

ENVIRONMENTAL ASSESSMENT

BUILDING 695 DEMOLITION

Pearl Harbor Naval Complex, Oahu, Hawaii

Department of the Navy

April 2002

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DEPARTMENT OF DEFENSE
DEPARTMENT OF THE NAVY

FINDING OF NO SIGNIFICANT IMPACT (FONSI) FOR THE ENVIRONMENTAL
ASSESSMENT (EA) FOR THE PROPOSED DEMOLITION OF BUILDING 695 AT
THE PEARL HARBOR NAVAL COMPLEX, OAHU, HAWAII.

Pursuant to the Council on Environmental Quality regulations (40 CFR Parts 1500-1508) implementing the procedural provisions of the National Environmental Policy Act (NEPA), and the Chief of Naval Operations Instruction (OPNAVINST) 5090.1B, the Department of the Navy gives notice that an EA has been prepared and an Environmental Impact Statement (EIS) is not required for the proposed demolition of Building 695 at the Pearl Harbor Naval Complex, Oahu, Hawaii.

The proposed action is to demolish Building 695. Commander, Navy Region Hawaii (CNRH) has determined that the building is excess to its mission requirements. By demolishing Building 695, CNRH will reduce its inventory of excess facilities, eliminate future operations and maintenance costs associated with the facility, and allow limited resources to be applied to higher priority mission-related or historic preservation activities.

Constructed in 1943, Building 695 is located just outside the boundaries of the Pearl Harbor National Historic Landmark (PHNHL), and is not located within a historic management zone in the Integrated Cultural Resources Management Plan (ICRMP). Building 695 is deemed eligible for listing on the National Register of Historic Places. Building 695 is classified in the Cultural Resources Management Plan (CRMP) as a Category III facility (i.e., relatively minor importance for defining the historic character of PHNHL) and is not located within a historic management zone in the Integrated Cultural Resource Management Plan (ICRMP).

Alternatives considered include: a) no action, b) relocation, c) revitalization, and d) layaway. The revitalization and layaway alternatives were dismissed because neither alternative would be economically feasible and no feasible reuse of the facility was identified. Relocation was considered but rejected as it did not achieve stated project objectives; and was not considered practicable due to the building's size, deteriorated condition, and complex structure. The no action alternative would not achieve project objectives, but was carried forward in the analysis according to CEQ regulations.

The proposed action would not result in significant impacts on the following resource areas: physical conditions, biological resources, social, traffic, utilities, visual environment, archaeology, hazardous and regulated materials, land use, and solid waste. The proposed action will not create environmental health and safety risks that may disproportionately affect children and minority or disadvantaged population. There will be no reasonably foreseeable direct and indirect effects on any coastal use or resource of the State's coastal zone therefore a consistency determination is not required.

The Navy completed a National Historic Preservation Act Section 106 review process by consulting with the Advisory Council on Historic Preservation, the Hawaii State Historic Preservation Officer, the National Park Service, the Historic Hawaii Foundation, and the National Trust for Historic Preservation. A Memorandum of Agreement was executed to conclude consultation pursuant to Advisory Council on Historic Preservation regulation 36 CFR Part 800.

Based on information gathered during the preparation of the EA, the Navy finds that the proposed demolition of Building 695 will not significantly impact 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, Hawaii 96860-3134 (Attention: Mr. Fred Minato, PLN231FM), telephone (808) 471-9338. A limited number of copies are available to fill single copy requests.

Date 13 April 2002



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COVER SHEET

Proposed Action The U.S. Navy proposes to demolish Building 695 at the Pearl Harbor Naval Complex

Type of Document Environmental Assessment

Lead Agency Commander, Navy Region Hawaii

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Summary

The Department of the Navy has prepared this Environmental Assessment (EA) pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality (CEQ) Regulations implementing the procedural provisions of NEPA (40 CFR Parts 1500-1508), and the Chief of Naval Operations Instruction (OPNAVINST) 5090.1B. The purpose of this EA is to assess the potential environmental impacts of the Navy's proposed action of demolishing Building 695 at the Pearl Harbor Naval Complex.

Building 695 is located outside the boundaries of the U.S. Naval Base Pearl Harbor National Historic Landmark (PHNHL), and is not located within a historic management zone designated by the Integrated Cultural Resources Management Plan (ICRMP). Designated as a Category III facility, Building 695 is eligible for listing on the National Register of Historic Places. Commander Navy Region Hawaii (CNRH) has determined that the building is excess to its mission requirements.

By demolishing Building 695, CNRH will reduce its inventory of excess facilities, eliminate future operations and maintenance costs associated with the facility, and allow limited resources to be reprogrammed to higher priority mission-related or historic preservation activities.

Alternatives considered include: no action, relocation, revitalization, and layaway. The revitalization and layaway alternatives were dismissed because neither alternative would be economically feasible and no reuse of the facility was identified. Because of its size and deteriorated condition, relocation of the facility is not practicable and would not achieve project objectives and therefore was also dismissed. Although the no action alternative would not achieve project objectives, it was carried forward in the analysis according to CEQ regulations.

The Navy has completed a National Historic Preservation Act (NHPA) Section 106 review process by consulting with the State Historic Preservation Officer and other consulting parties, affording the Advisory Council on Historic Preservation and National Park Service the opportunity to comment, and executing a Memorandum of Agreement.

The proposed action would not result in significant impacts on the following resource areas: physical conditions, biological resources, social, traffic, utilities, visual environment, archaeology, hazardous and regulated materials, land use and solid waste. The proposed action will not create environmental health and safety risks that may disproportionately affect children and minority or disadvantaged population. There will be no reasonably foreseeable direct and indirect effects on any coastal use or resource of the State's coastal zone and a consistency determination is not required.

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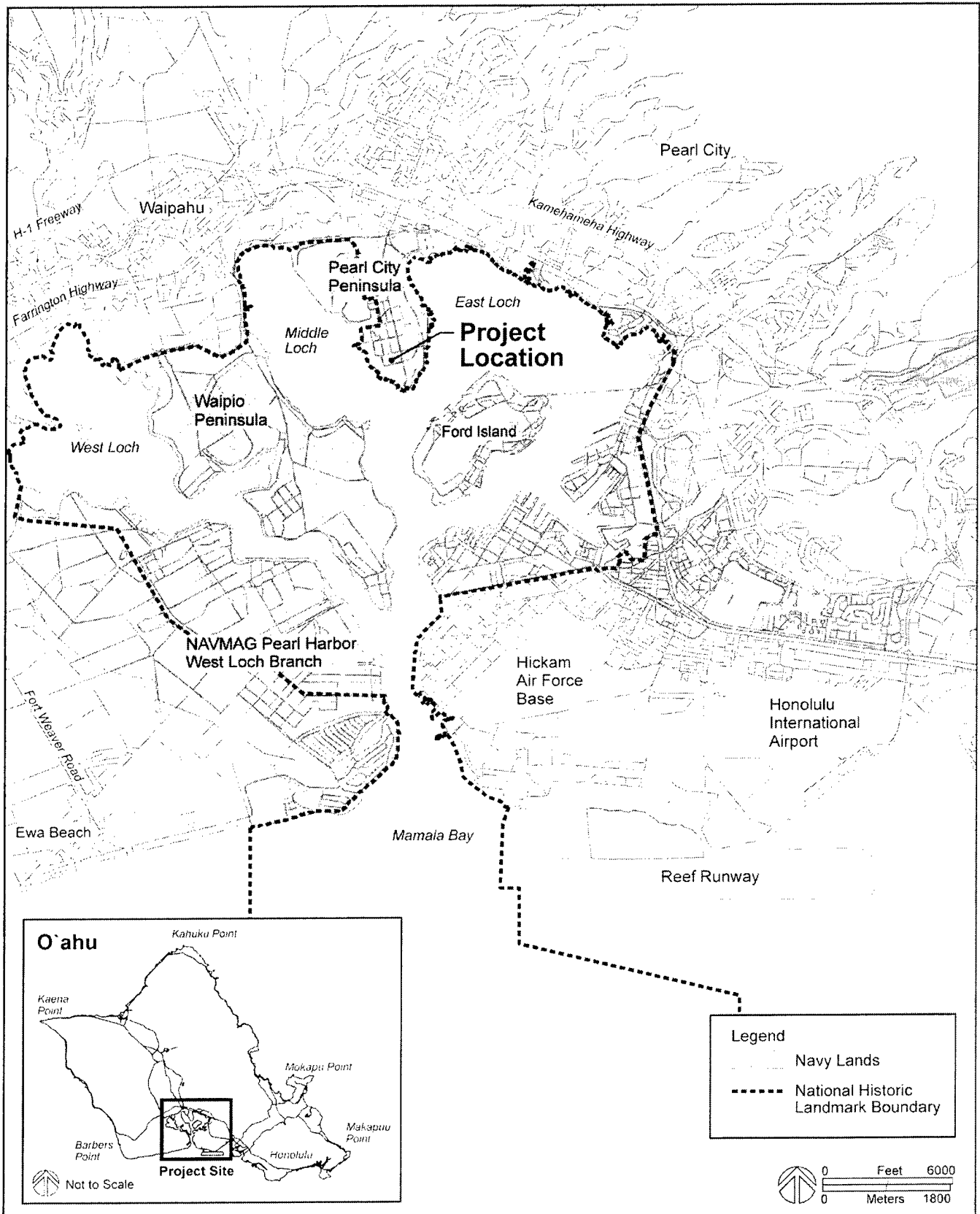
ACRONYMS AND ABBREVIATIONS

ASDS	Advanced SEAL Delivery System
CEQ	Council on Environmental Quality
CNO	Chief of Naval Operations
CNRH	Commander, Navy Region Hawaii
CRMP	Cultural Resources Management Plan
CZMA	Coastal Zone Management Act
DoD	Department of Defense
DOH	Department of Health
DRI	Defense Reform Initiative
EA	Environmental Assessment
EFI	Efficient Facilities Initiative
FY	fiscal year
HABS	Historic American Buildings Survey
ICRMP	Integrated Cultural Resources Management Plan
m ²	square meters
MOA	Memorandum of Agreement
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NPS	National Park Service
OMB	Office of Management and Budget
OPNAVINST	Chief of Naval Operations Instruction
OR&L	Oahu Railway and Land
PACNAVFACENGCOM	Pacific Division, Naval Facilities Engineering Command
PHNHL	Pearl Harbor National Historic Landmark
PSE	Peculiar Support Equipment
SDVT-1	SEAL Delivery Vehicle Team One
SEAL	Sea, Air and Land
SHPO	State Historic Preservation Officer
WWII	World War II

1.0 Purpose and Need for Action

1.1 Summary of Proposed Action

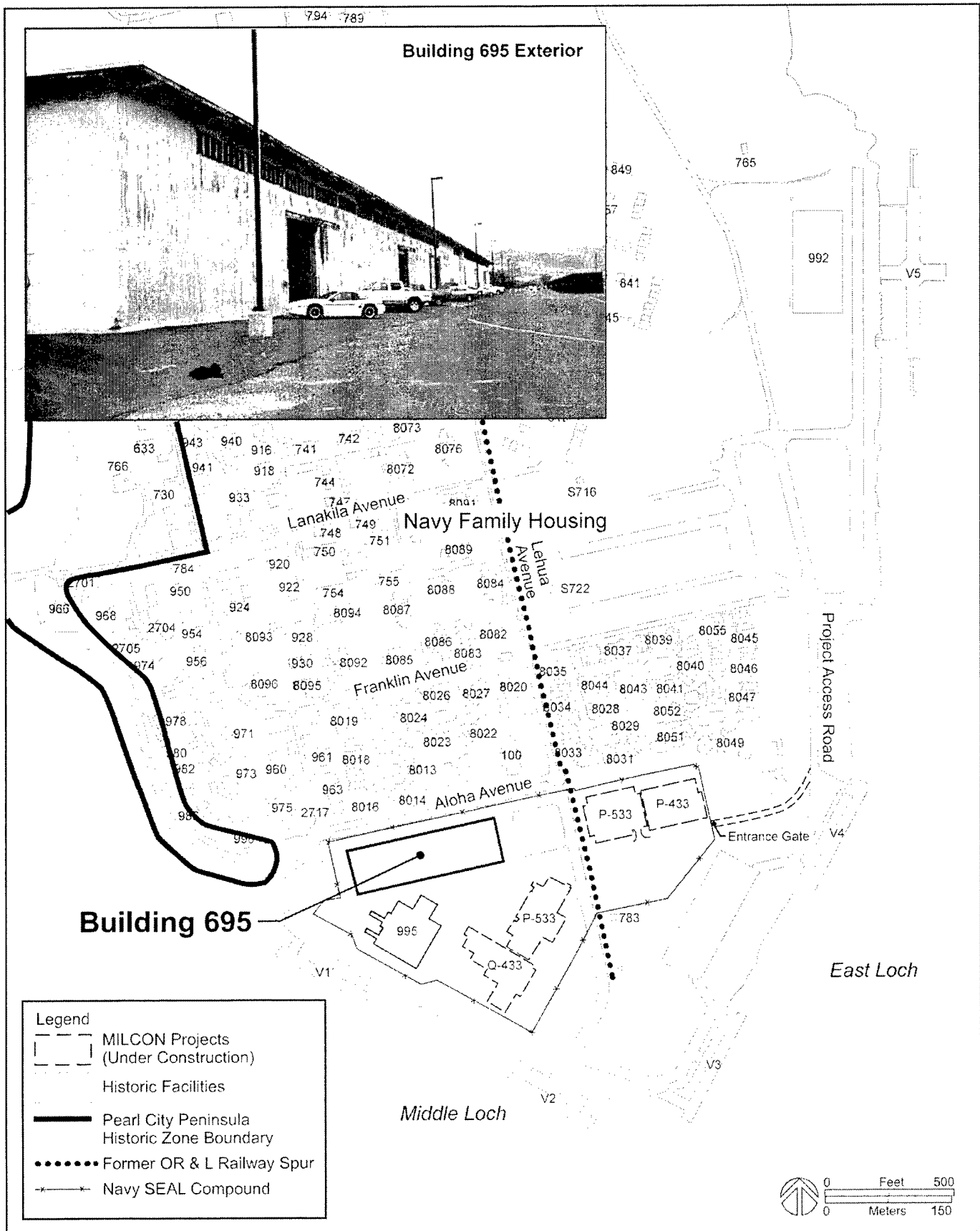
Commander Navy Region Hawaii (CNRH) proposes to demolish Building 695 to reduce its excess facility square footage at Pearl Harbor Main Base; thereby eliminating future Building 695 operations and maintenance costs. The project location is shown in Figure 1. Building 695 is located at the southern tip of Pearl City Peninsula (Figure 2). It is a 92,897-square foot (8,630-square meter [m²]), one-story, wood-framed warehouse. The building has been categorized as “substandard” in the Navy’s Real Property Records due to its deteriorated condition. Building 695 is located just outside the boundaries of the Pearl Harbor National Historic Landmark (PHNHL) and is not located within a historic management zone (see Figure 1) (Integrated Cultural Resources Management Plan for Pearl Harbor Naval Complex (ICRMP), PACNAVFACENGCOM, March 2002). It is deemed eligible for listing on the National Register of Historic Places based on its classification as a Category III property. As defined, Category III properties “have relatively minor importance for defining the historic character of the installation.” Building 695 is a support building whose function, design, location or other



Project Location Map

Figure 1

Building 695 Demolition
Environmental Assessment
Oahu, Hawai'i



Facility Location Map

Figure 2

characteristics do not merit designating this building as one of “central” importance to the PHNHL.

1.2 Purpose and Need

The project proposes to demolish Building 695 to reduce the Navy’s inventory of excess facilities, improve safety for Navy personnel, and allow limited operating and management resources to be reprogrammed to higher priority Navy historic preservation and/or mission-critical activities. Demolition of Building 695 will save the Navy the cost of operating and maintaining excess floor area (\$83,600/year) and avoid significant upgrades associated with structural, roofing, exterior siding, and fire protection improvements. Using an Office of Management and Budget (OMB) ten-year discount rate of 3.1%¹ (constant dollars), the proposed action would result in a payback period (the length of time over which an investment outlay will be recovered) of about 4.2 years. That is, the one-time cost associated with demolition will be offset by the avoidance of operations and maintenance costs within 4.2 years.

The Department of Defense (DoD) and its military services are encumbered with a large number of excess facilities in its real property inventory. During the post-Cold War military drawdown, infrastructure reductions have lagged behind force reductions. After four rounds of base closures, the DoD domestic base structure declined only 21 percent while personnel decreased by 36 percent and the DoD budget decreased by 40 percent. The Navy’s infrastructure was reduced by only 17 percent over this time period. The operations and maintenance of excess or underutilized facilities drain limited resources that would be better spent on recruitment, training, readiness and quality of life for the armed forces (Defense Reform Initiative [DRI] of 1997).

The DoD’s Efficient Facilities Initiative of 2001 (EFI) amended the Defense Base Closure and Realignment Act of 1990. The EFI demonstrates a commitment to ensuring optimal use of every DoD dollar through a reduction in base capacity (i.e., right-sizing). Right-sizing is accomplished through base closures, privatization, out-leasing, and demolition. In support of DoD initiatives to right-size shore infrastructure, the Chief of Naval Operations (CNO) has established a Fiscal Year (FY) 2002 disposal/demolition goal of 9.9 million square feet (0.9 million m²) (DRI Directive #36).

CNRH has determined that reuse of Building 695 is not feasible due to an excess of this facility type. If it continues to retain Building 695 on its real property inventory, the Navy will have to expend scarce resources for its maintenance that could be used more effectively elsewhere.

This environmental assessment (EA) documents the compliance with the National Environmental Policy Act (NEPA) of 1969 (42 U.S.C. §4332 et seq.), as implemented by the Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Navy Guidelines, OPNAVINST 5090.1B CH-2, of 9 September 1999.

1.3 Environmental Permits and Required Approvals

Table 1 summarizes the permits and approvals that may be relevant to the proposed action.

¹ OMB Circular A-94, revised February 2002.

**Table 1
Summary of Relevant Permits, Approvals and Consultations**

Permit/Approval	Agency/ Consulted Party	Relevance to Proposed Project
Federal		
NEPA	Commander in Chief, US Pacific Fleet	Demolition is a federal undertaking and undertakings must be assessed for potential environmental impacts
National Historic Preservation Act (NHPA), Section 106 Consultation	<ul style="list-style-type: none"> • State Historic Preservation Officer (SHPO) • Historic Hawai'i Foundation • National Trust for Historic Preservation • Advisory Council on Historic Preservation • National Park Service 	Demolition is an undertaking that has the potential to cause effects on historic properties.
State of Hawaii		
Coastal Zone Management Act (CZMA), Consistency Determination	Department of Business and Economic Development	The project area is federal property and not within the State's coastal zone as defined by the CZMA. The proposed action will not have reasonably foreseeable direct and indirect effects on any coastal use or resource of the State's coastal zone and, therefore, a consistency determination will not be required.
Asbestos Notification of Demolition and Renovation	Department of Health (DOH), Noise, Radiation and Indoor Air Quality Branch	Building 695 has minor quantities of asbestos-materials. Special handling and disposal of demolition materials is not anticipated.
Hazardous Waste Transport & Disposal Manifest	DOH, Solid and Hazardous Waste Branch	Hazardous materials may be present in the demolition waste. The definition of "hazardous " is dependent on the waste's ignitibility, corrosivity, toxicity, and reactivity. The heavy metals (lead, arsenic, cadmium, mercury) are toxic and may be in the waste. Toxicity Characteristic Leachate Procedure testing of the waste stream will determine if the waste is hazardous. Hazardous waste has specific manifesting requirements, and disposal restrictions.

2.0 Alternatives Including the Proposed Action

The proposed action is to demolish Building 695 located at Pearl City Peninsula (Figure 1 and Figure 2). This chapter also presents a discussion of other alternatives that were dismissed from further consideration, including the No Action alternative. All alternatives were analyzed in terms of how well they would meet the purpose and need for the project, as described in Section 1.2. The alternatives initially considered represent a range of reasonable alternatives.

2.1 Proposed Action

The Navy proposes to demolish Building 695, which was identified by CNRH as excess to its facility requirements. The warehouse is vacant and does not meet current building codes. It is being used unofficially as construction vehicle parking garage and for storage of maintenance equipment associated with the adjacent Sea, Air, Land (SEAL) Delivery Vehicle Team One (SDVT-1) operations facility. The building is located within a secured compound and access is controlled by SDVT-1.

Demolition would assist the Navy in meeting its objective to reduce and consolidate its real estate assets that needs to be managed more effectively; thereby, decreasing the cost for base facility operations and maintenance. This cost savings will improve overall base efficiency and increase the funds available to fulfill CNRH mission requirements.

Building 695 is eligible for listing on the National Register of Historic Places. Demolition would result in an irreversible and irretrievable commitment of historical resources; however, the Navy must balance its responsibility for heritage stewardship with its stewardship of public funds and responsibilities for prudent facilities management.

Demolition of Building 695 would result in a reduction of 92,897 square feet (8,630 m²) and Annual Cost Savings of about \$83,600 toward the CNRH goals and objectives for reduced square footage, and operations and maintenance costs.

2.2 Alternatives

Alternatives to demolition were considered by the Navy and are briefly described in this section.

Relocation. This alternative involves the relocation of Building 695 by the Navy to a new location. Due to its deteriorated condition and size, it would not be practicable to relocate the structure. Also, it would not achieve two of the project's objectives—(1) reducing the Navy's inventory of excess facilities and (2) allowing limited resources to be reprogrammed for higher priority Navy historic preservation and/or mission-critical activities.

Revitalization. The revitalization alternative involves renovation and reuse or continued use of the facility. This alternative would meet the Navy's goal to balance the preservation of historic heritage with the objective of maximizing land use efficiency if a specific and appropriate reuse could be identified for the facility. Renovating the structure would result in an irreversible and irretrievable commitment of economic resources. In the absence of a military reuse requirement, the primary beneficial impact would be the preservation of historic resources.

The analysis showed that the cost to revitalize the entire warehouse (\$5.6 mil) far exceeded demolition and replacement of Building 695 (\$3.9 million), and was dismissed as being infeasible.

Layaway. The layaway alternative would defer the decision to demolish a facility for a period of time, generally ten years. This alternative is appropriate under certain conditions including, 1) facilities for which a potential future use (e.g., foreseeable within the next ten years) was

identified, and 2) facilities that are currently subject to land use or facility use constraints that could change in the future to allow reuse. However, since there was no specific reuse for Building 695, layaway was rejected as not meeting project objectives. In addition the cost to revitalize the entire warehouse to meet current building codes would not be economically feasible if and when a specific reuse is identified.

No Action. The no action alternative assumes Building 695 will remain vacant. This alternative will not impact the current operations and maintenance costs associated with Building 695. The no action alternative would not provide upgrades to the facility to meet current building codes nor repairs addressing previously identified deficiencies. Although CEQ regulations require consideration of the no action alternative, it does not meet project objectives.

3.0 Affected Environment

Pearl City Peninsula is located between the East and Middle Lochs of Pearl Harbor. The waterfront industrial area at the southern tip of the Pearl City Peninsula is being redeveloped to accommodate Navy SEAL team operations and support, inclusive of the SDVT-1 operations formerly located at Ford Island. The SDVT-1 facilities are concentrated in the area south of Aloha Avenue. The operational buildings will be located west of Lehua Avenue and the area east of Lehua Avenue will be developed as parking and hazardous materials storage. Building 695 is a World War II (WWII) semi-permanent structure aligned parallel to and south of Aloha Avenue (Figure 2).

The primary land uses in the vicinity of the project area are SDVT-1 operations, training, and administration; and military family housing (inland). Some of the SDVT-1 facilities are currently under construction (MILCON projects Q-433 and P-533). Figure 2 shows the proposed site layout for the new facilities. Building 695 is in the northwestern corner of the SDVT-1 area. Adjacent and north of the boundary is military family housing. The newly constructed SDVT-1 Building (995) is adjacent and south. The two SDVT-1 buildings under construction are located south to southwest of Building 695 and the area east is vacant. The ground surface surrounding the building is asphalt-paved.

Building 695 is a 92,897-square foot (8,630-m²), one-story (27 feet [8.2 m] in height), wood-framed warehouse of concrete slab on grade construction. The exterior walls are uninsulated corrugated metal panels. Navy real property records indicate that this structure was built in 1943 and is in "substandard" condition (i.e. having deficiencies that prohibit or severely restrict the use of a facility for its designated purpose). Property records for the facility indicate the following deficiencies: physical condition of the roof support and trusses; physical condition of lighting fixtures, and design criteria of fire deterrent systems. Termite damage, shored-up posts, and a damaged roof were also observed during recent site visits.

The preliminary project scoping indicated that the proposed action will not affect or be affected by many of the environmental resources typically addressed in construction or land development Environmental Assessments. The proposed action has the potential to significantly impact historic and economic resources, and therefore, these resource areas are addressed in greater detail.

The following environmental resources are unlikely to be significantly impacted by the proposed action or alternatives:

- Physical (e.g., topography, climate, soils, water resources, infrastructure, air quality, noise) – The building was constructed on fill land. The natural topography was altered to accommodate the facility. None of the alternatives would impact the physical resources beyond the facility property boundaries. No significant impacts to topography, climate, soils, water resources, infrastructure, air quality or noise are anticipated.
- Biological (e.g., vegetation, wildlife [terrestrial and marine]) – Building 695 is not adjacent to or within a biologically sensitive area. There is a mature banyan tree east of Building 695, but no threatened or endangered floral or faunal species are present. Demolition activities will be conducted in such a manner as to avoid the disturbance of mature trees in the vicinity of the building. No action will have no impact on biological resources.
- Social – The building is vacant; however the warehouse is used for construction vehicle parking and minor SDVT-1 storage. These activities occur in spite of the leaking roof and the poor structural integrity that is evidenced by recent post shoring. There is sufficient parking exterior of the facility to accommodate the construction vehicles parked in the warehouse. The minimal SDVT-1 storage in the warehouse will be relocated to a safer area. No action will increase health risks to maintenance personnel.
- Traffic – The building is readily accessible from Lehua Avenue, which is aligned in a north-south direction and connects the peninsula to the Pearl City community. The proposed action or no action will have no impact on traffic on Lehua Avenue, because the building is vacant.
- Utilities – Utilities to Building 695 are provided through the base infrastructure. The proposed action or no action alternative will not impact the load on utilities (e.g., electricity, wastewater, water), since no new functions or activities will be introduced or eliminated.
- Visual – Building 695 is not part of any historic scenic view planes identified in the ICRMP. The exterior paint of the building is in poor condition, which detracts from the aesthetic quality of the SDVT-1 compound and the views from the adjacent military housing units. The large size interferes with scenic views from the family housing area. The building is incongruous as the only non-modern building in the vicinity. Demolition of Building 695 would be beneficial to the aesthetic quality of the vicinity. No action would result in a gradual deterioration of the structure, accompanied by a further decline in aesthetic value.
- Archaeology – The facility is located in an area of no and/or low potential for archaeological sites (ICRMP for Pearl Harbor Naval Complex, PACNAVFACENGCOM, March 2002). It is unlikely that the limited subsurface work would expose deposits containing artifacts. No action would involve no soil disturbance; therefore, no impact on archaeological resources is anticipated.

- Hazardous/Regulated materials – Asbestos-containing materials were identified at the building. There is a potential for lead-based paint at the building. Some of these materials were in poor condition, increasing the potential health risk to building occupants and maintenance workers. The building was historically used for aviation materials storage. It is possible the warehouse was used for hazardous material storage and a fuel pipeline was located in the vicinity along the shoreline. There is also a potential for chlordane (termite pesticide) impacted soils at the building. There is no direct evidence that Building 695 has impacted the nearby surface water quality or soils at the facility. Demolition will require that these regulated or hazardous materials in soil or building materials be managed in accordance with applicable federal regulations, and demolition contract terms and conditions to minimize release to the environment, and protect personnel. The no action alternative is unlikely to affect these materials and risks to maintenance personnel will be managed through Occupational Safety and Health Administration regulations.
- Land Use – The facility is currently vacant and considered excess. Warehouses in general are consistent with the land uses in the vicinity (i.e. waterfront operations). Demolition would increase land use flexibility with respect to future development of the area. No action would have minimal impact on the land use surrounding the facility. Anti Terrorism/Force Protection (AT/FP) standards are only applicable to inhabited structures; therefore they are not applicable to storage facilities like Building 695.
- Solid Waste - Construction and demolition wastes that are generated at the Naval Base are disposed of by commercial contractor at an approved construction and demolition landfill. Recycling and reuse measures are encouraged to divert solid waste from the landfill, therefore the quantities of demolition waste will be minimized. The no action alternative will eliminate the generation of demolition waste.

3.1 Cultural Resources

3.1.1 Regulatory Background

Building 695 is deemed eligible for listing on the National Register of Historic Places. The National Historic Preservation Act (16 U.S.C. § 470) recognizes the Nation's historic heritage and establishes a national policy for the preservation of historic properties. It established the National Register of Historic Places. Section 106 of the Act requires the Navy, as a federal agency, to consider the effects of proposed undertakings within and outside the boundaries of the Pearl Harbor National Historic Landmark, to afford the Advisory Council on Historic Preservation the opportunity to comment, and to implement mitigative procedures to offset any adverse effects of such undertakings.

The Pearl Harbor Naval Complex Cultural Resources Management Plan (CRMP) (PACNAVFACENCOM, August 2000) provides guidance for managing historic properties belonging to the Navy within the Pearl Harbor area. It describes the historic resources, outlines a classification system for the historic facilities, and outlines standard operating procedures for evaluating buildings proposed for demolition. One of three categories (I through III) that range from the highest preservation importance to the least, respectively, was assigned to each building. Building 695 was assigned as a Category III facility (i.e., relatively minor importance

for defining the historical character of PHNHL and a support building whose function, design, location or other characteristics do not merit designating this building as of “central” importance to PHNHL).

The ICRMP expands on the CRMP by: 1) providing an overarching framework for the management of pre-historic and historic resources using a cultural landscape approach; 2) defines a management system, including creation of historic management zones and, 3) identifies planning guidelines to support management of cultural resources within the Pearl Harbor Naval Complex. Building 695 is not located within one of the historic management zones nor is it identified as a key visual landmark or a linking feature.

3.1.2 Historic Characteristics

General

During WWII, the south and west shores of the Pearl City Peninsula were acquired by the Navy. The area in the southern tip was filled and became the Naval Aviation Supply Depot. Several warehouses and four carrier wharves were constructed. The warehouses were part of the WWII expansion of the U.S. Naval Base Pearl Harbor, when Pearl Harbor became the hub supply point for the western and southern Pacific Ocean. Building 695 was constructed in 1943 and was described as Aviation Supply Depot Storehouse “A.” Due to the smaller storage requirements after the end of WWII, the viability of the storage facilities decreased and the facilities were eventually vacated. Building 695 is currently used unofficially for construction vehicle parking and temporary storage of all ASDS Peculiar Support Equipment (PSE).

Character-Defining Historic Features

Building 695 is significant for its association with the expansion of carrier support facilities during WWII. Building 695’s structure is typical of many WWII warehouses. Based on the CNRH Historic Facility Report, the building has the following character-defining historic features:

- One-story semi-permanent wood-frame warehouse
- Slab on grade concrete foundation, corrugated metal panel siding, low pitch gable with overhanging eaves and fascia, monitor on the gable ridge
- Large sliding metal doors with corrugated metal panels, human-scale flush metal doors, double-hung wood sash windows; and
- Continuous screened openings on the sidewalls under the eaves.

This building remains intact and has no character detracting features. No remodeling was identified in the CNRH Historic Facility Report and no exterior modifications were noted during the site visit.

Architectural and Historic Context

Building 695 is located outside the boundaries of the PHNHL and ICRMP Historic Management Zones (Figure 2).

According to the ICRMP, the spatial layout on the Pearl City Peninsula is characterized by a grid-street subdivision pattern that was set in 1890 as part of the Oahu Railway and Land (OR&L) subdivision plan. The extant grid pattern includes Lehua Avenue and Aloha Street in the vicinity of Building 695 (Figure 2). With the construction of replacement family housing in the mid '90's the Lehua Avenue access to the project area was closed, and access was rerouted to the un-named roadway along the Eastern shore of the Peninsula. Building 695 lies parallel and adjacent to, but fenced off from, Aloha Street.

Building 695 is the only historic building remaining at the southern tip of the Pearl City Peninsula. Three other historic warehouses in the immediate vicinity were demolished within the last five years and are being replaced by the SDVT-1 facilities. This area of the peninsula was determined to be too isolated and altered by post-WWII development to warrant inclusion within the Pearl City Peninsula Historic Management Zone, which is on the western coast of the peninsula and northwest of Building 695. It should be noted, however, that the ICRMP recommends the original road system and the grid pattern of secondary streets on the peninsula be retained. Demolition or no action would have no impact on Aloha Street or Lehua Avenue alignments.

Views and Vantage Points

Building 695 is not identified as an ICRMP visual landmark or a linking feature, and not integral to any key historic views identified in the ICRMP. Demolition or no action will have no impact on historic views or vantage points.

4.0 Environmental Consequences

4.1 Cultural Resources

As defined in Section 106, an adverse effect occurs when a project "may alter, directly or indirectly, the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting materials, workmanship, feeling or association."

4.1.1 Proposed Action

Demolition of Building 695 would have an adverse effect upon the qualities of significance associated with the facility, which is of relatively minor historic importance. Section 106 consultation was initiated in August of 1997 and the Hawaii State Historic Preservation Officer concurred that the demolition of Building 695 would have "no effect" on any known historic sites or the adjacent historic landmark. As previously agreed during a June 2001 historic preservation meeting with consulting parties, CNRH re-consulted with SHPO on the proposed demolition of Building 695 (Appendix A). As a result of this re-consultation, CNRH has executed a Memorandum of Agreement (MOA) that includes stipulations for the mitigation of potential adverse effects caused by the proposed action. The full text of the executed MOA is included as Appendix B. A summary of the stipulations is presented in Section 4.7 Mitigation.

4.1.2 No Action

Building 695 would not be demolished under the no action alternative. Because there are no potential feasible uses for the facility, it would remain vacant, continue to pose a health and safety hazard to personnel in the area, and draw scarce resources away from the maintenance or preservation of higher priority historic resources.

4.1.3 Cumulative Impacts

Demolition of Building 695 in conjunction with future historic property demolition projects throughout Pearl Harbor would have an adverse impact on the historic character of the base as a whole. However, the preservation of all historic buildings is not fiscally feasible, nor is the Navy able to maintain excess facilities on its real property inventory.

4.2 *Executive Order 12898, Environmental Justice (dated 11 February 1994)*

The Navy is required to identify and address the potential for disproportionately high and adverse human health and environmental effects of their actions on minority and low income populations. Building 695 is located within the secured SDVT-1 operational and functional compound, access to which is limited to authorized personnel. Thus the proposed action is not expected to negatively impact minority or low-income populations. For the no action alternative, Building 695 will be secured against unauthorized entry, and thus will not disproportionately impact minority or low income populations.

4.3 *Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, dated 21 April 1997*

Children do not frequent the area. Demolition will remove or abate the hazardous and regulated materials to minimize exposure risks to all personnel and children that pass through the graded area. For the no action alternative, Building 695 will be secured against unauthorized entry, and no environmental health or safety risks to children are expected.

4.4 *Energy Requirements and Conservation Potential of Various Alternatives and Mitigation Measures*

Demolition or no action will decrease or have no significant impact on energy or energy conservation, since the activity at these facilities will cease or be limited to maintenance.

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. Demolition will irretrievably and irreversibly remove the historic facility. Demolition will utilize fiscal resources, labor, construction equipment and materials. No action will require operations and maintenance costs through the life of the facility.

4.6 Short-Term Use versus Long-Term Productivity

Demolition would involve the long-term loss of historic resources, but there would be long-term productivity gains through the elimination of operations and maintenance costs, removal of potential health and safety hazard, and improved aesthetics in the vicinity. No action will require a long-term commitment of resources for maintenance, but the historic resource will be retained for potential reuse.

4.7 Mitigation

Because Building 695 is eligible for inclusion in the National Register of Historical Places, stipulations for mitigation have been established during consultation with the SHPO and formalized in a MOA.

Building 695 will be photo documented in accordance with the Historic American Buildings Survey (HABS) Level II standards and specifications. Copies of the final HABS reports will be provided to the SHPO and to any requesting consulting party of the MOA.

CNRH will finalize Overview Reports on Pearl City Peninsula and Warehouses in Pearl Harbor and submit them to the NPS and the Library of Congress. CNRH will provide the final reports to the SHPO and to any requesting consulting party.

CNRH will salvage various historic elements that may be suitable for re-use in other historic rehabilitation projects and provide storage for future use or display. Removal of salvage items will be conducted under the on-site supervision of an Historical Architect, who meets the professional qualifications under Standard (a) in the Secretary of the Interior's Historic Preservation Professional Qualification Standards. CNRH will also provide reports to the SHPO and Concurring Parties on the results of the salvage effort, and on re-use of salvaged materials.

Should human remains or archaeological artifacts be encountered during the project, the MOA stipulations on discovery procedures will be implemented.

5.0 List of Preparers

PACNAVFACENGCOM

Planner-In-Charge
Environmental Planning Division

Fred Minato, P.E.
B.S. Civil Engineering

Helber Hastert & Fee, Planners

Principal-in-Charge

Thomas A. Fee, AICP
M.A. Urban Planning

Principal EA Author/Project Manager

Gail Renard
B.A. International Relations

Senior Planner

Faith Caplan, AICP
M.S. Public Health

Subconsultants

Mason Architects

Glenn Mason, AIA
M.A. Architecture

Lorraine Palumbo, AIA
Ph.D. Architecture

6.0 References

CNRH. *Hawaii Overview Plan Draft Report*. March 2002.

PACNAVFACENGCOM. *Asbestos Report- Project: Demolish Facility (WR-55001), Naval Station, Facility 695*. December 2001.

PACNAVFACENGCOM. *Integrated Cultural Resources Management Plan for Pearl Harbor Naval Complex*. Prepared by Helber Hastert & Fee, Planners. March 2002.

PACNAVFACENGCOM. *Pearl Harbor Naval Complex Cultural Resources Management Plan*. Prepared by Paul H. Rosendahl, PhD. Inc, et al. August 2000.

PACNAVFACENGCOM. *U.S. Naval Base Pearl Harbor, Pearl City Peninsula Historic American Buildings Survey Overview Report*. Prepared by Mason Architects, Inc. (n.d.)

PACNAVFACENGCOM. *U.S. Naval Base Pearl Harbor, Warehouses Historic American Buildings Survey Overview Report*. Prepared by Mason Architects, Inc. (n.d.)

APPENDIX A
Section 106 Correspondence



DEPARTMENT OF THE NAVY
 COMMANDER
 NAVAL BASE PEARL HARBOR
 BOX 110
 PEARL HARBOR, HAWAII 96860-5020

AUG - 8 1997

IN REPLY REFER TO:

11010
 Ser N40/4443
 6 Aug 97

19949
 9708 0008
 REP/NE

Mr. Michael D. Wilson
 State Historic Preservation Officer
 Department of Land and Natural Resources
 State of Hawaii
 P.O. Box 621
 Honolulu, Hawaii 96809

Dear Mr. Wilson,

The Navy proposes to demolish Buildings 695, 696, 697 and 698 at Pearl City Peninsula in conjunction with the relocation of the SEALS from Ford Island. These existing warehouses do not fit into their missions requirements. The buildings are uncategorized structures located outside of the Pearl Harbor National Historic Landmark. Enclosed are site plans and photographs of the building.

The buildings are typical of existing warehouses (wood framed with exterior panels of corrugated iron) and are not determined to be historically or architecturally significant. There are no known archeological sites or Hawaiian fish ponds in the area.

The following table summarizes the construction dates and dimensions of the structures:

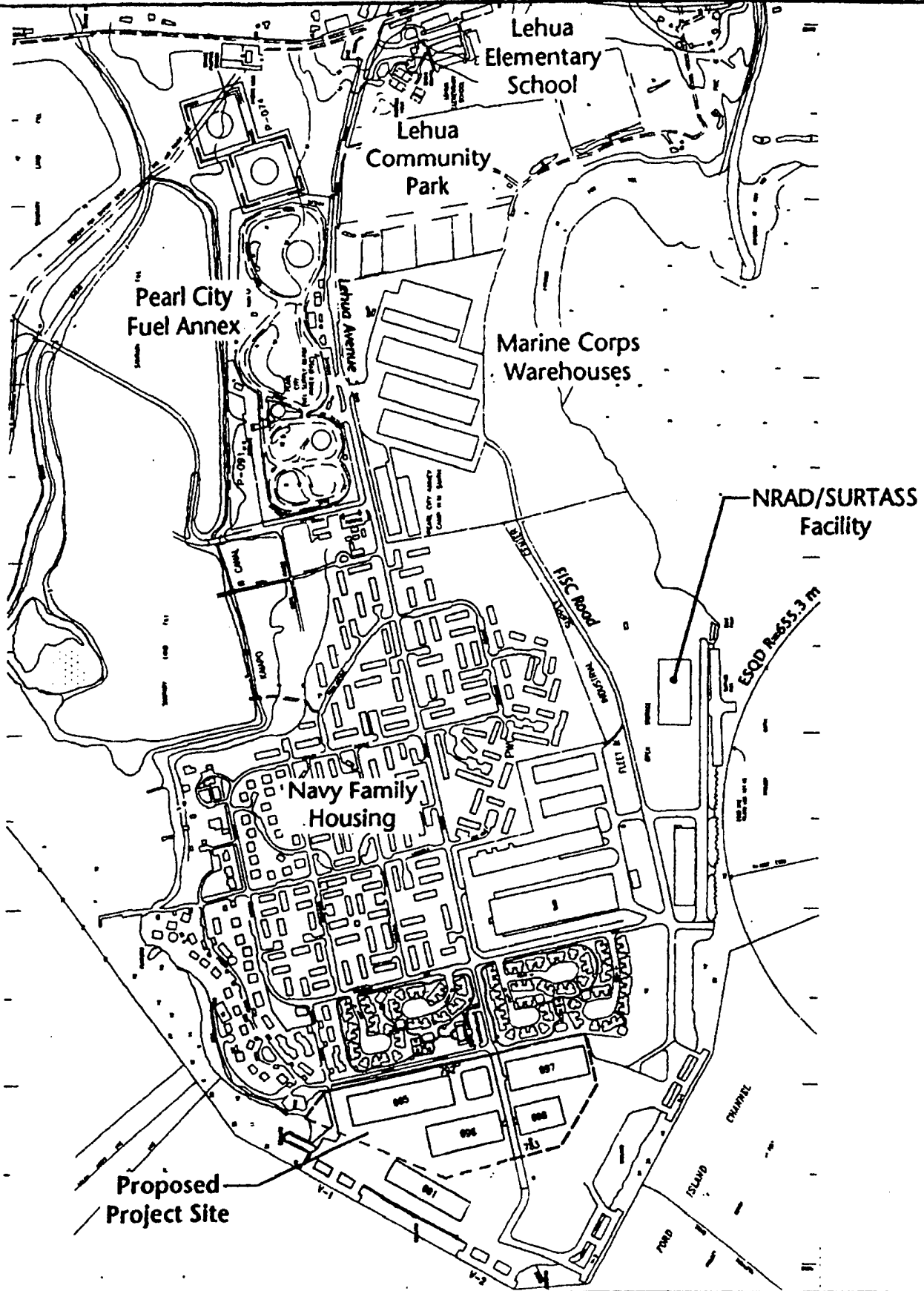
Building No.	Year Built	Area (SF)	Dimension (Length X Width X Height)
695	1945	92,897	577 ft x 161 ft x 27 ft
696	1944	67,137	417 ft x 161 ft x 27 ft
697	1945	46,489	449 ft x 161 ft x 27 ft
698	1945	31,073	257 ft x 161 ft x 27 ft

Pursuant to the Pearl Harbor Memorandum of Agreement, we are requesting your concurrence that the demolition will have "no effect" on historic properties or the adjacent National historic Landmark. Inspection of the site, and other information required are available upon request. Our point of contact is Mr. Randy Miyashiro, Naval Station, Pearl Harbor at 471-3044.

Sincerely,

STANFORD B. C. YUEN, P.E.
 By direction

Enclosure: 1 Site Location and Photographs

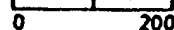


Proposed Pearl City Peninsula Project Site

Pearl Harbor Naval Complex, O'ahu, Hawai'i



Meters





DEPUTIES

Gilbert Coloma-Agaran

AQUACULTURE DEVELOPMENT
PROGRAM

AQUATIC RESOURCES
CONSERVATION AND

ENVIRONMENTAL AFFAIRS
CONSERVATION AND

RESOURCES ENFORCEMENT
CONVEYANCES

FORESTRY AND WILDLIFE
HISTORIC PRESERVATION

DIVISION
LAND MANAGEMENT
STATE PARKS

WATER AND LAND DEVELOPMENT

STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

STATE HISTORIC PRESERVATION DIVISION
33 SOUTH KING STREET, 6TH FLOOR
HONOLULU, HAWAII 96813

AUG 14 1997

REF: HP-ELS

LOG NO.:19949

DOC NO.: 9708C008 ✓

ARCHITECTURE

Mr. Stanford B.C. Yuen, P.E.
By Direction, Commander
Naval Base Pearl Harbor
Box 110
Pearl Harbor, Hawaii 96860-5020

Dear Mr. Yuen:

**SUBJECT: Section 106 Compliance (NHPA)
Demolition of Building 695, 696, 697, & 698
Pearl City Peninsula
TMK 9-3, Pearl Harbor, Oahu**

Thank you for the letter dated August 8, 1997 regarding the proposed demolition of Buildings 695, 696, 697, & 698 at Pearl City Peninsula. We concur that the demolition of these warehouses should have 'no effect' any known historic sites or the adjacent National Historic Landmark.

Thank you for the opportunity to comment, should you have any questions please have your staff contact Carol Ogata at 587-0004.

Aloha,

Michael D. Wilson
MICHAEL D. WILSON, Chairperson and
State Historic Preservation Officer

CO: els



DEPARTMENT OF THE NAVY

COMMANDER
NAVY REGION HAWAII
517 RUSSELL AVENUE, SUITE 110
PEARL HARBOR, HAWAII 96860-4884

5750
Ser N464/00024
28 JAN 2002

CERTIFIED MAIL NO. 7001 1940 0006 1626 4913

Mr. Gilbert Coloma-Agaran
Chairperson and State Historic Preservation Officer
Department of Land and Natural Resources
State Historic Preservation Division
Kakuhihewa Building, Room 555
601 Kamokila Boulevard
Kapolei, HI 96707

Dear Mr. Coloma-Agaran:

The Navy is re-consulting your office as agreed during the June 2001 Pearl Harbor Historic Preservation Conference and in compliance with Section 106 of the National Historic Preservation Act for the demolition of Building 695, Pearl City Peninsula, Naval Station Pearl Harbor. We last consulted with your office regarding this proposed undertaking on August 8, 1997. Your office replied on August 14, 1997 with a letter of concurrence that there was 'no effect' on any known historic Sites.

Project Description

This undertaking will include removal of building components, hazardous materials, floor slabs, foundations, and termination of utilities. Site restoration will include backfill, compaction and landscaping to match surrounding area.

Building Condition

Building 695 was constructed in 1943 as a 'semi-permanent' storage facility. The 92,897 square foot, two story, wooden frame building has corrugated metal exterior siding with a medium sloped wood frame gable roof. Classified a Category III structure as "Having relatively minor importance for defining the historical character of Pearl Harbor" (*Cultural Resource Management Plan (CRMP August 2000) for Pearl Harbor*).

Presently the building is an excess Fleet Industrial Supply Center facility that was last used for temporary storage during the construction of MILCON P-449/449A, SEALS ASDS Facility, completed two years ago.

5750
Ser N464/0002.
28 JAN 2002

Existing building conditions are:

- The wooden frame has several severe beam failures that have been temporarily shored and would require major construction to repair.
- The corrugated metal siding is badly rusted and no longer provides an adequate building envelope.
- Deteriorated Lead paint on interior and exterior surfaces could pose potential health risks to occupants in the neighboring residential facilities if not remediated soon.

Determination of Effect

The proposed demolition will have an adverse effect upon the contributing properties of this facility, which is of relatively minor historic significance. The stipulations of the National Programmatic Memorandum of Understanding for the demolition of World War II temporary buildings (1986) will be followed. Mitigation requirements of recordation to the standards of The Historic American Building Survey will be accomplished as stipulated within that agreement.

We request your concurrence with our determination. Should you have any questions or need additional information, our point of contact for this project is Jay Yanz, Navy Region Hawaii Historical Architect at telephone 474-1170 extension 237.

Sincerely,



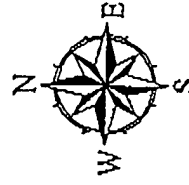
J. F. POWELL

Lieutenant, CEC, USNR
Historic Preservation Program
Coordinator
By direction of
Commander, Navy Region Hawaii

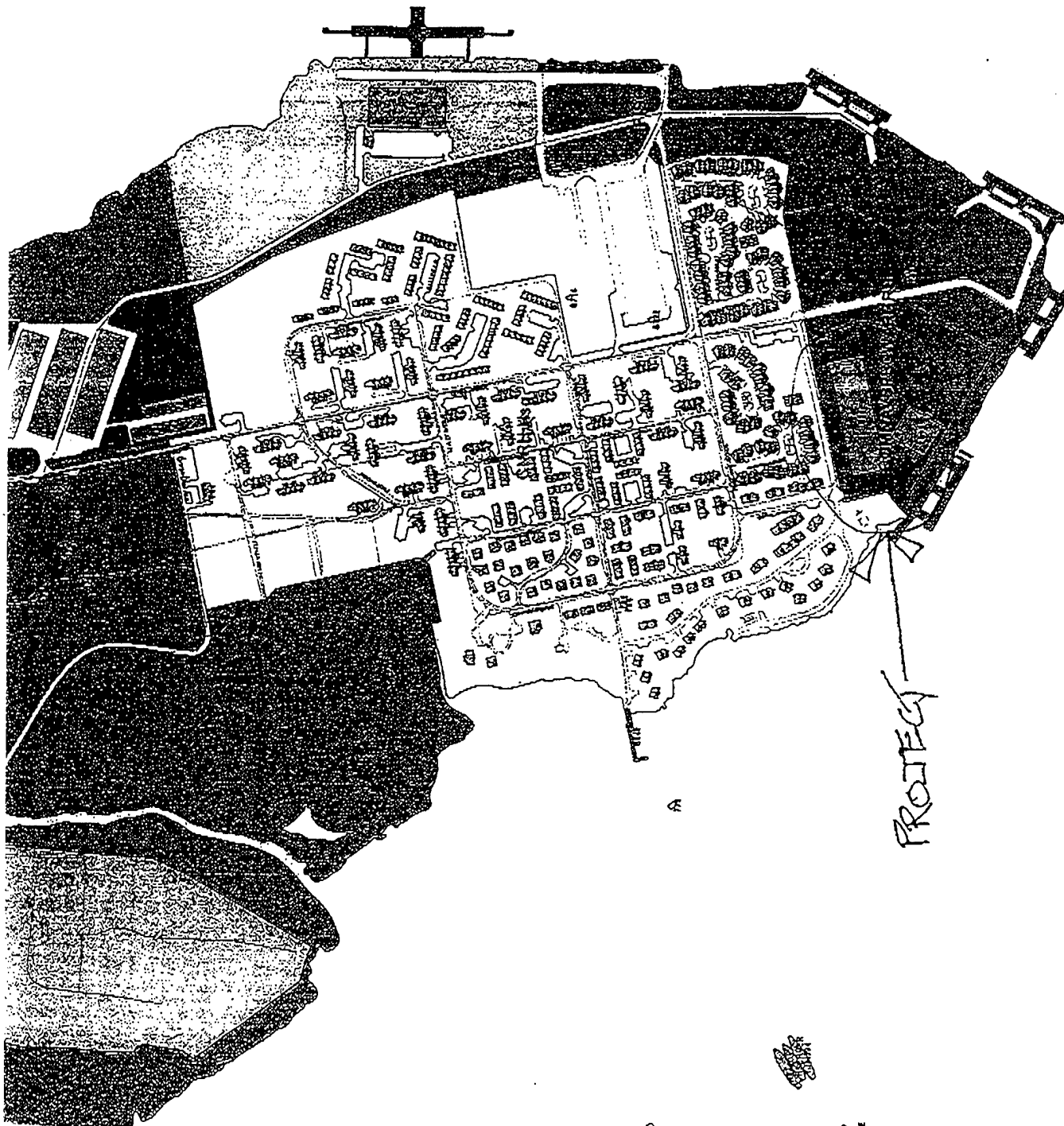
Enclosure: 1. Site location map, building photos

Copy to: Commander, Pacific Division, Naval Facilities
Engineering Command (PLN233)
Historic Hawaii Foundation, David Scott

- DOD Services
- Navy Commands
- DOD Parcels
- Transportation Parcels
- Facilities
- CAIRH Housing
- Transportation
- Civilian Streets
- Vessels
- Pacific Ocean



Powered by
RSIMS 2.0
 Regional Spatial Information Management System

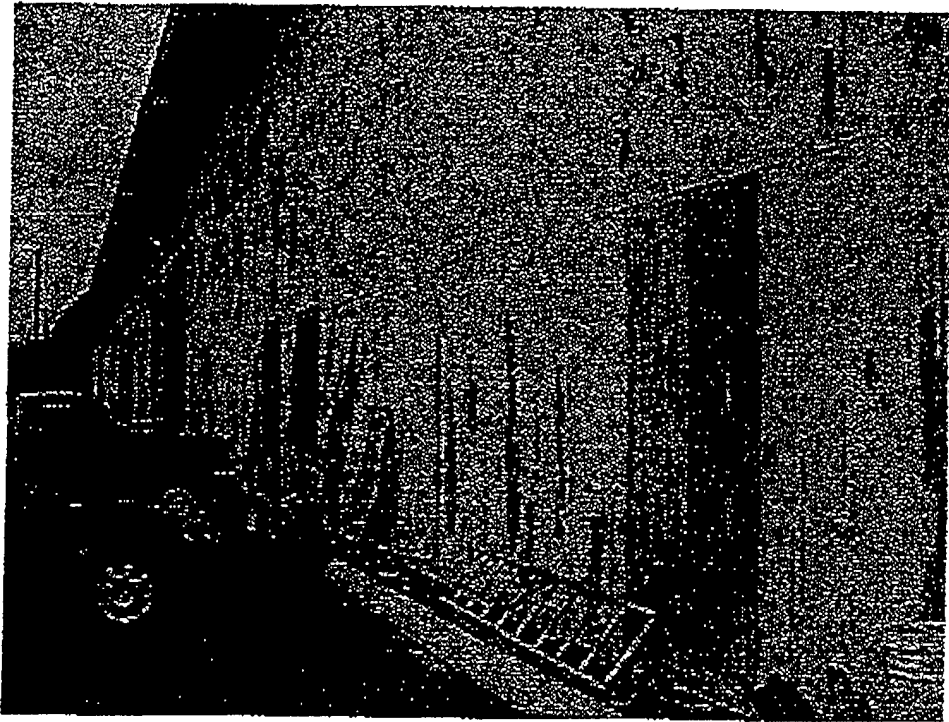


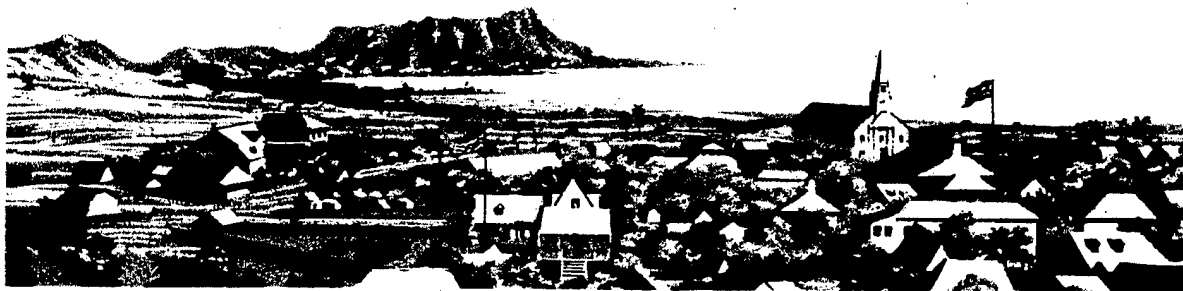
PROTECTOR

Pearl City Peninsula



Plot Scale 1 inch: 719 Feet

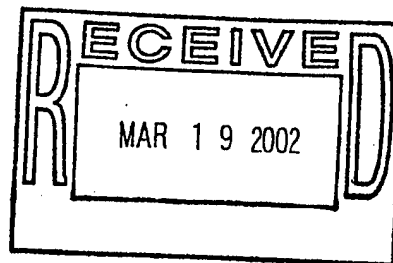




Historic Hawai'i Foundation

March 11, 2002

Department of the Navy
Historic Preservation Program Coordinator
Navy Region Hawaii
517 Russell Avenue, Suite 110
Pearl Harbor, Hawaii 96860-4884



Dear Lt. Powell,

RE: Consultation of various undertakings in response to a tour of projects on March 1, 2002.

Thank you for the opportunity to comment on several projects the Navy is proposing to undertake in the near future. We toured the following buildings: #251, #695, #693, #1, #199, #278, and #S721.

In regards to the proposed demolition of building 695 we concur that it would be an adverse effect. The possibility of retaining approximately one-third of the building (about 30,000 of the 92,000 sq.ft.) in support of needed storage should be fully examined. If reuse of a part of the building is not economically viable, the consulting parties should review supporting documentation. Possible salvage and reuse of the material should be examined.

The proposed demolitions of "semi-permanent" WWII buildings #693 and #199 would be an adverse effect. As part of the MOA the Navy should be required to salvage reusable material from these buildings to be reused in similar buildings that are being proposed for rehabilitation - like building 251. The relocation of personnel from the buildings proposed for demolition should be earmarked for rehabbed historic structures.

We drove past building #251 and were informed of the Navy's intention of rehabbing that building following the Secretary of the Interior's Guidelines. The rehabilitation of the building would reflect the importance of the Makalapa Administrative area and the preservation of several historic structures in the area. We would like to propose that building #17A, which is a Quonset hut next to building 251, also be rehabilitated to further enhance the historic Makalapa administrative area.

We reviewed the work being done on building #1 on the second floor. The adaptive reuse of this Category 1 building is to be commended. It is hoped that the rehabilitation of the third floor will take place when money is available.

We reviewed that rehabilitation of building #278 at the Marine Barracks area. We also noted that some of the historic buildings in that area are at present vacant and we trust that those vacant buildings will be considered for relocation of administrative offices.

We also reviewed the proposed demolition of bunker building # S721. We were informed that there is no planned use for the area that the demolition will take place so question the reason for demolition at this time. This would be a perfect opportunity to eliminate an "attractive nuisance" by "mothballing," which in this case would involve filling the structure with dirt and capping the vents. Furthermore, this would be an appropriate time to survey these types of structures to determine a long-term plan for their adaptive reuse or demolition.

A similar survey should be completed for all the Quonset huts on Navy land so those most appropriate for preservation could be determined and plans for adaptive reuse be developed. This would allow the Navy the opportunity to demolish the less significant examples.

Sincerely,



David Scott
Executive Director

Cc: NTHP
SHPO
OHA
ACHP

APPENDIX B
Memorandum of Agreement

**MEMORANDUM OF AGREEMENT (MOA)
BETWEEN
THE COMMANDER NAVY REGION HAWAII AND
THE HAWAII STATE HISTORIC PRESERVATION OFFICER
REGARDING THE DEMOLITION OF BUILDING 695,
PEARL HARBOR, HAWAII**

WHEREAS, the Commander Navy Region (COMNAVREG) Hawaii proposes to demolish Building 695, a wood frame single story building, located at Pearl City Peninsula of the Pearl Harbor Naval Complex (hereafter as the Undertaking); and

WHEREAS, pursuant to 36 CFR § 800.4(c)(2) COMNAVREG Hawaii has determined that Building 695 is eligible for the National Register of Historic Places located outside the boundaries of the Pearl Harbor National Historic Landmark and classified as a Category III structure under the Cultural Resources Management Plan; and

WHEREAS, COMNAVREG Hawaii has established the Undertaking's area of potential effects (APE) defined at 36 CFR § 800.16(d), to be limited to the footprint of Building 695; and

WHEREAS, COMNAVREG Hawaii has determined that the Undertaking will have adverse effects on Building 695; and

WHEREAS, COMNAVREG Hawaii has prepared a draft Environmental Assessment (EA) on the proposed demolition of Building 695, and circulated the draft EA to the consulting parties for comment; and

WHEREAS, COMNAVREG Hawaii has consulted with the Advisory Council on Historic Preservation (Council), the Hawaii State Historic Preservation Officer (SHPO), the National Park Service (NPS), the Historic Hawaii Foundation (HHF), and the National Trust for Historic Preservation (NTHP); and

WHEREAS, pursuant to Section 800.6(c) of the regulations, 36 CFR Part 800, which implement the National Historic Preservation Act (NHPA), 16 U.S. C. 470f, Section 106 and Section 110(f) of the same Act, 16 U.S. C. 470h-2(f), the entities listed above have been invited to sign this MOA; and

NOW, THEREFORE, COMNAVREG Hawaii, the Council and the SHPO agree that upon COMNAVREG Hawaii's decision to proceed with the Undertaking, COMNAVREG Hawaii shall ensure that the following stipulations are implemented in order to satisfy COMNAVREG Hawaii's responsibilities under Section 106 of the NHPA.

STIPULATIONS

COMNAVREG Hawaii shall ensure that the following measures are carried out:

I. DOCUMENTATION

A. COMNAVREG Hawaii will prepare photo documentation of Building 695 in accordance with the Historic American Buildings Survey (HABS) Level II standards and specifications. The HABS documentation will include site and building plans and elevations, photographs of the exterior, and representational photographs of the interior. HABS documentation will be submitted to SHPO, and copies of the final HABS reports will be provided to SHPO and to any requesting consulting party, prior to demolition of Building 695.

B. NPS has also reviewed the Draft Overview Reports on Pearl City Peninsula and Warehouses in Pearl Harbor. These reports document Building 695 in its historic context as a WWII facility in Pearl City Peninsula and as a warehouse structure that provided storage function in Pearl Harbor during WWII. These reports are being finalized for submission to NPS and Library of Congress. When the final reports are completed, copies will be provided to SHPO and to any requesting consulting party.

II. SALVAGE

COMNAVREG Hawaii will salvage various historic elements that may be suitable for re-use in other historic rehabilitation projects and provide storage for future use or display. The determination as to suitability for re-use will be made by a person or persons meeting the Secretary of the Interior's professional qualifications for Historical Architect under Standard (a) in the Secretary of the Interior's Historic Preservation Professional Qualification Standards. Removal of salvage items will be conducted under the on-site supervision of an Historical Architect, qualified as stated above. Upon completion of the demolition project, COMNAVREG Hawaii will provide a report to the SHPO and Concurring Parties on the results of the salvage effort. In addition, COMNAVREG Hawaii will provide a report to the SHPO and Concurring Parties on re-use of salvaged materials within one (1) year of completion of the demolition project. This will provide an opportunity for follow-up consultation on salvage/re-use possibilities.

III. OTHER PRESERVATION COMMITMENTS

COMNAVREG Hawaii will confirm storage requirements on the Pearl City Peninsula where Building 695 is presently located. If there is a requirement for additional storage on the site, partial demolition and partial rehabilitation of 695 will be fully evaluated in the EA. If partial preservation is not viable, or if storage requirements can be effectively accommodated within the main Pearl Harbor complex, COMNAVREG Hawaii will evaluate storage options in other historic warehouse facilities within the complex. This evaluation and the confirmed storage requirement will be presented to the concurring parties prior to initiating demolition of Building 695.

IV. RESOLVING OBJECTIONS

A. Should any Signatory or Concurring Party to this MOA object in writing to COMNAVREG Hawaii regarding how the proposed Undertaking is carried out or the manner in which the terms of this MOA are carried out, COMNAVREG Hawaii shall consult with SHPO to resolve the objection. If COMNAVREG Hawaii determines that the objection cannot be resolved, COMNAVREG Hawaii shall forward all documentation relevant to the dispute to the Council, including COMNAVREG Hawaii's proposed response to the objection. Within thirty days after receipt of all pertinent documentation, the Council will:

1. Advise COMNAVREG Hawaii that it concurs with COMNAVREG Hawaii's proposed response. Whereupon COMNAVREG Hawaii shall respond to the objection accordingly; or
2. Provide COMNAVREG Hawaii with recommendations pursuant to 36 CFR § 800.2 (b)(2) which COMNAVREG Hawaii shall take into account in reaching a final decision regarding the dispute; or
3. Notify COMNAVREG Hawaii that it will comment pursuant to 36 CFR § 800.7(c) and proceed to comment on the subject in dispute.

B. Should the Council not exercise one of the above options within thirty days after receipt of all pertinent documentation, COMNAVREG Hawaii may assume that the Council concurs in the proposed response to the objection.

C. COMNAVREG Hawaii shall take into account the Council's recommendation or comment provided in accordance with this stipulation with reference only to the subject objection. COMNAVREG Hawaii's responsibility to carry out all actions under this MOA that are not the subject of the objection shall remain unchanged.

V. DURATION

This MOA shall become effective upon execution of COMNAVREG Hawaii, the Council and the SHPO, and shall terminate at the completion of the Undertaking or until terminated under Stipulation VIII. COMNAVREG Hawaii will notify all parties to the MOA in writing when its actions have been completed and that the MOA has been terminated.

VI. DISCOVERIES

A. If during the performance of the Undertaking, previously unidentified historic properties are discovered, COMNAVREG Hawaii shall make reasonable efforts to avoid,

minimize or mitigate adverse effects to such properties. COMNAVREG Hawaii shall determine actions that can be taken to resolve adverse effects, and notify the SHPO and any Native Hawaiian organization that has requested to be notified within 48 hours of the discovery by telephone, followed by written notification to be sent by facsimile. The notification shall include an assessment of National Register eligibility and proposed actions to resolve potential adverse effects.

B. The SHPO and Native Hawaiian organizations shall respond within 48 hours of the notification. All access by representatives of these organizations will be subject to reasonable requirements for identification, escorts (if necessary), safety, and other administrative and security procedures.

C. COMNAVREG Hawaii will take into account recommendations regarding National Register eligibility and proposed actions, and then carry out appropriate actions. Should such actions include archaeological investigations, these actions will be carried out by or under the direct supervision of a person or persons meeting, at the minimum, the Secretary of the Interior's Professional Qualification Standards (Federal Register, Vol. 62, No. 119, page 33712, June 20, 1997) for Archaeologists. COMNAVREG Hawaii shall provide the SHPO, Native Hawaiian organizations and the Council a report of the actions when they are completed.

VII. AMENDMENTS

Any signatory may propose to COMNAVREG Hawaii that this MOA be amended, whereupon COMNAVREG Hawaii shall consult with the other signatories to consider such an amendment. 36 CFR § 800.6(c)(7) shall govern the execution of any such amendment.

VIII. TERMINATION

If any Signatory determines that the terms of this MOA cannot be or are not being carried out, the Signatories shall consult to seek amendment of this MOA. If this MOA is not amended, any Signatory may terminate it. COMNAVREG Hawaii shall either execute a new MOA with Signatories under 36 CFR § 800.6(c)(1) or request comments from the Council under 36 CFR § 800.7(a).

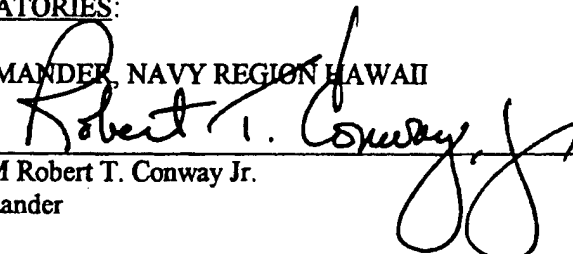
IX. ANTI-DEFICIENCY

The Anti-Deficiency Act, 31 USC 1341, prohibits federal agencies from incurring an obligation of funds in advance of or in excess of available appropriations. Accordingly, the parties agree that any requirements for the obligation of funds arising from the terms of this agreement shall be subject to the availability of appropriated funds for that purpose, and that this agreement shall not be interpreted to require the obligation or expenditure of funds in violation of the Anti-Deficiency Act.

Execution of this MOA by COMNAVREG Hawaii, the Council and the Hawaii SHPO, and implementation of its terms evidences that COMNAVREG Hawaii has afforded the Council an opportunity to comment on the planned demolition of Building 695 and its potential effects on historic properties, and that COMNAVREG Hawaii has taken into account the effects of the Undertaking on historic properties.

SIGNATORIES:

COMMANDER, NAVY REGION HAWAII


RADM Robert T. Conway Jr.
Commander

4/5/02
Date

ADVISORY COUNCIL ON HISTORIC PRESERVATION

Mr. John M. Fowler

Date

HAWAII STATE HISTORIC PRESERVATION OFFICER


Mr. Gilbert Coloma-Agaran

4/4/02
Date

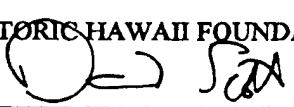
CONCURRING PARTIES:

NATIONAL TRUST FOR HISTORIC PRESERVATION

Mr. Paul Edmondson

Date

HISTORIC HAWAII FOUNDATION


Mr. David Scott

4-9-02
Date

NATIONAL PARK SERVICE

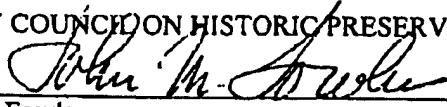
Mr. Michael Crowe

Date

SIGNATORIES:

ADVISORY COUNCIL ON HISTORIC PRESERVATION

Mr. John M. Fowler



4/8/02
Date