

DEPARTMENT OF DEFENSE
DEPARTMENT OF THE NAVY
UNITED STATES MARINE CORPS

DRAFT FINDING OF NO SIGNIFICANT IMPACT (FONSI) FOR ENVIRONMENTAL ASSESSMENT (EA) OF MV-22 FACILITIES PROJECT RELOCATION

Pursuant to the Council on Environmental Quality (CEQ) (Code of Federal Regulations [CFR] Title 40, Parts 1500-1508 et seq.) regulations implementing the National Environmental Policy Act (NEPA) of 1969 (42 United States Code [USC] §4321, et seq.); Marine Corps Order P5090.2A, Change 3, Environmental Protection and Compliance Manual; and the USMC NEPA Manual, version 2.0, the United States Marine Corps (USMC) gives notice that an Environmental Assessment (EA) has been prepared for the relocation of planned facilities for the second MV-22 squadron at Marine Corps Base Hawaii (MCB Hawaii) Kaneohe Bay, Oahu, Hawaii. Based on the results of the EA, the proposed action will result in no significant impacts to the human or natural environment; therefore, an Environmental Impact Statement (EIS) is not required.

Proposed Action: The proposed action is to construct new and renovate existing facilities for the second MV-22 squadron near the southeast end of the runway at MCB Hawaii Kaneohe Bay. This represents a relocation from the site selected in the Record of Decision (ROD) for the Basing of MV-22 and H-1 Aircraft in Support of Third Marine Expeditionary Force (III MEF) Elements in Hawaii (2012) (MV-22 EIS). During site preparation for construction of the first MV-22 squadron facilities, archaeological Site 7411 was discovered, which led to adjustments in the site layout that imposed constraints upon the proposed location for the second squadron's facilities. At about the same time, changes in the Navy's home basing locations for the P-8A aircraft (replacement for the P-3 aircraft) resulted in the availability of the area previously reserved for several P-8 squadrons at the southeast end of the station's runway.

Elements of the proposed action include construction of an aircraft wash rack and supporting utility building, modification of the existing P-3 aircraft parking apron to meet required design loads for the MV-22, demolition of Buildings 1278 and 1279, and construction of a new privately-owned-vehicle (POV) parking lot on that footprint, construction of one additional and expansion of two existing POV parking lots along B Street,

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installation of new underground utility lines, demolition and reconstruction of an existing direct refueling support office (Building 6180), and construction of one Type II modified aircraft maintenance hangar with supporting utility building, an apron addition at the hangar entrance, and vehicle parking at the utility building.

The purpose of the proposed action (relocate project site) is to construct facilities at a location which can best support III MEF mission and operational requirements, make use of existing facilities to the greatest extent practicable, and, where practicable, reduce construction costs and time.

The action is needed to provide facilities for the second MV-22 squadron which will be home based at MCB Hawaii Kaneohe Bay in 2016.

Existing Conditions: The location for the proposed action alternative, as well as the no-action alternative (construction at the site selected for both of the MV-22 squadron facilities in the MV-22 EIS ROD), is on the east side of the airfield at MCBH Hawaii Kaneohe Bay. The area is developed and lacks significant natural resources or important habitats, but contains archaeological and architectural cultural resources. Buildings proposed for demolition in both alternatives were determined to be ineligible for the National Register of Historic Places (NRHP) (Buildings 1278, 1279, and 6180 for the proposed action; and 574, 4000, 4005, 4040, 4075, 5019, and 5068 for the no-action alternative); however, construction of the new MV-22 hangar would have a visual impact on the Naval Air Station (NAS) Kaneohe National Historic Landmark and the NAS Kaneohe Historic Aviation District. The proposed action would construct facilities within the boundaries of two known archaeological sites, Site 4933 and Site 5829. Pavement upgrade for two aircraft parking pads would occur over Site 4933. Depths of parking pad pavement upgrade would not exceed the existing depth of disturbance, so no impacts to Site 4933 are expected. The wash rack utility building, direct refueling support office and associated parking lot, and underground utility lines would be constructed within Site 5829. Archaeological testing determined that the utility corridor and the relocation of the direct refueling support office have the potential to impact Site 5829.

Alternatives Analyzed: Because this EA was prepared to assess possible impacts at one newly-available site, and the

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determinations for other alternatives analyzed in the MV-22 EIS are still relevant, alternatives other than the no-action alternative were not considered.

Following the discovery of Site 7411 near the northeast end of the runway, the site plan for the first MV-22 squadron facilities was adjusted, in order to minimize impacts to the archaeological site. The length of the aircraft parking apron, as shown in the 2012 MV-22 EIS, was reduced, resulting in the loss of two of the 20 aircraft parking pads required for the two MV-22 squadrons. Additionally, the relocation of the existing adjacent aircraft rinse facility, as proposed in the MV-22 EIS to allow space for the 20 aircraft parking pads, was removed from the site plan, in order to avoid potential unexpected impacts to cultural resources. The two pads that could no longer be accommodated on the parking apron for the second squadron would have to be accommodated at the existing P-3 aircraft apron located along the runway to the southeast, at two stall locations being analyzed under the proposed action. Other than the loss of the two aircraft parking pads at the northeast end of the parking apron, and forgone rinse facility relocation, the no-action alternative includes facility development for the second MV-22 squadron as proposed in the MV-22 EIS.

The possibility of relocating facilities for the second MV-22 squadron to West Field or another location around the airfield was considered; however, it was determined that development at other sites around the MCB Hawaii Kaneohe Bay airfield would incur significantly higher costs, face development constraints, and have operational impacts and, therefore, no other alternatives were carried through the EA analysis.

Environmental Effects: The EA evaluated the impacts of the proposed action and no-action alternatives on land use compatibility, soils and topography, drainage/water quality, noise, traffic, biological resources, traffic, and cultural resources. Impacts on other resources and issues of concern (air quality, utilities, hazardous and regulated materials, flood hazard, and socio-economic factors) would not be affected by the change in the construction footprint location, and were not analyzed. For land use compatibility, soils and topography, drainage/water quality, noise, biological resources, and traffic, impacts were determined to be the same or less than those analyzed in the MV-22 EIS. A Coastal Zone Management Act consistency determination is not required because the proposed

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action will be located entirely on Federal land, which is excluded from the Hawaii Coastal Zone. Additionally, the proposed action would not have reasonably foreseeable direct or indirect effects on any coastal use or resources of the Hawaii Coastal Zone.

Cultural Resources. Under Section 106 of the National Historic Preservation Act (NHPA), the proposed action would have an adverse effect on archaeological Site 5829. MCB Hawaii Kaneohe Bay has complied with NHPA Section 106 by affording the Hawaii State Historic Preservation Officer (SHPO), the National Trust for Historic Preservation, the Advisory Council on Historic Preservation, the Historic Hawaii Foundation, the Office of Hawaiian Affairs and Native Hawaiian Organizations an opportunity to comment on the Proposed Action and consult to resolve the adverse effect. The consultation resulted in an executed Memorandum of Agreement (MOA) between MCB Hawaii Kaneohe Bay and the Hawaii SHPO that commits the USMC to measures that mitigate the adverse effect. Accordingly, the impact of the Proposed Action on archaeological Site 5829 is not considered to be a significant impact to cultural resources. Because the new MV-22 hangar would be visible from various vantage points around the airfield, there would be adverse effects to the historic districts and National Historic Landmark indicated in the EA. As concurred upon by the SHPO and as stipulated in the 2015 MOA, the new hangar would be designed to be visually compatible with existing facilities and therefore indirect impacts on view-sheds would not be significant. The proposed action would not impact traditional cultural properties or sacred sites. The proposed action would also not have a significant cumulative impact on cultural resources.

Finding: Based on the information gathered during the preparation of this EA and the analysis presented, the USMC has determined that the Proposed Action will have no significant impacts on the quality of the human or natural environment. Consequently, an EIS is not required.

Point of Contact: Interested parties may download an electronic copy of the EA addressing this action from the Marine Corps Base Hawaii website at:

<http://www.mcbhawaii.marines.mil/UnitHome/FeaturedInformation/MV22NOA.aspx>

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The EA and FONSI are on file at Naval Facilities Engineering Command Pacific, 258 Makalapa Drive, Suite 100, Pearl Harbor, HI 96860-3134 (Attention: Project Manager, MV-22 EA, Code EV21).

Date

Colonel Eric W. Schaefer
Commanding Officer
Marine Corps Base Hawaii