

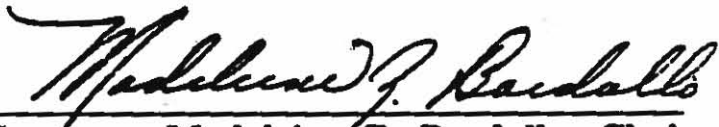
NAS AGANA
BASE REUSE MASTER PLAN





NAI-A-100 BASE REESTABLISHMENT PLAN

Prepared by
The Komitea Para Tiyan
December 22, 1995


Lt. Governor Madeleine Z. Bordallo, Chairperson



1

2 **TABLE OF CONTENTS**

3	Chapter I.	Page
4	Introduction	9
5	The Base Reuse Process	10
6	Purpose of This Plan	11
7	Study Documentation	12
8	Public Input and Plan Approval Process	13
9	Mandated Reviews	14
10	Chapter II	
11	Regional Background and Rationale	16
12	Tiyan	17
13	Existing Land Uses	18
14	The Territorial Planning Council and	
15	I Tanota Land Use Plan	19
16	Regional Circulation	20
17	Economy/Employment	23
18	The Effects of Base Closure	23
19	Chapter III	
20	Base Reuse Considerations: Community Concerns	25
21	Airport Considerations	26
22	Locational Impacts	27
23	Existing Base Conditions	28
24	Building Conditions	28
25	Equipment Conditions	30
26	Existing Infrastructure Conditions	30
27	Existing Potable Water Systems	30

1	Hotel	47
2	Office/Business Park	47
3	Package Express	57
4	Industry-Warehouse and Distribution	58
5	Retail	59
6	Service-Financial Services, Banking and	
7	Insurance	49
8	Maintenance	50
9	Target Industries	50
10	Development Incentives	52
11	Alternative Plans	53
12	Education/Heritage	53
13	Business/Industry	54
14	Housing/Community	55
15	Evaluation of Alternatives	56
16	Chapter V	
17	The Base Reuse Plan Overview	57
18	The Guam International Airport	58
19	Forecasts of Aviation Demand/Passenger Forecasts	58
20	Cargo and Mail	62
21	Air Carrier Operations	62
22	General Aviation	60
23	Airport Land Use Plan	60
24	Runways and Taxiways	61
25	Passenger Terminal	61
26	Cargo Center	61
27	Aircraft Maintenance Center	62
28	Aircraft Maintenance Support Industries	62

1	Access to Proposed Development	
2	Route 10 Extension	79
3	Route 8 and Route 16	79
4	Collector Street Framework	80
5	Other Utilities and Infrastructure	80
6	Water	80
7	Sanitary Sewer	81
8	Storm Drainage	81
9	Telephone	82
10	Power	83
11	Secondary Improvements on	
12	Project by Project Basis	83
13	Chapter VI	
14	Implementation:	
15	Base Realignment and Closure Process	84
16	Statutory Update	84
17	Designation of LRA	84
18	DoD/Federal Agency Screening	85
19	McKinney Act Screening	85
20	Other Base Property Transfers	87
21	Public Benefit Transfers	88
22	Economic Development Requests	89
23	Rural Exemption	90
24	Negotiated and/or Public Sales	90
25	Capital Improvement Program Costs	90
26	Regional Infrastructure	92
27	Airfield Upgrading	92
28	Aviation Industries/Infrastructure	92

1 LIST OF FIGURES AND TABLES

2	Table 1:	Land Areas
3	Figure 1:	Existing Land Use Map
4	Figure 2:	Existing Zoning Map
5	Figure 3:	Proposed I Tano'-Ta Land Use Map
6	Table 2:	Civilian Employment in Guam
7	Table 3:	Labor Statistics
8	Figure 4:	Existing NAS Agaña
9	Figure 5:	Existing Roads
10	Figure 6:	Existing Waterlines
11	Figure 7:	Existing Sanitary Sewer
12	Figure 8:	Existing Storm Drainage
13	Figure 9:	Existing Electrical
14	Figure 10:	Existing Telecommunication
15	Table 4:	Potential Hazardous Waste Sites
16	Figure 11:	Map Showing Environmental "Hot Spots"
17	Figure 12:	Land Use Opportunity: Air Industry
18	Figure 13:	Land Use Opportunity: Business
19	Figure 14:	Land Use Opportunity: Education
20	Figure 15:	Land Use Opportunity: Civil Center
21	Figure 16:	Land Use Opportunity: Housing
22	Figure 17:	Land Use Opportunity: Heritage
23	Table 5:	Population and Gross Domestic Product of Selected
24		Pacific Rim Countries
25	Table 6:	Land Values: Appraised Value of Real Estate
26	Table 7:	Tourism: Visitors to Guam
27	Table 8:	Visitors: January through July (1983 - 1994)

Introduction

For many years, the Government of Guam (GovGuam) has been petitioning the U.S. Navy to return Naval Air Station Agaña (NAS Agaña) to GovGuam ownership for its use mainly as a civilian international airport. Since the 1960's, when air travel became the preferred mode of transportation to and from Guam, civilian air traffic moved through NAS Agaña. With the advent of the jumbo jet and the initiation of Guam as a desired tourist destination, it became apparent that permitting civilian air traffic through NAS would not be acceptable to either the Navy, the civilian government or the commercial airlines. With the bulk of visitor traffic coming from foreign countries such as Japan, Korea, Taiwan, the Philippines and other foreign destinations, it was obvious that an alternative to using the NAS base proper had to be found.

In 1974, the Guam Airport Authority was created with the mandate to plan and develop a civilian international air terminal which would be adequate to service the needs of the island over the long term. The first step in this process was the development of a joint use agreement with Naval Air Station which would permit the joint use of NAS facilities and air traffic control. To assist the Authority in accomplishing its goals, the Navy granted a permit to GAA for the development of a new terminal on vacant land on the northeastern side of the runways. The terminal built in the mid 70's became inadequate very quickly. With funds raised through a bond issue guaranteed by Duty Free Shoppers, the GIAT built a new terminal which opened in the early 80s. The economic boom of the late 80s and early 90s with its concurrent increase in hotel rooms, tourist facilities and visitor arrivals rendered this terminal inadequate. With an even larger bond issue, the GAA began a massive expansion program which will triple the size of the existing terminal and which is scheduled for completion in 1998.

1 presently available. The study is being conducted on an islandwide basis with the
2 intent that the results will also be applicable for the submission of the reuse plan
3 for BRAC 95.

4 The draft reuse plan was developed by the consulting firm of JFI
5 International with substantial revisions made by the Komitea Para Tiyan (KPT)
6 Government of Guam's reuse planning committee, to include community input
7 (through the screening of notice of interest and public hearings conducted in
8 contiguous villages) received during the KPT approval process. The KPT is
9 solely responsible for the proposals contained in this plan.

11 **Purpose of this Plan**

12 The BRAC rules require the preparation of a redevelopment plan by the
13 local community affected by base closure. This document constitutes the
14 redevelopment plan for all of NAS Agaña. Another document, entitled the Guam
15 International Airport Master Plan, to be submitted by the Guam Airport
16 Authority in conjunction with its Public Benefit Transfer application under
17 sponsorship of the Federal Aviation Agency, identifies aviation needs and the
18 airfield facilities required to accommodate these needs.

19 These documents are intended to serve as guides for Navy and Department
20 of Defense decisions for land transfers pursuant to the Final Base Closure Rules
21 issued in July 1995.

23 **Study Documentation**

24 During the course of preparing this plan, six draft working documents
25 were prepared:

- 26 1. "Inventory" Draft Working Paper, submitted in August 1994;
- 27 2. "Facilities Analyses and Evaluations" draft drawings, submitted in
28 September 1994;

- 1 6. "Airport Terminals, Support Structures and Infrastructure" Draft
- 2 Concepts and Sketches submitted in November 1994;
- 3 7. "Aviation Noise Element" Draft Working Paper submitted in
- 4 December 1994;
- 5 8. "Pacific Basin Regional Aeronautical Activities" Draft Feasibility
- 6 Studies submitted in December 1994; and
- 7 9. "Development Schedules and Cost Estimates" Draft submitted in
- 8 January 1995.

9

10 Preparation of the Guam International Airport Master Plan followed the

11 same course of public and agency reviews outlined above and their comments are

12 included in the Guam International Airport Master Plan Report. An Airport

13 Layout Plan, Terminal Master Plan and Airport Control Surfaces Plan are part of

14 the Guam International Airport Master Plan and are produced under separate

15 cover.

16

17 **Public Input and Plan Approval Process**

18 In addition to the input from the Komitea Para Tiyan (KPT), various

19 meetings and public hearings were held. These include:

- 20 1. A public scoping meeting in August 1994;
- 21 2. Meetings at the Guam Legislature in August 1994;
- 22 3. Three public hearings on plan alternatives in November 1994;
- 23 4. Three public hearings on the draft plan in April 1995.
- 24 5. A meeting, on December 14, 1995 with the Homeless Consortium to
- 25 review the Homeless Assistance Application.
- 26 6. A public hearing on the Homeless Assistance Application on
- 27 December 19, 1995.

- 1 counterproductive to require that the Plan must be submitted to the TPC. The
- 2 Attorney General held that the same parameters and guidelines apply relative to
- 3 submission of the Plan to the Guam Legislature.
- 4

Tiyan

Prior to its development as an airfield, the Tiyan area, a high plateau perched above the palisades overlooking Tumon Bay to the west, was characterized by little more than a loose collection of plots and homesteads, bounded by Mt. Tuyan (now Barrigada Heights) to the northeast, and the districts of Barrigada and Toto to the south. Most of the agricultural plots in the Tiyan area were developed as copra plantations during the period between the two world wars. While the strategic advantages of the Tiyan area were recognized by the U.S. military as early as 1929, an airfield was not constructed until after the Japanese invasion in 1941. In response to an American aerial attack on the Japanese airfield on Orote Peninsula in 1944, the Imperial authorities conscripted Chamorros sixteen years and older and set them to work on the Tiyan airfield. They worked without pay, were poorly nourished, and suffered terrible abuse at the hands of the occupying forces.

On the 21st of July, 1944, American Marines landed on Guam's beaches in a bloody battle to liberate the island from the Japanese Imperial Army. In the second week of battle, following initial strong resistance, the Marines advanced northward from Agaña towards Barrigada through the jungle, capturing the Tiyan airfield against only token resistance.

Barrigada village soon fell, and by August 3rd the liberating forces stood on Mount Barrigada, watching the first American aircraft, sixteen P-47's and three B-25's of the Seventh Air Force arrive from Saipan. NAS Agaña/Brewer Field was immediately expanded by the Marines following the recapture of Guam. Within months over half a million soldiers arrived on Guam to stage an invasion of Japan.

The airfield was developed with extensive improvements to the runways, ramps, hangars and maintenance facilities, as well as, barracks and support

1 Current zoning designations are shown in the Existing Zoning Map, Figure
2 2. This zoning document appears to reinforce existing land use patterns, and
3 while large areas are retained for agricultural zones, particularly off the
4 departure end of runways 6L/R, potential for some future conflict exists where
5 residential zoning occurs in noisy areas.

6 7 **The Territorial Planning Council and the I Tanota Land Use Plan**

8 In 1990 the Twentieth Guam Legislature passed a law (P.L. 20-147)
9 mandating the development of a comprehensive development plan to provide long
10 range guidance for the physical, economic and social development of the
11 Territory. As envisioned by its authors, the development plan, when adopted by
12 the Territorial Planning Council and the Guam Legislature and enacted by the
13 Governor of Guam, would eventually serve as a yardstick and parameters by
14 which subsequent land use and development plans would be measured and
15 approved. One element of the comprehensive development plan is the proposed I
16 Tanota Land Use Plan which, when adopted, will become the new zoning code
17 for Guam. I Tanota, as currently configured, proscribes development
18 opportunities in the form of "Density Districts" and "Performance Standards".

19 An analysis of the proposed I Tano'-Ta Land Use Map in Figure 3 shows
20 what appears to be a lack of recognition of airport activity. The absence or
21 oversight can be attributed to the hesitancy and lack of authority on the part of
22 the local government to "zone" or specify land use zoning standards for military
23 installations. This lack of recognition of airport activity is reflected in the
24 increase in allowable densities of residential development, particularly in areas
25 affected by noise off the ends of the runways. This would likely, in time, lead to
26 compatibility conflicts and possibly even safety concerns. These considerations
27 will be addressed in a forthcoming revision of the Performance Standards, which

1 peak traffic hours or as a result of traffic accidents. Typically, these alternate
2 routes would parallel the primary roads, in both north-south, as well as, east-west
3 directions.

4 This condition is particularly acute around NAS Agaña, whose ownership
5 by the Navy presented an impediment to the development of parallel, as well as,
6 lateral routes, which could provide traffic alternatives to Marine Drive and
7 Routes 8 and 16, alleviating frequent congestion in Agaña and Tamuning.

8 The 2010 Highway Master Plan was prepared for the Department of Public
9 Works as a guide for road development and improvements in anticipation of
10 continued rapid growth of the island's stock of motor vehicles, which is growing
11 at twice the rate of population. This plan was examined with respect to the
12 opportunities that will arise with the release of NAS Agaña. While the 2010 Plan
13 proposes to upgrade the existing highway network, primarily by widening
14 intersections and roads, opportunities for optimizing use of NAS Agaña land for
15 the establishment and reinforcement of an island wide network of roads and
16 highways have only recently been recognized.

17 The closure of the base provides many reuse and infill opportunities for
18 development in the strategic central portion of Guam. Where once there was a
19 bottleneck, there could be additional through connections and integration to the
20 island urban form.

21 The 2010 Highway Master Plan proposes new roads in the NAS area.
22 Further connections and minor revisions to the Master Plan can improve island
23 traffic flow even more. The 2010 Highway Plan conceptualizes a linked existing
24 highway system in the north-south direction with regularly spaced cross-island
25 connectors. The objective is to alleviate traffic jams at the many "T"
26 intersections by adding 4 way intersections and redundancy in the island highway
27 network giving people more movement choices.

1 percent decrease for the first three months of 1994, compared with a similar
2 period in 1993 primarily due to a sluggish economy affected by several factors,
3 including Typhoon Omar and the downturn in the tourism industry during 1993
4 (See Tables 2 and 3).

5 Of the approximately 7,490 civilians employed on Guam by the Federal
6 government in March 1994, approximately 60 percent were employed by the
7 Department of Defense and approximately 40 percent by other Federal
8 departments. Efforts have been made to develop the local labor force through
9 implementation of the Navy's apprenticeship program at the Navy Public Work
10 Center and the Ship Repair Facility. The Guam Community College and the
11 University of Guam have been active in training persons in other vocations and
12 professions as well.

14 **Effects of Base Closure**

15 Originally, the Navy announced that two of the three major active military
16 units that compose the bulk of the organizational structure at NAS would be
17 temporarily relocated to the U.S. mainland with the third unit relocated to
18 Andersen Air Force Base situated at the northern tip of the island. This decision
19 has now been revised to permanently relocate these units off-island.

20 The number of military personnel affected includes approximately 1,430
21 enlisted personnel, and 185 officers. Base closure will also result in reduction in
22 civilian employment at the Base. The combined military and civilian payroll
23 figures for NAS Agaña are approximately \$67 million, compared to a combined
24 Navy and civilian payroll of approximately \$358 million for all military
25 operations on Guam. Contractual expenditures for NAS Agaña are
26 approximately \$1.2 million with annual territorial taxes of \$7.7 million. Total
27 Navy contracts on Guam are approximately \$30 million and territorial tax
28 receipts are about \$45 million.

1 **CHAPTER III**

3 **Base Reuse Consideration: Community Concerns**

4 NAS Agaña has been an important feature in the life of Guam since its
5 inception. It carries deep emotional, historical and functional implications for
6 almost all citizens of Guam. Memories of past conditions and events are strong
7 and not easily forgotten nor forgiven. Strong efforts continue to be made to
8 redress wrongs and address current problems. Notwithstanding notification by
9 Department of the Navy officials that the BRAC process does not provide avenues
10 for the resolution of Guam's original landowner issues, there are those who look
11 to decisions to be taken regarding NAS Agaña to solve these problems and
12 resolve long standing issues.

13 When the Imperial Japanese Army decided, belatedly in 1943, that it should
14 fortify Guam, a hasty effort was begun to build the airfield at Tiyan which later
15 became NAS Agaña. Labor was conscripted from the local population, especially
16 in Tiyan, and citizens were forced to destroy their copra farms and homes to
17 carve out an airstrip and airplane parking aprons on the Tiyan plateau.

18 No compensation was offered to the landowners, and perhaps none was
19 ever contemplated. After the liberation of Guam in 1944, U.S. Navy Seabees
20 greatly expanded the airport, adding a second runway, expanding the airplane
21 parking areas, installing thousands of troops in large areas of barracks, plus
22 adding storage and other facilities needed for the coming invasion of Japan itself.

23 Again, in the rush of war and the hectic pace of post war recovery and
24 rehabilitation, no offer of compensation was made. Subsequently, two hearings
25 and adjudicated settlements have been made to the owners of the original
26 properties at NAS Agaña. Many feel that these settlements are inadequate, and
27 continue to seek a redress of historic injustices either through direct return of
28 lands to original owners and their heirs or by allowing them to benefit directly

1 capacity and capabilities will be needed to handle even greater quantities of these
2 imports. Gaining control of NAS Agaña as a completely civilian airport is one of
3 the highest priorities of GovGuam. For the first time, there will be the ability to
4 attract aviation industry activities that have bypassed Guam for lack of space and
5 facilities.

6 7 **Locational Impacts**

8 Together with the Naval Computer and Telecommunications Area Master
9 Station Barrigada (NCTAMS Barrigada) which is located adjacent to NAS Agaña
10 and extends nearly to the eastern shore of the island, NAS Agaña has caused
11 traffic flows and land uses to be displaced from where they would more logically
12 and functionally be placed. Many citizens and businesses are looking forward to
13 the opportunities to "short cut" through the base in place of the long drive around
14 now required. Since the March 31st standdown of NAS, political figures have
15 requested the unrestricted opening of Central Avenue as a means to alleviate
16 traffic congestion on Route 16 due to on going expansion construction on that
17 heavily travelled highway. The denials of these requests have been based on the
18 inadequacy of the internal road systems of NAS for the anticipated intensity of
19 traffic should Central Avenue be opened as an alternate to Route 16 and/or
20 Marine Drive.

21 The central location of the airport passenger terminal at the top of Tiyan
22 Bluff is probably an important factor in the location of Guam's tourist industry
23 on Tumon Bay. It is also a strong reason why many businesses chose to locate on
24 Marine Drive (Route 1) at the base of the bluff. The close linkage of the airport
25 to the Marine Drive business center and to the Tumon Bay tourist industry
26 amplifies and magnifies the importance of a plan for the most effective reuse of
27 NAS Agaña.

28

1 A preliminary survey of all buildings has been completed by the Navy.
2 This survey indicates that numerous buildings contain friable and non-friable
3 asbestos, radon, lead-based paint and other environmental hazards. Federal law
4 requires that these conditions be cleaned up at the level required by the reuse
5 activity. These conditions will have to be addressed on a building-by-building
6 basis when the Navy completes its detailed survey. Preliminary indications are
7 that these problems will not prohibit reuse of the buildings, but that time delays
8 and increased costs may be encountered at the time of reconstruction for new
9 uses. The Determination of Surplus for NAS Agaña indicated that 57,852 square
10 feet of operations and administrative space in four buildings, 3,737 square feet of
11 storage space in five buildings and 16,085,152 square feet of aircraft maintenance
12 hangars and shops, various types of housing accommodations and other facilities
13 in 666 buildings were surplus and being made available. In addition, aircraft
14 runways, taxiways and parking aprons, fuel tanks and pipelines, recreational
15 facilities and supporting road and utility systems, on a total land area of 1739
16 acres of land owned in fee simple and 204 acres of land for which easements had
17 been secured were also surplus and available for reuse.

18

19 **Equipment Conditions**

20 Most of the heavy equipment on the Base was removed by the Navy to
21 other locations. Equipment in good condition that has been specially constructed
22 to be used in certain buildings, such as heavy cranes and winches that are built
23 into high tracked locations in hangars for example, have been left in place. On-
24 going inspections and discussions have been held regarding most of the equipment
25 with the result that much equipment will remain in place in various locations.
26 Some fire fighting equipment for the airfield will remain for use by the new
27 civilian airport fire fighting unit. Obsolete and worn equipment is being
28 removed by the Navy. Much personal property (movable furniture and

1 Wastewater Collection and Disposal System

2 The condition of the existing wastewater collection and disposal system
3 generally good. Existing wastewater generated from NAS Agaña is routed via
4 8", 10" and 12" sewer lines to an 18" line along Route 8 which then conveys
5 flows to the Agaña Wastewater Treatment Plant. The effluent from the plant is
6 disposed through an ocean outfall into the Philippine Sea. The existing
7 wastewater system is shown in Figure 7.

9 Storm Drain Systems

10 The base is served by several separate storm drainage systems. A portion
11 of the runoff from the northern section of the base is collected by a network of
12 catch basins and routed through 48" diameter lines to an existing concrete channel
13 that discharges into the Harmon Sink located off-base. Use of this sink is based
14 on land easements held by the Navy. The remaining storm runoff is routed to
15 percolation basins located along Route 10A. Runoff generated by the southern
16 section of the base is routed to the existing localized percolation fields some of
17 which contain injection wells designed to facilitate the percolation in the area. A
18 small portion of the runoff is routed to the existing abandoned sanitary landfill.
19 The existing storm drainage system is shown in Figure 8.

20 Existing electrical (Figure 9) and telecommunication (Figure 10) demands
21 are being supplied by a network of underground and overhead lines. These
22 systems appear to be in a good working condition.

24 ENVIRONMENTAL CONDITIONS

25 Geology

26 Guam is composed of two distinct geomorphic provinces, a northern
27 limestone plateau and a southern hilly-volcanic terrain. These provinces are
28 separated by a steep fault, which tracks northwest from Pago Point to Adelup.

1 listed in the Base Realignment and Closure (BRAC) Cleanup Plan (Table 4 and
2 Figure 11).

3 Radon gas, lead-based paint, and asbestos studies were conducted at various
4 facilities on NAS Agaña, excluding family housing and community/personnel
5 support areas. Radon gas was detected in 24 of 64 facilities tested. Ten facilities
6 had radon concentrations above the GEPA recommended action level of 4.0
7 pCi/L. Seventeen sites were found to contain friable asbestos, and 52 sites
8 containing non-friable asbestos were identified. Lead-based paint was found in
9 147 of the 159 sites sampled. The high percentage of buildings found to contain
10 asbestos and radon, and the general high-risk of radon gas exposure in northern
11 Guam, indicate the need to investigate and if necessary remediate all contaminated
12 structures on NAS Agaña.

14 **Historical and Archeological Resources**

15 Brewer Field, a former coral bed airfield, is not eligible for nomination to
16 the National Register due to severe alteration of the site. Fourteen other sites,
17 which were constructed on NAS Agaña prior to 1954, were considered to be
18 possible historical resources. However, only 3 of the 14 sites are potentially
19 eligible for National Register status: Building 12-65 and two abandoned aircraft,
20 which are located near the fire fighting training pit. Four of the sites no longer
21 exist and the other seven are not eligible for National Register status, being of
22 minor significance or having undergone severe alterations. Building 12-65 is
23 one of the earliest permanent structures on the installation and could be eligible
24 for National Register status.

25 A cultural resources survey of NAS Agaña was performed in August 1993.
26 No prehistoric Chamorro Period or Spanish Period archaeological sites were
27 found (Ogden, 1994a). The Guam Historic Preservation Plan contains no sites
28 on NAS Agaña (DPR, 1976).

Airport

The closing of NAS Agaña is the culmination of a long-held desire on Guam to be able to control the civilian airport and thus, the economic destiny of the island. Full control will free the Guam Airport Authority to attract aviation uses that could not be accommodated on military land and which in some cases have already by-passed Guam for other locations. Provision of these facilities is a critical component in a potential synergistic upward spiral of better airline service leading to expanded tourist and business trade, in turn leading to:

- expanded economic potential;
- increased revenues; and
- improvements in the quality of life.

Acquisition of military assets used at the Guam International Airport and sufficient land to support long range development of the airport and aviation industry is an agreed upon primary community goal.

At the request of the GAA, after considering testimony received at three village public hearings and after weighing alternatives and considering ways by which resolution of original landowner issues can be achieved, the Komitea voted to grant additional land areas, specifically, a large portion of the enlisted men's housing area, five of the Bachelor Enlisted Quarters and acreage abutting the southwestern portions of the airport operations area to accommodate the GAA Master Plan.

Job Creation

The loss of jobs at NAS Agaña, both military and civilian, is an economic loss to Guam not just because of the numbers and the multiplier effects of these jobs, but also because these jobs include many that require a high level of skills and that represent an industry not present in the civilian sector on Guam.

Governmental Offices

Governmental offices on Guam are scattered in many locations around the island. Most of these offices are leased, often at rates higher than prevailing market values. Many of the facilities are no longer appropriate for their present use, such uses having expanded or changed beyond the capability of the current location and facilities to accommodate them.

Because of the widely dispersed locations of offices, it is often difficult for persons needing services to access them. Likewise because related or interdependent services are situated in many locations distant to each other, the efficiency of these services and their employees are adversely affected. This has created a visible morale problem among employees and public criticism of inefficiencies which are beyond the control of employees in these government services.

Many buildings on NAS Agaña are attractive to governmental departments in the near term. The close proximity of these facilities to each other make them even more attractive to government departments who have had to operate and maintain inefficient and costly split operations because of a lack of adequate space in a single location. Requests for offices, maintenance facilities, storage areas and special use facilities have been received.

Recreational Facilities

There is an island-wide shortage of adequate recreational facilities open to the public. As noted previously, both high land prices and budgetary constraints are causative in restraining the development of recreational facilities which are adequate for the needs of Guam's growing population and the increasing popularity of team sports. Few locations are available for spectator events and

1 Guam providing a wide range of social services. These agencies typically operate
2 on very low budgets.

3 It is generally agreed that the services they provide are very valuable to the
4 community. It has been suggested that perhaps facilities on the Base could be
5 made available to these agencies at no or very low cost. Facilities needed would
6 be mostly very modest for offices and storage. Requests that have been received
7 for numerous facilities at the time of this writing are shown on the map shown in
8 Figure 1. The colors on the map indicate that many of the facilities have been
9 requested by more than one group or agency. The resolution of the needs
10 identified in these requests will be made by the Komitea in conjunction with the
11 requirements of the federal mandates of the base closure process.

13 LAND USE OPPORTUNITIES

14 The driving concept of the Master Plan will be determined by the overall
15 "theme" adopted for reuse of the base. This "theme" can be "industrial center",
16 "resort", "new town" or "government center" to cite a few examples. The
17 discussion below and the following illustrations examine some potential themes
18 that would respond to expressed goals and the constraints of the Base.

20 Air Industry

21 A principal focus or theme for reuse of NAS Agaña will be as an air
22 industry center as shown in Figure 12. This is predicated on on going efforts, as
23 one of the strategic plans of *Vision 2001*, as well as, previous initiatives, to
24 build Guam into a major air hub serving as the gateway from the west coast of
25 the United States to the emerging and fast growing markets of the Pacific Rim.
26 As the western most U.S. soil, Guam offers the political, economic and social
27 stability associated with the applicability of U.S. Constitution and federal laws. If
28 successfully marketed, the following opportunities are available:

1 **Education**

2 In response to public sentiments and testimony at three public hearings in
3 Barrigada, MongMong-Toto-Maite and Tamuning, all contiguous to NAS Agaña,
4 the Komitea Para Tiyan deleted preliminary plans for the establishment of a high
5 school in returned base facilities. Testimony at these public hearings supported
6 the use of base facilities to support the development of the airport noting that the
7 establishment of a high school in close proximity to an airport may not be a
8 conducive learning enviroment.

9 However, because of the existence of aircraft maintenance facilities, such as
10 hangars, and barracks which could provide dormitory housing for students, the
11 establishment of an airframe and powerplant school will be pursued. Because
12 Guam is U.S. soil and FAA regulations dictate that FAA certified aircraft
13 maintenance schools, capable and authorized to issue FAA certifications to its
14 students, be situated on U.S. soil, an airframe and powerplant school will
15 undoubtedly attract students from countries bordering on the Pacific Rim. such a
16 facility would attract students from Guam and other areas of the Pacific. An
17 aircraft maintenance school would also provide an opportunity to federal
18 employees displaced because of base closure, in particular workers skilled and
19 with talent in mechanical trades, to retrain and redirect those skills and talents.
20 Officials of airlines serving Guam have indicated that they would be prepared and
21 anxious to recruit aircraft maintenance personnel trained at such school when
22 available.

23

24 **Civic Center**

25 Locating all or a large part of the Guam governmental agencies and offices
26 on the Base could provide an economic and efficient context for improving
27 governmental operations as shown in Figure 15. Perhaps the Base could be
28 thought of as a New Capital City for Guam. It is centrally located, adjacent to

1 with individuals and organizations knowledgeable about demographics, overall
2 economic activity, land use and real estate development. Published information
3 was obtained and analyzed, including reports and documents produced by
4 numerous agencies of the Government of Guam (Department of Commerce,
5 Guam Economic Development Authority, Department of Labor, Department of
6 Public Works, Department of Revenue and Taxation, the Guam Visitors Bureau
7 and the Bureau of Planning), other existing studies, articles, periodicals and
8 similar sources.

9 The Market Demand Working Paper provides a full discussion of the
10 following key findings:

11 • **Socio-Economic Data:** The resident population is expected to
12 experience continued, albeit modest, growth into the forecast period. Key issues
13 include broadening of the economic base which is heavily influenced by
14 employment in the services industry, principally tourism, and public sector
15 employment. Tight local labor markets keep wage levels high, a hindrance to
16 certain industrial and manufacturing processes.

17 • **Tourism:** Key visitor markets and trends are presented and
18 analyzed. Visitor arrivals from Japan continue to lead all other foreign markets.
19 Arrivals have rebounded after declines in the previous year. Through its
20 significant contributions of visitor spending and capital investment by foreign
21 corporations, tourism will remain a principal underpinning of the Guam
22 economy.

23 • **Land:** The principal land uses of hotel, residential, commercial and
24 services, industrial and manufacturing and tourist-oriented are discussed and
25 analyzed relative to development potentials. Land values are high and pose a
26 constraint to further development.

27 • **Pacific Rim Economic Activity and Potentials:** Guam is strategically
28 positioned to significantly expand its trading activity in the Pacific Rim, thereby

1 17.7 percent, reflecting the rapid increase in the total number of Japanese
2 overseas travelers.

3 The 5.6 percent decrease in the number of visitors to Guam in 1991 is
4 directly attributable to decreased traffic in February and March 1991 during the
5 Persian Gulf conflict. For the other 10 months of 1991, the number of visitors
6 to Guam increased slightly when compared to the corresponding 10 months of
7 1990. Following the Persian Gulf conflict in early 1991, visitor arrivals and
8 airline passenger traffic in Guam recovered more rapidly than international
9 passenger traffic worldwide. For 1992, the number of visitors to Guam increased
10 18.9 percent, compared with 1991. While part of this large percentage increase
11 is attributable to the comparison of visitor levels in February and March 1992,
12 with abnormally low visitor levels in March and February 1991 during the
13 Persian Gulf conflict, there have also been significant increases in the number of
14 visitors to Guam in each of the other months of 1992 (through August) compared
15 with 1991.

16 The impact of Typhoon Omar reduced the number of visitors in 1992.
17 Nevertheless, the total number of visitors in 1992 compared with 1990 showed an
18 overall increase of 12.4 percent. In 1993, the number of visitors to the Territory
19 declined by 10.6 percent from the previous year. This decline can be attributed
20 chiefly to the natural disasters that severely impacted Guam (Typhoon Omar in
21 August 1992 and the 8.1 magnitude earthquake of August 8, 1993), together with
22 the Japanese recession, and a change in the Japanese tax law that increases the
23 incentives for companies to subsidize employees' trips to destinations more distant
24 than Guam. Visitor arrivals have rebounded to record levels in the first half of
25 1994. As set forth in Table 8, through July 1994, the number of visitors to the
26 Territory totaled 624,000, an increase of 27.2 percent as compared to the same
27 seven month period in 1993 (Table 8).

1 Pacific Rim cities, a trade mart is highly speculative, and requires targeted
2 market research. Pending completion of such studies, this use should
3 considered as an alternative land use in an office/business park area.-

4 5 **Hotel**

6 The NAS Valuation Study identified potential demand for an approximately
7 200-room hotel at the airport. Such a facility, oriented to the transient business
8 market, appears a logical use especially in proximity to an office/business park.
9 Assuming implementation of the other industrial and commercial uses for the
10 NAS property, a business hotel is worthy of additional consideration (see Table
11 13).

12 13 **Office/Business Park**

14 An office/business park could be located on NAS property, initially
15 resulting from the reuse of selected military housing by governmental agencies.
16 Reuse of the existing military housing as GovGuam office space will help to
17 establish this area as an office node. According to the Bureau of Planning
18 GovGuam spends approximately \$6 million annually on office leases throughout
19 the island. Government agencies with ten or fewer employees could serve as a
20 target list for marketing the space. Capturing a portion of this GovGuam
21 demand minimizes the risks associated with speculative office development and
22 would help to establish an office/business park.

23 24 **Package Express**

25 According to numerous experts in the field, air express in the Pacific
26 Rim/Asia markets is in a high growth phase that is typical of industries in their
27 early development. With such an outlook, it would be appropriate to conclude
28 that this is a long-term potential which would be proper to consider.

1 of 800 to 850 square feet of living area) would sell for between \$130,000 and
2 \$150,000.

3 4 **Retail**

5 The demand for retail facilities at the NAS property will be incremental in
6 nature, driven to a large degree by new development and employment in close
7 proximity to the site. Additionally, support for new retail development may
8 result from residents in existing nearby neighborhoods which may be induced to
9 shift retail purchases to new, more centrally-located facilities. Rents are \$18 to
10 \$25 per square foot (full service, except for electricity). Retail conditions are
11 quite strong on Guam. Occupancy rates are 90 percent. Major retail facilities
12 like the Micronesian Mall, Agaña Shopping Center and Gibson's, comprising
13 approximately 500,000 to 600,000 square feet of retail space, are full.

14 15 **Service- Financial Services, Banking and Insurance**

16 Under existing tax laws, Guam's financial system has the potential to handle
17 increases in off-shore banking business and to develop captive insurance and
18 mutual fund operations, with little additional investment cost. These activities
19 may not create a large number of new direct jobs, but will help to diversify the
20 island's economic base and strengthen its position as the financial center of
21 Micronesia. A major component of Vision 2001 is the development of Guam into
22 a financial service and banking center in the Pacific.

23 As a territory of the United States where U.S. Constitution guarantees
24 apply, Guam enjoys a claim to the political/government stability which is of
25 primary concern to financial institutions which thrive on long term agreements
26 and business arrangements and relationships. Likewise, because Guam is serviced
27 by three major U.S. flag air carriers (Continental Micronesia, Northwest Airlines

1 particularly true in countries like Singapore, Malaysia and Thailand. Assembly
2 will be subcontracted to lower-cost centers e.g., Vietnam, India, Pakistan, China
3 Cambodia, etc.

4 The previously cited SPC/ESCAP study highlighted numerous factors
5 which argue well for increased economic opportunities for Guam. Among these
6 are the following:

7 • Rising per capita incomes in this region present a range of market
8 opportunities for well targeted, cost competitive goods and services;

9 • Economic growth in Asia is producing large numbers of wealthy
10 entrepreneurs who may be willing to look at targeted investments in more remote
11 and less-populated areas like Guam;

12 • Efforts are continuing to expand regional and global trade
13 throughout this region, including the GATT, ASEAN and APEC trading pacts;

14 • Pacific Rim entrepreneurs have fully embraced the rapid
15 developments in information technology and communications. Guam is well
16 positioned to accommodate the real-time needs of these entrepreneurs with its
17 excellent telecommunications links to the United States and beyond.

18 • The United States market continues to be attractive to Asian
19 producers and Guam is the nearest U.S. territory. Guam may be seen as a way
20 to penetrate broader North American markets (including Canada and Mexico).
21 Additionally, it presents a physically-forward position for U.S. corporations to
22 support their Asian operations. Aside from the cultural, language and historical
23 differences among the countries in the Pacific Region, their economies are
24 distinctive. The dominant market in this region is China with a population of
25 approximately 1.2 billion, and current annual growth approaching 13 percent.
26 Incomes, as measured by per capita Gross Domestic Product (GDP) is estimated
27 at \$330. At the other end of the income range is Japan, with a population of 124
28 million, annual growth of approximately 2 percent and per capita GDP of nearly

1 Another trade incentive program allows products manufactured on Guam
2 to be imported by participating nations at a reduced tariff rate. Guam is the
3 beneficiary of the following countries: Japan, Australia, and the European
4 Common Market. Guam provides incentives for the establishment of Foreign
5 Sales Corporations (FSC) through a Guam law known as the Export Incentive
6 Act. FSCs are foreign-incorporated subsidiaries of U.S. parent corporations
7 engaged in export transactions which qualify them for partial U.S. tax
8 exemptions, provided they maintain certain processes.

10 **ALTERNATIVE PLANS**

11 Based on community input from a series of public meetings, input from
12 members of the subcommittees of the Komitea Para Tiyan, and a better
13 understanding of market conditions, a new set of three alternative plans was
14 drawn. The intention of these plans was to explore the most desirable and feasible
15 ideas from the "theme" plans. Portions of the previous plans were combined to
16 reduce the alternatives to three and to examine the effects of combining land uses
17 to optimize more than one economic sector or community goal in each
18 alternative.

20 **Education/Heritage**

21 As indicated in its title, the Education/Heritage Alternative Plan (Figure
22 18) is created by combining the best features of the education and heritage
23 themes. These two ideas both focus on the island's people, culture and knowledge.
24 The idea of devoting most of the base to forests, copra plantations and museums
25 was not viewed as an economic use of the Base. However, the general idea of
26 promoting the past, the history of the site and preserving cultural knowledge was
27 supported.

1 housing was included to absorb land that seemed beyond the absorption rates
2 foreseen in this scenario for the business and industrial uses.

3 4 **Housing/Community**

5 This alternative plan, as shown in Figure 20, is primarily based on the
6 housing theme with the addition of community facilities. It is conceived as an
7 extension northward of Barrigada, which is how the community probably would
8 have grown if the Base had not been there. To accomplish a close community
9 tie, traffic from Routes 8 and 16 are diverted onto a new parkway on the
10 alignment of Mariner Avenue. This reduction of traffic allows connection of
11 local streets northward across Route 8 to tie the community together. Route 10 is
12 shown extended northward following existing streets on the base to tie to the
13 relocated Routes 8 and 16. A new town center with retail shops and services for
14 the local community and surrounding area is placed at the intersection of Routes
15 8, 16 and 10. The convergence of traffic here will make this a natural location
16 for a new center. The clinic, bowling alley and chapel are included as features
17 of the new town center.

18 Housing shown includes single family homes on standard lots and
19 multifamily housing near the central area. This alternative includes an
20 exploration of the remodeling of the Bachelors' Enlisted Quarters as multifamily
21 housing. This could be either as condominium units (already designed by the
22 Navy but never remodeled as such) or as apartment units. In this alternative, to
23 maximize the possible provision of new housing, a high school is shown
24 occupying a portion of the playfield area. The classrooms would be new
25 buildings located along the northern part of the site in this alternative. The
26 advantage of this scheme is that the high school is compact, walking distances to
27 gym, theater and fields are short, and construction is limited to mostly the least
28 costly parts of the campus, the classrooms.

1 CHAPTER V

3 THE BASE REUSE MASTER PLAN OVERVIEW

4 The planned program of land uses and facilities envisioned for 2015 is
5 shown in Figure 21, "NAS Base Reuse Master Plan". The amount of
6 development described in this plan balances provision of community services and
7 expected market demand for development. This plan provides a broad outline
8 for evaluating development proposals and providing infrastructure and
9 community services over the next twenty years. The acreage for the areas shown
10 on Figure 21 are presented in the following table:

11	1. Airport Operations Area	(59%)	1024 acres
12	2. Economic Development Areas	(16%)	281 acres
13	3. Airport related Development Areas	(20%)	340 acres
14	4. Recreational Areas	(5%)	88 acres
15	Total	(%)	1,739 acres

16 (Note: the total acreage excludes the 88 acre Officers Housing Area but includes
17 the land area needed for roads and other utilities).

18 The plan provides a framework of streets and utilities, a coherent traffic
19 plan connecting this central location to the island, and a land use plan to guide
20 decisions. This framework provides the backbone upon which a flexible pattern
21 of improvements can take place in response to the market conditions and
22 requirements of Guam over the next twenty years. Land areas on the base are
23 divided into large developable tracts, well served by the planned roads and
24 utilities infrastructure. These land areas contain: facilities that will be put to
25 immediate reuse through a leasing program as soon as the Base is closed; facilities
26 that may be remodeled for use in the longer term after environmental cleanup

1 Recognizing this, the Komitea Para Tiyan agreed to establish the boundaries of
2 the airport to provide enough property to provide for the expansion of th
3 northside taxiway and airport related industries, such as cargo warehouses, on the
4 northside (where the enlisted men's housing area is presently located) and on the
5 southside (the area adjacent to the runway and established by extending Marin
6 Avenue on a straight line to Route 16).

8 **Cargo and Mail**

9 Cargo and mail are important to the economy of Guam with most cargo
10 arriving and departing in combination aircraft as belly-cargo. Cargo into Guam
11 is limited predominantly to consumables and items for retail sale. Outgoing
12 cargo is mostly fish and seafood. The average annual growth rate for the
13 planning period is 5.6 percent, increasing from 22 million pounds in 1985 to 211
14 million pounds in 2015. Annual total on-and off-island mail is forecast to increase
15 from 10 million pounds to 32 million pounds. The present facility is at capacity
16 and will need upgrading to meet future demand.

17 The area established by extending Marine Avenue on a straight line to
18 Route 16 will make available adequate acreage for the expansion of bonded cargo
19 and mail facilities immediately adjacent to the Guam Main Facility post office on
20 Route 16. Likewise, the enlisted men's housing area, up to East Sunset Boulevard
21 will be available to the airport for expansion of cargo consolidation operations
22 and warehousing.

24 **Air Carrier Operations**

25 Air carrier and commuter operations are forecast by dividing passengers
26 by the expected average boarding per passenger flight. The average air carrier
27 operation in 1993 and 1994 had 122 enplaning passengers on board. Two
28 factors tend to increase the average enplanements on a typical departing flight.

1 maintenance hangars and support facilities, airport related commerce and
2 industries and airport access roads.

3 4 **Runways and Taxiways**

5 Growth at the airport will require extensions to both runways. This is
6 required to accommodate non-stop flights to the U.S. west coast and to ensure
7 that one runway is capable of accommodating non-stop flights at all times.
8 Construction of a new taxiway on the north side of the airport is planned so that
9 runways will not have to be used as taxiways. Removal of the southeastern hill
10 will allow for expansion of the south runway to 10,000 feet.

11 12 **Passenger Terminal**

13 The current terminal expansion will provide capacity for 6 million
14 enplaned passengers annually, adequate through the 2015 planning horizon. For
15 the long term, a reserve zone has been created to the west of the existing terminal
16 for expansion beyond 2015.

17 18 **Cargo Center**

19 Creation of a new cargo terminal on the north side of the airport to receive
20 and distribute air freight is planned to meet increasing cargo demand. The plan
21 calls for a new cargo center to be built west of the existing cargo building. The
22 new center will remain close to the terminal so that it will be convenient to
23 handle the cargo on passenger flights, which will carry the majority of the cargo.
24 However, because the only feasible area for future expansion of the passenger
25 terminal beyond the year 2015 is to the west, adequate expansion space has been
26 retained between the passenger terminal and cargo center to accommodate long
27 term facility growth.

28

1 Airport Maintenance

2 The airport maintenance function including vehicle maintenance
3 warehousing, landscaping and various trade shops, is recommended for building
4 16-6103. This building located on the southwest corner of the airfield represents
5 a significant opportunity for the development of a facility to replace the limited
6 storage yard and vehicle repair area now used by the GAA. This facility, located
7 between the runways and Mariner Avenue, has been included within the
8 boundaries of the Guam Airport Authority.

10 Flight Kitchens

11 At the present time the single flight kitchen operator is located off-airport.
12 This presents a workable but undesirable situation. Space for two flight kitchens
13 is recommended for future development, to be located in the airport industrial
14 park on the north east side of the airfield. A direct connection to the security
15 guard post is to be provided near this location.

17 Fuel Farm

18 It is recommended that the Fuel Farm be completely removed as the
19 facilities will not meet EPA and DOT regulations beyond 1998. Several fuel
20 suppliers were approached to determine interest in the fuel farm and these
21 suppliers all agreed that it would be more economical to have the facilities
22 removed.

24 Air Traffic Control Tower

25 A new Air Traffic Control Tower (ATCT) site has been identified as a
26 desirable long term development project. The existing ATCT on the south side
27 of the airfield has line-of-sight limitations to large areas of the east terminal
28 expansion area. Space has been reserved on the north side of the airfield for a

1 Flight School

2 The good flying conditions on Guam provide an opportunity for creating a
3 commercial flight training school. Winds are less than 8 miles per hour nearly
4 90% of the time and Visual Flight Rules conditions prevail 99% of the time. No
5 other location so near to Asia presents the opportunity for United States
6 certification for pilots. The flight school activity is recommended to be carried
7 out from the General Aviation Terminal, with office space in the second floor of
8 the building perhaps serving as classroom space.

10 Airframe and Powerplant School

11 An airframe and powerplant school will be absolutely essential for Guam
12 to be able to attract an aircraft maintenance and/or refurbishment industry.
13 Plans and programs have already been put forward for this school. A
14 combination of classrooms and on-airport facilities such as hangars and machine
15 shops is needed for this program. The airframe and powerplant school is
16 recommended to utilize a mix of air hangar, laboratory, and classroom buildings
17 on the south side of the airfield. Buildings 17-3308, 17-3311, 17-3404, and 17-
18 3307 are recommended for these purposes.

19 The Bachelors Enlisted Quarters can be used for classrooms and faculty
20 offices, perhaps with the first level as classrooms with outside access to maximize
21 use of the full width of the building and offices and seminar spaces upstairs with
22 an interior hallway. If students can be attracted from other islands, some of the
23 existing barracks could be utilized directly and with minimal change as
24 dormitories. The former HC-5 hangar (17-3404) and large machine shop located
25 in the space behind the VQ-1 hangar (17-100) is the proposed training areas for
26 the airframe and powerplant school. They are near the proposed classrooms and
27 dormitories (13-16 through 13-20 © Bachelors Enlisted Quarters). Nearby space
28 can be used for future construction of classrooms or expanded shops. Inclusion

1 the large Asian markets. An advantage to Guam is its reputation for a stable
2 political climate which recommends it above most competing locations which are
3 politically less stable.

4 5 **Aircraft Rescue and Fire Fighting**

6 The existing U.S. Navy Public Works Center Maintenance Facility
7 (Building 17-3309) is recommended to be used for the purpose of maintenance
8 and repair of aircraft rescue and fire fighting equipment.

9 10 **Revenue Producing Properties**

11 Maintaining a financially sound international airport is vital to Guam's
12 economy. To offset increasing capital and operating costs, revenue producing
13 airport land should be developed. Land areas which are not currently needed to
14 support active airport operations, runway protection zones, or airfield security
15 are available for either short or long-term leasing. These land areas are
16 especially attractive for industries and business activities that can contribute to the
17 efficient and economical operation of the airport, (such as aircraft parts
18 suppliers) or that can benefit from use of properties adjacent to the airport (such
19 as freight forwarders). If needed, some of the leasable lands can be provided
20 with direct access to aircraft parking aprons through modifications to the
21 definition of the Airport Operating Area (AOA). Leasing of these properties can
22 contribute revenues toward support of the airport while allowing control to be
23 retained for future airport requirements currently unforeseen, or past the year
24 2015 time frame of this plan.

25 26 **Reuse of Enlisted Family Housing**

27 The Enlisted Family Housing consists of 352 dwelling units on the north
28 side of the airfield. The majority of the houses, primarily those situated south of

1 Airport Auto and Vehicle Circulation and Access

2 A new parkway along the top of the northern bluff overlooking the
3 Philippine Sea will provide an important access direct to the airport, acting as a
4 bypass for congested traffic on Marine Drive below and a beautiful promenade
5 for enhancement of tourist traffic in Guam. The Laderan Tiyan Parkway will
6 greatly improve the traffic efficiency of Route 8, Airport Access Road and
7 Marine Drive while greatly reducing congestion at the Agaña intersection of
8 Route 8 and Marine Drive. The Parkway will provide an alternative to Marine
9 Drive and Route 16 as access to the Airport from interior villages such as
10 Barrigada, Mangilao, MongMong-Toto-Maite.

11 A new arterial street will connect from Marine Drive at Camp Watkins
12 Road to Route 8 at Canada Toto Road. This connector will provide a new route
13 up the bluff to relieve traffic at the airport's terminal access road connection to
14 Route 1, improve access to the commercial centers and the medical services
15 facilities presently located in Tamuning. The new route will also restore a direct
16 link from the beaches and Marine Drive to Mongmong Toto-Maite and the
17 interior, which has been blocked by the Navy's presence since the 1940's.

18 ECONOMIC DEVELOPMENT AREAS

20 Areas not needed for airport operational or revenue generation use now or
21 in the foreseeable future are planned for economic activities which will provide
22 new jobs for the island. The southern portion of the Base is planned primarily as
23 an economic development area.

24 This area is divided into six economic zones (Figure 22) defined by major
25 collector and arterial streets. Each of these zones may be developed at different
26 times and in different intensities in response to community needs and market
27 conditions.

1 quality. Few facilities exist that can host public games or tournaments. Night
2 lighting is especially desired. Little funding is currently available for improvir
3 existing public facilities. The playing fields at NAS Agaña are widely regarded
4 as some of the best maintained on the island and are highly sought after for loca
5 and regional use. They could be managed as a unit by the Department of Park
6 and Recreation as a regularly scheduled site for Micronesian Games, South
7 Pacific Games, Olympics trials and other tournaments. Space is available at th
8 playing fields for additional baseball, softball, football, track or other desired
9 facilities. An Olympics Training Center could be set up, perhaps on a regular
10 scheduled basis, using not only the playing fields but the gymnasium, the
11 dormitories and classrooms of the Airframe and Powerplant School.

12 13 **Reuse of Swimming Pool at Bachelors Officers Quarters**

14 The swimming pool complex with diving facilities on the north side of
15 NAS Agaña is proposed to be temporarily reused as a training and public
16 swimming facility. The location of this pool at the edge of the Tiyan bluff could
17 make it a spectacular place to stage regional swimming events. Spectators and
18 TV cameras in the bleachers could enjoy not only the swimming and diving
19 events but the spectacular view of Tumon and Agaña Bays spread out below
20 them. However, the pool's location near the proposed taxiway makes
21 recreational use of this area a temporary one pending construction of the taxiway
22 proposed in this plan and studies to determine compliance with FAA and EPA
23 noise level regulations. That the swimming pool does not satisfy Olympic
24 requirements presents an additional limitation which reduces the pool's utility as a
25 venue for officially sanctioned events.

26
27

1 The paralleling Laderan Tiyan Memorial Parkway, in addition to
2 performing its critical bypass service for Marine Drive, is planned to provide the
3 same spectacular view for the enjoyment of drivers and passengers. The
4 Parkway will be a beautiful entrance and exit for Guam's front door, the Airport
5 Terminal, and will become a tourist attraction, an added event for a stay in Guam
6 and a memorable "photo opportunity". As part of Laderan Tiyan Memorial
7 Park, it is proposed to construct a memorial to the men, women and children who
8 lived through the occupation and liberation of Guam, and especially to those who
9 were conscripted to construct the original airfield in Tiyan. The beautiful
10 setting would be appropriate to such a memorial.

11 12 **Transportation Improvements**

13 The regional highway system and local street system in the vicinity of NAS
14 Agaña must be substantially improved to correct historical inadequacies caused by
15 the closed nature of the base and to provide adequate access to the expanding
16 airport and planned new developments on the Base. Two kinds of improvements
17 must be made:

18 1. New north-south and east-west connections must be made through
19 the Base to provide relief and bypass routes for traffic that has been historically
20 limited to one street.

21 2. Local streets on and around the base must be improved to provide
22 access to the airport and proposed developments in a new and more open pattern
23 than the Navy gatehouses provide (Figure 23).

24 Correction of the existing regional bottlenecks and discontinuities is
25 required so that traffic can move efficiently from northern Guam to southern
26 Guam. Reduction of regional congestion is required to allow for the expansion of
27 Tamuning and central Guam to provide the needed services for the growing
28 population and economy. Regional improvements are necessary to provide

1 The option for establishing the proposed Laderan Tiyan Parkway through
2 NAS Agaña is immediately available. It should be designated as a right-of-way
3 and constructed as soon as budgets and designs can be established. Consideration
4 should be given to diverting budgeted funds from proposed improvements and
5 widening of Route 1. They may be unnecessary, if the Parkway were to be
6 constructed at an early date to divert the traffic from Route 1. All plans which
7 have the effect of reducing traffic demand on existing Marine Drive and Airpo
8 Road (Route 10a) will produce large benefits in terms of reduced delays and
9 improved safety.

10 The Laderan Tiyan Memorial Parkway is planned to be a high capacity
11 scenic road with four lanes in two widely separated carriageways that will be
12 capable of handling between 30,000 and 40,000 vehicles per day. This would
13 provide a significant capacity increase to handle the 65,000 to 70,000 vehicles per
14 day which currently use Route 1 through Tamuning. Access points along this
15 road will be limited to no less than 1/4 mile spacing. New interchanges at the
16 passenger terminal will provide the required service for 2015 and beyond.

17 It is recommended that a right-of-way no less than 200 feet wide and
18 varying up to 300 feet be established for the parkway. This will allow flexibility
19 to design a handsome and well landscaped parkway including paralleling
20 walkways, bikeways and jogging trails. The views from the Parkway across
21 Tamuning to the Philippine Sea will be spectacular. It is intended that the
22 Parkway should become an early and high quality link in a system of tourist and
23 pedestrian-oriented scenic highways on Guam.

24 25 **Adelup-Dededo Connector**

26 Minor changes to the regional highway network can be made which will
27 make the proposed Laderan Tiyan Memorial Parkway even more useful for
28 regional traffic purposes. The suggested changes would produce a new

1 The grade up to the top of the bluff can be accomplished with a 7%
2 maximum slope and with cut and fill not exceeding 60 feet. Design of the road
3 should incorporate walkways, bikeways and landscaping located so that these
4 features need not be removed if the road is widened. Ultimately, this new
5 connector road could be extended from the bottom of Canada Toto Road to Route
6 10 at University Drive, providing a new east-west link in the island wide network
7 providing a direct connection from San Vitores Road to Mangilao and the
8 University of Guam campus.

9 10 **Cabras Parkway (Mariner Drive Parkway)**

11 The plan recommends construction of a new Parkway on the alignment of
12 Mariner Avenue through the south side of the Base. This new Parkway will
13 initially provide a direct link through the former Navy Base from Route 8 to
14 Route 16 and access to southside airport lands and services. This is planned to be
15 a four lane divided roadway with a capacity of 30,000 to 40,000 vehicles per day.
16 Access to this parkway is proposed to be limited and based on service access
17 requirements of adjacent land uses. Access points at 350 foot spacing in the town
18 center area on the south side of the airport are proposed to provide good access
19 to the commercial and industrial developments here. To the east and west of its
20 intersection with Route 10, access should be limited to 1000 feet or so. It is
21 recommended that a minimum of 100 feet be established as the right-of-way
22 width for this parkway, and that walkways, bikeways and landscaping be part of
23 the original design for the Parkway.

24 Ultimately, the parkway proposed on the Mariner Avenue alignment could
25 be extended northward and southward to create a third north-south road
26 paralleling the east coast from the port area at Cabras to the Ysengsong area in
27 North Dededo. This road would provide long term traffic relief to the
28 congested Tumon and Agaña areas. The Parkway could be extended southward

1 the first time. It is expected that this will quickly become a heavily traveled
2 route to reach Barrigada and Route 10 and southeastern Guam from the
3 Tamuning area. The plan for improvements in front of the terminal did not
4 anticipate this new traffic pattern. If the Central Avenue connection to the
5 terminal area remains as shown in the plan, traffic in the vicinity of the terminal
6 is expected to become congested, increasing delays and compromising safety.
7 Traffic from Central Avenue and, ultimately, from the new Laderan Tiyan
8 Memorial Parkway must be incorporated into this plan.

9 The new Laderan Tiyan Memorial Parkway should be treated as
10 continuous north/south through route from Route 4 in Agaña to Route 16 and
11 beyond to Dededo, with Airport Road (Route 10a) becoming a short connecting
12 road from Marine Drive (Route 1) to the airport terminal. The new Parkway
13 should be completely separated from the return loop in front of the passenger
14 terminal so that no intermingling of through and terminal traffic occurs. A new
15 interchange should be built to connect Laderan Tiyan Memorial Parkway to
16 Airport Road passing underneath the Parkway. The plan to accomplish these
17 objectives is shown in Figure 19.

19 **Access to Proposed Development: Route 10 Extension**

20 Route 10 is planned to be extended northward from its current terminus at
21 Route 8 through the existing Navy (Contractors) gate to a new terminus at the
22 planned Cabras Parkway. A right-of-way of 100 feet is proposed for this road.
23 For the two blocks as this road passes through the town center, it is envisioned
24 that there will be a large central median and diagonal parking.

26 **Route 8 and Route 16**

27 Traffic will be reduced on Routes 8 and 16 in the Barrigada area because
28 the through traffic will be using the Cabras Island Parkway. Southbound traffic

1 for two hours for industrial and commercial areas dictate the sizing and pressure:
2 of the water distribution system. Potable water demand requirements will be
3 met partially by the existing 16-inch Navy line along Route 8 and Route 16. The
4 remaining water requirements must be supplied by PUAG. The conceptual
5 design of the proposed water system provides 12 and 16 inch diameter lines that
6 form the backbone of the water distribution network, whereas secondary 8 and
7 10 inch diameter lines will be looped to serve smaller subareas. Fire flow and
8 emergency flow requirements will be supplied by new on-site water storage tanks
9 and booster pumps that will keep the system adequately pressured.-

11 Sanitary Sewer

12 The wastewater generated by existing base facilities is currently routed via
13 8, 10 and 12-inch lines to an existing 18-inch interceptor line along Route 8.
14 This interceptor currently falls under the ownership of Government of Guam.
15 The proposed sanitary sewer system is shown in Figure 25. The conceptual
16 design of the proposed sewer system incorporates the minimum standards adopted
17 by PUAG. Wastewater flows generated by the new facilities will be routed
18 through new 8, 10 and 12 inch sewer lines to 18 inch sewer interceptor. Due to
19 grade differences, wastewater generated in certain areas will have to be pumped
20 into the gravity collection system. Wastewater flows will be routed to the Agaña
21 Wastewater Treatment Plant via a new 24-inch sewer line. Based on data
22 available from the Wastewater Facilities Master Plan, the existing treatment
23 facility is capable of handling additional flows from the airport.

25 Storm Drainage

26 Based on available information, there are currently three National
27 Pollutant Discharge Elimination System (NPDES) permits issued for base
28 stormwater discharge into the percolation system and the Harmon Sink area.

1 routed underneath the airfield to Route 16 will be retained by the Navy via an
2 easement. Some secondary lines, however will be available to the Gu
3 Telephone Authority (GTA) for future use. The proposed telephone system is
4 shown in Figure 27. Based on discussions with GTA, there will be two primary
5 switching facilities that will be required to adequately serve this project. Most of
6 the infrastructure currently in-place will need to be replaced.

7 8 **Power**

9 It is anticipated that due to additional electrical demands caused by
10 proposed new facilities, only a portion of the existing electrical infrastructure
11 will be reusable. Most of the existing system must be replaced as a result of new
12 improvements. The proposed electrical system is shown in Figure 28. It is
13 anticipated that most of the existing electrical system will be replaced.

14 15 **Secondary Improvements on Project-by-Project Basis**

16 It is anticipated that the government will provide the primary road and
17 utility infrastructure to serve the general area. The construction of secondary
18 road and utility infrastructure will be addressed by the entities responsible for
19 developing the base parcels.

20

DOD/Federal Agency Screening

The Department of Defense (DOD) conducted Federal Agency screening early in 1994. The following federal entities made requests for portions of NAS Agaña:

1. General Services Administration for 8 acres to construct a federal courthouse;
2. U.S. Army Reserve for the Bachelors Officers Quarters to consolidate Reserve activities (this request was subsequently withdrawn);
3. U.S. Property and Fiscal Office for Guam (Guam Army National Guard) for various facilities on the south side to be temporary used for operational purposes until their new facility in Radio Barrigada is completed;
4. U.S. Postal Service for a building to house postal activities;
5. Federal Aviation Administration for the air traffic control facility for their operations;
6. National Weather Service for their operations; and
7. Defense Commissary Agency (DECA) for the large warehouse for storage of commodities for resale at commissary facilities.

The Komitea Para Tiyan reviewed each federal agency request for consistency with the draft reuse plan and recommended that only the Federal Aviation Administration and the National Weather Service requests be approved as these agencies perform functions essential to the operations of an airport. Although the Commander of the Naval Forces in the Marianas agreed with the position of the Komitea Para Tiyan, higher Navy command has yet to make its final decision on federal agency requests.

McKinney Act Screening

In accordance with the provisions of the Base Closure Community Development and Homeless Assistance Act, Guam has indicated its intent to

1 tiyan with the data it needs to decide whether homeless needs should be met on
2 Tiyan.

3 3. The Interim Use Authority has set aside a portion of the existing
4 enlisted men's housing area, i.e. those units outside of the 65 db noise level zone,
5 for temporary use by qualified homeless providers. The Guam Housing and
6 Urban Renewal Authority is assigned the responsibility for management of these
7 housing resources.

8 4. The Local Redevelopment Authority (GovGuam) will enter into a
9 legally binding agreement with GHURA to insure that the needs of the homeless
10 providers are accommodated in accordance with the provisions of federal
11 mandates.

12 5. GHURA, in collaboration with the Homeless Consortium will
13 develop timelines and qualifying guidelines for the acceptance and approval of
14 applications for service or facilities under the agreement between GHURA and
15 the LRA.

16 Furthermore, BRACC 95 specifies that additional bases on Guam will be
17 closed. These bases include housing facilities. Therefore, the Komitea Pra Tiyan
18 believes homeless issues must be set aside until the community wide study of
19 homelessness has been completed and an overall, community wide determination
20 of homeless needs and resources which can be allocated can be completed.

21

22 **Other Base Property Transfers**

23 The transfer process for the remaining portions of the NAS Agaña,
24 exclusive of any Federal Agency requests approved by the Navy, now consists of
25 Public Benefit Conveyance Requests, Economic Development Conveyance
26 requests and negotiated and/or public sales.

27

28

1 Economic Development Requests

2 The new amended rules under the Pryor Amendment have simplified the
3 Economic Development Conveyance Request process, to some extent.
4 Specifically, the previous market test requirement has been eliminated and certain
5 eligibility criteria have been established by the DOD in order to evaluate
6 Economic Development Conveyance Requests. In addition, the terms of any
7 Economic Development Conveyance Requests have been modified so as to
8 provide greater flexibility in negotiations between LRA's and DOD with respect
9 to price and terms. This plan recommends that Economic Development
10 Conveyance applications for the economic development areas contained in the
11 plan be submitted by the LRA for approval by the Navy upon acceptance of the
12 NAS Base Reuse Plan. Any application for an Economic Development
13 Conveyance Request must now contain the following elements:

- 14 1. An adopted redevelopment plan;
- 15 2. An indication of the size of the parcels and the intended uses;
- 16 3. Discussion of the impacts of the closure of the base;
- 17 4. A job creation strategy;
- 18 5. A market analysis and business plan to determine financial
19 feasibility; and
- 20 6. A statement of why the conveyance is needed and why other disposal
21 authorities cannot be used to create jobs.

22 The criteria to be used by DOD in evaluating Economic Development
23 Conveyance Requests include the following:

- 24 1. Job creation potential;
- 25 2. Impact of closure on the local community;
- 26 3. Feasibility of development under the reuse plan;
- 27 4. Local investment and risk;
- 28 5. Local real estate market conditions;

1 Department of Public Works. Other agencies must depend on the General Fund
2 and will thus be dependent upon general economic conditions to provide adequate
3 budgets for implementation. Major costs related to commercial and industrial
4 development will be borne by the private sector. Development of tracts and
5 major projects is expected to include development of local streets and utilities and
6 contributions to offsite utility costs needed to service the development; i.e., a
7 private developer will finance this infrastructure out of the project budget with
8 little or no public subsidy. The cost estimates presented in this section are
9 developed at a conceptual level and have been costed using realistic average rates
10 for the various works. As such, these estimates must be considered to be an
11 indication only of the likely order of costs to be incurred.

12 Significant detail design work will need to be completed before these
13 budgets are converted to and considered as construction cost estimates. All
14 estimates are based on costs as of February 1995. No allowances have been
15 included for increasing costs due to inflation and market factors. To attempt to
16 forecast the effect of rising costs for up to twenty years in the future would only
17 serve to completely distort the cost structures and diminish the accuracy of the
18 estimates. In any case, increases in development costs through inflation or
19 market pressures will generally be balanced by increased income for those
20 organizations funding the work. Estimates for design and construction
21 management fees are included here, but provisions have not been made for
22 administration or supervision costs which may be incurred by GovGuam
23 Departments or Agencies which have jurisdiction over individual sections of the
24 development program. The summary in the following tables has been formulated
25 to identify the cost of three major cost centers. These three cost centers are:

- 26 1. Regional Infrastructure;
- 27 2. Airport Developments; and
- 28 3. Community Developments

1 boundaries. The cost of this infrastructure will be recovered from the proceeds
2 of the sale or lease of the available land.

3 **Developments**

4 The cost of upgrading existing structures and constructing new structures
5 are included in this cost sub-center. It is envisaged that most of these costs will
6 be met by private developers or business organizations constructing specific use
7 facilities. In some cases, the Airport Authority may choose to fund these
8 developments and recover costs through leases and fees.

10 **Community**

11 Referring to Table 19, this cost center has been further broken down into a
12 Community Infrastructure cost sub-center and a Commercial and Industrial
13 Developments cost sub-center. However, it should be noted that some of the
14 costs identified in these sub-centers were based upon the draft Base Reuse Master
15 Plan that included certain land uses (e.g., housing) that were subsequently revised
16 by the Komitea Para Tiyan. These costs will be revised after all local approvals
17 of the plan have been obtained and are provided only to give a sense for the costs
18 involved.

20 **Community Infrastructure**

21 This cost subcenter includes the cost of collector roads and primary utility
22 feeders necessary to enable further subdivision of the available land into the
23 economic zones described in Figure 22. The funding for this infrastructure will
24 need to be provided by the relevant Government agencies or instrumentalities in
25 advance of the developments. Costs are expected to be recovered through normal
26 user fees, although in instances of large development proposals, some or all of
27 these costs may be negotiated to be borne up front by the developing company or
28 agency.

1 • **Government Revenues:** The reuse of the NAS property creates
2 government revenues in several stages:

3 1. The conveyance of leases to qualified parties for use of the
4 properties will create ground lease revenue streams. To the extent that the
5 ground leases are structured to include participation in project revenue streams
6 additional revenues to the government may occur.

7 2. As business activities are initiated and expand, there will be revenue
8 to the government from gross receipts taxes, business license fees, income taxes
9 and other applicable fees. It is difficult to quantify these potential revenue
10 streams since they depend on the particular use, absorption and overall feasibility
11 of a development project.

12 3. In addition, depending on the structure and the land disposition
13 agreement with the Navy, there may be off-setting caretaker costs associated with
14 the NAS property.

15 16 **Job Generation**

17 The most important objective which drives the development of any base
18 reuse plan, and in particular, the reuse plan for Naval Air Station Agana, is the
19 generation of new jobs to offset the jobs lost as a result of closures and to
20 provide gainful and meaningful employment to those who are among the
21 unfortunate casualties of military downsizing. As shown in Tables 21 and 22,
22 reuse of NAS Agaña has the potential of generating over 6,700 new jobs after full
23 implementation, 4,500 in commercial and industrial uses and 2,200 in aviation
24 related uses.

LIST OF TABLES AND FIGURES

APPENDICES

NAS BASE REUSE PLAN

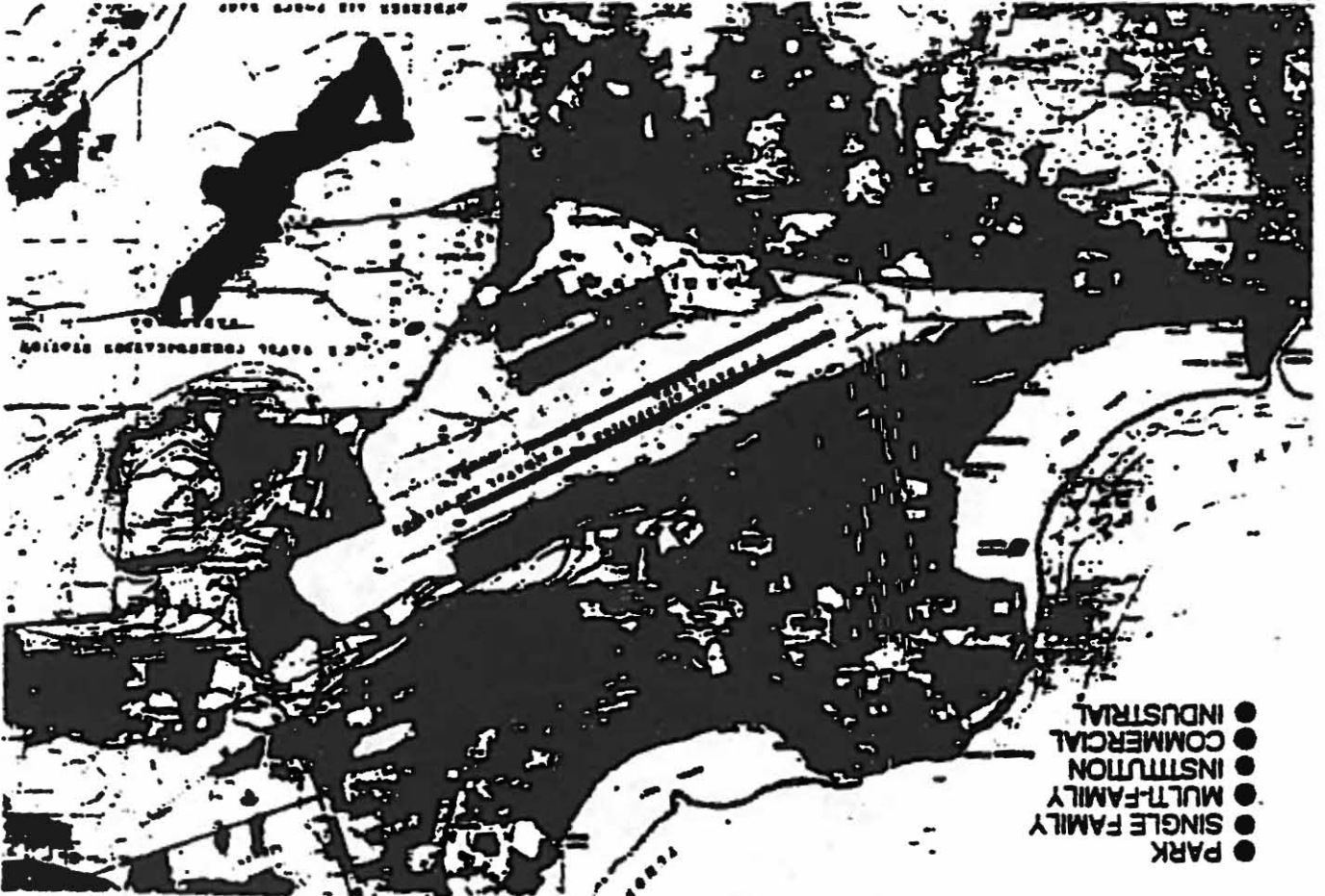
NAS AGANA PROPERTY AREAS	
AREA	
TOTAL BASE (750 Acres)	1827
EASEMENTS (to NAS AGANA)	204

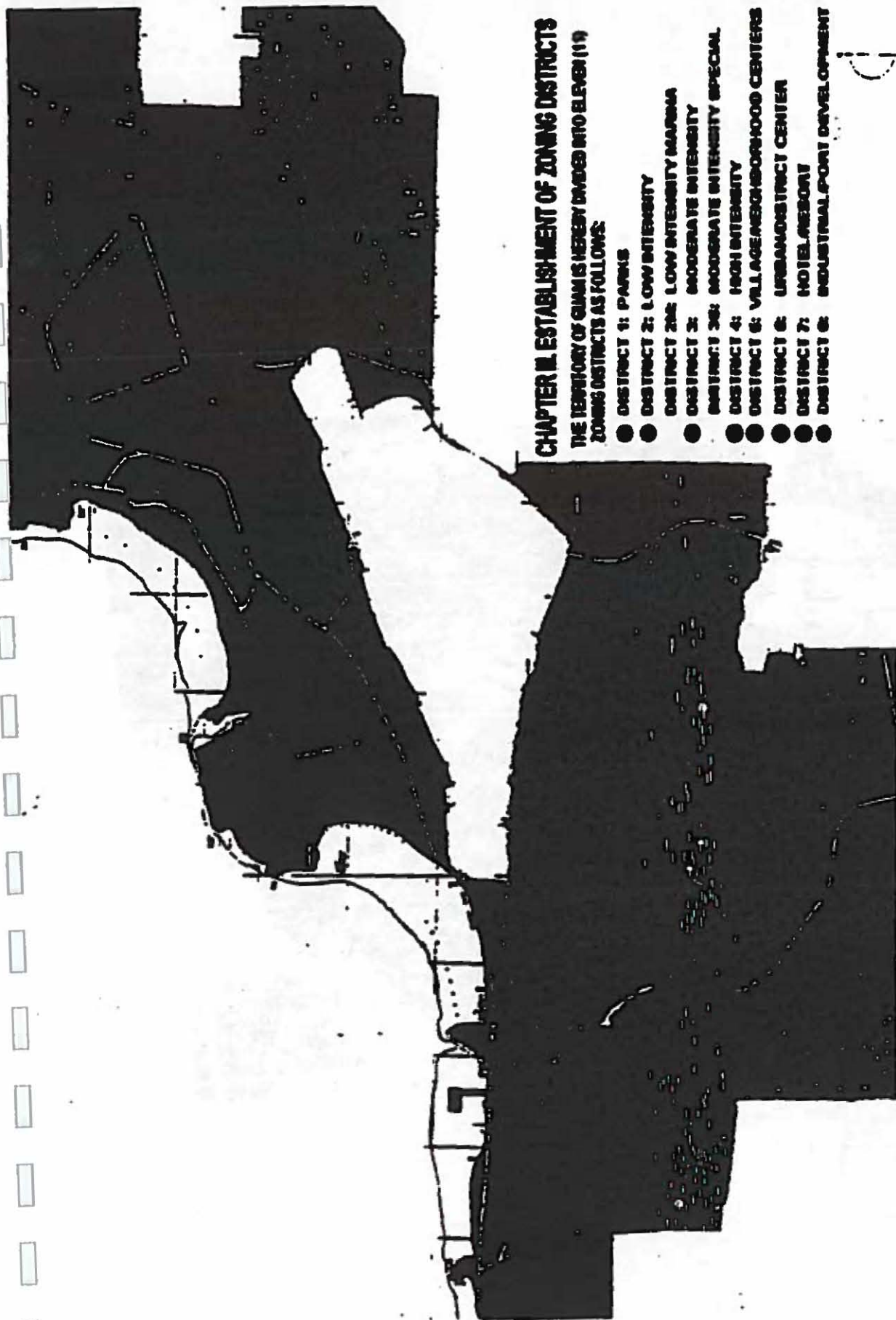
PROPOSED BASE DISPOSAL	
AREA	ACREAGE
NAVY RETENTION AREA (Other Housing)	68
GUAM INTERNATIONAL AIRPORT	1471
COMMUNITY WEUSE	268
TOTAL	1827
EASEMENTS TO GUAM INTERNATIONAL AIRPORT	204

NOTE: LAND AREA ROUNDED TO THE NEAREST ACRES.

Table 1

Figure 8 Existing Land Use Map





CHAPTER III. ESTABLISHMENT OF ZONING DISTRICTS
THE TERRITORY OF QUINN IS HEREBY DIVIDED INTO ELEVEN (11)
ZONING DISTRICTS AS FOLLOWS:

- DISTRICT 1: PARKS
- DISTRICT 2: LOW INTENSITY
- DISTRICT 2M: LOW INTENSITY MARINA
- DISTRICT 3: MODERATE INTENSITY
- DISTRICT 3B: MODERATE INTENSITY SPECIAL
- DISTRICT 4: HIGH INTENSITY
- DISTRICT 5: VILLAGE/NEIGHBORHOOD CENTERS
- DISTRICT 6: URBAN/DISTRICT CENTER
- DISTRICT 7: HOTEL/RESORT
- DISTRICT 8: INDUSTRIAL/PORT DEVELOPMENT

Figure 3 Proposed Tano-Ta Land Use Map

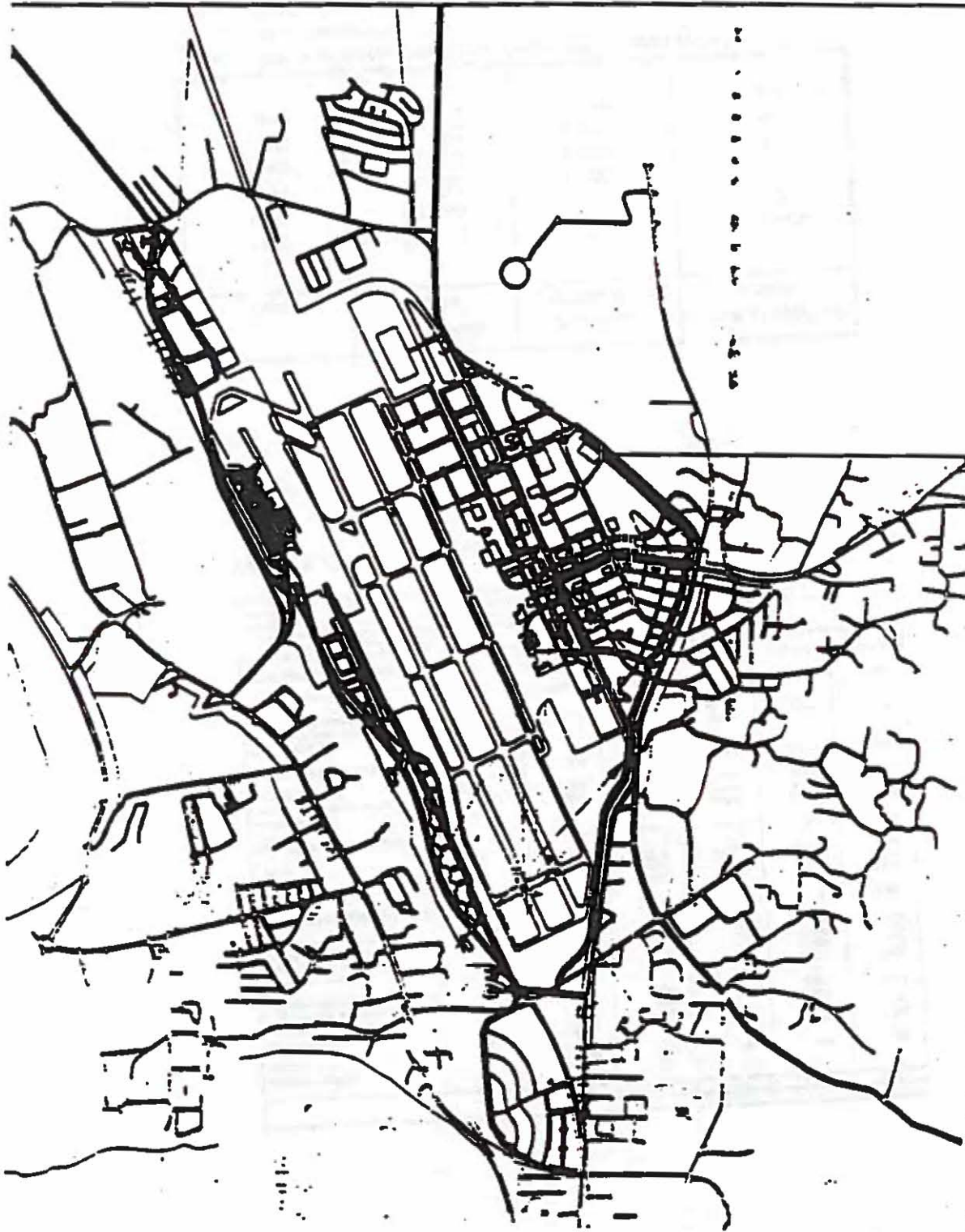
Table 3 Labor Statistics
 Current Labor Force Survey
 Source: Guam Department of Labor, Bureau of Labor Statistics.
 Note: Data includes civilian nonmilitary population 16 years of age and older, but excludes non-migrant aliens and civilians living with military organizations or in military housing. Individuals with one or more jobs or dual jobs are counted once.
 Note: Totals for December for the years 1989 through 1993
 As of March 1994

Year	Total Labor Force	Number Unemployed	Unemployment Rates
1989	38,410	1,010	2.6%
1990	40,560	760	1.9
1991	46,960	1,450	3.1
1992	48,740	2,060	4.2
1993	47,030	2,820	6.0
1994 ^{III}	46,970	3,170	6.7

Table 4 Civilian Employment in Guam

Source: Bureau of Economic Development, Department of Labor, Bureau of Labor Statistics, Current Labor Force Survey, 1989-1993. Data are in thousands unless otherwise indicated.

Year	1989	1990	1991	1992	1993	1994
PRIVATE SECTOR						
Agriculture	200	200	200	200	200	200
Manufacturing	1,500	1,500	1,500	1,500	1,500	1,500
Construction	8,500	8,500	8,500	8,500	8,500	8,500
Retail Trade	12,000	12,000	12,000	12,000	12,000	12,000
Food and Beverage	400	400	400	400	400	400
Transportation and Public Utilities	2,500	2,500	2,500	2,500	2,500	2,500
Health Services	1,000	1,000	1,000	1,000	1,000	1,000
Education	1,500	1,500	1,500	1,500	1,500	1,500
Social Services	1,000	1,000	1,000	1,000	1,000	1,000
Professional, Scientific, and Management	2,000	2,000	2,000	2,000	2,000	2,000
Services	10,000	10,000	10,000	10,000	10,000	10,000
Arts, Entertainment, and Recreation	1,000	1,000	1,000	1,000	1,000	1,000
Total Private Sector	38,410	40,560	46,960	48,740	47,030	46,970
GOVERNMENT						
Federal Government	1,000	1,000	1,000	1,000	1,000	1,000
State Government	1,000	1,000	1,000	1,000	1,000	1,000
Local Government	1,000	1,000	1,000	1,000	1,000	1,000
Total Government	3,000	3,000	3,000	3,000	3,000	3,000
TOTAL EMPLOYMENT	41,410	43,560	50,000	51,740	50,030	50,000



EXISTING
ROADS PLAN



**DUELL &
ASSOCIATES**

Figure 7 Existing Roads Plan

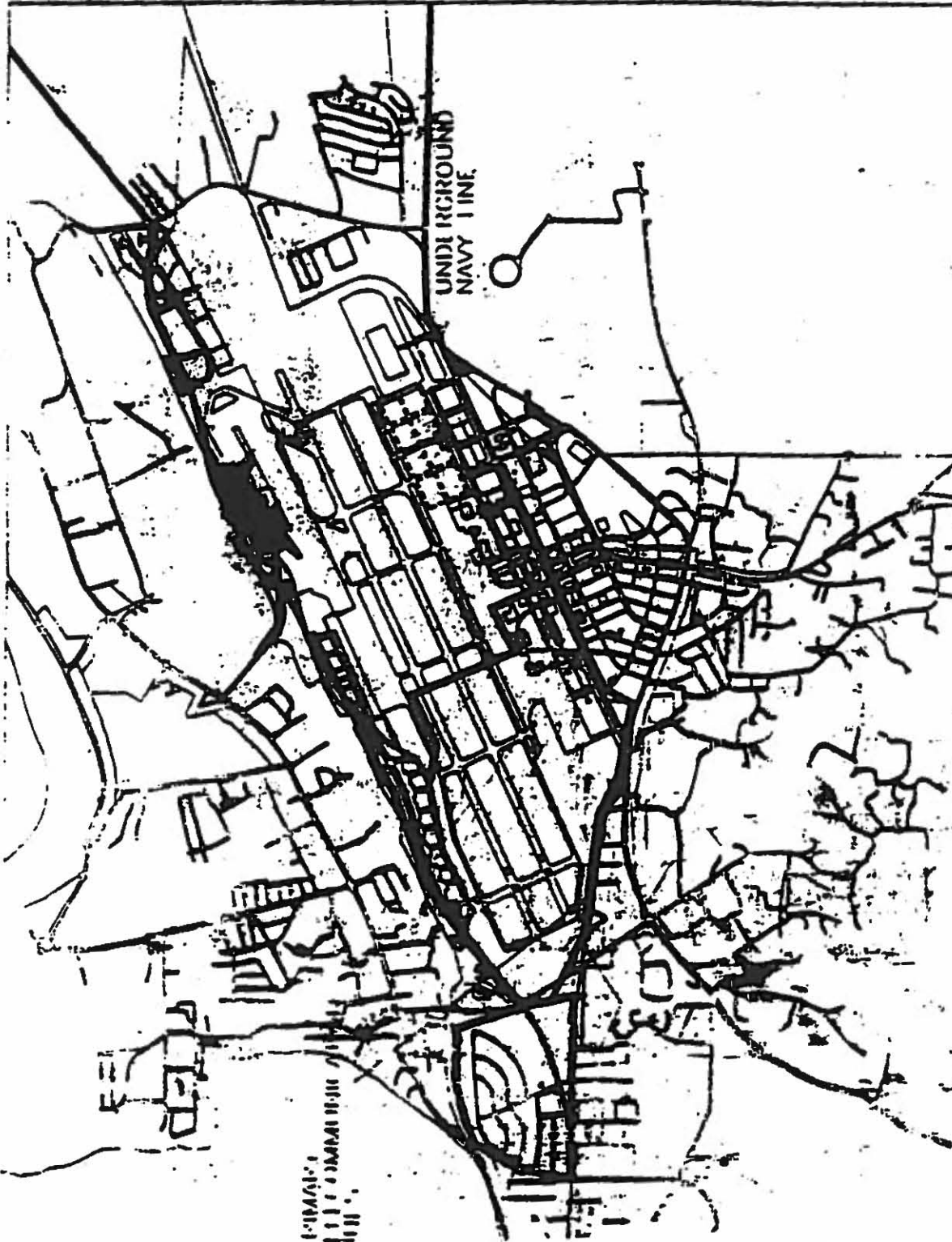


Figure 10 Existing Telecommunications Plan

**PUGH &
ASSOCIATES**

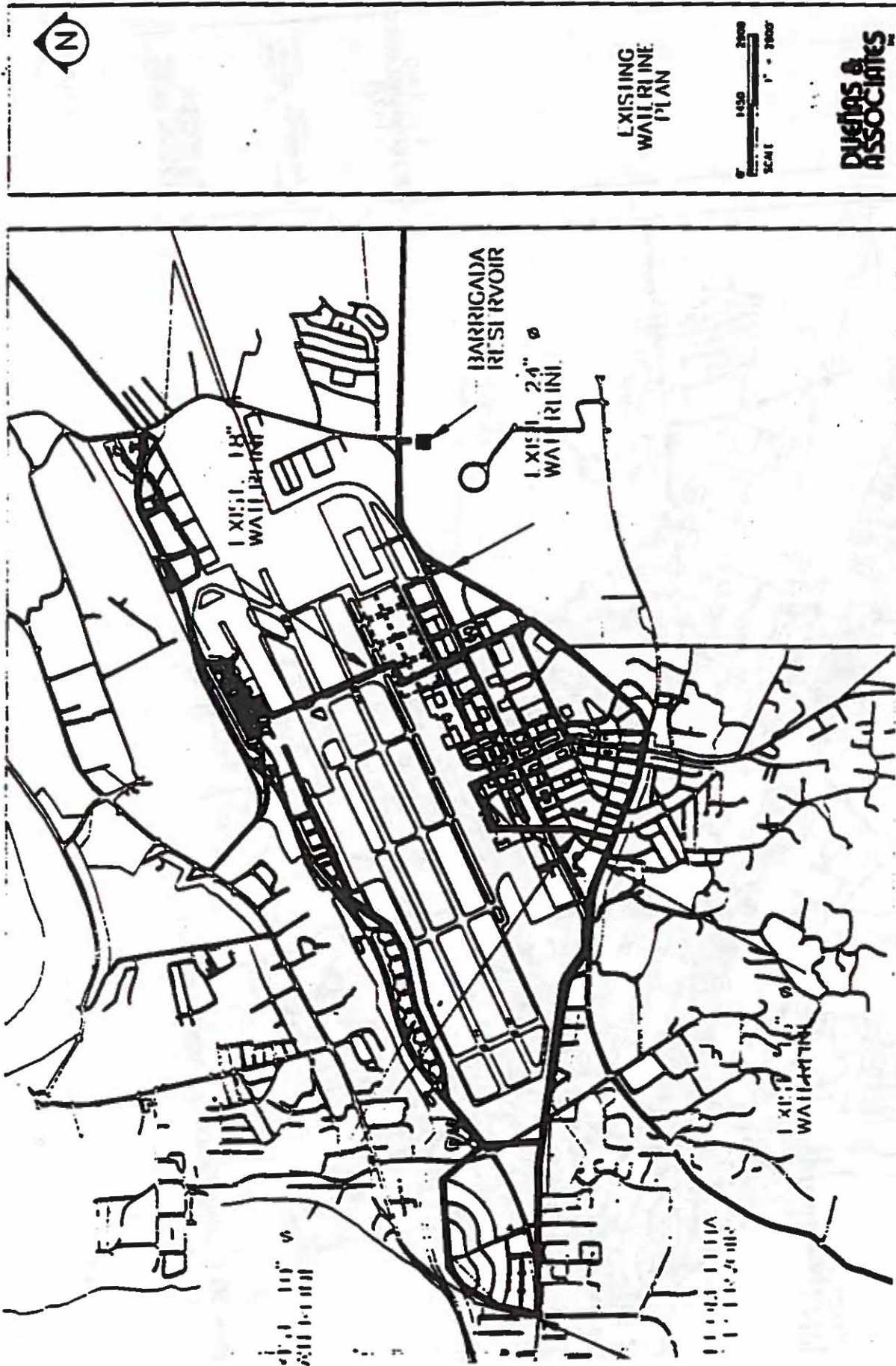


Figure 3 Existing Water Line Plan



**EXISTING
SANITARY
SEWER PLAN**

1450 2000
SCALE: 1" = 100'

**DUELLAS &
ASSOCIATES**

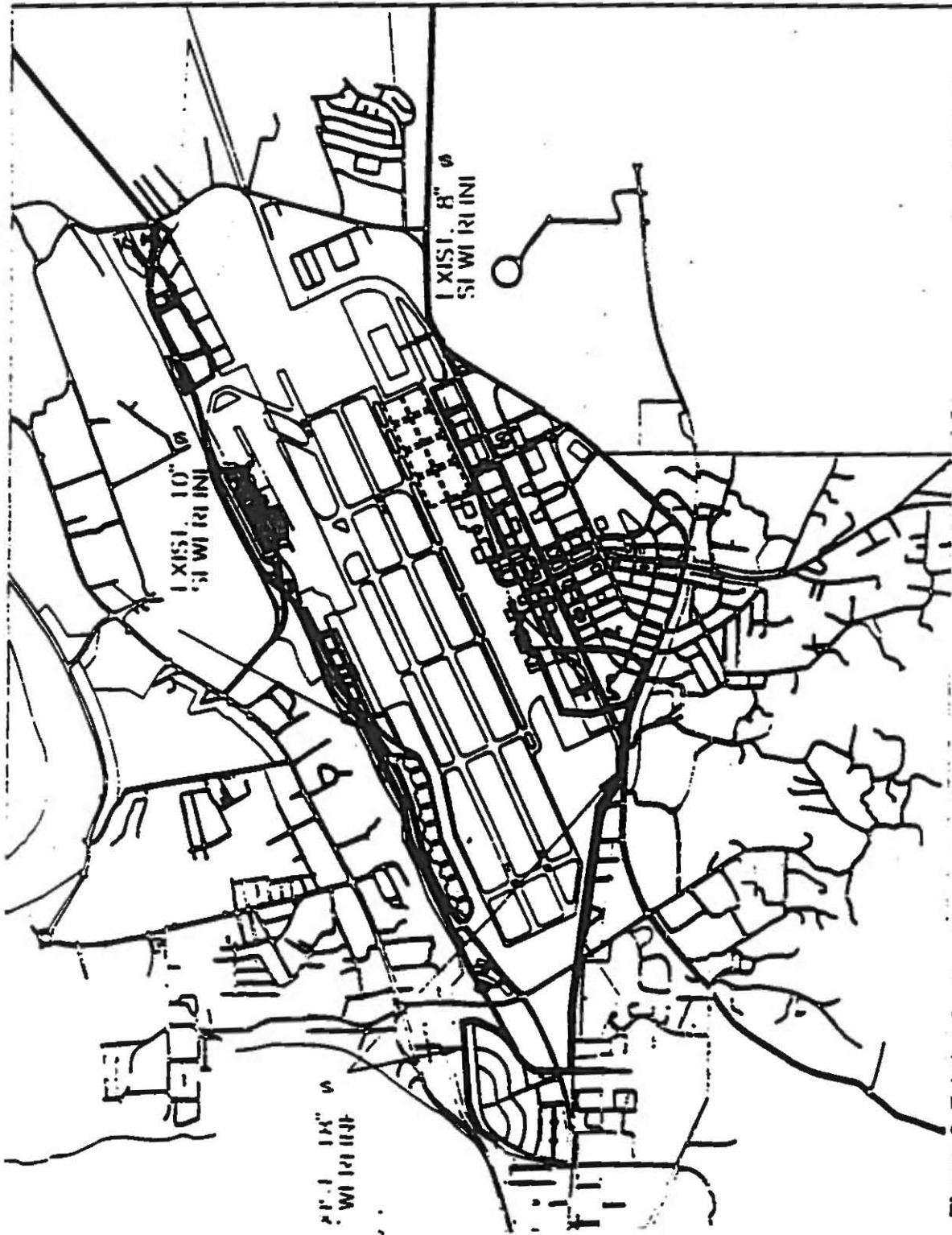
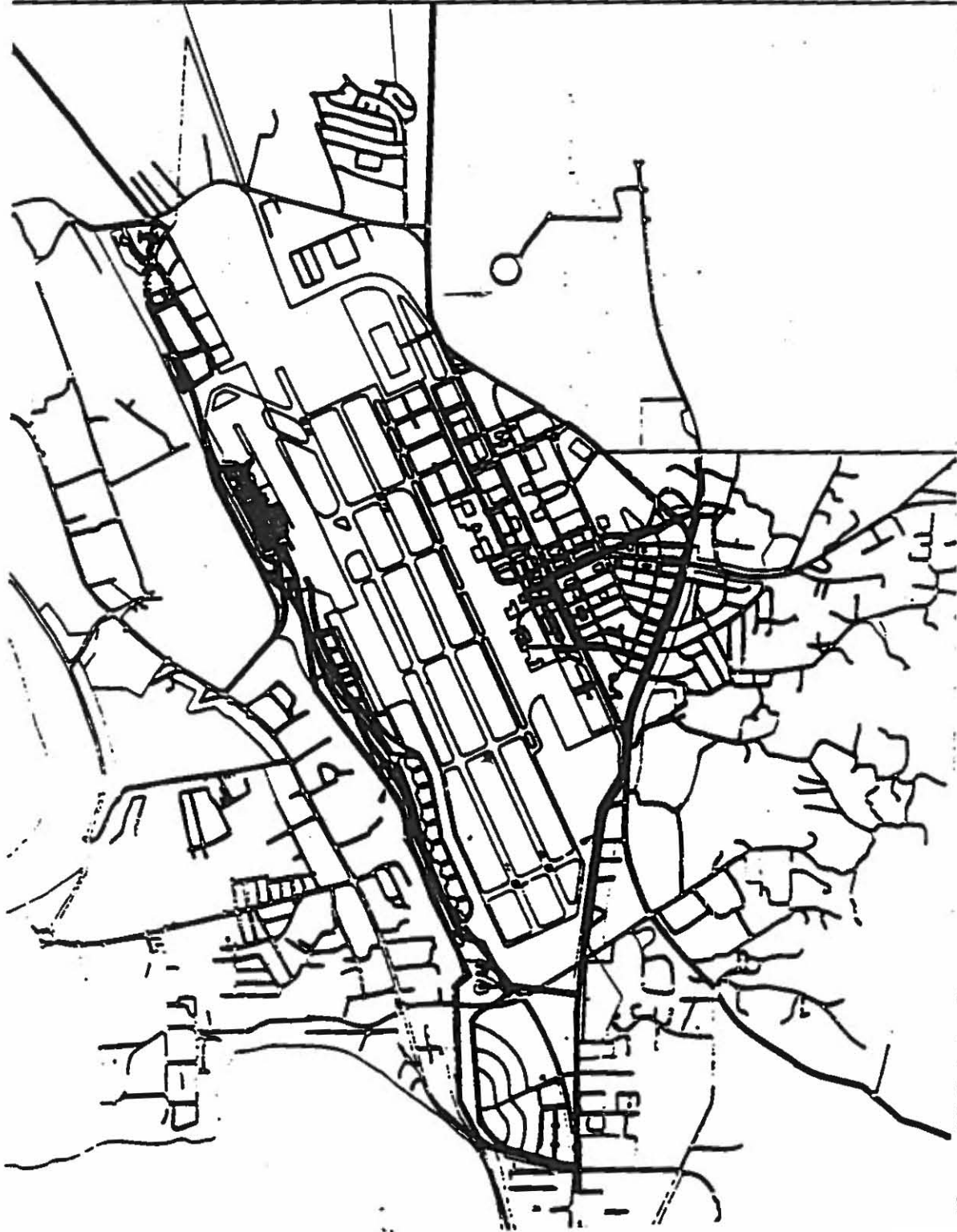


Figure 3 Existing Sanitary Sewer Plan



EXISTING
ELECTRICAL
PLAN

0 1000 2000
SCALE 1" = 200'

DUEHNAS &
ASSOCIATES

Figure 9 Existing Electrical Plan



EXISTING
TELECOMMUNICATION
PLAN



**DUELLAS &
ASSOCIATES**

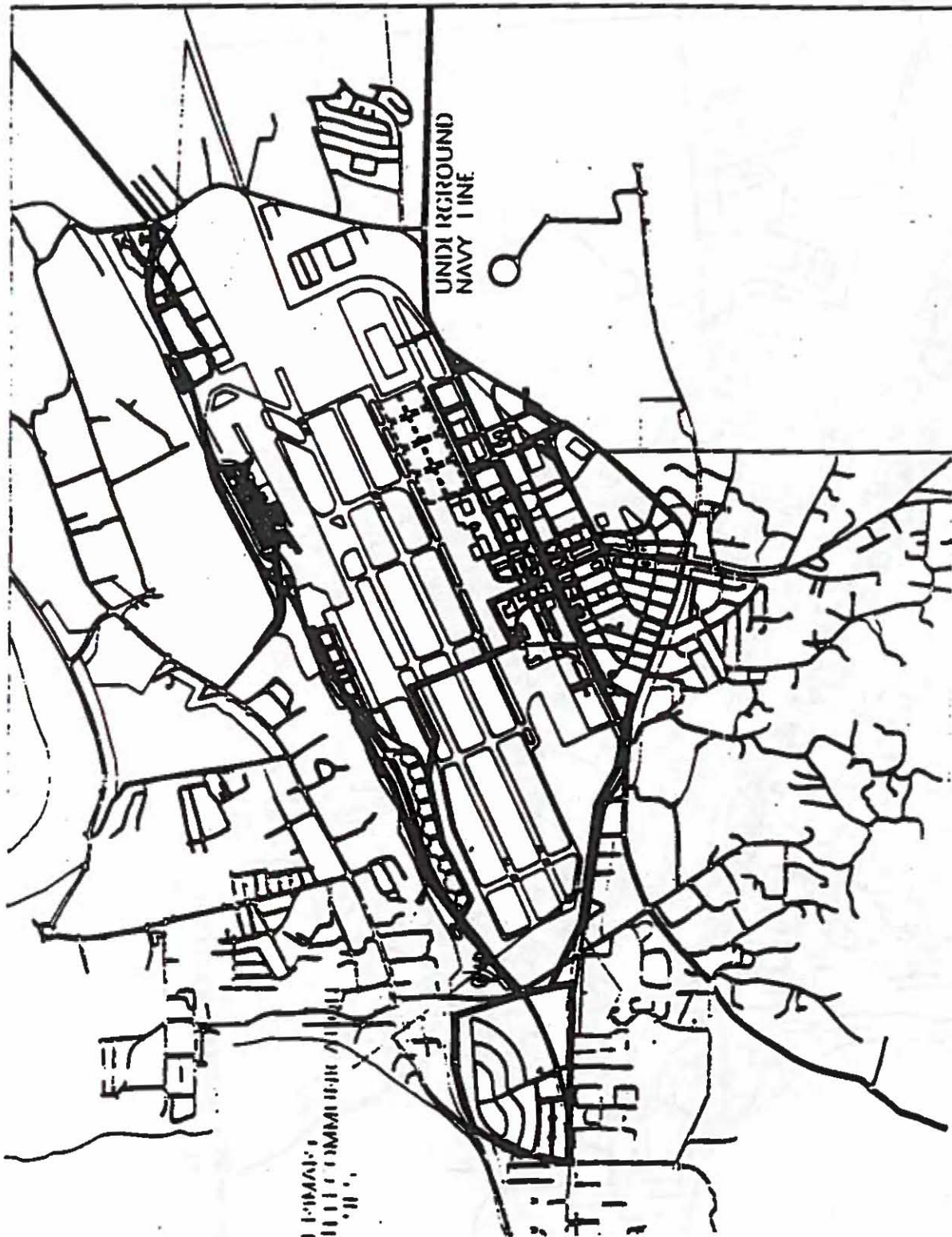


Figure 10 Existing Telecommunication Plan

POTENTIAL HAZARDOUS WASTE SITES AT NAS AGANA					
Site Number	Description	PAVE	U	Findings	Final Determination
IRP-01	Sanitary Landfill	X	X	Soil and Ground-water contamination	RI in progress
IRP-02	Drainage Basin Holding Pond	X	X	Soil and Ground-water contamination	RI in progress
POI-01	Former and Current Tank Farms	X		Potential Contamination	RI in planning
POI-02	Tank Farm Hazardous Waste Storage Areas	X		Potential Contamination	RI in planning
POI-03	Former Aircraft Graveyard	X		Potential Contamination	RI in planning
POI-04	Test Cells	X		Potential Contamination	RI in planning
POI-05	Former Hobby Shop #4	X		Potential Contamination	RI in planning
POI-06	GSE Maintenance Facility	X		Potential Contamination	RI in planning
POI-07	HC-5 Drainage	X		Potential Contamination	RI in planning
POI-08	Disposal Area Behind CB Facility	X		Potential Contamination	RI in planning
POI-09	Former Go Cart Track	X		Potential Contamination	RI in planning
POI-10	Former Fire Fighting Training Pits	X		Potential Contamination	RI in planning
POI-11	Former Core PW Dump	X		Potential Contamination	RI in planning
POI-12	Former Plane Wash Area	X		Potential Contamination	RI in planning
POI-13	Armory Airplane Disposal Area	X		Potential Contamination	RI in planning
POI-14	Former Pistol Range	X		Potential Contamination	RI in planning
POI-15	PWC Storage Area	X		Potential Contamination	
POI-16	PWC Guam Boiler Plant	X		Potential Contamination	
POI-17	SCE Hazardous Waste Storage Area	X		Potential Contamination	
POI-18	VQ-5/ Interceptor Drainage	X		Potential Contamination	
POI-19	PWC Guam Vehicle Maintenance Repair Shop	X		Potential Contamination	
POI-20	PWC Guam Gas Station	X		Potential Contamination	
POI-21	Former Operations Area North of Runway	X		Potential Contamination	

Table VI-D-1 (from Ogden 1994a)

ble 4 Potential Hazardous Waste Sites at NAS Agana

Map of the
Boundary

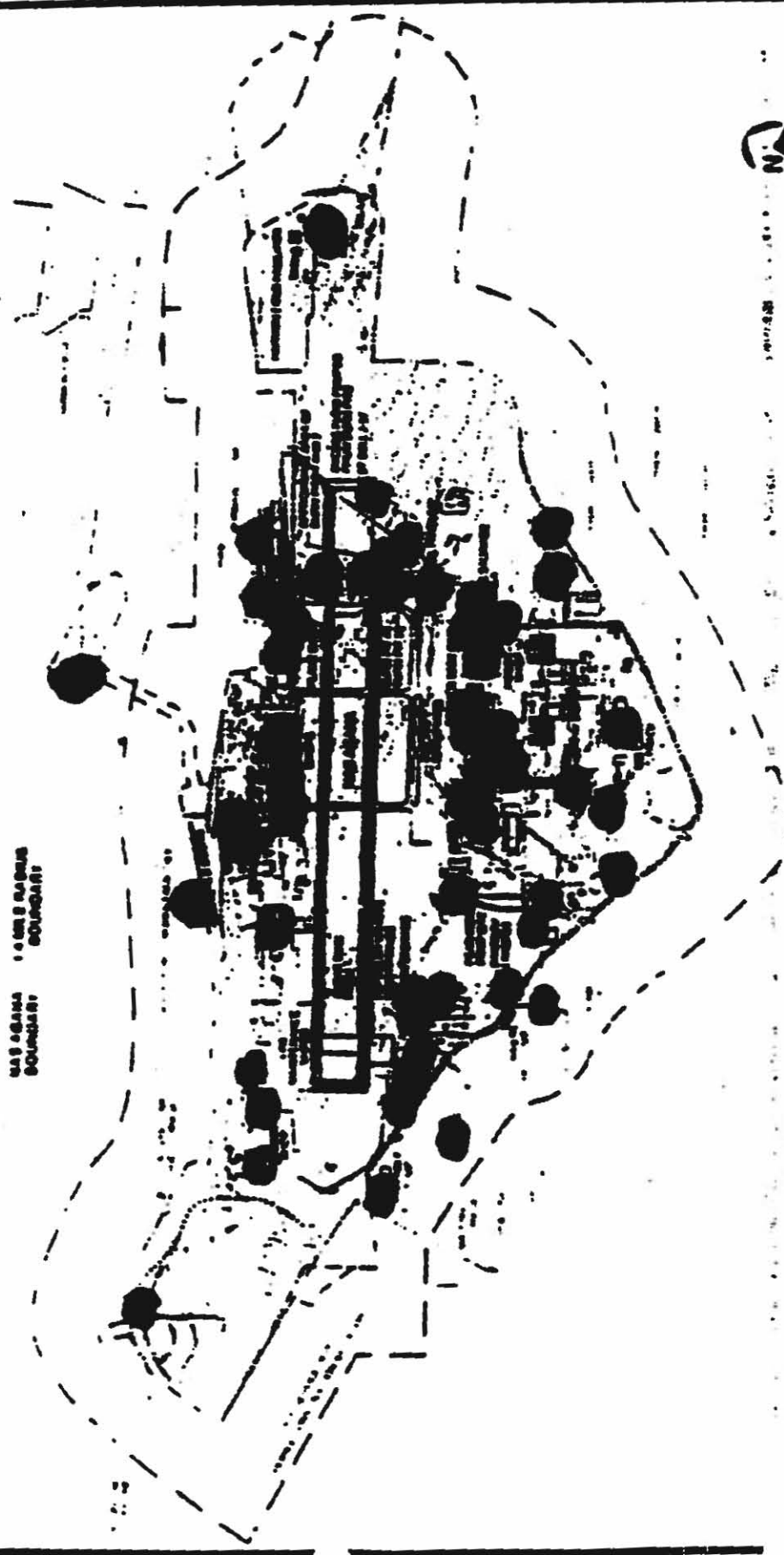


Figure 15 Map Showing Environmental "Hot Spots"

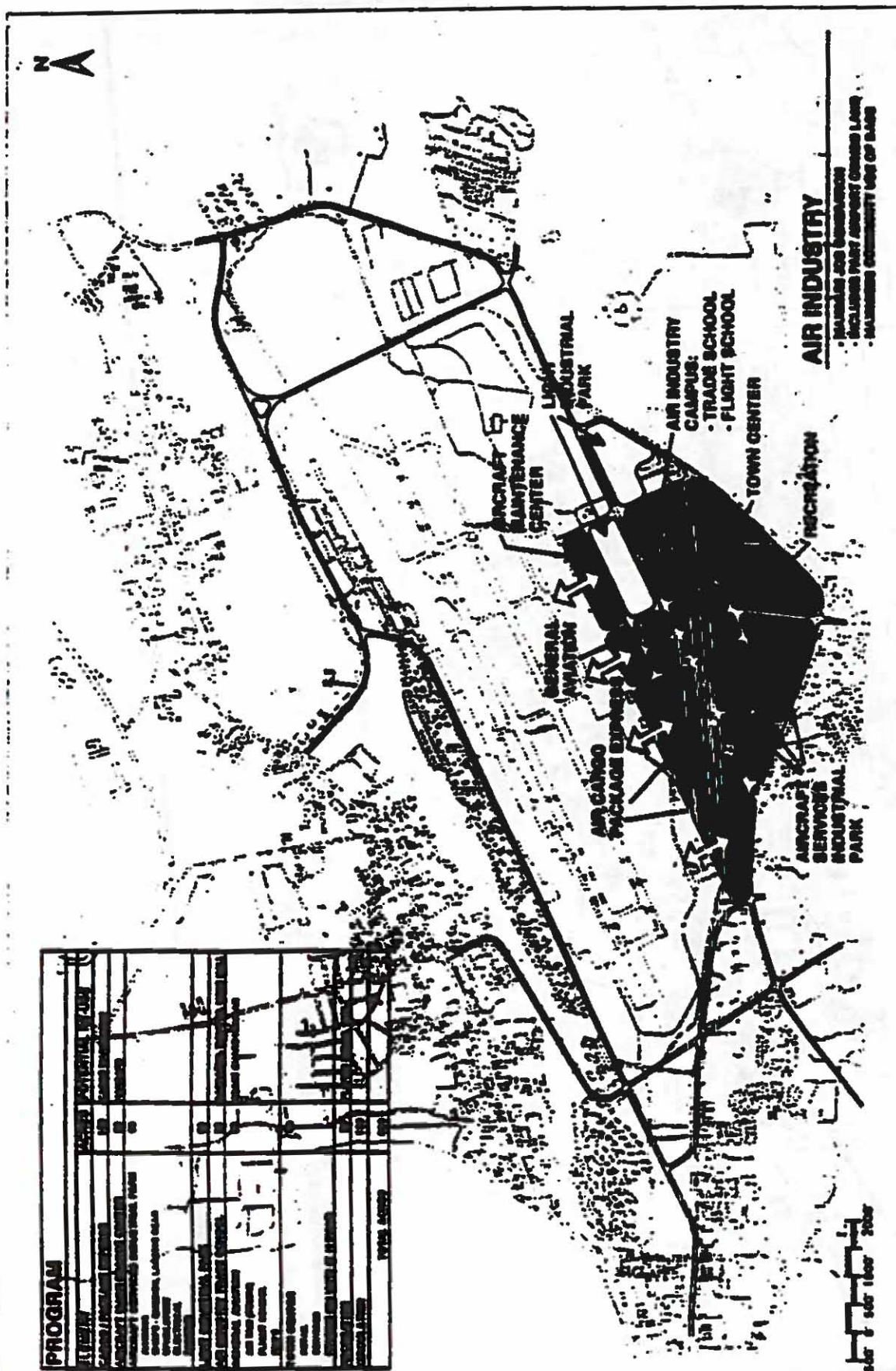


Figure 2 Land Use Opportunity: Air Industry

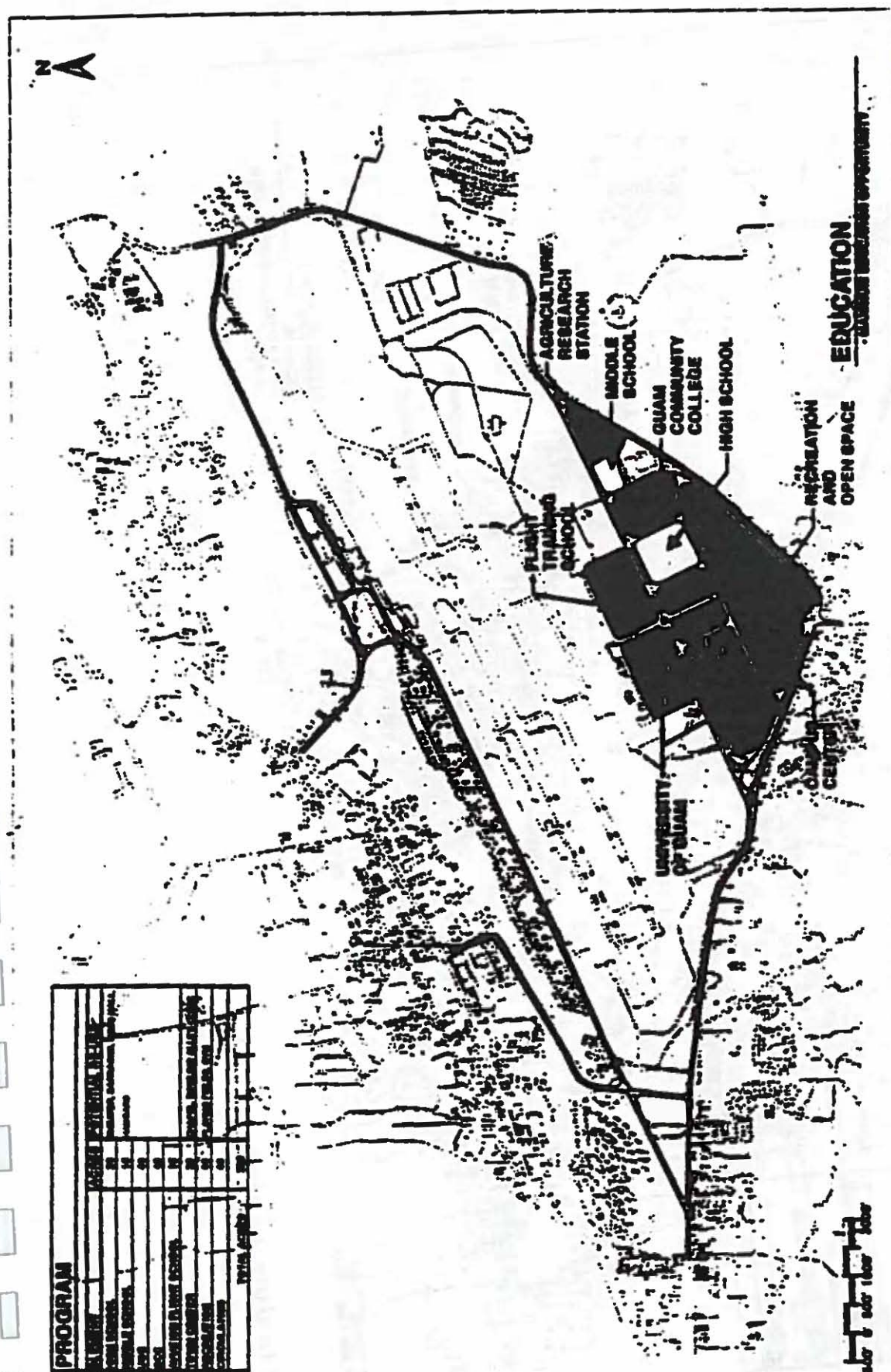


Figure 14 Land Use Opportunity: Education

PROGRAM		LANDS POTENTIAL VALUE	
ELEMENT	DESCRIPTION	VALUE	PERCENT
GOVERNMENT CENTER	GOVERNMENT CENTER	100	100
RECREATION	RECREATION	100	100
INSTITUTIONAL	INSTITUTIONAL	100	100
RESIDENTIAL	RESIDENTIAL	100	100
COMMERCIAL	COMMERCIAL	100	100
INDUSTRIAL	INDUSTRIAL	100	100
OPEN SPACE	OPEN SPACE	100	100
UNDEVELOPED	UNDEVELOPED	100	100
TOTAL	TOTAL	1000	1000

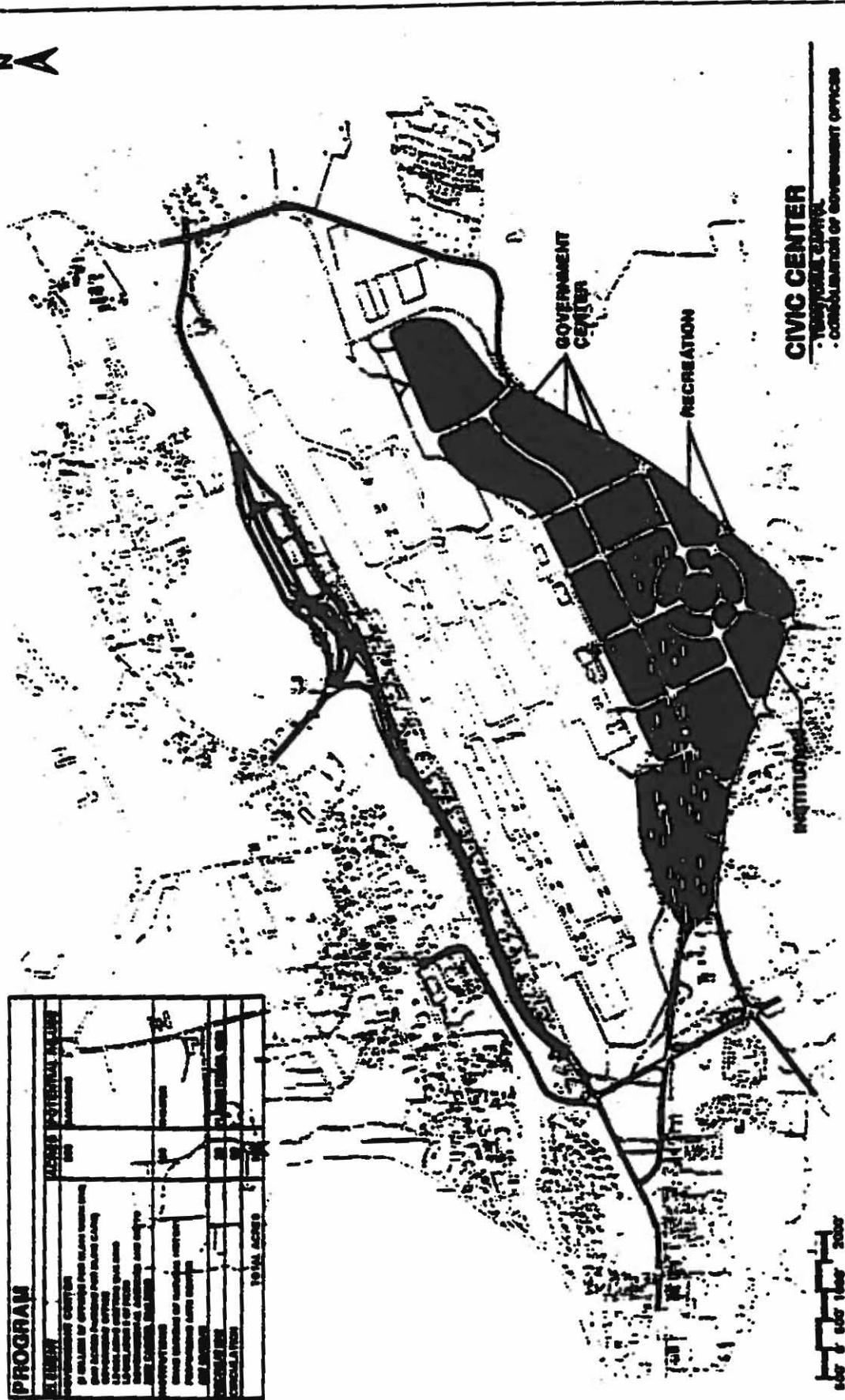


Figure 5 Land Use Opportunity: Civic Center

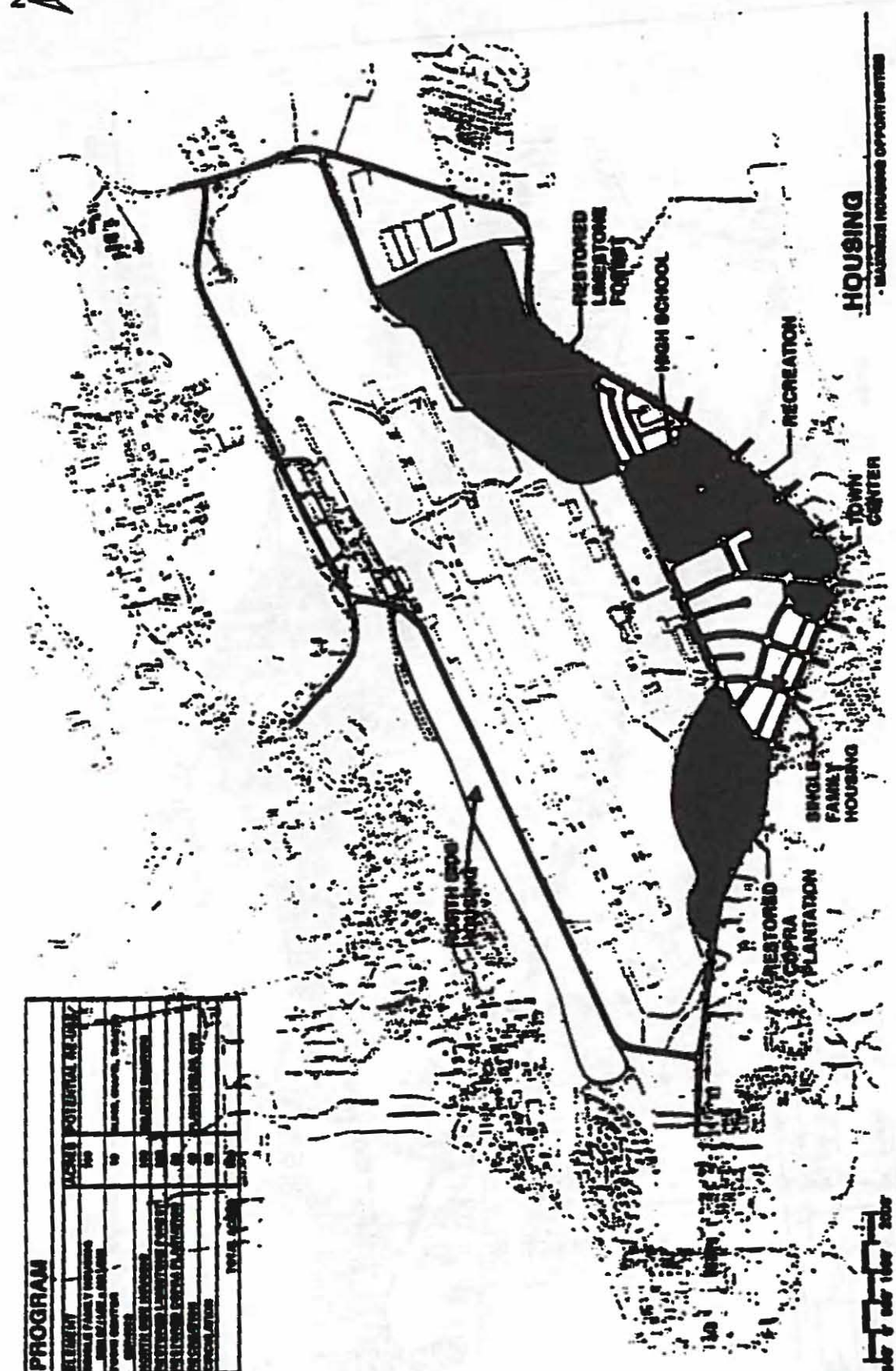
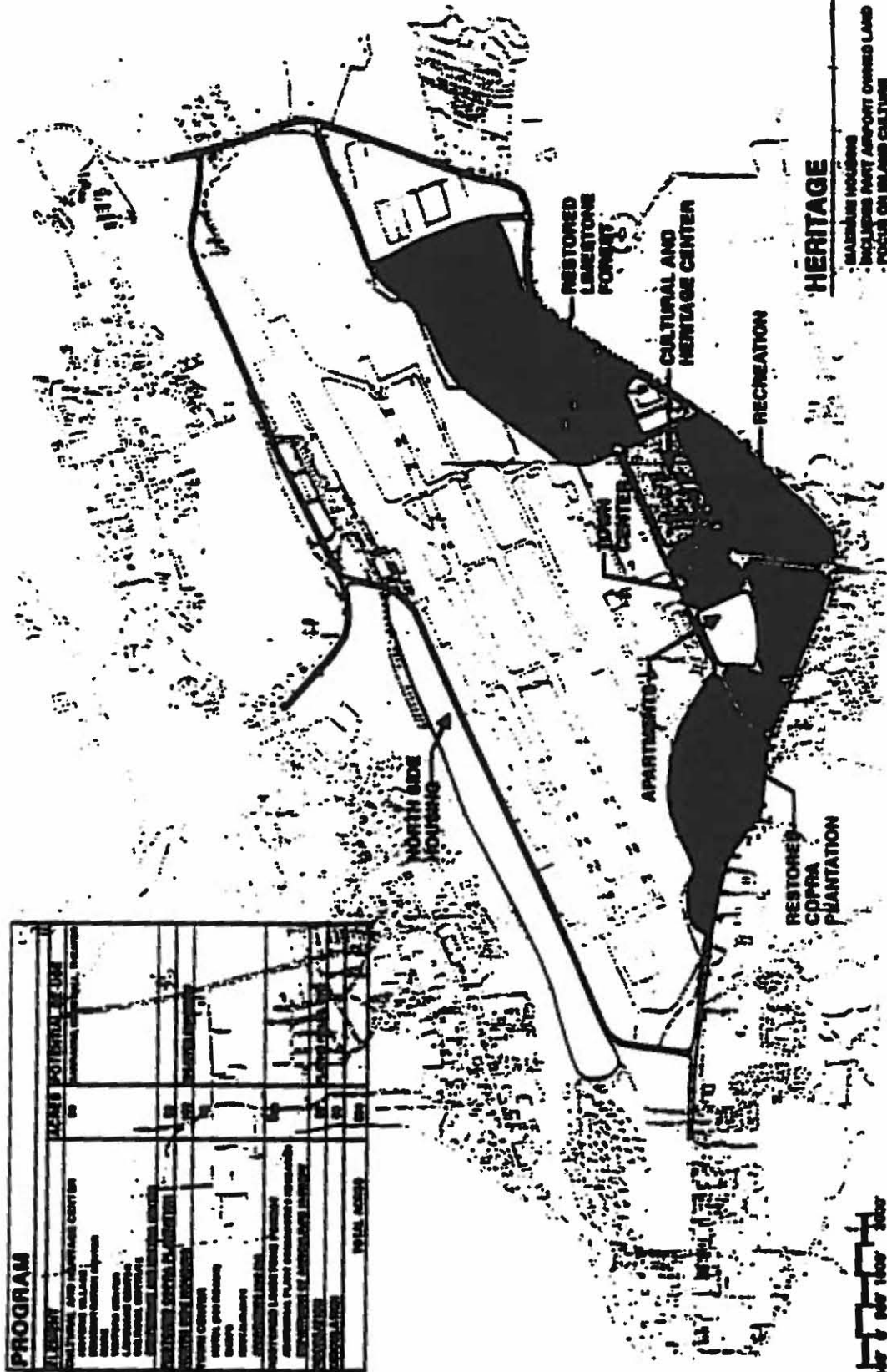


Figure 16 Land Use Opportunity: Housing

N

PROGRAM	ACRES	POTENTIAL USE
CULTURAL AND HERITAGE CENTER	10	RESTORED LIMESTONE POWER PLANT
RECREATION	10	RESTORED LIMESTONE POWER PLANT
APARTMENTS	10	RESTORED LIMESTONE POWER PLANT
RESTORED CYPRESS PLANTATION	10	RESTORED LIMESTONE POWER PLANT
JOHN CENTER	10	RESTORED LIMESTONE POWER PLANT
NORTH SIDE HOUSING	10	RESTORED LIMESTONE POWER PLANT
TOTAL ACRES	50	



HERITAGE

- MAXIMIZE HOUSING
- INCLUDE PART AIRPORT OWNED LAND
- FOCUS ON ISLAND CULTURE

Figure 7 Land Use Opportunity: Heritage

POPULATION AND GROSS DOMESTIC PRODUCT

SELECTED ASIAN COUNTRIES

COUNTRY	POPULATION (IN MILLIONS)	PER CAPITA GDP (IN U.S. DOLLARS)	AVERAGE ANNUAL GDP GROWTH 1980-1989	CURRENT ANNUAL GDP GROWTH
Japan	124.3	23,801	4.10%	2.20%
Hong Kong	6	10,938	7.10%	6.10%
Singapore	2.8	10,928	6.40%	7.50%
Taiwan	21	7,343	NA	6.80%
South Korea	44	4,890	9.70%	6.00%
Malaysia	19.1	2,413	5.70%	8.00%
Thailand	60.7	1,438	7.80%	7.50%
Philippines	65.6	782	0.90%	1.10%
Indonesia	189	570	5.50%	7.00%
China	1,191.30	330	9.50%	12.80%

Source: World Development Report 1992; World Bank Far Eastern Economic Review, July 1993 and Bank Negara Report 1993/94

Table 15 Population and Gross Domestic Product of Selected Pacific Rim Countries

APPRAISED VALUE OF REAL ESTATE				
FISCAL YEAR	(Thousands of Dollars)			TOTAL
	LAND	BUILDINGS		
1979	\$1,341,853	\$594,804		\$1,936,657
1980	1,453,796	629,571		2,083,367
1981	1,714,438	822,453		2,536,891
1982	1,148,125	827,530		1,975,655
1983	1,450,128	854,343		2,304,471
1984	1,487,248	835,028		2,322,276
1985	1,134,700	872,350		2,007,050
1986	1,134,688	872,350		2,007,038
1987	1,097,407	1,358,821		2,456,228
1988	1,733,775	1,512,797		3,246,572
COMPOUND ANNUAL GROWTH				
FY 79-83		-1.70%		2.90%
FY 84-88		19.30%		11.60%

Note: Data for FY 1988 through 1993 is not available.

Source: Department of Revenue and Excise, Government of Taiwan

Table 15 Land Values: Appraised Value of Real Estate

Table 8
Visitors During January through July, 1983 - 1994

Source: Guam Visitors Bureau

VISITORS DURING JANUARY THROUGH JULY			
1983-1994			
	1993	1994	PERCENT CHANGE
JANUARY	76,633	84,982	10.90%
FEBRUARY	74,349	108,187	45.90%
MARCH	77,888	102,184	31.80%
APRIL	55,386	60,678	9.50%
MAY	66,237	75,618	15.90%
JUNE	65,786	79,308	20.80%
JULY	78,625	92,033	21.70%
TOTAL	480,884	624,000	27.20%

Table 7
Tourism: Visitors to Guam

Source: Guam Visitors Bureau

VISITORS TO GUAM		
1983-1994		
YEAR	VISITOR ARRIVALS	PERCENT CHANGE
1983	351,087	
1984	368,320	5.00%
1985	377,941	2.90%
1986	407,061	7.70%
1987	483,856	18.90%
1988	585,789	21.00%
1989	668,827	14.20%
1990	780,404	16.70%
1991	737,280	-5.50%
1992	876,742	18.90%
1993	784,018	-10.60%

VISITOR ARRIVALS BY COUNTRY

1989-1993

COUNTRY	1989	1990	1991	1992	1993	5 YEAR AVERAGE	PERCENT
Japan	555748	637569	582270	676659	549343	600318	0.78
Korea	4514	7645	19008	39121	68604	27778	0.038
United States	42878	51544	50258	59558	61189	53041	0.069
CNMI	22990	30489	27860	24291	28455	28413	0.034
Taiwan	968	2189	8574	12443	23582	9547	0.012
Philippines	3980	4424	5484	8189	7814	5894	0.008
Hong Kong	1990	2161	3019	8808	6613	4478	0.008
Australia	5194	7784	6040	6660	4404	6016	0.008
Europe	2793	2843	1998	2643	2278	2471	0.003
Canada	715	855	839	884	726	724	0.001
Other	17414	22793	23572	24038	24047	22373	0.029
Subtotal Air	658962	769876	728722	863094	775115	759154	0.997
Subtotal Sea	9865	10528	8538	13648	8903	10296	0.013
TOTAL	668827	780404	737260	876742	784018	769450	1

Source: Guam Visitors Bureau

Table 9 Visitor Arrivals by Country

JAPANESE TRAVEL TO GUAM

1989-1994

YEAR	OVERSEAS TRAVEL	GUAM SHARE	PERCENT
1989	9662572	558748	0.058
1990	10997431	637529	0.058
1991	10533777	582270	0.055
1992	11788699	664801	0.056
1993	11933820	648343	0.049
1994 (1)	N/A	388597	0.046

(1) Year-to-date, through July

Source: Japan National Tourist Organization; Guam Visitors Bureau

Table 10 Japanese Travel to Guam

KOREAN TRAVEL TO GUAM

1989-1994

YEAR	OVERSEAS TRAVEL	GUAM SHARE	PERCENT
1989	1,213,112	4,514	0.40%
1990	1,560,923	7,645	0.50%
1991	1,856,018	19,008	1.00%
1992	2,043,298	39,121	1.90%
1993	2,418,930	68,604	2.80%
1994 (1)	N/A	55,202	2.80%

(1) Year-to-date, through July

Source: Guam Visitors Bureau

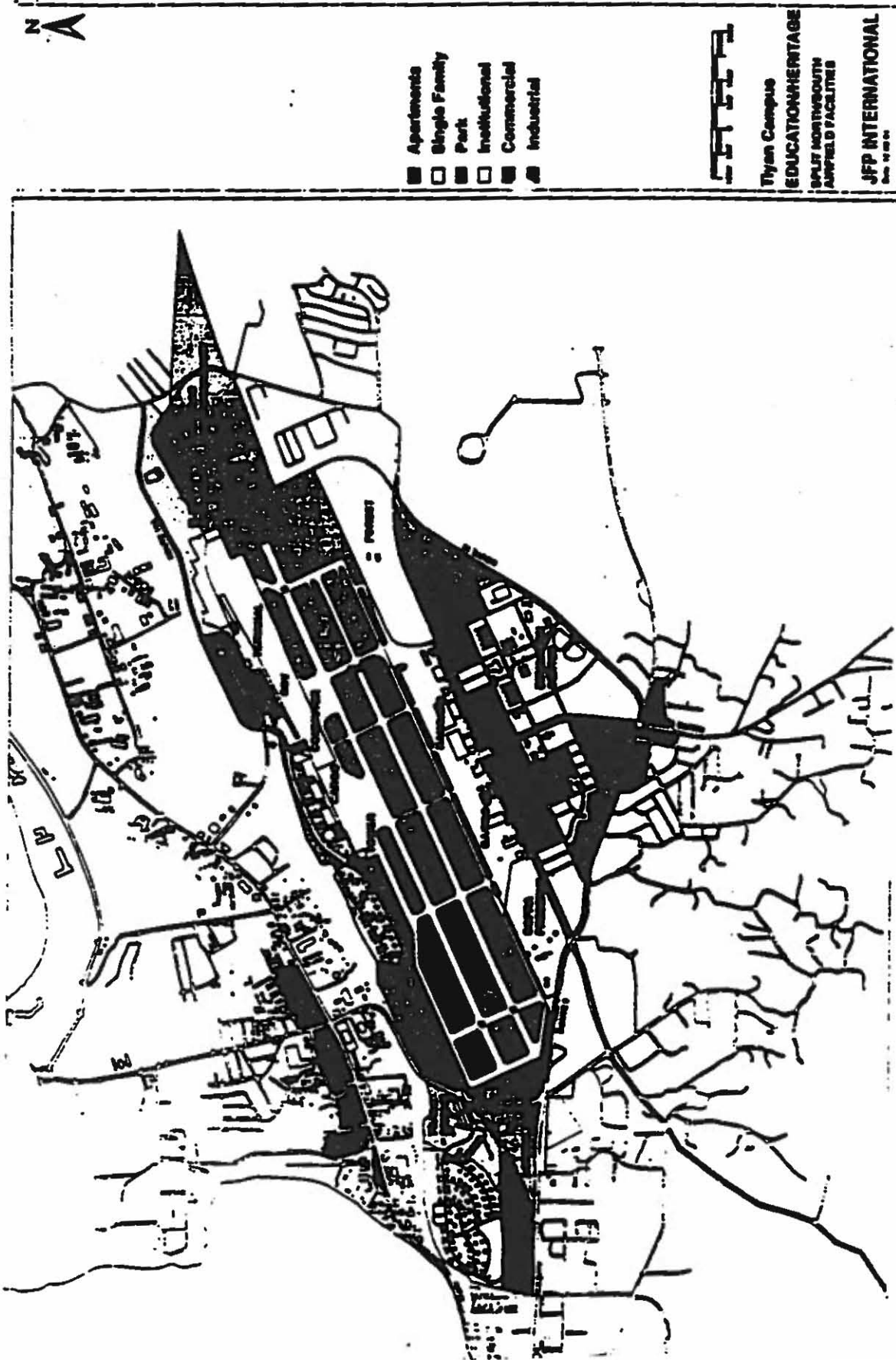
Table 11 Korean Travel to Guam

TAWANESE TRAVEL TO GUAM			
1989-1994			
YEAR	OVERSEAS TRAVEL	GUAM SHARE	PERCENT
1989	2,108,018	4,514	0.20%
1990	2,942,316	2,189	0.10%
1991	3,688,076	8,574	0.20%
1992	4,214,734	12,443	0.30%
1993	4,854,436	21,562	0.50%
1994(1)	N/A	23,240	0.50%
(1) Year-to-date, through July			
Source: Tourism Agency of Transportation and Communications, Republic of China and Guam			

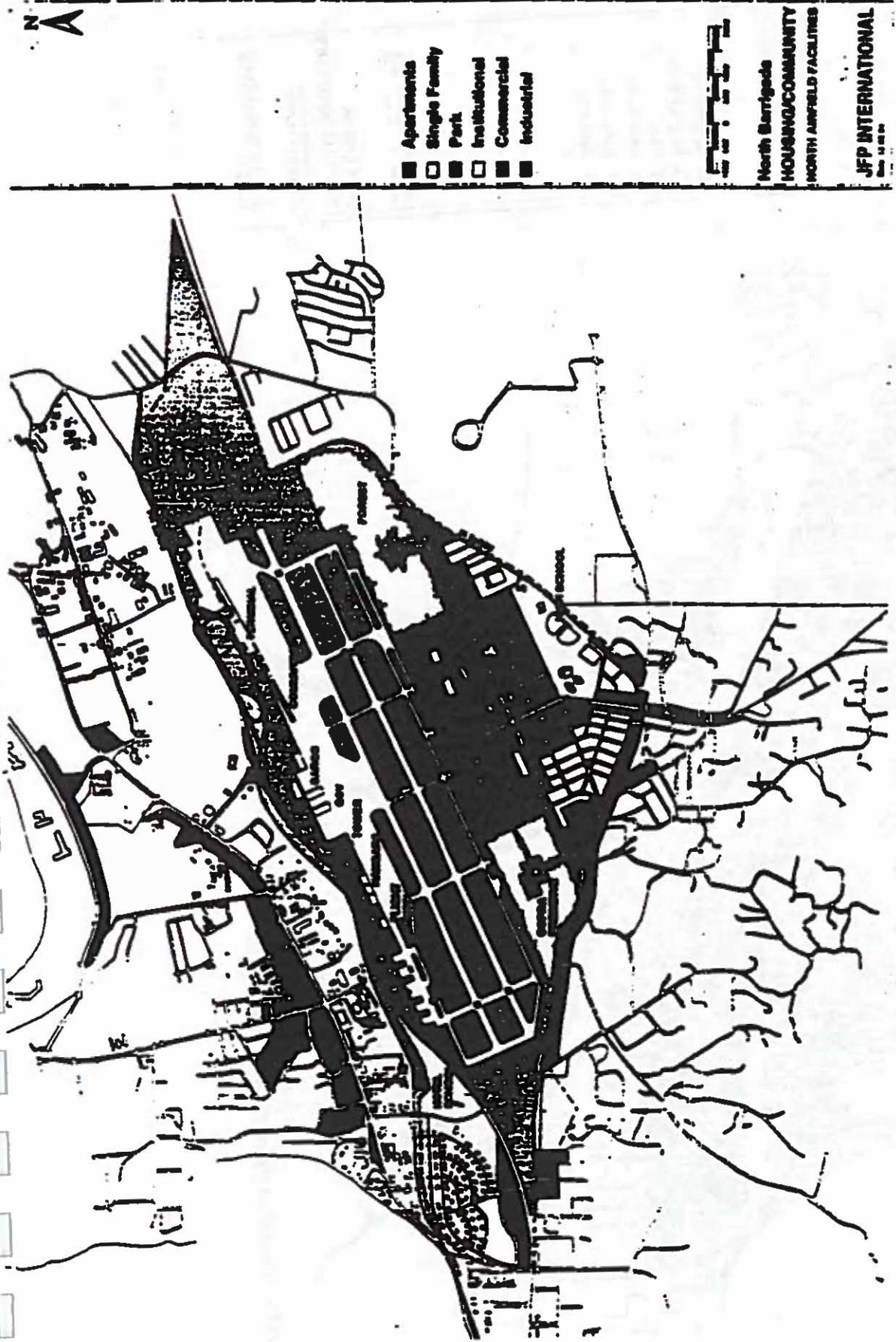
Table 8 Taiwanese Travel to Guam

HOTEL ROOM INVENTORY, OCCUPANCY AND TAXES			
1985-1993			
YEAR	HOTEL ROOMS	OCCUPANCY RATE	OCCUPANCY TAXES COLLECTED
1983	2819	0.87	302800
1984	2864	0.84	3501940
1985	2891	0.82	4061467
1986	3248	0.87	4533812
1987	3864	0.88	5730243
1988	3839	0.84	6625854
1989	4133	0.9	11774343
1990	4865	0.89	14800903
1991	5894	0.79	15800882
1992	6218	0.71	1822800
1993	8161	0.61	14670568
Source: Government of Guam, Department of Commerce, Economic Development and Planning			

Table 9 Hotel Room Inventory, Occupancy and Taxes



irel8 Alternative Plan: Education/Heritage



Economic Development

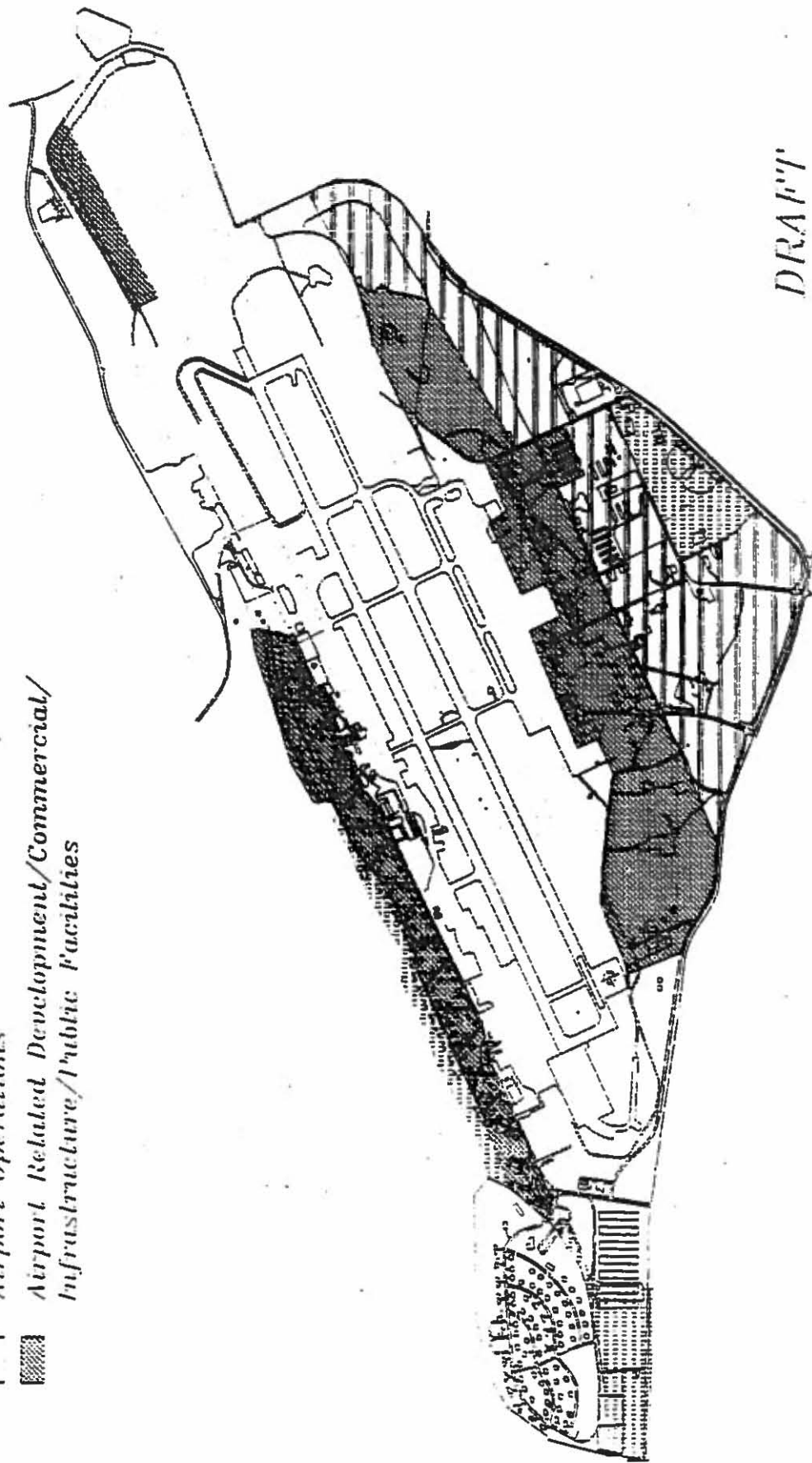
Features

*Recreation (Parks, Olympic Village,
Arts Center)*

Arts Center

Stoichiometry, Probability

**Airport, Related Development/Commercial/
Infrastructure/Public Facilities**

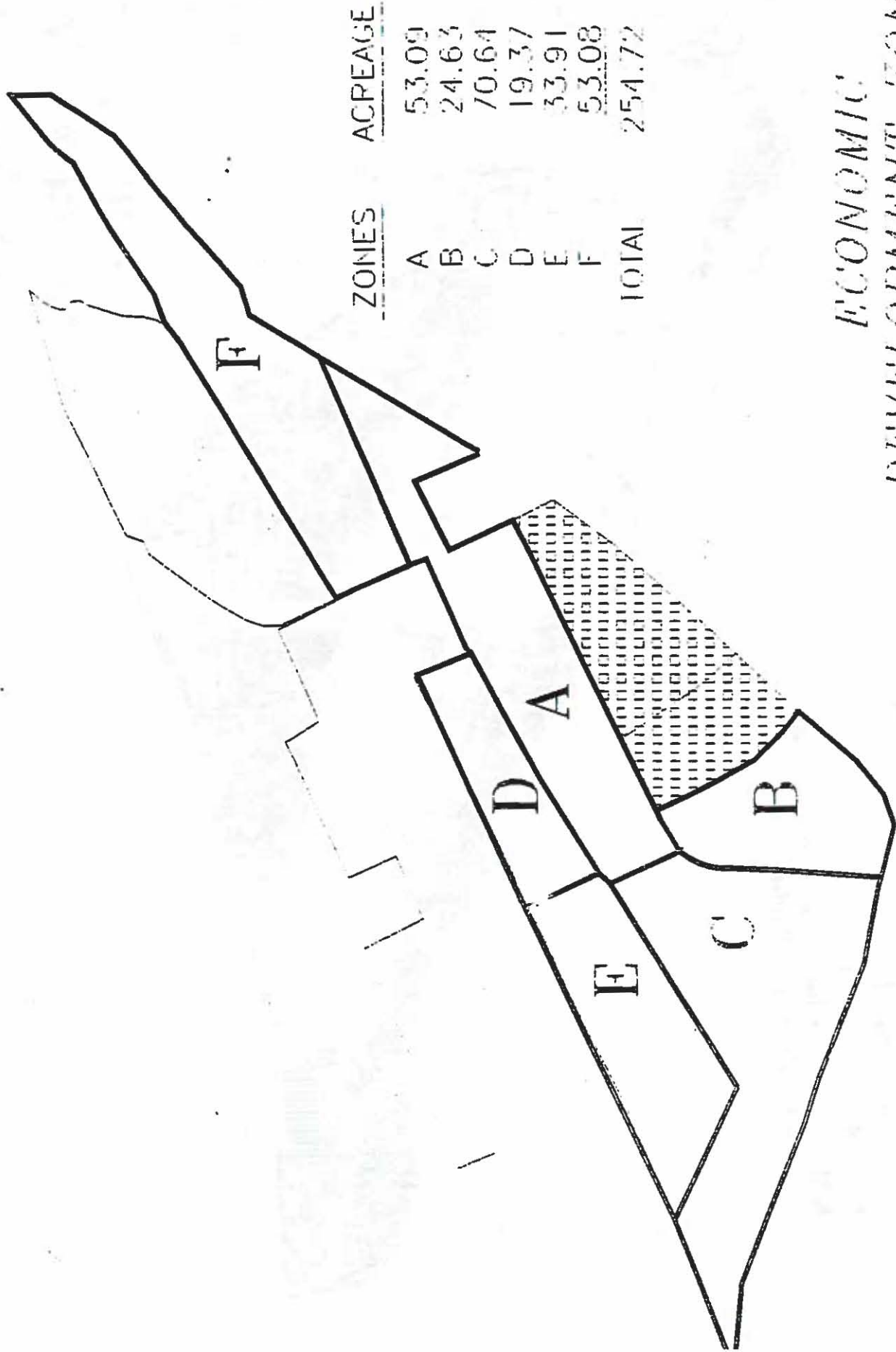


DRAFT

NAIS' BASE

REUSE MASTER PLAN

[illegible]



ECONOMIC
DEVELOPMENT ZONES

FIGURE 22

CRITERIA	Education Heritage	Business/ Industry	Housing/ Community	COMMENTS
1. JOB GENERATION * High Potential to Add to Employment Base	6	20	14	Most Jobs Generated - Higher Score
2. PUBLIC BENEFIT TRANSFER	10	10	7	Maximum Area of PBT - Higher Score
3. INCOME POTENTIAL *	6	20	14	Return of Revenues to both Public and Private Sectors - Higher Score
4. TAX BASE CONTRIBUTION * Increase in Government Revenues	6	20	14	Higher Tax Returns from Development Values, Sales Revenue and Business Taxes - Higher Score
5. AMOUNT OF SUBSIDY Government Assisted Programs Requirements	3	9	5	Requirement for Less Public Investment in Infrastructure or Public Programs - Higher Score
6. ENVIRONMENTAL IMPACTS	9	9	7	Less Impact - Higher Score
7. LAND USE COMPATIBILITY	7	9	7	
8. TRANSIT/CIRCULATION IMPACTS	9	8	7	Less Requirements for New Roads - Higher Score
9. HOUSING POTENTIAL	5	7	8	
10. EDUCATION POTENTIAL	10	5	7	More Classroom And/Or Dormitory Space - Higher Score
11. RECREATIONAL BENEFIT *	20	10	14	

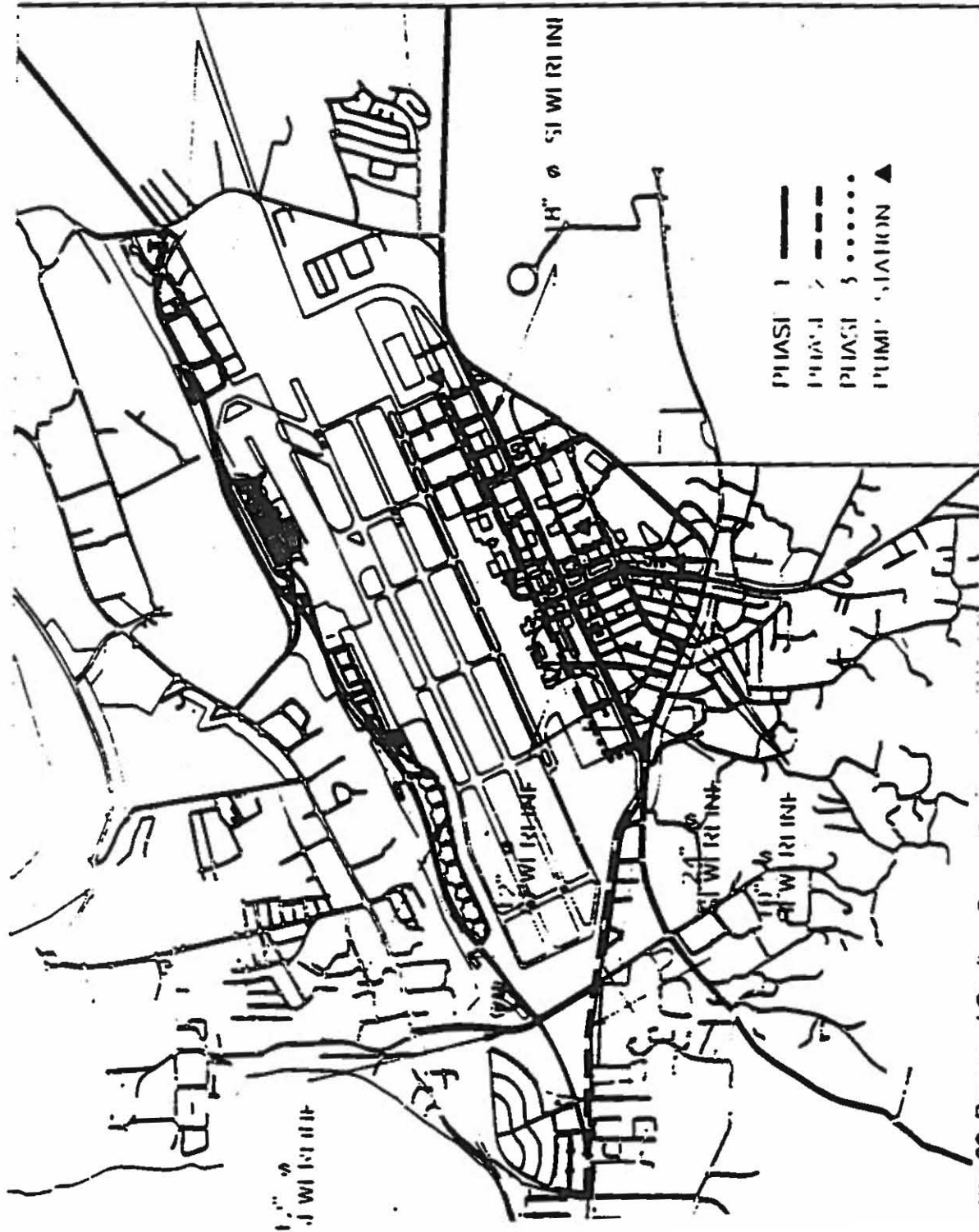


Figure 22 Proposed Sanitary Sewer System



PROPOSED SEWERLINE PLAN

HAS ACANA
WASTEWATER MASTER PLAN AND
BASIN REUSE MASTER PLAN

0' 1450' 2900'
SCALE 1" = 2000'

**DUELLAS &
ASSOCIATES**

- PHASE 1 ———
- PHASE 2 - - - -
- PHASE 3
- PUMP STATION ▲

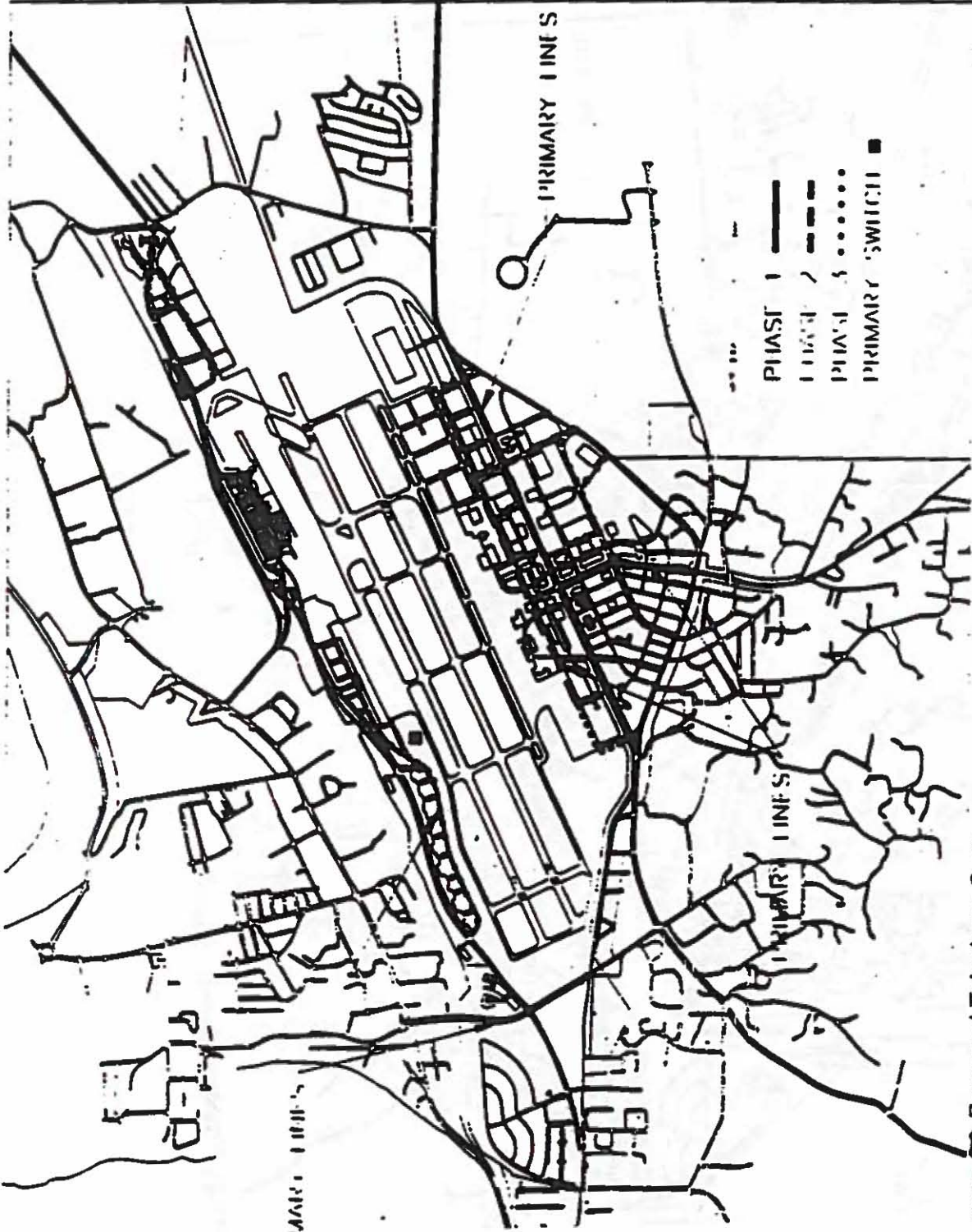


Figure 2.1 Proposed Telephone System



PROPOSED TELECOMMUNICATION PLAN

NAS AGANA
AIRPORT MASTER PLAN AND
FAST REUSE MASTER PLAN



**DUELLAS &
ASSOCIATES**

SUMMARY OF COSTS
NAS AGANA BASE RE-USE MASTER PLAN

REGIONAL INFRASTRUCTURE

(ALL MILLION 1995\$)

	SUBTOTAL
ROADS	
Marine Drive (East to Route 8)	1.00
Marine Drive (West to Route 16)	1.10
Camp Watkins Extension	3.80
Marine Drive (Route 8 - Route 16)	3.70
Bluff Drive (Route 8 - 10A)	<u>14.60</u>
Subtotal - Roads	24.20
 UTILITIES	
GTA Telephone	2.00
Marine Drive (Route 8 to Sherman)	5.30
Marine Drive (Sherman to Corsair)	1.00
Marine Drive (Fury Road to Route 16)	1.70
Bypass Road (Route 8 to Property Line)	0.60
Marine Drive (Corsair to Fury Road)	4.80
Bluff Drive	6.40
Perimeter Road	<u>1.70</u>
Subtotal - Utilities	23.50
 TOTAL - REGIONAL INFRASTRUCTURE	 47.70

TABLE 17 Summary of Costs: Regional Infrastructure

SUMMARY OF COSTS

NAS AGANA BASE RE-USE MASTER PLAN

COMMUNITY INFRASTRUCTURE

(ALL MILLION 1995\$)

	SUBTOTAL
MAJOR ROADS	
Corsair Avenue	0.75
Seagull	2.35
Seagull Extension	1.25
Admiral Sherman	0.85
Fury Road	<u>0.70</u>
Subtotal - Major Roads	5.90
 PRIMARY UTILITIES	
Corsair	2.30
Seagull	7.20
Seagull Extension	4.40
Admiral Sherman	1.10
Fury	<u>4.20</u>
Subtotal - Primary Utilities	19.20
 TOTAL - COMMUNITY INFRASTRUCTURE	 25.10

Table 19 Summary of Costs: Community Infrastructure

REVENUE GENERATION EVALUATION COMMUNITY USES

	REVENUE GENERATION		JOB GENERATION	
	Potential	Comments	Construction	Permanent
LAND USE				
EDUCATION				
Airframe and Maintenance School	moderate	Ground and building Leases	low	10
Avionics and Aviation Electronics School	moderate	Ground and building leases	low	10
Commercial Pilots School	moderate	Ground and building leases	low	20
CULTURAL/INSTITUTIONAL				
RECREATION				
Gym	moderate	Ground and building leases	very low	10
Sports Park	low	User fees; share in ticket proceeds	very low	80
Parks	low	User fees; public use	very low	20
INDUSTRIAL				
Northeast				
Light Industrial	high	Ground and building leases	moderate	150
Warehousing, Cargo, Distribution	high	Ground and building leases	moderate	110
West				
Light Industrial	high	Ground and building leases	moderate	210
Warehousing, Cargo, Distribution	high	Ground and building leases	low	50
South				
Light Industrial	high	Ground and building leases	low-moderate	70
Warehousing, Cargo, Distribution	high	Ground and building leases	moderate	330
Aviation Support	moderate	Ground and building leases	moderate	440

REVENUE GENERATION EVALUATION COMMUNITY USES

Continuation

	REVENUE GENERATION		JOB GENERATION	
	Potential	Comments	Construction	Permanent
COMMERCIAL				
Northside				
Offices	high	Ground lease, recurring taxes	moderate-high	2,000
Business Hotel	high	Participating ground lease	moderate	200
Exhibit/Trade Center	moderate		moderate	100
Southside				
Retail	high	Ground lease, recurring taxes	moderate-high	300
Offices	high	Ground lease, recurring taxes	moderate-high	<u>400</u>
TOTAL "COMMUNITY USES"				4510

Table 21 Revenue Generation Evaluation - Community Uses

**KOMITEA PARA TIYAN
NAS AGANA REUSE COMMITTEE**

**Minutes of the Regular Meeting
Thursday, December 21, 1995
3:00 p.m., Cabinet Conference Room
Office of the Governor, Adelup**

Notation of Attendance of Committee Members:

Lt. Governor Madeleine Z. Bordallo, Chairperson
Mr. Leland Bettis, Commission on Self-Determination
Mayor Greg Borja, Mayor, Santa Rita
Mr. Joseph M. Borja, Administrative Director, Chamorro Land
Trust Commission
LCDR William Cords, Assistant Officer-In-Charge, PACDIV, CSO
Senator Tony Lamorena, Twenty-Third Guam Legislature
Mr. Ronald Teehan, Original Landowner Representative
Dr. David Watt, Homeless Provider Consortium Representative

Also Present:

Mr. Frank P. Camacho, Territorial Planning Council
Mr. Michael Cruz, Komitea Staff
Former Senator Herminia Dierking, BRACC '95
Ms. Miki C-Leon Guerrero, Bureau of Planning
Mr. Joaquin Perez, Office of the Lt. Governor
Ms. Andrienne Loerzel, Pacific Daily News
LT. Gregory Robinson, Base Transition Coordinator, NAS, Agana
Mr. Richard L. Underwood, Superintendent, Tiyon Reuse
Authority
Mr. Mike Weakly, Office of the Lt. Governor

Danny Duenas from Mental Health, and Ms. Joan Glang who is from Healing Hearts.

We began the meeting by informing those present that the BRACC regulations and federal law, particularly the homeless assistance act, require that provisions be made in every base reuse plan to provide assistance to the homeless and the homeless providers. The matter has been under consideration by several sectors and in February of this year, we announced for a Notice of Interest and seventeen (17) notices of interest were filed with the Komitea and the staff looked over these things and contained in your minutes are a summary of those submissions.

We also informed these people, the members of the coalition, that because of the relatively small geographic size of Guam, we thought it would be advantageous to consolidate the homeless assistance assessments and the programs into one whole, considering the island as a whole rather than on an individual basis such as NAS and BRACC. Much of this was discussed with members of the consortium, with GHURA, with other people in the community and with some consensus Dr. Watt at the October 4th meeting of the Komitea suggested language to the reuse plan which would provide for an interim plan program to provide homeless assistance. This program called for assigning twenty-five (25) duplex units in the enlisted men's housing area to GHURA which would be under a legally binding agreement to provide services and facilities to the homeless providers. In your packets there is a summary of the testimony that was received on this language. There was a request by Mr. McCarthy from Sanctuary, Incorporated, to add to the language of what's contained in the reuse plan to provide for a time line for submission of applications to GHURA for assistance and, also, to provide for a time line during which time GHURA would provide that assistance.

In other words, if we're going to require these homeless providers a certain period of time, a window to apply, we should also provide and make it GHURA's responsibility to respond within a period of time. We can't leave these organizations and the people hanging. They also recommended that qualifying conditions must be met by applicants in order to qualify for assistance under the programs that will be provided through GHURA. Some of these qualifying conditions include recognition or certification as a provider by somebody; that body would have to be decided upon in a collaborative effort between the Homeless Consortium and GHURA. This was the recommendations of the Sanctuary group and the Homeless Consortium.

Mrs. Jeanette Tanos, the Director of Mental Health, testified noting that her agency and some of its programs were in dire need of facilities, particularly, residential facilities for the Guma' Manhoben which is a group home for young people with emotional problems. They are now situated up at the old Guam

Mr. Vietti also noted that the provision of services to the homeless groups does not have to be on the facilities. It can be off base and we told him that we were aware of that and that would also be contained in the MOU. One of the points that the representative of the military has pointed out that we would include on the MOU, is to ensure that the MOU complies with the terms and conditions of the interim lease that we will be securing with the Navy for the property and that any constraints because of environmental considerations or environmental constraints imposed by EPA would be duly followed. This is in reference particularly to certain facilities up at Tiyan or in other areas that contain asbestos or lead-base paint.

Mr. Bettis: Point of clarification. In the packet there's a Memorandum of Agreement. Is that a legally binding agreement we're looking at submitting?

Mr. Perez: No, what HUD is requesting is a proposal. A proposed MOU.

Mr. Bettis: The MOU is not acceptable.

Mr. Perez: I'm sorry, a legally binding Memorandum of Agreement.

Mr. Bettis: Is that the draft in here?

Mr. Perez: That's just a draft.

Mr. Bettis: Can this be sent to HUD tonight and get some feedback from them?

Mr. Perez: Well one of the problems in talking with Mr. Vietti this morning, is that HUD got furloughed. So, the only one in the office was Mr. Vietti. We will fax it if that's the wish of the Komitea and try to get some feedback. What they have indicated is that they'll look at it and get back to us as soon as possible whether we give them the package today or we give them the package next week on Monday.

It should also be noted that in the draft rules and regulations, submission of this thing is literally up to us. One of the reasons why we are in such a hurry and up against-the-wall is the fact that this application and the base reuse plan is going to be very important component in Guam securing environmental clean-up funds. If we miss certain deadlines, we might find ourselves at the end of the line for a lot of money that would be needed to clean up that base and this is one of our concerns. That has been impressed upon us by Washington that the race for the environmental money is going to be on very shortly and this is why we're in such a hurry.

States Congress has recognized that the lands were taken under duress and so there is a sensitive issue with respect to land going to other parties.

There's also the immigration question for Micronesia and he felt that both of those issues were legitimate concerns that could be put into our definition of what homelessness was in Guam and the other local conditions around which the homeless question is addressed. So, when we look forward in doing the needs assessment in the future, we should not shy away from some of the local political issues that are related to land takings and those lands now being returned through the BRACC process as well as the Micronesian immigration issue.

Mr. Perez: I think one of the reasons why we want to make this application as early as possible is that what we're sending is a proposal. We're sending a proposal for a legally binding agreement and we would like them to return to us if the proposal is adequate, sufficient, or whether it has to be amended and we've asked Mr. Vietti that after they review this thing, to indicate to us what adjustments need to be met in the legally binding agreement.

It should also be understood that the way the application is written, it is written for the interim period of the four years. It's also written so that the door is kept open. They have approved the \$123,000 worth of federal grants to do a homeless assessment on Guam. Two problems exist for that grant. Number one, the federal budget problem. They don't have the money to transmit to us yet. Number two, because they've been on furlough their work force has been reduced for so long, they haven't been able to get enough people together to get these monies into the tubes. I'm not sure whether he explained this to Leland, but Mr. Vietti is the only individual in the entire United States government that reviews the homeless applications and that means that he is the only individual in the entire United States government that's going to review all of the homeless applications from every single base closure in the United States and that is because HUD is being cut back by a horrendous number of people and they're short-staffed. This is one of the driving forces in why it is so important to get as close to the front of the line as possible. Very similar to Mr. Borja's first-come, first-serve situation and that's what we will be. If our application gets there first then Mr. Vietti will review it first. It's as simple as that and I'm very, very concerned about how much environmental clean-up money we may forgo because we're late.

Mr. Bettis: Just to wrap up one of the points in this issue. My discussion with Mr. Vietti, it seems fairly normal that communities do not meet every standard in their first submission on this issue. In fact, HUD has now drafted up and it's still in draft form, it's not even released yet, publicly -- has drafted up

Chairperson: The members all have this copy of the Homeless Assistance Application for the Reuse of Naval Air Station prepared by GovGuam? I think there were two reports. This is the latest. This is the updated one. Dr. Watt would you like to comment now on anything to do with the public hearing or feelings you would like to express?

Mr. Watt: Various speakers have talked about the "good faith" effort that the Government of Guam is making in this homeless application and the Homeless Consortium members recognize that "good faith" effort. We're particularly pleased with the language that says that GHURA is to design a program in collaboration with homeless providers. They're whole process of continuum of care involves grass roots involvement. Everything that HUD is doing is a collaborative inclusive kind of process and we believe that would be the way in which we can address the homeless needs on Guam. Now we recognize that some of the people who applied for lands at Tiyan under the homeless providers may in fact not be homeless providers, but what the Committee has done here is simply listed all the not-for-profits who applied for space at Tiyan and the determination of whose a homeless provider and who is not and who qualifies under HUD's very narrow definition of homelessness is yet to be resolved.

We have difficulty with the narrowness of the homeless definition that HUD uses. There are other definitions used by jurisdictions in Hawaii that are much, much broader that enable a much broader spectrum of the housing issue as well as the homeless issue to be addressed and that once it becomes a local planning issue, I think that can be addressed more effectively then. So, in short, we are please with the "good faith" effort that the Government of Guam is making to address a serious problem in this community and to use the resources and particularly the broad interpretation, fifty (50) units at NAS or wherever else within the GHURA inventory and it makes it a very, very promising "good faith" effort.

Chairperson: Thank you, Dr. Watt.

Mr. Borja: I was looking real carelessly I guess through the Memorandum of Agreement, is there any concern with the Consortium on the term of use of these units with the understanding, of course, that GovGuam right now would be only qualified for an interim lease knowing full well and I know that you're not only addressing on the Tiyan site, but any other facilities they may have, but it's within the agreement that's presented here as a draft form, is there any addressing the term of the agreement?

Dr. Watt: There is concern that it be a long enough term to make it worthwhile using those facilities or other facilities, but it's seen as part of a larger commitment to look at the problem over the long-term, not only with BRACC '93, but BRACC '95 and that there will be a serious investigation of the entire problem in due

which provided monies to help acquire housing or to help in home construction for those kinds of programs. So we have a lot of flexibility in looking at the future needs in ways we can deal with beyond just provision of housing. Thank you.

Mr. Perez: I'd like to make one comment. This is one of the reasons why we put that into the agreement. We put in that GHURA and the Homeless Consortium will get together in a collaborative effort to define qualifying conditions; to define time lines and maybe they could expand this to even define in the agreement, what the definition is of a homeless individual on Guam. Hopefully, because this thing is only a proposal and we're waiting for HUD to approve the proposed agreement, when it comes back or even before then, we will ask Mr. Vietti if it would be proper for us to put a definition or to insert that GHURA and the Homeless Consortium would consider a local definition of what's homelessness. And we're scheduled to talk to Mr. Vietti tomorrow morning.

Mr. Bettis: I think it's important that this approach we're taking is something that HUD has not seen before. Mr. Vietti has not seen an approach like the one we're doing because in most instances you have a needs assessment that is done and then the Komitea decides which of the people who have applied are suitable providers and HUD really is not going to question that very much as long as we give a basis for explaining either why we identified some and why we haven't identified others. There's a great deal of power that's given to the Komitea by HUD in deciding who we will recognize to be the providers under some sort of homeless assistance program.

I think what we have done, if we don't have the homeless needs assessment, in some ways we are at a disadvantage, but in other ways, I think it's a more progressive approach because we've opened up the process for a continued basis of interaction with the program and hopefully that would be well received by HUD. And I'd just like to say that I think the assistance of the homeless consortium together with the Komitea and GHURA is going to be very helpful in HUD's review in this process.

Mr. Perez: Mrs. Dierking who was the Executive Director of GHURA has been assigned to work on the homeless assessment. As soon as that money is here, we're prepared to get together with the Homeless Consortium, bring the University in and design an assessment package that enable us to determine how closely we are with the continuum of care to national standards and how closely we are to defining what our homeless are on Guam. One drawback is if we define homeless on Guam, Mr. Borja may have more customers.

Mayor Borja: One observation. I attended the meeting with Patty Nicolas when she was here up at GHURA conference room and the homeless providers were present; Dr. Watt was present also and that was the first time that I asked Patty if the providers here can use

V. ANNOUNCEMENTS

Mr. Teehan: Madam Chair, I'd like to change direction if I may and make a motion to once again revisit an issue I tried to address the last time and to further clarify this time placing it writing for consideration of the members. I have a extra copy if staff could pass this out to the other members and I'll read the motion.

Chairperson: Before you continue, Mr. Teehan, I've looked over the motion and this has to do with the boundaries again and inasmuch as this meeting was called strictly for the homeless assistance, it would be fair for the Airport and all others concerned with boundaries to be present.

Mr. Teehan: I would still, nonetheless, like to make the motion that this should be opened up.

Chairperson: All right, so your motion then is strictly that we open it up to revisit the boundaries.

Mr. Teehan: Yes.

Chairperson: I'll get a vote from the Komitea on that, so do I hear a second to that motion?

Senator Lamorena: I second that for purposes of discussion, although, I do agree with Madam Chair that we should have the appropriate agencies here and maybe we can entertain the motion at another meeting so that we can have them present.

Mr. Teehan: Prior to the submission of the plan.

Chairperson: All right. It's been moved and seconded; any further discussion? (No response.)

Commander Cords: If the Komitea is going to have to meet prior to discuss this issue further, I question the timing of the submission of the reuse plan?

Chairperson: That's correct. This would depend now if we want to revisit it. If you do not care to revisit it then it's up to our vote here. We do have a time situation, but I do very firmly believe that when we revisit anything, the principals party should be here, so I'll call for the question. All those in favor say "aye".

Members response with "ayes".
Those opposed? (No response.)

Chairperson: The motion is carried.

Chairperson: It's just, do we want to revisit it again? If we feel the December 14th was adequate, you vote "no" against this; if you feel that you want to bring it up again, vote "yes". I think I'll call for a show of hands on the motion so we get it perfectly straight.

Mayor Borja: During that meeting, if you go back to the members in attendance at our last meeting on the 14th of December, there are several members that were present at that meeting that voted on that meeting that are not here. There are members of the Committee that are present today that were not here at that meeting, so there will be some inconsistency.

Chairperson: Well, it's entirely up to the Komitea now either you want to open it up again or you do not?

Mr. Borja: Madam Chair, what is the date of submission again? or anticipated date of submission without the motion?

Mr. Perez: The way the law reads our initial deadline is December 27th.

Mr. Teehan: Our initial deadline.

Chairperson: That's right.

Mr. Perez: Now, after that date the Navy literally has the option to put this property up on the auction block.

Mr. Borja: If that is the case, are we looking at a meeting some time in the next few days then?

Chairperson: That's right.

Mr. Perez: It would be impossible because I would not be able to give public notice. We need forty-eight hours prior to the meeting.

Mr. Borja: I think you better double-check that because holiday schedules are seventy-two, not forty-eight.

Mr. Perez: We won't be able to publish.

Chairperson: And I wish to remind the Komitea that this motion was accepted unanimously.

Mr. Teehan: No, there was one dissenting vote. I voted "no".

Chairperson: That's correct. I'm sorry, yes, but everyone else voted in favor.

where lands with the Chamorro Land Trust are distributed. We don't have a consistent rhyme and reason and that's some of the problem on it.

Chairperson: Mr. Teehan, the only reason I supported the idea was the fact that the airport has no other area to expand except NAS. They can't expand at Nimitz housing; they can't expand down at SRF; there's no way.

Now, I have talked to the original landowners and one particular, Mrs. Rios, who stated to me at one time that she had no problem with airport expansion. If it was for the expansion of the airport they understand. I don't know who she represents, but she did speak to me on that subject and perhaps it could be exchanged of property in the other BRACC closures. I frankly would be right up there in front supporting them that they should be given some.

Mr. Teehan: If we examine all the testimony at the public hearings to include that of Mrs. Rios, there was by far a strong cry by the original owners and there's was a cry for inclusion, not exclusion. I think the landowners have been more than accommodating in saying that, "We support airport related uses." Supporting airport related uses and surrendering the rights or the opportunities to economically participate in those airport related uses are two different things that should be kept distinctly separate. Support the public benefit of airport related uses as how it promotes tourism or what-have-you yet still make it through a method of inclusion whether by trust established down the road or what-have-you, whatever vehicle we create down the road, at least the options are open. Like I said, the landowners have been very accommodating; to now not accommodate them when they have not in fact objected to airport related uses, all they have objected to is exclusion and that is why I wish to revisit it, so that they are not excluded, because the way things stand right now, they are excluded. And as far as land exchanges, under BRACC '95 how can we offer somebody from NAS, my family's property is coming up for release, Vince Leon Guerrero's property is coming up for release under BRACC '95, so would you take from Tan Maria to give to Tun Jose? We can't do that. We end up with this musical-chair type approach. We don't have a consistent policy. This Komitea to its credit supported a motion early on in a resolution introduced by me early on calling upon the Legislature to help set policy. So far that hasn't come about, unfortunately, and we still continue to struggle and have yet to come to grips with how we're going to approach this issue. It has been left hanging in the air with want of solutions and we continue on saying, "This is in the public interest," while the landowners sit there watching what's in the public interest, yet exclusively bear the burden and it should be a public burden.

Chairperson: I think we've discussed this and Committee member Borja has asked for a roll-call vote on this so, Mr. Weakly will call the roll.

Mr. Weakly: Roll-call vote:

Mr. Bettis: Aye.
Mayor Borja: No.
Mr. Joseph Borja: No.
Lt. Commander Bill Cords: I regretfully abstain from voting. I believe it more of a territorial concern than a Navy concern to make a position on this matter.
Senator Lamorena: Aye.
Mr. Teehan: Aye.
Dr. Watt: Nay.
Lt. Governor Bordallo: Nay.

Three (3) ayes; Four (4) nays; I believe you need five to pass the motion, so therefore the motion fails.

Chairperson: Are there any other announcements to be brought before the Komitea at this time.

Mr. Borja: Has there been any feedback from the Legislature concerning an oversight hearing that they had on the plan? any official response or anything?

Chairperson: None, that I know of.

Mr. Borja: Is there anything that we're waiting for from the Legislature?

Mr. Perez: No.

Mr. Bettis: Point of information. Do we need a motion at this point to submit the homeless plan and the reuse plan in its entirety to the appropriate officials? I know we've done the motion for the Homeless Assistance Application. The plan itself, are we already to submit this to the Governor and then go forth?

Chairperson: I think we could take a motion to make it more firm to be sure that it's there.

Mr. Bettis: In that regard then, the homeless plan together with the reuse plan, I would like to make a motion that those two be submitted to the Governor of Guam and subsequently to the appropriate federal officials.

Mayor Borja: Seconded.

**KOMITEA PARA TIYAN
NAS AGANA REUSE COMMITTEE
Minutes of December 21, 1995**

RECORDED AND TRANSCRIBED BY:

Susan L. Corbin
SUSAN L. CORBIN
Dated: December 22, 1995

CONCURRED BY:

LIEUTENANT GOVERNOR MADELEINE Z. BORDALLO
Chairperson, Komitea Para Tiyon

Dated: _____

December 21, 1995 • 3:00 p.m.
Cabinet Conference Room, Adelup

AGENDA

- I. Call To Order**
- II. Roll Call**
- III. Approval of Minutes (Dec. 14, 1995)**
- IV. Old Business**
 - Homeless Assistance**
- V. Announcements**
- VI. Adjournment**

**KOMITEA PARA TIYAN
NAS AGANA REUSE COMMITTEE**

**Minutes of the Regular Meeting
Thursday, December 14, 1995
3:00 p.m., Cabinet Conference Room
Office of the Governor, Adelup**

Notation of Attendance of Committee Members:

Lt. Governor Madeleine Z. Bordallo, Chairperson
Mr. Cel Babauta, Territorial Board of Education
Mayor Greg Borja, Mayor, Santa Rita
Mr. Joseph M. Borja, Administrative Director, Chamorro Land
Trust Commission
Senator Hope A. Cristobal, Twenty-Third Guam Legislature
Mr. Vince Leon Guerrero, Congressman Underwood's Office
Mr. Ronald Teehan, Original Landowner Representative
Dr. David Watt, Homeless Provider Consortium Representative

Also Present:

Mr. Frank P. Camacho, Territorial Planning Council
Mr. Frank Caluya, BRAC Environmental Coordinator, NAS,
Agana/Representative for PACDIV, CSO
Mr. Mike Cruz, Komitea Staff
Ms. Miki C-Leon Guerrero, Bureau of Planning
Ms. Jacqueline A. Marati, Chief of Administration, Guam
Airport Authority
Mr. Joaquin Perez, Office of the Lt. Governor
Mr. Ricky Reynolds, Executive Manager, Guam Airport
Authority
Ms. Linda Rivera, Pacific Daily News
LT. Gregory Robinson, Base Transition Coordinator, NAS, Agana
Mr. William R. Thompson, Chairman, Guam Airport Authority
Board
Mr. Richard L. Underwood, Superintendent, Tiyan Reuse
Authority
Mr. Mike Weakly, Office of the Lt. Governor
CDR David L. Willis, Base Transition Coordinator, BRACC '95

Mr. Babauta reiterated that the Guam Airport Authority's letter addressed the need for the enlisted men's housing to sub-lease these units, provide for an aviation school and for the expanded operations of the airport. He questioned if the agency was striving to be an airport, a rental agency or an educational institution.

Senator Cristobal questioned the lack of details to the NAS Agana Reuse Plan. The Chair replied that the details will be incorporated after the reuse plan is adopted.

Mr. William Thompson, Chairman, Guam Airport Authority Board, was recognized by the Chair. Mr. Thompson noted for the record that the Guam Airport Authority was not at odds with the Komitea Para Tiyan. He commented that the Guam Airport Authority was not invited to become a member of Komitea and they were previous members during the past Administration. He requested that the Guam Airport Authority be given an opportunity to present their Master Plan which delineates their boundaries to the Komitea Committee.

Mr. Ricky Reynolds, Executive Manager, Guam Airport Authority, was recognized by the Chair. Mr. Reynolds expounded on the letter from the Guam Airport Authority Chairman and stated that upon their meeting with Mr. Howard Yoshioka, they were advised that the option of the airport leasing the enlisted men's housing at fair market value for office space including the cost of maintenance, security and utilities would be acceptable.

Attorney Oliver Bordallo, Legal Counsel for the Guam Airport Authority, was recognized by the Chair. Attorney Bordallo reemphasized Mr. Reynolds' projections.

Mr. Leon Guerrero refuted Mr. Reynold's claims that relinquishing NAS Agana Base to the Guam Airport Authority is the only viable option for a cost-free transfer. He stated that an Economic Development Conveyance will enable a cost-free transfer if jobs were generated in the process. He expounded that the transfer of NAS Agana Base to the Government of Guam can be beneficial to all parties involved so that funds generated can be funneled into the General Fund versus an exclusive airport fund controlled by one entity.

Attorney Bordallo warned that the Economic Development Conveyance has not been tested by any other government and could be risky as well as a difficult procedure in complying with federal regulations which mandates the transfer of surplus Navy properties and may not result in a cost-free transfer.

Mr. Teehan moved that all land in Tiyan be pursued by the Komitea Para Tiyan under the Economic Development Conveyance; seconded by Mr. Vince Leon Guerrero.

(Discussions on the motion were had on the NAS Agana Base property qualifying as a "rural exemption" and the possibility of not receiving that exemption given the Economic Development Conveyance process.)

Mr. Teehan amended his motion: "I amend my motion that Komitea Para Tiyan pursue the Economic Development Conveyance of all properties to Government of Guam with the exception of school and park areas for appropriate use and that the Economic Development Conveyance include uses consistent with airport related uses retained by the Government of Guam."

(The Chair requested that the motion be made more specific for the purpose of clarity. A five minutes recess was taken.)

Mr. Teehan was recognized by the Chair. Mr. Teehan withdrew his motion and declared that he will not support any motion which does not address the best interest of the "original landowners".

Dr. Watt was recognized by the Chair. "I would present a motion; the motion is, I move that the portion of the enlisted housing area at NAS Agana, Tiyan, shown on the September, 1995 map be included in the Public Benefit Transfer to Guam Airport Authority;" seconded by Mr. Babauta.

Mr. Leon Guerrero requested that Dr. Watt withdraw his motion and he would reintroduce one with similar verbiage to cover all avenues. Dr. Watt withdrew his motion only for the purpose of further discussion.

Mr. Leon Guerrero was recognized by the Chair. "Madam Chair, I would like to offer a motion to stipulate that the boundaries of the Guam International Airport shall consists of those areas presently covered by the Lease Agreement between GAA and the US Navy and to include the enlisted men's housing area up to East Sunset Boulevard and the joint use areas;" seconded by Senator Cristobal.

The Chair announced that she has requested Legal Counsel of the Guam Airport Authority, through their Chairman, to execute a letter to ascertain protection for the Government of Guam agencies until the deed is issued to the Government of Guam.

B. Discussion on the Homeless Provisions Process

Dr. Watt was recognized by the Chair. Dr. Watt ratified his endorsement for the Homeless Assistance Application shown in its draft form.

Senator Cristobal inquired as to the community consensus required by the BRAC rules and regulations. The Chair confirmed that upon the acceptance of the provisions by the Committee, it will be presented to the public in the form of a public hearing for their input.

Senator Cristobal explained that her understanding of the consensus process was that each provider be addressed individually and to take each application seriously. For the record, she conceded that if it was the decision of the Komitea Committee that there is public consensus then she will oblige.

Dr. Watt was recognized by the Chair. "I move that the Komitea adopt the Homeless Assistance Application as presented in this draft form."

Mr. Perez interjected that given the anticipated public hearing, it would be appropriate to include in the motion, "subject to public hearing."

Dr. Watt amended his motion to include, "... subject to modifications by the public hearing;" Mr. Leon Guerrero seconded the motion. The Chair called for the question; the motion carried unanimously.

C. Transmittal of NAS Reuse Plan

Mr. Leon Guerrero initiated a motion regarding the transmittal letter to the Legislature; however withdrew his motion after further discussion.

D. Miscellaneous Items

1. Staff Report on Meeting with Dr. Sam Rosenblatt, Senior Economist of the Office of Economic Adjustment, on the Economic Development Conveyance Process.
2. Staff Report on meeting with Mr. Mark Braley, Guam Project Director, Office of Economic Adjustment, on the designation of LRA and status of Guam's grant application for BRACC '93 and '95 and the extension and reprogramming of BRACC '93.

KOMITEA PARA TIYAN
NAS AGANA REUSE COMMITTEE
Minutes of December 14, 1995

RECORDED AND TRANSCRIBED BY:

Susan L. Corbin

SUSAN L. CORBIN

Dated: December 18, 1995

CONCURRED BY:

Madeline Z. Bordallo

LIEUTENANT GOVERNOR MADELEINE Z. BORDALLO
Chairperson, Komitea Para Tiyon

Dated: 12/21/95

KOMITEA PARA TIYAN

AGENDA

June 23, 1995

- I. CALL TO ORDER**
- II. ADOPTION OF MINUTES**
- III. RESULTS OF PUBLIC HEARINGS**
 - A. Meeting with the Mongmong-Toto-Maite community**
 - B. Meeting with the Tamuning community**
 - C. Meeting with the Barrigada community**
- IV. PUBLIC INPUT**
- V. ADJOURNMENT**

The following are issues, proposals and comments obtained during the NAS Reuse Master Plan Public Hearings on June 12, 13 and 14, 1995.

LAND USE:

1. Reserve 12 acres of land for recreation, even if its just practice fields and reserve for residents of Mongmong-Toto-Maite.
2. Build a third runway just for cargo.
3. All of NAS should be used for airport purposes.
4. Reserve quarters for visiting atheletic teams.
5. Provide access through NAS to alleviate traffic.
6. Begin planning for new airport in an area other than NAS.
7. Reserve area for arboratum/park for indigeneous plants of Guam.
8. Reserve and develop an area along the cliffline as a memorial for those who built the runway during Japanese occupation and call it "Ginen I manmasa'pit mannainata".
9. Pattern Route 8 after Marine Drive in Agana, with landscaped buffers and separated collector streets.
10. Proposed Jalaquac Road will require acquisition of private property off-base in the Tamuning area and resulting traffic will adversely affect residents in the area.
11. Use base for economic development in order to benefit original landowners.
12. Do not support interim use by GovGuam agencies.
13. Stress airport uses and safety zones over other uses.
14. Do not allow educational uses, convert areas to industrial use.
15. Do not allow housing due to safety and noise impacts.
16. No housing on NAS - private developers should build housing elsewhere on the island.

33. What if public desires for NAS differs from what is allowed under federal regulations?

34. Different rules are being applied on Guam than in other base closures stateside.

35. Contrary to Chamorro Culture, we would have to kick out our children from our homes and into the streets in order for them to qualify as homeless.

36. Allowing for competitive bid for properties is an insult to Chamorros and original landowners.

KOMITEA PARA TIYAN PUBLIC HEARING

MINUTES OF PUBLIC HEARING Barrigada Community Center

Wednesday, June 14, 1995

I. CALL TO ORDER

The Public Hearing on the NAS Reuse was called to order by Mr. Ron Teehan, a member of the Komitea Para Tiyan, on Wednesday, June 14, 1995 at 7:00 p.m. in the Barrigada Community Center.

Notation of Attendance:

Mr. Joseph Borja	Komitea Member
Mr. Ron Teehan	Komitea Member
Major Greg Borja	Komitea Member
LCDR Bill Cords	Komitea Member
Dr. David Watt	Komitea Member
Mr. Mike Cruz	Bureau of Planning
Ms. Jackie Murati	Guam Airport Authority
Mr. Darryl Taggerty	Tiyan Reuse Authority
Mr. Francis Toves	Tiyan Reuse Authority
Ms. Rose Muna	Tiyan Reuse Authority
Ms. Beverly Hiatt	Tiyan Reuse Authority

II. NOTATION OF PERSONS TESTIFYING

Opening statement was made by Mr. Ron Teehan with the introduction of guests, and the purpose of this Public Hearing. All those who wish to present formal testimony should sign up with the Komitea staff. Any written testimony can be submitted tonight or can be sent to the Chairperson, Komitea Para Tiyan, P.O. Box 2750, Agana, Guam 96910.

Mr. Teehan express to the community that the Komitea is not here tonight to defend the plan. He explain that we are here to discuss the plan and obtain your input and testimony on it.

The first testimony was made by Mr. Castro. He suggested that the other original landowners (he has a list of names) be contacted, and a meeting be held so that they can discuss the return of the land or compensation.

The following individuals expressed in length, the desire for the entire NAS to be turned over to the original landowner or heirs, and the Barrigada Planning Council, for their control as they see fit.

- 1) Mr. Felix Benavente, representing the Barrigada Manicipal Planning Council, and Chairman to review the Reuse Master Plan. He presented to the panel drawings of the map of Guam, showing that Tiyan is part of Barrigada municipality. One of the chart shows that Barrigada is divided into two sections. The village is divided into three major landowners, one is the Navy (NAS), civilian areas, and the Government of Guam through Tiyan. The Council wishes to reconnect Barrigada into one major village. The Mayor of Barrigada is constantly worried about trespassing on military properties, he has been indicted two times all for wishing to created recreation areas for the people of Barrigada. Barrigada has always been short changed with land. People that lived near the Rosario Detention Center moved out because of the danger to be close to the jail, so the Government gave them land in exchange at Mt. Barrigada. The MPC is asking the Komitea to consider turning over the parks and recreation areas in Tiyan to the municipality of Barrigada. Over 70% of the land uses in the Tiyan boundary area is more than adequate for economic development. Other areas should be set aside singly or jointly for recreation and open space. Active park and recreation facilities should be turned over to the community of Barrigada. Revenue generating opportunity should be maximized for facility maintenance and operations, and new constructions. Barrigada supports the concepts that at a minimum a trust be established to attempt to compensate the original landowners and their heirs. A percentage of revenue derives from Tiyan area facilities should be set aside for the appropriate receiving venous. Barrigada MPC and its sister non-profit organizations will assist and support original landowners in pursuit of this option. A highway with a buffer frontage road should be designed to elevate future urban stress on the community, specifically around Route 8, Route 16, Route 8A, and Route 10. We foresee a huge traffic jam in these intersections, and guess who will be involved in traffic accidents here. We have an elementary school early in the morning, with buses turning left and right in this intersection (pointing to charts) and down in this intersection. We should set aside land for interchange to fix all these areas out. We do not want to see a strip of Route 8 turn into what we have in Tamuning. We are forecasting ten times the traffic of what we have not here on Route 8. So we are in support of a parkway going through

I am a resident of Barrigada, and also I sit on the Komitea in several different functions. I am the Director of the Chamorro Land Trust Commission, and if GovGuam receives any part of NAS in fee simple title, and does not reserve it in sixty days, that property automatically goes to the Chamorro Land Trust Commission. So I watch out for that interest also. Also, as member of the Komitea, and all these other people are member of the Komitea, we were appointed to this Komitea for several different functions. But one of the major functions is the responsibility to the people of Guam. A much larger constituent than just the original landowners and the airport does play a major part on that. There are several types of economic development that can take place on base, one is sponsored by the government, one with the original landowner doing it, and maybe some sort of trust to do it. These are the three basic ideas. I am also a grandson of a deceased landowner at NAS. If they move the fence another 300 feet inward we will have our property back or fronting Route 8. I do know a little bit about the Tiyan area. There never really was a village of Barrigada. The village of Barrigada was created by the military. The village of Barrigada use to belong to about 20 landowners (the village proper itself). In the whole condonation of Barrigada, and Barrigada along with Yigo and Dededo in the early part really were three municipalities that suffered in terms percentage of what was taken from the original landowners. Barrigada was one of the biggest, and we can see that today with NAS, Radio Barrigada, Route 16, Route 8 and various other smaller condemnation. But the village of Barrigada was created by the military, if you drive around Barrigada you will notice that the lots are uniform size all the roads are straight, and most have sewer and water, and that is because it was condemned from 20 original landowners. The Federal government took it, returned it to the Government of Guam and the Government of Guam sold each and every one of these houses. These people that are living in Barrigada now in these village size lots, some of them are original landowners from Barrigada. But all of these lots that you see in the village, the Government condemned it from original landowners, took it and resold it to the public. What some of the ideas that have been proposed by the government officials tonight and all these other meetings is something similar to that. The Government has done this before, where they have condemned original landowners land and taken it for themselves cut it up and sold it out in the private market. It just so happen that at that time when it was out in the private market, the private market was composed of mostly Chamorros and it had a qualification and a priority list so that you have to

the only opportunity. This process is not the only opportunity. We hear of ideas and people saying in cast and stone and that's the plan and everything. Things can change, and I suggest that you submit something formal in writing. It's being recorded tonight, but I think a little pamphlet from the village of Barrigada MPC may attract a little attention. That's basically my suggestion to the Council. Thank you.

3. Mr. Tomas Iriarte, Heir to the land here at Tiyan. My grandfather Jose Ogo Blas along with his brothers and sisters owns a great portion of the land here at Tiyan. I have not seen any plan for the original landowners in any of the handout. He has not seen it, he has not read it. My father died and has nothing give his children. Share the wealth that will be profited from this land. If you can't give us back our land, let us run some of these so called education centers. I am a civil engineer and I know what it takes to renovate these so called education center. The Government of Guam ain't got the money to do it - not five years from now, not ten years from now. Thank you.
4. Mr. Joe Morcilla, did not have a prepared testimony. Where would we be without the Airport? The Airport is our blood line. The Airport is what brings people here and spends money on the island. The Airport is what brings goods to the island that we purchase. We have to make sure that whatever happens with this plan, the airport comes first. The Governor has gone to Asia and expressed that he would like to see 4000 new rooms here on Guam. If we have these number of rooms we would anticipate about 2000 more flights to the island in any given year. Another thing that we have to consider is the safety concerns. The plans show town center, commercial center and whenever you see those near an airport there is always a potential for an airline accident. The plan to buffer the north side of the airport is a great idea. The idea of a school, I don't know what kind of a school is being planned there, even if its a high school, you're attracting about 700 maybe 1000 students. The airport has a number of safety zones. What happens within the Tiyan area should be airport related or industrial related. Something that falls in line with airport operations. When we look at Tiyan, as being a gold mine, not only where an individual will make money but the Government itself. That's good, but I don't think that will be the primary factor of the reuse in Tiyan. I think you should think of the quality of life in and around the airport. More planes mean more noise. Overall all I support the need for the airport. Maybe a new alternate

Teehan: But those bonds were floated before the BRAC process.

Murati: Yes, and before that there was no plan or projected expense of \$3-\$4 million a year to run the operation.

Teehan: The existing bond, the justification, has nothing to do what so ever with the additional properties in question.

Murati: No, the ground was already broken for 3 to 5 years before that. Planning had to be done in order to start the architects design of the building and to break ground. All of these is before we had a hint of the base closure. One of the main reasons we sought to get NAS returned, was for airport expansion.

Teehan: But nothing was committed by the government as far as the bonds went and now the additional anticipated annual expenditure is specifically for the runway.

Murati: The operation and staffing of the crash crew.

Teehan: Strictly facility maintenance & terminal maintenance.

Murati: We don't expect to see the \$3-\$4 million generated by areas even over the next 2 to 3 years. If we can start, then that would be helpful. But to have all the units fully rented to be able to generate the kind of dollars to just pay for the cost that's not going to be coming for several years.

Teehan: The airports needs are \$3-\$4 million a year?

Murati: As estimated right now.

Teehan: Discussing assets. It doesn't matter whether the Airport Authority has possession of this or GovGuam under Tiyan reutilization office or any other entity we set up? It is not necessary we turn this over to the Airport Authority as much as necessary that we come up with the money to maintain the runway.

Murati: In fact, I think one of the reasons the airport authority led the way to get funds because by citing public airport that was the guarantee to acquire those lands from the Navy cost free. That was the key thing acquiring cost free.

Teehan: I'm right or wrong on this - that when airport authority and Guam elected leadership under the past administration were justifying the need for Tiyan, did they or did they not site the historical injustices to the people of Guam as part of their reasoning or rational, why the Navy or the Federal Government should give special consideration to the release of that land.

KOMITEA PARA TIYAN PUBLIC HEARING

MINUTES OF PUBLIC HEARING Tamuning Community Center June 13, 1995

I. CALL TO ORDER

The Public Hearing on the NAS Reuse was called to order by Mr. Ron Teehan, a member of the Komitea Para Tiyan, on Tuesday, June 13, 1995 at 7:05 p.m. in the Tamuning Community Center.

Komitea Members Present:

Ron Teehan	Komitea Member
LCDR Corda	Komitea Member
Dr. David Watt	Komitea Member
Mayor Borja	Komitea Member
Sen. Lamorena	Komitea Member
Joseph Borja	Komitea Member
Jackie Murati	Guam Airport Authority
Mike Cruz	Bureau of Planning
Darryl Taggerty	Tiyan Reuse Authority

Formal testimony was provided by:

Rita Franquesa
Catherine McCollum
Marianne Rios
Francisco Castro
Millie Artero
Viola G. Castro

Opening statements made by Ron Teehan. Introduction of staff, Mike Cruz, Chief Planner, Bureau of Planning, Darryl Taggerty, Acting Superintendent Tiyan Reuse Authority and Jackie Murati, Guam Airport Authority.

The purpose of Public Hearing is to gather input from the local communities. Written testimony can be submitted to the Chairman of KPT by June 15th. Mr Teehan reiterated that no plan has been adopted nor has any land been distributed to any individual, corporation or government entity.

First presentation was by Darryl Taggerty. Plan being discussed was submitted by JFP International, which was finalized in March 1995. This plan was based on interviews with government officials and members of the community as a starting point for possible uses of what is formerly known as Naval Air Station. Mike Cruz is most familiar with federal regulations and laws

housing was not included in the 1993 Base Closure . It may be included in the 1995 Base Closure process.

No comments or statements made following Darryl Taggerty's presentation.

Mike Cruz's presentation included the requests made by seven federal agencies which has requested property. Mike pointed out the Government of Guam supported thr requests of only two agencies. Dept of Navy has final say in which agencies will receive property. Federal law requires the plan address the needs of the homeless. Fourteen homeless organizations has submitted requests to include fifty housing units, barracks and MWR areas. The requirements for the homeless are for those who lack adequate night time residency.

Comments by Mr. Francisco G. Castro, original landowner, asking why the homeless should be considered before the original landowners. His family's land is now property of the airport. Wants to know why the airport and Government of Guam is making money when his family was never compensated for the loss of the land. Also wants to know what guarantees there are for his family to be compensated for the land as promised. Concerned that the plan does not address the original landowners and wants a better proposal that addresses compensation to those people who lost their land.

Mrs. Marianne Rios, spokesperson for Guahan Landowners United, questioned the request by the National Guard. She wanted to know if the National Guard had shown any justification for the area requested in addition to the complex they are in the process of building. Mike Cruz's response was they had only submitted a letter of request. Her next comment was in regards to the homeless issue and wanted to know if the needs could be addressed outside the parameters of the base. Response was, federal laws required the needs be addressed, either on or off the base. Mrs. Rios asked if an assessment or study has ever been done to assess the homeless situation on the island. Her next question was in regards to the 14 homeless organizations which had submitted requests, how many qualify under HUD requirements? She is extremely concerned with fact the reuse plan has not changed since the beginning. The problem with the KPT is with the Chairwoman, participation and input. Nowhere in the KPT meetings has a decision ever been made. She also requested the deadline for written testimony be extended beyond June 16th. Mrs. Rios believes the deadline does not give the people adequate time to submit a responsible or intelligent input and also insists the original landowners should be part of the decision making process of the reuse plan. Mrs. Rios requests the plan must be revised to

is needed. Feels there should not be a high school on the land. Disagrees with the proposed 80% being used as parks. Would like to see a trust be set up to compensate the landowners. Mrs. Rita Franquez - to the KPT you have a hard job. Wishes Mrs. Rios the best in her endeavors. But stated that since the 70s many people have fought to get the land back, she, Mrs. Rios is not the first. I have land I'll never see again. Asks for parameters-one size fits all- Chamorro's, present parameters the size of a coffin. The staff and KPT members can be beat up, but they have no authority to do anything. But must follow the law. She used to work on the field during the war. Mrs. Franquez would like to see a park or an arboretum for indigenous plants for Guam be built. Second, along the cliff line, maybe an outlook, like Nimitz Hills, in honor of those who built the airport. We lost lands many years ago. Leave something significant behind.

Catharine Flores McCullum, (Lourdes Punzalan, mother), 3rd generation. Take the map, list names of original landowners and their heirs and make a new village. Would like to put a house on the hill but can not. Is disgusted with the plan. Grandmother held a picket sign to fight for Ritidian Pt. Was asked not to give up the fight for their land and she will not. Asked if when the plan is finalized will the original landowners be notified. Ron Teehan stated no specific plan was made to notify individuals. Mrs. McCullum questioned the proposed road connecting Tiyan to Camp Watkins Rd. By doing that this road would cut through what little property owned by her family and then her family would truly be homeless. Wants to see the original landowners compensated for the land or give it back. Would her family be compensated by the Government of Guam for the land taken to build a road? Believes not.

Ron Teehan explained that Government of Guam owes hundreds of millions in outstanding debts to landowners

Tony Artero, President of Guahan Landowners Association, Defines NAS as the "Heir strip". And will add on to the laundry list of problems to the KPT: Too much government is involved. Best government is less. Tiyan was productive prior to WWII. Government took away the freedom to use the land, making people wards of the state. Guam needs a plan with the exception of the airport, Guam has no plan. Believes the airport should not be expanded in its present location. Airport should be moved to Anderson AFB or Northwest Field. Tiyan should be used to address housing affordability problem on the island.

LCDR Cords suggested a partnering session to look at Guam's issues and benefits.

KOMITEA PARA TIYAN PUBLIC HEARING

MINUTES OF PUBLIC HEARING Toto Community Center

Monday, June 12, 1995

I. CALL TO ORDER

The Public Hearing on the NAS Reuse was called to order by Mr. Ron Teehan, a member of the Komitea Para Tiyan, on Monday, June 12, 1995 at 7:05 p.m. in the Toto Community Center.

Notation of Attendance:

Mr. Joseph Borja	Komitea Member
Mr. Ron Teehan	Komitea Member
Major Greg Borja	Komitea Member
LCDR William Cords	Komitea Member
Dr. David Watt	Komitea Member
Mr. Mike Cruz	Bureau of Planning
Ms. Jackie Murati	Guam Airport Authority
Mr. Darryl Taggerty	Tiyan Reuse Authority
Mr. Kin Camacho	Tiyan Reuse Authority
Mr. Francis Toves	Tiyan Reuse Authority
Ms. Rose Muna	Tiyan Reuse Authority
KUAM Media	

Notation of Persons Testifying:

Mrs. Catalina Blas
Mr. Frank Agualo
Mr. Ben Pinaula
Mr. Dennis Zermeno
Mr. John Taitano

Mr. Ron Teehan started the Public Hearing with the following. Tonight, we are holding a public hearing on the NAS Base Reuse Master Plan which will guide the use of NAS over the long term. All those who wish to present formal testimony should sign up with the Komitea staff and they will be called upon to testify in the order they have signed up. Any written testimony can be submitted tonight or can be sent to the Chairperson, Komitea Para Tiyan, P.O. Box 2950, Agana, Guam and must be received by Thursday, June 15, 1995 in order to be included in the hearing minutes. Those who wish to raise questions or provide comments during the staff presentations need not sign up however, we ask that you state your name for the record before raising your question or providing your comments. Copies of the summary of the plan can be picked up from the staff.

4. It should identify parcels recommended to be purchased at fair market value for other non-public uses.
5. It should identify properties that are to be transferred for economic development purposes and to describe how many jobs the plan will create if the plan is implemented.

Basically, the federal government is primarily concerned with how the property is going to be used.

- A. Federal Request. At this time, seven federal agencies have requested to utilize properties, lands and buildings at NAS. The U.S. General Services Administration has asked for eight acres along Route Eight by Mongmong-Toto-Maite to construct a federal courthouse. The U.S. Army Reserve has requested 17 acres, and 68,000 square feet of space at the bachelors quarters near the NAS swimming pool for centralize U.S. Army Reserve Center. The Guam Army National Guard has asked for almost 9 acres and 6 buildings containing 47,000 square feet to be used as a property and fiscal offices. U.S. Postal Office has requested .3 acres and one building containing 3,000 square feet for post office. Federal Aviation Administration has requested 2.8 acres and 2 buildings totaling 24,000 square feet for an office and operational use. The Defense Commissary Agency has requested almost 10 acres and 1 building totaling 86,000 square feet for central commissary facility. The National Weather Services has asked for 1.4 acres and 1 building containing 5,000 square feet for weather forecasting office. No decision has been made on these particular federal agencies by the Navy at this point in time. However, the Komitea has taken a position on all of these 7 uses and have indicated to the federal government that of the 7 agencies that have requested for property at NAS we support two (2) of them. Those two are the Federal Aviation Administration request and the National Weather Services request. All other requests were objected by the Komitea. The Komitea has taken the position that it prefers that both FAA and National Weather Services utilize the property at no cost and do not get a fee transfer title of the land.
- B. Request for Homeless. The Komitea has screened the property and approximately 14 homeless organization submitted requested for properties on NAS. The 14 agencies requested 50 units of housing, 2 barracks,

Ms. Jackie Arriola Murati, Chief of Administration Services for the Guam Airport Authority introduced herself and explained that she had been involved in the planning of the Airport Master Plan for approximately six months. The following is just a proposal of what the boundaries are to be: nothing is final, nothing has been signed.

At the end of March, the area that encompasses the runways was the area which constituted Modification Number 3 of Joint Use Agreement. This allowed for the Guam Airport Authority to continue operating after April 1st because NAS was disestablished on March 31st.

The area that is currently being negotiated is the area around the crash crew buildings, a number of hangers, some maintenance facilities, and areas adjacent to the runway area.

For information only, the expenses that the Airport Authority will incur in connection with running the airport in going to increase by 3 to 4 million dollars a year. This include funding for the crash crew units, runway lights, grass cutting and other maintenance and improvements.

The other area that is currently proposed is the enlisted area. Under the long term plan, the Guam Airport Authority will require a new taxiway. The two current runways do not have a taxiway. In the near future some of this area north of the runways will be converted into a new taxiway. This will also include a Tiyan Parkway (a roadway). A new cargo facility will have to be built to accommodate the ever growing need for the island.

The main objective the Government requested for NAS is for the expansion of the airport. In the meantime, until the airport is ready for the new taxiway and the cargo facilities areas, the government of Guam can best determine the interim use of these homes.

Ben Pinault suggested that a runway be dedicated for cargo only. Areas in question are on the enlisted housing and south of the runway.

Dennis Zermeno inquired does anybody know how many runways does the San Francisco airport have? He suggested that maybe the two runways maybe adequate enough if good traffic control is enforced.

The purple triangle area is subject for clean up. The other purple area is set aside for recreation, the pink area for education, the dark green area is for commercial development, and tan area is for housing. These were proposed by the contractor who drafted this plan. These are starting points for our discussion for in community. Some of this is driven by federal laws. The Airport gets a lot of land for free. The recreation and educational land can be received by the Government of Guam at no cost. Other uses have some cost involved.

THE LIGHTS WENT OUT AS A RESULT OF A POWER OUTAGE AT 8:30 P.M.

Ron Teehan stated we can continue with the hearing, wait for the power to return in an hour or reschedule the meeting. The members, staff and the public agree to reschedule the Public Hearing. Mr. Teehan than stated we will reschedule the Public Hearing and announce the date, time and place.

KOMITEA PARA TIYAN
(Naval Air Station Reuse Committee)
Subcommittee on Community Reuse, Interest & Concerns

December 27, 1994

To: Lieutenant Governor Frank F. Blas
Chairman, KOMITEA PARA TIYAN

Fr: Joseph M. Borja
Co-Chairman, Subcommittee on Community Re-use, Interest & Concerns

Re: KOMITEA Public Meeting Minutes

Enclosed please find minutes of KOMITEA public meetings as follows:

1. Governor's Cabinet Conference Room, Adelup - November 15, 1994
2. Tamuning Community Center - November 21, 1994
3. Mongmong Toto Maite Community Center - November 22, 1994
4. Carbullido Elementary School - November 23, 1994

I recommend that the incoming KOMITEA address the issue of "Public and Original Landowners participation" in the new KOMITEA.


JOSEPH M. BORJA
Sub-Committee Co-Chairman

cc: Lt. Gov-elect Madeleine Bordallo
Frank Toves
Michael Cruz
Therese Certeza
Frank Aguon

**KOMITEA PARA TIYAN
PUBLIC MEETING MINUTES
MONGMONG TOTO MAITE
23 November 1994/ 6:30 P.M.**

Joseph Borja, Co-chairman of the subcommittee for Land Re-use, and member of Komitea Para Tiyan conducted the fourth public meeting. Mr Borja introduced other members of the Komitea, Frank Toves-Project Manager of Bureau of Planning, Jackie Marati of Guam Airport Authority, Commander Jim Poole and Navy constituents. He provided information on the presence of the Navy, and their facilitating responsibilities on the closure of the NAS installation. The purpose of the public meetings is the importance for obtaining public opinion and views. Mr Borja explained that the BRAC Commission was appointed by Congress and was responsible for instructing local entities to set up a re-use committee in the planning and implementation of programs which the federal properties will be used for. Guam's re-use committee was created by Executive Order - Governor Ada, appointed Lt. Governor Blas as the Chairman of the Committee known as Komitea Para Tiyan. 'Tiyan' is adopted from the original name of the area prior to its possession by the Federal Government. Members of the Komitea consists of business sector members, general community, and government officials. They are assisted by the RAB (Restoration Advisory Board) which is responsible for the oversight and clean up of environmental problem at NAS; (List of members available for public review) in accordance with EPA requirements. RAB is open for membership to the community. Another group assisting the Komitea is a re-use consultant hired by the GAA and the Komitea using federal funds (approximately \$450K-FAA, 500K-OEA) for the purpose of conducting research for various possible uses contingent to benefit of the community.

None of the concepts demonstrated on the walls are final. They are merely concepts and different proposals presented by the consultant, public and other government offices. The public is encouraged to voice opinions on original land owners, aviation facilities, and educational complex.

The Komitea has various sub-committees and the GAA will be presenting ideas on planning consideration and re-use of NAS. Mr Borja drew attention to maps on the wall. He explained the existence of Route 8, Route 16 and area outside the fenced area of NAS, safety approach zone.

NAS is divided into two sections; area that Navy will retain and area that will be releasable which can also be broken down into two areas; the area which the Airport has expressed interest and areas which are basically not within any airport related activities. There have been various proposals such as the high school

Analysis derived from a team of four companies considered - condition of infrastructure, constraints, opportunities and assets. History, background, population and settlement patterns pre-war and post-war and the whole of Guam, region and economy. Development and birth of NAS Agana during WWII and it's place on Guam's colonial history. Chamorro Land Trust Commission studied together with the teams and identified original land holding issues, industries, and agricultural area before development of the airport facilities. Links criss-crossing roads between Tumuning, Barrigada and Tumon were identified. Opportunities of base re-use taking into consideration proposed aqua-firs, rural developments, infrastructure, topography, natural assets and characteristics that determine quality of life. These analysis can improve the opportunities such as circulation (traffic deviation) through NAS by distributing monopoly of traffic along incorporation of connector roads. Maximizing complexes for accommodating of the public of Guam, ie., schools, heritage centers, gymnasiums, plantations, limestone forests, cultural botanical gardens, historical villages, cultural activities, government centralized offices. Existing land use patterns, primarily single residential family development, agricultural. Zoning has been developed to increase residential areas around the airport area. Safety, traffic pattern, noise impact and compatability has been studied and taken into account. The airport master plan shows opportunities where the airport is functional and profitable for the next twenty years. The twenty year plan is specifically concentrated on anticipating growth and accomodation of the growth. These ideas will be considered to implement what is functional in a new environment, and possibilities in the development of the airport in the next twenty to thirty years. All these proposals are just 'bubbles' or growth plans.

Mr Borja solicited questions and comments from the public instructing them that comments will be considered by the Komitea when making decisions.

THOMAS RAMIREZ (Private Citizen) - Return land to original owners. The area is hazardous to establish a high school or other agencies because of the air traffic pattern.

ROBERT BENAVENTE (Chamoru Nation) - The plans are nice for convenience. Overlooked is the original land owners and their heirs. General feeling on the plan is to relocate landowners, or joint venture with people coming in. Hazards are present, ie. aircraft accidents. The plans being presented are all for the future, not

Mr BORJA - said that that is a consideration headed by various government agencies. Komitea will be taking their cues from these agencies and is the reason for the public hearings. The educator on the committee is the present vice-chairman, Jose Leon Guerrero. The education board has requested for office space and school space.

Mr DONOVAN BROOKS (Media) - commented that his opinion is that the media is fair and reports accurately on the on-goings and development of events regarding issues of concern on the island.

Mr Borja told the audience that the sources for information for maps, location of NAS facilities, environmental reports of different sites at NAS are available at the Adelup Complex in the Chamorro Land Trust and Bureau of Planning Offices. Tours are available for interested citizens.

Commander Poole stated that there are rules and regulations available for educational purposes concerning the re-use decision and closure of the NAS installation.

DANNY JACKSON (Private Citizen) - stated that the federal government polluted different sites throughout the island and have yet to clean it up, who are the federal government to come in again and tell the local people about rules and regulations. What is the purpose of the rules and regulations, whose rules and regulations are those that the commander is waving around in our faces, why should we be govern by rules and regulations. The thing to do is to clean up whatever contaminants, forget the rules and regulations and return the land to the original owners.

There were no further comments from the public, the meeting adjourned at 8:09 p.m.

**MARIE SAN AGUSTIN
Recorder**

**KOMITEA PARA TIYAN
PUBLIC MEETING MINUTES
CARBULLIDO ELEMENTARY SCHOOL, BARRIGADA
22 November 1994/6:30 p.m.**

Lieutenant Governor Frank F. Blas, Chairman of the Komitea Para Tiyan conducted the third public meeting in Barrigada. There were 17 attendees. Lt. Governor Blas introduced the committee members of the Komitea Para Tiyan, Mr. Joseph M. Borja - Co-Chairman Subcommittee on Community Reuse, Interest & Concern, Mr. Frank Toves - Project Manager, Duane Siguenza - Guam Airport Authority, Captain Timothy Thorsen - Commanding Officer, Mr. Fred Castro - Co-Chairman Subcommittee on Community Reuse, Interest & Concern, Mayor Raymond Laguana of Barrigada, Captain Jim Poole - Base Transition Coordinator and Lt. Bill Cords of NAS Civil Engineering.

Lt. Governor Blas informed the public that the Komitea plans to get up to a starting point with suggestions from the public.

Joseph M. Borja reviewed the map of NAS lands available upon turnover March 31, 1995.

Commander Jim Poole has informed the public that Guam cannot turn over NAS to the Government of Guam unless we can provide a Re-use Plan, the Government of Guam can then decide what to do with the NAS properties.

The Barrigada Municipal Planning Council presented their ideas and concerns relative to the reuse of NAS. The Council was represented by Mr. Felix Benavente and Mr. James Castro. Some of their concerns are listed:

1. The establishment of a memorial to the Chamorro Slave Labor that built Tiyan Airfield.
2. The establishment of recreation areas and parks.
3. The establishment of a boulevard roadway system parallel to the existing Route 8 and connecting two major park areas.
4. The consolidation of released NAS lands as an extension of Barrigada village and under the jurisdiction of the Mayor of Barrigada.

They presented a sketch of the concepts presented. Custody of the sketch was turned over to Mr. Fred Tupaz, planner for GAA with possession of all drawings and sketches relative to NAS. Representatives of the Chamoru Nation conducted themselves in a distractive manner during the presentation by the Barrigada Municipal Planning Council.

Testimony by Mr. Joe Morcilla.

(Written comments attached.)

Mr. Joe Morcilla a resident of Barrigada who grew up a couple of lots down from NAS expressed his thoughts and concerns: My family still lives there, so I have some thoughts about the whole process that's being undertaken here for the reuse plan but first of all, I want to just express to Commander Poole that the frustrations you are hearing tonight really are frustrations that we all feel, although, some are more passionate in their expressions of the frustrations. I agree with a lot of the peoples thoughts about the different criteria that is needed to be used to evaluate how you deal with Guam issues rather than stateside issues in putting together these regulations to turn over military bases to communities. I think many times the issues that are important to the people of this island are not taken into consideration, I think that in the future, I should go on with this process, your going to hear more and more of these frustrations that that's the reason why you hear these frustrations because of we don't believe that we should be playing in the same playing field as a community in the USS Alameda Naval Base in California. There are different factors that affect this community that do not affect the community of Alameda, California, so I just want you to understand that and that's why we are kind of frustrated in this whole process here. But beyond that, I for one understand the importance of the Airport Facility on Guam as Jackie had mentioned earlier. It is the bloodline to this community, the airport and commercial port (the seaport) are the two most important asset's we have in this community. They provide us with the food, the clothing and the medical supplies. You name it, everything that we use on this island probably comes through Guam International Airport or through the Commercial Port of Guam, so I understand the importance of having those facilities remain in place and function as a top notch airport facility. With that in mind, I would like to express my thoughts about how I would like to see the Airport and the entire NAS facility be planned out. For one thing, I believe that the entire sight should be one large industrial park. An industrial park doesn't necessarily mean warehousing through the entire lot but what it means is that the primary function of the NAS sight should be one to accommodate airport needs and any of the ancillary uses for the airport, Warehousing, transshipment services, those kind of things. One of the things I would have love to have seen before I got over here was a lot of the information. There is a lot of good information available to us here that we can use to evaluate the actual production of the plan. One of the recommendations opposed to some the members of the presentation team is if you could possibly have this information placed where it is accessible to the people on this island, maybe we could take a look at it more closely and provide it with some ideas and some thoughts on what we think might work here. I prepared a written testimony, I don't want to read it but I would like to go over some of the points that I am presenting in my testimony here. One of the things that I think we have not discussed yet is (Ricardo had mentioned it a little bit) the whole idea of safety, in terms of operating an airport and I think the reason why we have a lot of green space around the eastern and southern part of the airport is because you need those buffer zones to protect all airport activity from adjoining residential and commercial activity. Just as Ricardo had indicated that there could be conflicting uses outside of the project sight,

option for some of those buildings. I don't think the idea of putting a school on the sight is a good idea primarily for safety reasons. I don't think we want to endanger the lives of three hundred children, just several hundred feet away from the aircraft path line. The idea should not even be considered. It could also possibly serve as a central location for some of our police and fire services. As Felix indicated there is an existing fire station there but the police department right now is located down at Pedro's Plaza in Agana, which is not really an ideal sight for a central precinct. I would like to see a Police Department probably relocate up there to one of the larger facilities and maybe have their base operation based out of NAS. It is centrally located, it is accessible to all of the major roadways. I think it is an ideal sight for something like that. When I talked about the airport operations, I was concerned about what I have been reading in the newspapers. There is talk about a million tourists this year being accommodated at the airport, and now they are discussing two million tourists some time in the future. Twenty years ago we would have never envisioned a half a million tourists here on Guam but it is looking like that is where we are progressing. We may need to manage it somewhat to ensure that our quality of life is not compromised in any manner. However, being that as it may, we got to take a look at possibly future alternative sights for the airport, and I am surprised Tony Artero didn't mention northwest field because he and I think alike in that manner. Tony, I think it may not happen fifteen, twenty, or twenty five years from now, but I think the most ideal sight for an airport is northwest field. When you consider the safety issue, maybe the more adverse impact that people would complain about, probably would be the distance you would have to travel to get to the airport. In fifteen to twenty years we may have people movers that can move people from Agana to the airport. I am just bringing this up because that is a possibility we need to consider and start considering. Not ten to fifteen years from now but now. There was some talk about the road systems here and I just wanted to say that more roads is not necessarily the answer to our traffic problems. In fact I would like to see less roads on Guam. However, there is a need to provide access from Tamuning through Barrigada to kind of offset some of the congestion you see on Marine Drive, but beyond that I think we have to start looking at putting appropriate land uses in certain areas and not bunching everything together in one sight, that is one way of creating traffic congestion. Tamuning is Tamuning today simply because we decided at some point in our history to locate all commercial and large residential down there, and that is why Tamuning has a lot of traffic is because that is where people go to work, go to shop and go to play. We have to relook that whole process and maybe look at providing other locations for commercial, residential and recreational activities. I didn't like the option, in terms of the new runway that would run almost perpendicular to the existing runway. It is dangerous as it is now to have the planes land on NAS Agana. It will create much danger to allow the planes to fly directly smack into the middle of the island. Although, the population in Radio Barrigada is not that high, they are my villagers and I have their safety in mind here, so I would not recommend that you propose a runway that would run through that part of the sight. I just want to make sure that I have covered everything. As I indicated earlier, I believe that it is important that the community get involved, not only in the process of determining

Commander Poole's response - That is why further studies are being done to help determine what the extent of the damages is and whether it can or cannot be used.

Judy Jackson - Look at where it is at, where the water lands. This is all I have to say and it will be brought to the news.

Tony Artero - I just wanted to add to my previous comment, in regards to the McDonald's restaurant up at NCS. It is one of the reasons why I am eluding to try and do an island wide land use plan and if we can approach the National Leadership on this rural community exemption. Across the street from the McDonald's restaurant is the Aviation fuel pipeline that lies across the top of a lot of private land owners which is a residential area. It is hazardous. These people pay taxes for their properties inclusive of the fifty foot wide hazardous buffer zones, but this is compromising the safety of the people. So there are a lot of problems on this island that have come about within the last fifty years. Again, We have no say. This I think is an opportune time to say the tide must turn and the clean-up must be done from end to end. The land use plan has to be done islandwide. One small island community, one masterplan for the entire island. To do just NAS is a piece-meal, patch-up and will not get us anywhere. So that Aviation fuel pipeline that runs from Cabras Island all the way up to Anderson Air Force Base needs to be addressed as well.

Mr. Joseph M. Borja - Co-Chairman Subcommittee announced the office where information and maps can be obtained. He also announced that the next meeting will be on November 23, 1994 at the Toto Community Center. Meeting adjourned at 9:49 p.m.

Doreen P. Flores
Recorder

**Testimony by Joe Morcilla
Resident of Barrigada
NAS ReUse Plan Public Meeting
November 22, 1994
Barrigada Community Center**

Representatives of the Komitea Para Tiyan:

Thank you for the opportunity to provide input in the development of a masterplan for Guam's soon-to-be most prized possession, Naval Air Station.

I am a former resident of Barrigada, but my family still remains very active members in this community and I am speaking on behalf of my entire family. Understanding the economic importance of the Guam International Airport, we feel that the NAS property should primarily be an industrial park with airport operations as its nucleus.

We would like to see the existing buffer zones on the southern and eastern peripheries maintained to ensure that existing levels of safety and noise are not compromised. Open space and recreational facilities are the principal uses in these areas.

We would like all recreational facilities abutting Route 16 to be turned over to the Village of Barrigada who will ensure proper maintenance of the facilities. Use of all facilities, however, should be open to the entire island community. The Barrigada Mayor would simply serve as caretaker of the site.

We would like to see the existing fuel storage area relocated further away from Route 8 which has an average daily vehicle traffic of over 15,000 cars. The facility also sits a couple of hundred feet away from a mid-size hotel and a number of residential and commercial facilities. Again, safety is a major concern here.

The above issues represent my thoughts for NAS in the short term. However, as we plan for the future of this island we must also consider long term issues. Twenty years ago, we never envisioned accommodating one million tourists in one year. That feat is only days away. Now there is talk of two million tourists a year. Soon there will be talk of three, four, five million tourists. My point is that NAS is the most ideal site for our current air traffic needs. But that will certainly not be the case in year 2020.

We must begin to take a good look at alternative sites for Guam's future airport needs and commence to lay the groundwork to make it happen. Northwest field is the most ideal site for Guam's future airport. Lets begin to explore this possibility.

In closing, I would like to suggest to the developers of the Masterplan to meet with the Municipal Planning Councils of the three most impacted communities to generate a more localized assessment of the desires of this island community. In fact, this should have probably been done prior to this meeting. Opportunity to review conceptual plans should have also been allowed prior to this meeting. Allow us to not only decide where certain uses can occur, but let us also decide what types of uses should occur. After all, the direct impacts of this Plan will be borne primarily by the residents of this community, not by the developers of the Plan.

1

1

1

KOMITEA PARA TIYAN
NOVEMBER 22, 1994 (TUESDAY)
SIGN IN SHEET (PLEASE PRINT)

NAME	ADDRESS	CONTACT NO.	PLEASE CHECK COMMENT	
			WRITTEN	ORAL
Felix Benavente	POB AC, Agaña, GU	734-0509/734-3737		✓
Rumdo Benavente	POBox 1609 Agaña, Gu	734-4055		✓
Frank Guerrero	Po Box 2033 Agaña, Gu	477-4246		✓
Art. Juan Jackson	P.B. 11542 Yigo GUAM	632-5138		✓
Harrison + Albritton	Andot Cuenca	477-5789		✓
ALVIN R. BORG	American Legion Post	666.		
William Borge	UPS	744427		
B.J. Camar	123 Mango St P.H. 9691	475-3110		✓
Erwin Jackson	P.O. Box 23942, GMF 7691	72137		✓
Maria L. Villanueva	P.O. Box 10021 Sinajana GU. 96926	637-5028		✓
FRANCISCO MUNOZ	P.O. Box 1314, Agaña Gu. 96910	472-7647		✓
MARY LOUISE WHITMAN	PO Box 4201 Agaña	477-2300/632-5737		✓
HASH TERNER	HARMON	472-3407/8/9		✓
Glenn Pimenta	Box 23641, GMF 96921	N/A		✓
Thomas E Dent	P.O. Box 26899 GMF	472-7603		
Barbara R. Dungco	Barrigada, Guam 96921	472-6082 (my parent's Carmen / Felix Dungco)		

**PUBLIC MEETING MINUTES
TAMUNING COMMUNITY CENTER
21 November 1994/6:30 p.m.**

Lieutenant Governor Blas, Chairman of the Komitea Para Tiyan conducted the second public meeting in Tamuning. There were 33 attendees. Lt. Governor Blas introduced the committee members of Komitea Para Tiyan, Mr. Joseph M. Borja-Sub-committee Co-Chairman (Community Re-use, Interest & Concerns), Frank Toves-Project Manager, Duane Siguenza-Guam Airport Authority, RADM. David Brewer III-ComNavMar, Captain Timothy Thorsen-Commanding Officer of NAS, Commander Jim Poole-Base Transition Coordinator.

Lt. Governor Blas informed the public the Komitea committee plans to get up to a starting point with suggestions from the public.

Joseph Borja informed the public with an illustration of the map of NAS lands available upon turnover March 31, 1994.

Commander Jim Poole has informed the public that Guam cannot turn NAS over to the Government of Guam unless Guam can provide a Re-use Plan, Guam can then decide what to do with the NAS properties.

Carl Butler had asked, "Has any of the homeless people applied for the land"?

RADM. David Brewer III, commented the Navy has pushed for the land to be released.

Joseph Borja continued his presentation on available lands within the NAS jurisdiction.

Jackie Marati mentioned JFP International was hired to create a Land Use Plan, and to update the 1989 Master Plan. By April 1, 1995 Guam will have a civilian airport.

Ricardo Tossani of JFP International conducted a slide-show presentation of NAS re-use Plan.

Carl Butler had asked, "What are the chances of the original land owners being returned back their land?"

Danny Jackson commented his concern about toxic waste being dumped back in 1962 on NAS property. The property has been locked up for 50 years.

Captain Thorsen had responded it will be environmentally cleaned up.

Ben Garrido stated his opinion that the Komitea is not really about how the land is to re-used but to deny the original land owners (heirs) on getting their precious land back. Original land owners should tell the Komitea what they want done with their land first.

Joseph M. Borja informed the public that information is available at Bureau of Planning and the Chamorro Land Trust Commission.

Carl Butler requested for the Komitea to strongly consider the non-profit organizations upon turnover.

Danny Jackson along with brother Erwin Jackson commented on the return of excess land in NAS. There are alot of homeless Chamorro people. "Guam is a place where the Chamorros were born".

Lt. Governor Blas made his closing comments to the public. Meeting adjourned at 8:45 p.m.

Recorded by: Tammy L. Crisostomo

KOMITEA PARA TIYAN
NOVEMBER 21, 1994 (MONDAY)
SIGN IN SHEET (PLEASE PRINT)

NAME	ADDRESS	CONTACT NO.	PLEASE CHECK COMMENT	
			WRITTEN	ORAL
Mataxan, Francisco	Tamuning			✓
Punzalan, Jose M.	Yiga			
PEREDO, George	Tamuning			
David T. Muro	Ramalan	632-5737		✓
Vicente Enriquez	Deledo			
CARL T. BUTLER	Lake Hts	632-1971		
Ernest Ania	Tamuning	646-7210	✓	-
Danny Jackson	Mangila	632-2857		-
THOMAS CHRISTIAN	Agam Hts.	646-5701		
Peter C. Mayer	Mangila	649-6459		
Tony ARTERO	P.O. Box 984 Agam, GU 96910	477-1985		✓
Marianne Rios	P.O. Box 3989 Agam, GU 96910	477-5789		
Ann R. BORG	P.O. Box 9, Agam, GU	472-1845		
Joe Pangelinan	P.O. Box 13092 Tamuning	734-2900		✓
Samuel P. Flores	P.O. Box 9051 Tamuning	646-8514		
Catherine T. McEllum	P.O. Box 12805 Tamuning	649-5008		

[illegible]

**KOMITEA PARA TIYA.
PUBLIC MEETING MINUTES
GOVERNOR'S CABINET CONFERENCE ROOM
15 November 1994/2:00 p.m.**

Mr. Mike Cruz, Member of the Komitea Para Tiyan conducted the first public meeting in the Governor's Cabinet Conference Room. Mr. Cruz introduced those committee members of Komitea Para Tiyan present, Mr. Joseph M. Borja-Sub-Committee Co-Chairman (Community Reuse, Interest & Concerns), Frank Toves-Project Manager

The Re-Use Consultant JFP International made 2 presentations:

- 1.) FAA Master Plan for the Airport areas
- 2.) Reuse Plan for non-Airport areas

Mr. Felix Benavente suggested a Memorial to the Chamorro Slave Labor that built Tiyan Airfield. Ms. Rita Franquez also agreed with this idea.

Mayor Antonio Babauta of Agat commented that other local agencies could benefit more than federal agencies. Points the Mayor indicated:

- a) Do people have money to renovate?
- b) Are the spaces available?
- c) Are the facilities available?
- d) These Federal agencies are just interested because it is a "freebie".
- e) What's wrong with what they have now?

Rita Franquez questioned what is available for a museum and a storage facility. She feels the Museum and Library requests have a low priority as well as the cultural preservation and archives.

Commander Jim Poole responded to these questions and comments.

Dr. David Watt of the Homeless Coalition presented the concerns of Homeless providers.

Reverend Mark W. Jankoski of the Tamuning Baptist Church asked what the possibility is of their group receiving its request.

Mike Cruz responded to Rev. Jankoski's request.

The meeting was adjourned at 3:24 p.m.



