4.4.4 Executive Order 13123, Greening the Government Through Efficient Energy Management (June 3, 1999)

The Navy is required to significantly improve energy management to save taxpayer dollars and reduce emissions that contribute to air pollution and global climate change. Effective energy management for the Proposed Action and Modified ECP Alternative would be incorporated through energy efficient building design, construction and operation, water conservation and use of renewable energy products. Under the No Action Alternative, there would be no new construction; therefore, there would be no impact on the existing energy management practices at the ECP.

4.4.5 Executive Order 13148, Greening the Government Through Leadership in Environmental Management (April 22, 2000)

The Navy is required to incorporate waste prevention and recycling into daily operations and to use Federal preference in procurement to increase and expand markets for products from recycled material. The Proposed Action and Modified ECP Alternative construction materials would include recycled products, to the extent practicable. The No Action Alternative would involve no new construction; therefore, there would be no impact on waste prevention and recycling at the ECP.

4.4.6 Energy Requirements and Conservation Potential of Various Alternatives and Mitigation Measures

The improvements associated with the Proposed Action and the Modified ECP Alternative would result in minor increases in load for electrical power and other utilities. The facilities would be constructed in accordance with Federal, State and local design standards, which incorporate requirements for energy saving features. The No Action Alternative would have no effect on energy consumption.

4.5 Irretrievable and Irreversible Resource Commitments

Resources that are committed irreversibly or irretrievably are those that cannot be recovered if the proposed project is implemented. The Proposed Action and Modified ECP Alternative includes costs associated with the acquisition of land, and construction costs that would represent an irretrievable and irreversible commitment of Federal fiscal resources. The withdrawal of the acquired lands from agricultural use would also be irretrievable and irreversible. No irreversible or irretrievable resources would be committed for the No Action Alternative.

4.6 Short-Term Use versus Long-Term Productivity

There would be short-term minor environmental and economic impacts associated with implementation of either the Proposed Action or the Modified ECP Alternative, but these would be insignificant relative to the anticipated long-term gains in installation security, mission readiness, and personnel safety. The No Action Alternative would not impact the balance between short-term use versus long term productivity.

5.0 REFERENCES

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- State of Hawai'i, Department of Business Economic Development and Tourism (DBEDT), 2001. *The State of Hawai'i Data Book 2001*. <http://www.state.hi.us/dbedt>.
- State of Hawai'i, Department of Land and Natural Resources, State Historic Preservation Officer (SHPO), 2003. Communication: letter from Peter Young, Chairperson and SHPO to Lt. Powell, Commander Navy Region Hawaii. Log Number: 2003.0348, Document Number: 0304tm21. May 1, 2003.

6.0 LIST OF PREPARERS

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APPENDIX A

SECTION 106 CONSULTATION CORRESPONDENCE



DEPARTMENT OF THE NAVY

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Ser PLN233/00094

24 MAR 2003

CERTIFIED MAIL 7001 1940 0006 1626 5156

Mr. Peter Young
State Historic Preservation Officer
Department of Land and Natural Resources
Kakuhihewa Building
601 Kamokila Boulevard, Room 555
Kapolei, HI 96707

Dear Mr. Young:

Pursuant to Section 106 of the National Historic Preservation Act, the Navy requests your review of proposed upgrades to main entry control points (ECP) at Nimitz, Halawa and Makalapa gates for Naval Station Pearl Harbor, and Main Gate at Naval Communications Area Master Station Pacific (NCTAMS PAC), to conform to current anti-terrorism and force protection (AT/FP) requirements. In accordance with the implementing regulations for Section 106 of the National Historic Preservation Act, we have reviewed the project and determined that it is an undertaking as defined in 36 CFR 800.16 (y).

Nimitz, Halawa and Makalapa gates are located at Naval Station Pearl Harbor, Oahu [Enclosure (1)], and NCTAMS PAC is located near Wahiawa, Oahu [Enclosure (2)]. According to a recent site-specific report, Naval Station Pearl Harbor and NCTAMS PAC gates do not provide adequate force protection. Other than an armed sentry posted on the secure side of the ECP, there are no physical barriers in place to prevent a vehicle from penetrating directly onto these installations. At NCTAMS PAC, the Pass and ID office is located inside the installation allowing people to enter without proper screening. As a result, U.S. Military and civilian personnel, as well as installation facilities, are vulnerable to future terrorism attacks.

Project Description

This project will modernize entry control points for Pearl Harbor complex and NCTAMS PAC complex to comply with current AT/FP requirements and to maintain positive access control of all persons and vehicles attempting access into an installation. The proposed development plans attempt to provide new roadway configurations, construction of vehicular inspection areas, relocation of pop-up barriers, new hardened guard booths, new fencing, new lighting, and new landscaping. The typical construction plan of the new ECPs can be seen in the schematic drawing provided in enclosure (3).

The following project details are provided for each of the proposed ECP construction projects.

Nimitz: Construction at Nimitz Gate [enclosure (4)] includes physical alterations to the roadway configuration and a vehicle inspection area. Improvements will also involve the construction of pedestrian and bike paths, and gate reinforcements. The guard booths will be hardened and lighting will be installed. In addition, the acquisition of approximately 2 acres of land at Nimitz Gate will be required to provide adequate space for the new traffic configuration and to conform to AT/FP requirements. The Navy will acquire 1.94 acres from the State of Hawaii, and .07 acres from the Air Force.

Makalapa: Construction at Makalapa Gate [enclosure (5)] includes physical alterations to the roadway configuration and a vehicle inspection area. Also, the construction of new fencing and landscaping is proposed. Additionally, the guard booths will be hardened, pop-up barriers relocated, and lighting will be installed.

Halawa: Construction at Halawa Gate [enclosure (6)] includes physical alterations to the roadway configuration and a vehicle inspection area. Furthermore, fencing and landscaping will be provided. Moreover, the guard booths will be hardened, pop-up barriers relocated, and lighting will be installed.

NCTAMS PAC: Construction at NCTAMS PAC Main Gate [enclosure (7)] includes physical alterations to the roadway configuration, a vehicle inspection area, and a new Pass and ID Office. Driveways, parking stalls, lighting and landscaping are included in the proposed developments at the new Pass and ID building. The new parking lot for the Pass and ID Office will be approximately 2,400 square feet. In addition, the new Pass and ID Office with restrooms will be approximately 400 square feet. Sewer, electrical and potable water infrastructure will be installed between the new Pass and ID Office and existing utilities within Whitmore Avenue. The acquisition of approximately 52 acres of land at NCTAMS PAC main gate will be required to provide adequate space for the new traffic configuration, the new Pass and ID Office and to conform to AT/FP building setback requirements for Building 261. The Navy will acquire 21 acres from Dole Foods Company, and 1 acre from the State of Hawaii [enclosure (2)].

Area of potential Effect

The areas of potential effect (APE) include the footprints of all of the new road configurations, guard booths, relocated pop-up barriers, fencing, bike/pedestrian paths, landscaping, and the new Pass and ID Office. Additionally, historic buildings that are located in close proximity to these footprints are in the APE.

24 MAR 2003

Identification of Historic Properties

The Nimitz, Makalapa and Halawa gates are located within the Pearl Harbor National Historic Landmark. At Nimitz Gate, the new road configuration, watch guard booth, and bike/pedestrian path will be in close proximity to North Road, a primary historic road corridor identified in the Integrated Cultural Resources Management Plan (ICRMP). Also, Facility 3455 is a category II historic building that is very close to the new vehicle inspection area, and the widening of South Avenue at Nimitz Gate [Enclosure (4)]. The prominent local architect Hart Wood designed this category II building.

At Makalapa Gate, Building 229 is a category III historic building in close proximity to the proposed fence and road widening [enclosure (5)].

Halawa Gate is not located in a Historic Management Zone, has no nearby historic buildings, and there are no significant view planes in the vicinity.

There are no historic properties in the vicinity of the proposed NCTAMS PAC Main Gate ECP and Pass and ID office developments.

Determination of Effect

The proposed project is not expected to cause effects on any of the historic properties located in the vicinity of the new ECP related developments, nor the Pearl Harbor National Historic Landmark.

The proposed new landscaping, construction of a vehicle inspection area, and widening of adjacent South Avenue will not cause effects on Facility 3455. The changes to the surrounding environment will not have a significant impact on the setting or feeling of the property, in that new landscaping will match the previously existing landscaping. Moreover, the materials used to construct the new streets and sidewalks will match the concrete and asphalt that existed formerly. There will be no direct physical alterations to Facility 3455.

Building 229 is the only historic building located near Makalapa Gate, and is a linking element between Historic Management Zones. The close proximity of the new road and fence configuration at Makalapa Gate will not cause effects to Building 229. For example, the new fence will be most visible from Makalapa Road, but will not alter views of Building 229 along North Road, a primary historic road corridor that links the Marine Barracks and Shipyard Zones to the south, with the Submarine Zone to the north.

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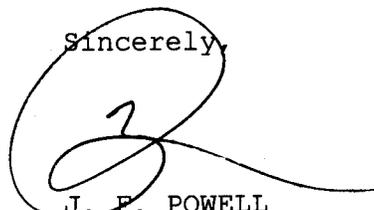
24 MAR 2003

The proposed ECP developments are not expected to cause effects on archaeological resources. The undertakings at Pearl Harbor Naval Complex will be in areas determined to have no and/or low potential for sites, according to the ICRMP (2002:3-24). At NCTAMS PAC, previous pineapple/sugarcane agriculture has rendered the area of the proposed developments as having no and/or low potential for sites.

We have reached a finding of "no adverse effect" as defined in 36 CFR § 800.5(b), and request your review of this finding. We will assume your agreement if we receive no response from your office within 30 days from receipt of this letter.

Should you have any questions regarding this undertaking, please contact Mr. Eric West, Pacific Division Naval Facilities Engineering Command Archaeologist at 471-9338, or via E-mail at westew@efdpac.navfac.navy.mil, or Mr. Randy Miyashiro, Navy Region Hawaii Cultural Resource Coordinator at 471-1171 extension 233.

Sincerely,



J. P. POWELL

LT, CEC, USN

Historic Preservation Program

Coordinator

By direction of

Commander, Navy Region Hawaii

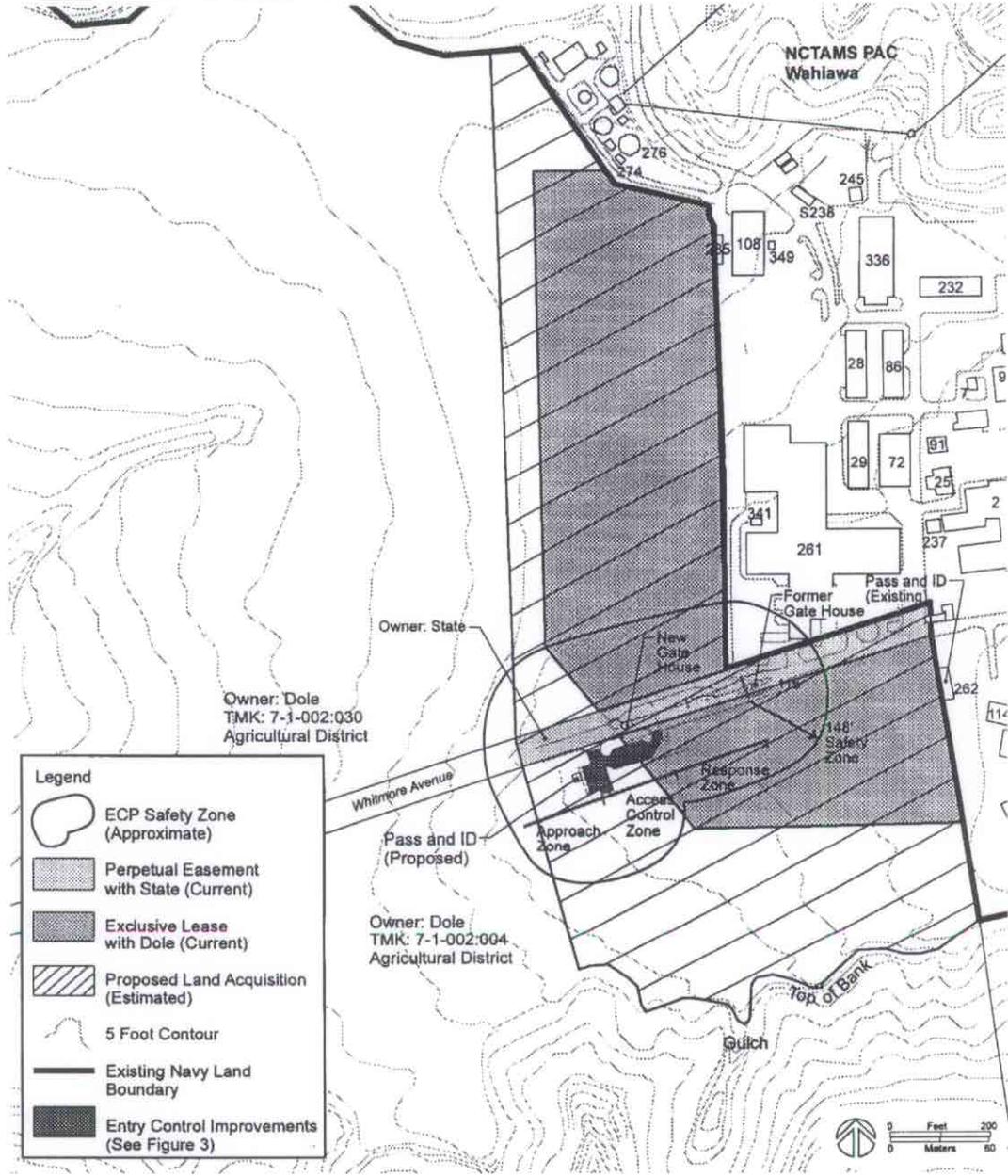
Enclosures:

- (1) Map of Nimitz, Makalapa and Halawa Gates
- (2) Map of Main Gate NCTAMS PAC Wahiawa
- (3) Plan of Typical ECP Improvements
- (4) Plan of ECP Nimitz Gate
- (5) Plan of ECP Makalapa Gate
- (6) Plan of ECP Halawa Gate
- (7) Plan of ECP NCTAMS PAC Main Gate

Copy to: Commander, Pacific Division, Naval Facilities Engineering
Command (PLN233) (PDF format)
Historic Hawaii Foundation, David Scott
National Trust for Historic Preservation, Paul
Edmondson

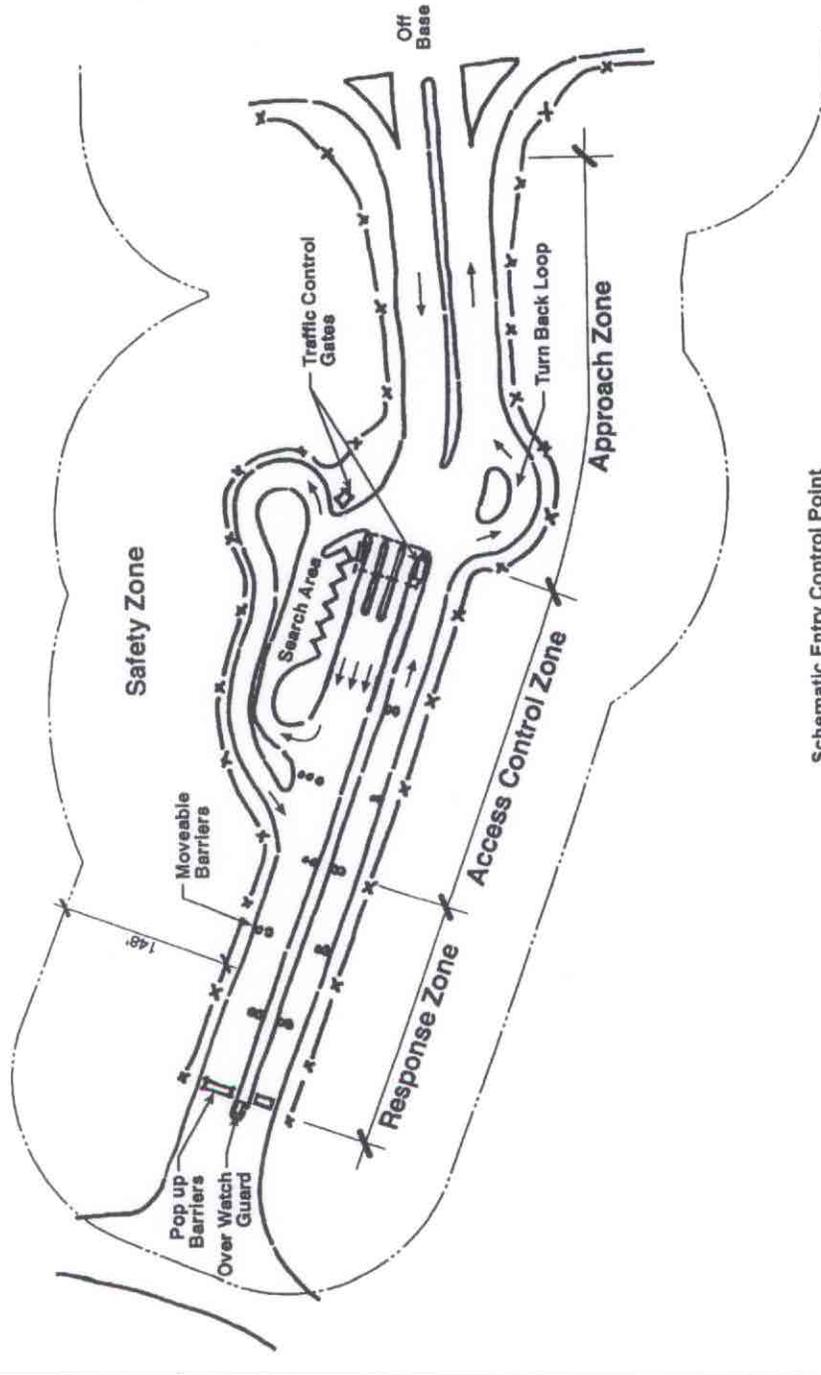


Map of Main Gate NCTAMS PAC Wahiawa



Enclosure (2)

Plan of Typical ECP Improvements

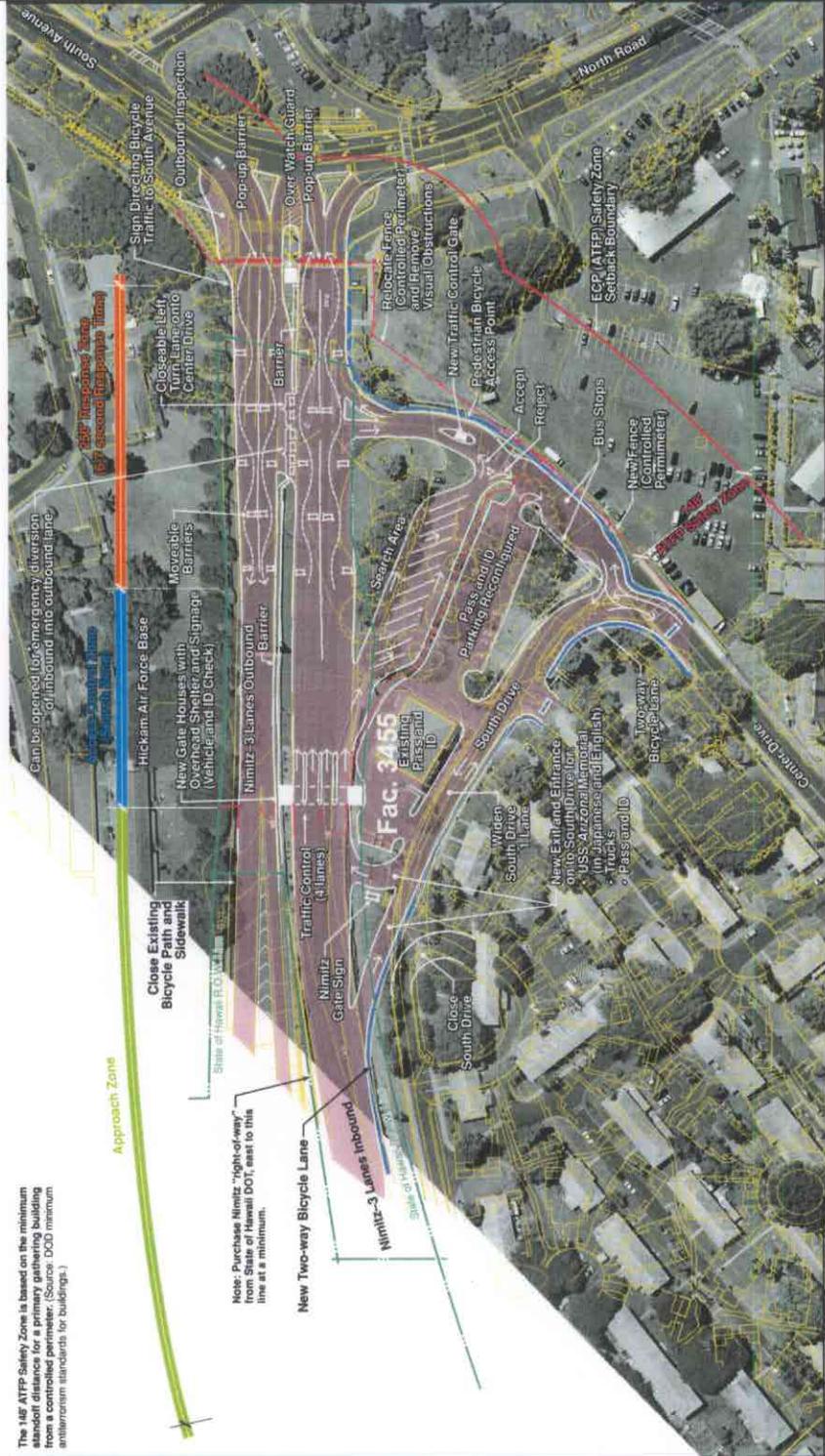


Schematic Entry Control Point

Enclosure (3)

Plan of ECP Nimitz Gate

The 145' ATFP Safety Zone is based on the minimum standoff distance for a primary gathering building from a controlled perimeter. (Source: DOD minimum international standards for buildings.)



Approach Zone

Close Existing Bicycle Path and Sidewalk

Note: Purchase Nimitz "light of way" line at a minimum.

New Two-way Bicycle Lane

Nimitz-3 Lanes Inbound

Traffic Control (4 lanes)

Nimitz Gate Sign

New Gate Houses with Overhead Shelter and Signage (Vehicle and ID Check)

Nimitz-3 Lanes Outbound

Relocate Fence (Controlled Perimeter and Remove Visual Obstructions)

New Traffic Control Gate

Pedestrian Bicycle Access Point

Search Area

Parking Reconfigured

New Entrance on South Drive for USS Arizona Memorial (Japanese and English Trucks & Passengers ID)

Widen South Drive 1 Lane

New Entrance on South Drive for USS Arizona Memorial (Japanese and English Trucks & Passengers ID)

Two-way Bicycle Lane

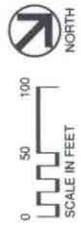
Bus Stops

New Fence (Controlled Perimeter)

ECP (ATFP) Safety Zone Setback Boundary

ATFP Safety Zone

February 2003



Enclosure (4)

Plan of ECP Makalapa Gate



The 148' ATFP Safety Zone is based on the minimum standoff distance for a primary gathering building from a controlled perimeter. (Source: DOD minimum anti-terrorism standards for buildings.)

February 2003



Enclosure (5)

Plan of ECP Halawa Gate



The 148' ATFP Safety Zone is based on the minimum standoff distance for a primary gathering building from a controlled perimeter. (Source: DOD minimum aviation standards for buildings.)

Nearby Constructed Truck Inspection Control Gate House

Approximate Location for Truck Inspection X-ray Machines

Existing Underground Fuel Line

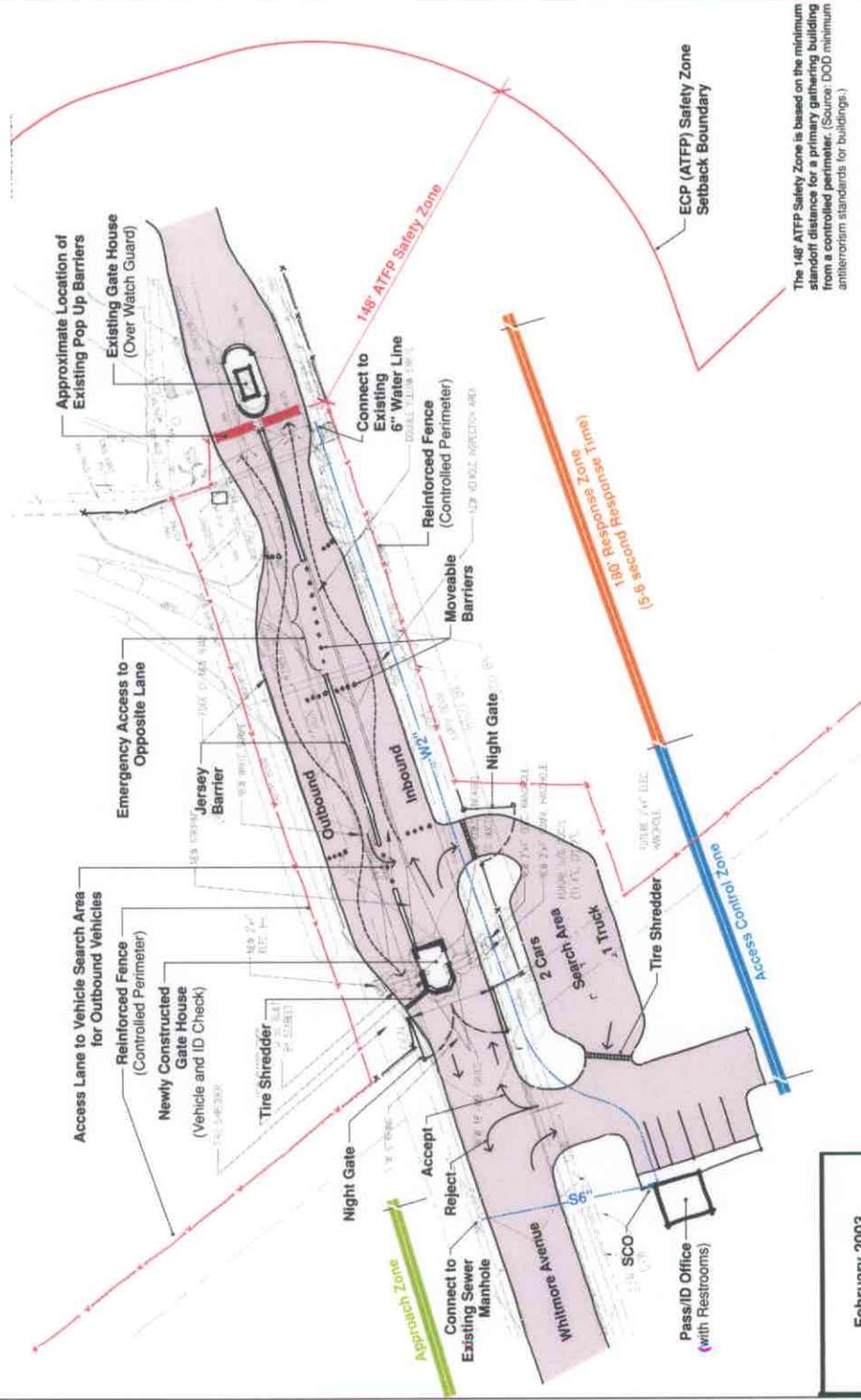
February 2003

0 50 100
SCALE IN FEET

NORTH

Enclosure (6)

Plan of NCTAMS PAC Main Gate



The 148' ATFP Safety Zone is based on the minimum standoff distance for a primary gathering building from a controlled perimeter. (Source: DOD minimum anti-terrorism standards for buildings.)

Enclosure (7)

February 2003

0 20 40
SCALE IN FEET

NORTH

LINDA LINGLE
GOVERNOR OF HAWAII



45690
PETER T. YOUNG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

DAN DAVIDSON
DEPUTY DIRECTOR - LAND

ERNEST Y.W. LAU
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
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CONSERVATION AND RESOURCES ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION
KAKUHIHEWA BUILDING, ROOM 555
601 KAMOKILA BOULEVARD
KAPOLEI, HAWAII 96707

MAY - 1 2003

Department of the Navy
Commander
Navy Region Hawaii
517 Russell Avenue, Suite 110
Pearl Harbor, Hawaii 96860-4884

LOG NO: 2003.0348
DOC NO: 0304tm21
Architecture

Dear Lieutenant Powell:

**SUBJECT: Section 106 Compliance
Upgrades to Nimitz, Halawa and Makalapa Gates
Zone 9, Pearl Harbor, Oahu**

Thank you for the submittal dated March 24, 2003, which we received March 29, 2003, regarding the proposal to various gates to conform to current anti-terrorism and force protection standards. Since the project will not effect the two historic buildings that is the closest to the non-historic gates; will be mostly to grade so that there will be no visual impact to the historic buildings; and are in areas that have no and/or low potential for archaeological sites we concur that the project as submitted will have "no historic properties adversely affected."

Thank you for the opportunity to comment. Should you have further questions, please feel free to call Tonia Moy at (808)692-8030.

Sincerely,

A handwritten signature in black ink, appearing to read "Peter T. Young".

Peter T. Young, Chairperson and
State Historic Preservation Officer

TM:jk

