DRAFT
ENVIRONMENTAL ASSESSMENT

RECAPITALIZATION PROJECT USCG STATION ATLANTIC CITY NEW JERSEY

CONTRACT NUMBER: HSCG83-07-D-3WF170
TASK ORDER NUMBER: HSCG47-13-J-A17010

Responsible Agency:

U.S. Department of Homeland Security
United States Coast Guard

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US COAST GUARD
ENVIRONMENTAL ASSESSMENT
FOR
RECAPITALIZATION PROJECT USCG STATION ATLANTIC CITY
ATLANTIC COUNTY, NEW JERSEY

This U.S. Coast Guard Environmental Assessment (EA) was prepared in accordance with Commandant's Manual Instruction M16475.1D and is in compliance with the National Environmental Policy Act of 1969 (P.L. 91-190) and the Council of Environmental Quality Regulations dated 28 November 1978 (40 CFR Parts 1500-1508).

This EA serves as a concise public document to briefly provide sufficient evidence and analysis for determining the need to prepare an Environmental Impact Statement or a Finding of No Significant Impact.

This EA concisely describes the proposed action, the need for the proposal, the alternatives, and the environmental impacts of the proposal and alternatives. This EA also contains a comparative analysis of the action and alternatives, a statement of the environmental significance of the preferred alternative, and a list of the agencies and persons consulted during EA preparation.

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Date	JOHN R. POLAND Environmental Reviewer	Chief USCG SILC Environmental Management Division

In reaching my decision/recommendation on the US Coast Guard's proposed action, I have considered the information contained in this EA on the potential for environmental impacts.

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Table of Contents

List of Tables

Appendices

ACHP	Advisory Council on Historic Preservation
BFE	Base Flood Elevation
BMF	Boat Maintenance Facility
BMP	Best Management Practice
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CMP	Coastal Management Program
CWA	Clean Water Act
dB	decibel
D-B	Design-Build
DLUR	Division of Land Use Regulation
DNL	Day-Night Average Sound Level
DPS	Distinct Population Segment
EA	Environmental Assessment
EFH	Essential Fish Habitat
EO	Executive Order
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FONSI	Finding of No Significant Impact
FPPA	Farmland Protection Policy Act
GHG	Greenhouse Gas
HABS	Historic American Buildings Survey
HAPC	Habitat Area of Particular Concern
MOA	Memorandum of Agreement
MSFCMA	Magnuson-Stevens Fishery Conservation and Management Act
NAAQS	National Ambient Air Quality Standards
NAVD	North American Vertical Datum
NEPA	National Environmental Policy Act
NHP	Natural Heritage Program
NHPA	National Historic Preservation Act
NJDEP	New Jersey Department of Environmental Protection
NJ HPO	New Jersey Historic Preservation Office
NJPDES	New Jersey Pollutant Discharge Elimination System
NJRHP	New Jersey Register of Historic Places
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration

NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NWP	Nationwide Permit
OPCER	Office of Permit Coordination and Environmental Review
SAV	submerged aquatic vegetation
SHPO	State Historic Preservation Office
THPO	Tribal Historic Preservation Office
UPH	Unaccompanied Personnel Housing
URS	URS Group, Inc.
USACE	U.S. Army Corps of Engineers
USCB	U.S. Census Bureau
USCG	U.S. Coast Guard
USFWS	U.S. Fish and Wildlife Service
WOUS	Waters of the U.S.
WQC	Water Quality Certificate

1. BACKGROUND

The 2013 Disaster Assistance Supplemental Act (P.L. 113-2) appropriated funds to rebuild U.S. Coast Guard (USCG) shore facilities damaged by Hurricane Sandy in October 2012 and to reduce damage from future storms by replacing damaged facilities with those that are hurricane and flood resilient.

Hurricane Sandy recapitalization fund requirements state that new structures shall be built to withstand the 500-year flood and that structures be storm-resilient and meet or exceed facility construction requirements from Hurricanes Katrina and Ike. Executive Order (EO) 11988 (Floodplain Management) requires Federal agencies funding "critical facilities" to construct them to withstand a 500-year flood level. Non-critical facilities must be constructed to withstand the 100-year flood level. The Coast Guard also has a mandate to reduce the overall Federal footprint and right-size all facilities.

USCG Station Atlantic City, New Jersey, is located on a small peninsula in Atlantic City (Figure 1, Appendix A). The Station provides search and rescue, law enforcement, and environmental protection for approximately 250 square miles of ocean, backbays, and inlets along the New Jersey coastline (USCG 2013a). The Station operates five rescue craft, including two 21-foot SAFE Boats, one 23-foot SAFE Boat, a 41-foot Utility Boat, and a 47-foot Motor Life Boat. The Station also operates a seasonal rescue station in nearby Ocean City, New Jersey; together the units conduct approximately 400 search and rescue cases a year.

The Coast Guard is currently operating out of an Engineering Building and Boathouse that were damaged by Hurricane Sandy and has determined that these buildings cannot reasonably be retrofitted to resist wind and flood conditions from future storm events.

This Environmental Assessment (EA) has been prepared in accordance with the National Environmental Policy Act (NEPA) of 1969, the President's Council on Environmental Quality (CEQ) Regulations (40 Code of Federal Regulations [CFR] parts 1500-1508), and the Coast Guard's NEPA implementing procedures (COMDTINST M16475.1D) to evaluate the environmental impacts of the Proposed Action and the No Action Alternative.

2. PURPOSE AND NEED

Station Atlantic City plays a vital role in ensuring public safety and providing port/waterway security and environmental protection along the New Jersey coastline. The existing buildings and waterfront at the Station were damaged by Hurricane Sandy and required immediate repairs after the storm to allow Station operations to continue. However, the existing Engineering Building and Boathouse are not designed to resist anticipated future storm and flood conditions, nor can they reasonably be retrofitted to do so. In addition to incurring damage as a result of Hurricane Sandy, the Engineering Building and Boathouse are functionally obsolete, and are no longer suitable for continued use by the Coast Guard for operations, maintenance, or storage.

The floor elevation of the Engineering Building is well below the 100-year and 500-year flood elevations. During Hurricane Sandy, the building was inundated with water to a depth of several feet, the building’s boiler was submerged and ruined, and all interior finishes and insulation were destroyed. Parts stored in the Engineering Building worth about $10,000 were also destroyed in the storm. This building typically floods during normal storm events and has suffered repeated damage to its wood frame and siding; with the most recent damages from Hurricane Sandy, the

building's structural integrity has been lost, although it is still considered a contributing element to the historic Station Atlantic City.

The Boathouse has been functionally obsolete for years due to its finished floor elevation being well below the 100-year flood elevation. During Hurricane Sandy, the Boathouse flooded – mainly through water intrusion via windows, doors, and roof. The roof, floor, and windows were damaged and there was extensive damage to drywall and interior finishes. This structure is no longer suitable for continued use by the Coast Guard for operations, maintenance, or storage and its historical integrity has been negatively affected.

The purpose of the project is to improve the Station's resilience to future storms and reduce down time for mission-critical facilities after storm events by constructing a new, hurricane-resistant Boat Maintenance Facility (BMF) and make repairs/improvements to the Station's waterfront along Absecon Inlet.

3. ALTERNATIVES

Two alternatives are evaluated in this EA: the No Action Alternative (status quo) and the Proposed Action. As described below in Section 3.3, Alternatives Considered and Dismissed, no other feasible alternatives that meet the purpose and need were identified.

3.1 No Action Alternative

Under the No Action Alternative, the Coast Guard would continue to operate from non-hardened operational facilities situated below the base flood elevations for both the 100-year and 500-year storms. The existing facilities would continue to sustain flooding from future storm events, which would require the Coast Guard to expend significant funding on a recurring basis to repair damages. The down time for these mission critical facilities after storms would reduce operational efficiency, negatively affecting the Coast Guard's ability to fulfill its mission.

3.2 Proposed Action

The existing Station Building, Boathouse, and Engineering Building, and utility infrastructure are considered critical facilities eligible for Hurricane Sandy recapitalization funds. Under the Proposed Action, the Coast Guard proposes to construct a new 10,362-square-foot BMF with an engineering shop and support space to house all functions currently located in the existing Engineering Building and Boathouse, both of which would be demolished. The Proposed Action also includes needed repairs and improvements to the waterfront. Figure 2 in Appendix A shows the components of the Proposed Action; elevation renderings of the new BMF are also included in Appendix A.

The new BMF would be constructed on the location of the existing Boathouse. Space is limited at Station Atlantic City, and a contiguous operational station layout is required to meet the mission. Retention of excess structures such as the Boathouse and Engineering Building that are no longer used, have become obsolete, and present a continual maintenance burden is inconsistent with mission requirements and the Coast Guard's mandate to reduce Federal footprints. Since space is at a premium on the Station, and the historic integrity of the Boathouse has been negatively affected, it is practical to propose building the new BMF on the site of the existing Boathouse. The new BMF has also been right-sized to meet mission needs.

The new BMF is considered a mission-critical facility and would be designed to withstand a 500-year storm event and built to hurricane resistant building codes. The new BMF will have architectural design elements that allow the new structure to be more compatible with the Roosevelt-era architectural style of the nearby historic Station Building. The existing perimeter security fence and lights along the northeast shoreline along Absecon Inlet would also be replaced.

Proposed waterfront work would include:

- Installing 811 linear feet of armor stone revetment along the entire northeast shoreline of Absecon Inlet. The revetment will be placed 18 feet seaward of mean high water along the 461 linear feet of the existing bulkheads. The existing bulkheads (78 linear feet of wire gabion baskets, 188 linear feet of precast concrete cribs, and 195 linear feet of wood-faced structural bulkhead) will be repaired, and the gap between the armor stone revetment and the existing bulkheads will be filled with clean sand or structural fill. The remaining 350 linear feet of unprotected shoreline north of the bulkheads will be restored and the armor stone revetment will extend along its entire length.
- Installing a steel or vinyl sheet piling bulkhead seaward of an existing, 149-foot long deteriorated timber bulkhead between the boat ramp and the main docks. The new sheet pile bulkhead may be either cantilevered or anchored and will be constructed within 18 inches seaward of the existing timber bulkhead. New sheet piling will be driven using pile drivers or impact hammers. Buried features associated with the existing timber bulkhead will be replaced. Existing sinkholes behind the timber bulkhead and the space between the new and existing bulkheads will be filled with clean sand or structural fill.
- Replacing guide piles at the floating docks on the southwest corner of the Station so that storm surges cannot lift the docks above the guide piles: The six existing guide piles at the floating docks at the main dock areas and the two existing guide piles at the floating dock adjacent to the boat ramp will be removed and replaced with new, taller piles. The new piles should be able to provide 2 feet of freeboard above the dock guides during a 500-year flood event. Piles will be driven using pile drivers or impact hammers. All construction materials which may come into contact with the water, including new piles, will be free of toxic materials (no creosote-coated or pressure-treated timber will be used).

Station operations would continue uninterrupted during construction because the Coast Guard would operate out of temporary trailers and existing facilities both at Station Atlantic City and other nearby USCG stations as needed (e.g., for vessel maintenance) until construction is complete.

3.3 Alternatives Considered and Dismissed

The Coast Guard considered relocating the entire Station or leasing space in a nearby facility; however, there is little available undeveloped land nearby and no adequate local facilities available for lease.

The Coast Guard also considered constructing the new BMF elsewhere on the Station, but there is no other suitable space on the Station with waterfront access and enough space to construct a BMF that would meet USCG mission requirements. The existing Boathouse is located at the optimal location for a modern BMF at Station Atlantic City, but the location is constrained by

the water's edge and the New Jersey State Marine Police Building, which is located immediately west of the USCG property. There is insufficient space to locate a new facility in between the existing Boathouse and State Marine Police Building. There is no other suitable location on the Station Atlantic City property that has waterfront access and enough space to construct a modern BMF that meets USCG mission requirements.

Finally, the Coast Guard considered retrofitting the Engineering Building and the Boathouse to withstand the 500-year flood event, as described below.

- Engineering Building: Prior to Hurricane Sandy, the Engineering Building had become obsolete due to its low floor elevation (approximately 6 feet above sea level) and limited functionality. The building has also been damaged beyond all reasonable repair due to rotting structural components and wood framing. For these reasons, a retrofit to salvage the structure and raise it to a higher elevation is neither feasible nor fiscally responsible.
- Boathouse: Due to the continued and extensive renovations to meet changing operational needs, the Boathouse's historic integrity has been severely compromised. Emergency repair work to the Boathouse immediately following Hurricane Sandy revealed extensive wood rotting near the foundation (a concrete slab from a former railroad on the site), which appears to be responsible for differential settlement throughout the building as well as between the original structure and the 1982 "snout" addition to the north face. This settlement contributed to extensive water leakage that caused much of the damage to the interior of the building from the storm. Coast Guard engineers have determined that there is no practical way to elevate the current structure above the 100-year or 500-year floodplain without potential structural failure. It is difficult to impossible to harden a wood frame structure with large doors on-grade and below the 100-year flood elevation. Another alternative would be to rebuild the entire first floor out of reinforced concrete, which in effect would demolish a significant portion of the building, with no guarantee that the remainder of the structure could be salvaged. At the current finished floor elevation, the Boathouse is functionally obsolete and cannot be used as intended. A retrofit for structural reinforcement of the main floor of the Boathouse is not practical, and using the first floor as wet space that cannot accommodate required boats and equipment does not meet mission-critical requirements of the Coast Guard.

These alternatives do not meet the purpose and need for the project and are not considered to be feasible; therefore, they were dismissed from further consideration.

4. AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

This section describes the existing physical, socioeconomic, transportation, natural, and cultural resources in the project area and the effects the alternatives are expected to have on these resources.

4.1 Socioeconomic Environment

4.1.1 Land Use and Zoning

Station Atlantic City is located on a small peninsula in the marine commercial zone of Atlantic City, New Jersey, and is surrounded on three sides by water. The fourth side, north of the Station, is classified by Atlantic County as unconstrained land (open land). Nearby property

northwest of the Station consists of high density commercial development including a casino and hotel complex. Farley Marina is adjacent to the Station to the west (Atlantic County 2006). The Station includes buildings, docks, parking lots, a helipad, mowed grassy areas, and small areas of shrubs and trees.

No Action Alternative – Under the No Action Alternative, there would be no changes to Station Atlantic City; therefore, there would be no impacts on land use.

Proposed Action – Under the Proposed Action, although building configurations and footprints would change, the land uses at and around the Station would not change. The Proposed Action would have no impact on land use.

4.1.2 Local Economy

There are 42 personnel assigned to Station Atlantic City (Moore, personal communication), three of whom live at the Station in the Unaccompanied Personnel Housing (UPH) building, which can accommodate up to six individuals. The rest of the USCG personnel who work at the Station live in the surrounding communities.

No Action Alternative – Under the No Action Alternative, USCG personnel would continue to live on or near the Station and contribute to the local economy.

Proposed Action – Since the Proposed Action would require the demolition of two buildings where Station personnel currently work, the Coast Guard would set up temporary trailers and use nearby USCG stations as needed to allow operations to proceed uninterrupted during construction of the new BMF. All USCG personnel would continue to live on or near the Station and contribute to the local economy. The Proposed Action would create a minor, temporary beneficial impact on the local economy associated with construction jobs that may available to the local community and non-local construction workers contributing to the local economy by dining at restaurants, shopping at local businesses, and staying at hotels/motels. There would be no long-term impacts on the local economy.

4.1.3 Environmental Justice

On February 11, 1994, President Clinton signed EO 12898, entitled "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." This EO requires that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations…" (Subsection 1-101). If such effects are identified, appropriate mitigation measures must be implemented.

In Atlantic City, 30 percent of individuals live below the poverty level, compared to 12.5 percent in Atlantic County. The percentage of minority individuals in Atlantic City is 73.3 percent, compared to 34.6 percent in Atlantic County (USCB 2013). Although the impoverished percentage of the Atlantic City population is less than 50 percent overall, it is meaningfully higher than the reference population of Atlantic County, and therefore, Atlantic City is considered a low-income population as defined by CEQ regulations. Because the minority percentage of Atlantic City is greater than 50 percent overall and is meaningfully higher than the County's, Atlantic City is also considered a minority population (CEQ 1997).

No Action Alternative – Under the No Action Alternative, there would be no impact on low-income or minority populations because no changes to existing conditions would occur.

Proposed Action – There would be no disproportionately adverse impacts to low-income or minority populations under the Proposed Action. No individuals, including those from low-income or minority communities, would be displaced by the Proposed Action, nor would traffic, noise, and air quality impacts disproportionately affect low-income or minority communities. All populations would benefit from improved efficiency and resilience of Coast Guard operations after storm events.

4.1.4 Transportation

Huron Avenue provides access to Beach Thorofare (also referred to as North Rhode Island Avenue). Both of these streets are classified by the New Jersey Department of Transportation as urban local streets. The Station is less than half a mile from both Route 87, classified as an urban principal arterial, and Route 187, classified as urban freeway/expressway (NJDOT 2013).

No Action Alternative – Under the No Action Alternative, because no construction would occur, there would be no impact on traffic patterns on or near the Station.

Proposed Action –During the construction period, there may be minor temporary adverse impacts on traffic flow in and around the Station due to additional vehicles accessing the construction area (e.g., haul trucks, construction worker vehicles, and heavy equipment transport trucks). Both Routes 87 and 187 have ample capacity to accommodate the additional construction traffic. Construction-related traffic associated with the Proposed Action would result in minor, temporary adverse effects on traffic flow on the local roads, especially Huron Avenue and Beach Thorofare, in the vicinity of the Station. No long-term impacts on traffic would occur.

4.2 Physical Environment

4.2.1 Geology and Soils

The Station lies in the Outer Lowland portion of the Atlantic Coastal Plain physiographic province (USGS 2013). The region is underlain by layers of sand and gravels that gently dip seaward. The general topography of the site is relatively flat, with surface elevations ranging between 7 feet North American Vertical Datum of 1988 (NAVD88) at the southwest corner of the site to about 4 feet NAVD88 at the northeast corner of the site. Overall elevations across most of the site vary between 5 and 7 feet NAVD88. The geologic formation on the project site is the Belleplain Member of the Kirkwood formation, which consists of hard claystone bedrock at the base and medium-grained quartz sandstone at the top, sometimes containing substantial acid-producing deposits (NJDEP 2013a). The surficial geology of the site is listed as Salt-Marsh and Estuarine deposits, generally found to consist of silt, sand, organic muck and peat, clay and minor pebble gravel.

Soils at the Station are mapped as Psammaquents, sulfidic substratum, 0-3 percent slopes (NRCS 2013); this soil type is a sandy, poorly developed soil that floods frequently and consists primarily of fine sand with varying amounts of shell fragments, fine gravel, peats and organic clays. Soils at the Station have been previously disturbed and contain a layer of fill at the surface.

Subsurface exploration at the site included seven geotechnical borings to analyze conditions and support foundation design for the project. Five deep borings were advanced to an estimated depth of 77 feet below ground surface and two shallow borings to 32 feet. No bedrock was encountered in any of the borings. Geotechnical borings were 8 inches in diameter, and were backfilled with controlled, clean, engineered fill. General soil properties of soil layers encountered consisted of (in order of descending elevation): fill materials, upper granular deposit, peat or very soft organic clay deposit, middle granular deposit, interbedded granular/cohesive deposit, organic cohesive deposit, and lower granular deposit (USCG 2014).

The Farmland Protection Policy Act (FPPA) states that Federal agencies must "minimize the extent to which Federal programs contribute to the unnecessary conversion of farmland to nonagricultural uses…" Soils that are already committed to urban development are not considered prime or unique farmland (7 CFR Part 658.2); therefore, because the Station is within the city limits of Atlantic City, the FPPA does not apply.

No Action Alternative – Under the No Action Alternative, no construction would occur and there would be no impacts to geology or soils.

Proposed Action – Under the Proposed Action, no impacts to geology would occur because construction activities would not be deep enough to affect bedrock. Construction activities would disturb approximately 2 acres of soils at the Station. Stormwater runoff from construction activities is regulated under Section 402 of the Clean Water Act (CWA), with implementation by authorized States through the National Pollutant Discharge Elimination System (NPDES) permit program.

Because the land-based construction limits meet the NPDES permit requirement threshold of 1 acre, a New Jersey Pollutant Discharge Elimination System (NJPDES) general permit for construction activity from the New Jersey Department of Environmental Protection (NJDEP) Division of Water Quality, Bureau of Nonpoint Pollution Control would be required. The Design-Build (D-B) contractor specifications state that the contractor must obtain a NJPDES permit prior to construction. The D-B specifications also require implementation of appropriate erosion and sediment control best management practices (BMPs) during construction.

4.2.2 Air Quality

The Environmental Protection Agency (EPA), in accordance with the Clean Air Act, as amended in 1990, has set National Ambient Air Quality Standards (NAAQS). The NAAQS are the primary guidelines used to measure air quality in regions or basins with respect to ozone, carbon monoxide, particulate matter less than 10 microns and less than 2.5 microns, nitrogen oxides, sulfur dioxide, and lead (EPA 2012). Areas that cannot attain compliance with the NAAQS are designated as non-attainment, while those areas that meet the NAAQS are designated as attainment. Areas that were previously in non-attainment and are redesignated to attainment are known as maintenance areas (EPA 2013). According to the EPA, Atlantic County is in a marginal non-attainment area for ozone and is in a maintenance area for carbon monoxide (NJDEP 2013b). NJDEP has its own State Implementation Plan for air quality and has been delegated the authority to implement and enforce emission standards for criteria and hazardous air pollutants (NJDEP 2013c).

There is scientific consensus that some human activities, such as fuel combustion, are causing changes in the Earth's weather patterns, climate, and atmosphere's chemical composition through

the creation of greenhouse gases (GHGs). GHGs include water vapor, carbon dioxide, methane, nitrous oxide, and hydrofluorocarbons. In 2007, New Jersey enacted the *Global Warming Response Act* which requires a statewide reduction in GHG emissions to 1990 levels by 2020 and a further reduction of 80 percent below 2006 levels by 2050 (NJDEP 2012a).

The Coast Guard requested project review from NJDEP in a letter dated October 21, 2013.

No Action Alternative – Current operation of vehicles, vessels, and stationary fuel-burning equipment on the Station would continue under the No Action Alternative and there would be no impacts to existing air quality.

Proposed Action – Under the Proposed Action, operation of construction equipment may cause temporary additional short-term and localized adverse impacts on air quality from point and fugitive emission sources. Because the number of vehicles and vessels operated at the Station post-construction will not change, there would be no changes to air quality from mobile sources.

The Coast Guard anticipates that comfort heat and cooling in the proposed BMF would likely be provided by electric or natural gas-fired units, similar to the existing heating and cooling systems currently in use. Electric units would not affect air quality on site. New or modified stationary combustion equipment such as gas-fired boilers may be subject to permit issuance by NJDEP, depending on the size of the new or modified unit. It is anticipated that overall emission contributions from new or modified natural gas-fired equipment would be negligible.

Because the number of vehicles and vessels operated on site post-construction would not change and minimal changes to stationary sources are anticipated, climate change contributions from the Proposed Action would be minimal.

In a letter dated December 18, 2013, the NJDEP Office of Permit Coordination and Environmental Review (OPCER) stated that a general conformity applicability analysis and possibly a conformity determination will be required in accordance with the EPA's Federal General Conformity regulation at 40 CFR Part 93, Subpart B, Determining Conformity of General Federal Actions to State or Federal Implementation Plans (Appendix C). For Federal or federally funded actions proposed in a non-attainment or maintenance area, the General Conformity Rule requires a determination of whether the action interferes with State plans to meet or maintain the NAAQs.

Because the proposed project is a Federal action in a non-attainment and maintenance area, the Coast Guard will require the construction contractor to complete a general conformity applicability analysis prior to beginning construction to ensure that the project meets the NAAQS; this requirement has been included in the D-B contractor specifications. If the conformity applicability analysis determines that the emissions are not exempt or above the minimum conformity thresholds (specified in 40 CFR 93.153 or NJDEP regulations), the construction contractor would be required to complete a conformity determination.

4.2.3 Noise

Noise is generally defined as unwanted sound. Sound is most commonly measured in decibels (dB) on the A-weighted scale, which is the scale most similar to the range of sounds that the human ear can hear. The Day-Night Average Sound Level (DNL) is an average measure of sound. The DNL descriptor is accepted by Federal agencies as a standard for estimating sound impacts and establishing guidelines for compatible land uses. EPA guidelines, and those of many

other Federal agencies, state that outdoor sound levels in excess of 55 dB DNL are "normally unacceptable" for noise-sensitive land uses including residences, schools, or hospitals (EPA 1974).

Sounds at the Station are typical of an urban environment (e.g., vehicles, voices, heating, ventilation and air conditioning units). Boat noise is common not only from USCG vessels but from boats accessing the marina adjacent to the west side of the Station.There is a large hotel/casino on private land approximately 600 feet northwest of the Station. Three USCG personnel currently live at the Station full-time and additional USCG personnel stay overnight at the Station while on duty.

No Action Alternative – Under the No Action Alternative, no construction would occur and there would be no impacts to noise levels at or near the Station.

Proposed Action – Under the Proposed Action, short-term increases in noise levels would occur during the construction period. Reconstructing the piers would require pile driving that produces loud noise and may be heard up to 0.5 mile away; however, the noise would be intermittent and short-term. To reduce noise level impacts, especially to USCG personnel and the nearby hotel/casino, construction activities would take place during normal business hours. Equipment and machinery used at the project site would meet all local, State, and Federal noise regulations. The Proposed Action would not cause long-term increases in noise levels.

4.2.4 Hazardous Materials/Hazardous Waste

The Station has a Spill Prevention, Control, and Countermeasures Plan that includes procedures for hazardous materials management and outlines emergency procedures in the event of a hazardous waste spill or incident. All hazardous materials and waste generated by the Coast Guard at Station Atlantic City are transported to and disposed of at a permitted facility.

No Action Alternative – Under the No Action Alternative, no changes in the use or disposal of hazardous materials related to Station operations would occur.

Proposed Action – No long-term changes in the use or disposal of hazardous materials related to Station operations would occur as a result of the Proposed Action. Construction activities would include the use and generation of hazardous materials (e.g., solvents, hydraulic fluid, oil, and antifreeze). The Coast Guard will determine specific hazardous materials (e.g., lead-based paint, asbestos-containing materials, solvents, degreasers) that may be present or stored in the facilities/buildings to be demolished, and whether any above-ground or underground storage tanks are present within the areas affected by the Proposed Action. Any hazardous materials discovered, generated, or used during demolition and construction would be handled and disposed of in accordance with applicable local, State, and Federal regulations. With implementation of safety measures and proper procedures for the handling, storage, and disposal of hazardous materials and wastes during demolition and construction, no adverse impacts are anticipated.

4.3 Natural Environment

4.3.1 Flora and Fauna

The Station contains mowed grasses, ornamental plants, shrubs, and trees, and supports wildlife typically found in urban areas, including squirrels, opossum, raccoon, mice, rabbits, songbirds,

reptiles, and amphibians. Aquatic biota such as barnacles and a variety of fish species are found in the marine environment surrounding the Station. The existing underwater environment in the vicinity of the Station experiences frequent noise and physical disturbance from boat traffic associated with the USCG vessels and the Atlantic City Marina located immediately south of the Station.

On October 21, 2013, the Coast Guard submitted a letter requesting project review to NJDEP.

No Action Alternative – Under the No Action Alternative, there would be no impacts on flora and fauna because no construction would occur.

Proposed Action – Activities under the Proposed Action would occur in developed areas and there would be no impacts to terrestrial plants or wildlife, although any wildlife present would be subject to construction noise. Reconstruction of the waterfront would cause temporary impacts to the marine environment, including increases in turbidity and waves created by pile drivers, and noise from construction activities. Since there is already a human presence in the area and post-construction Station operations would be the same as existing conditions, no long-term impacts on aquatic biota would result from the Proposed Action. The Coast Guard would also implement erosion and sediment controls on land to minimize sediment reaching the water. The Proposed Action would have no long-term impacts on terrestrial and aquatic flora and fauna.

In a letter dated December 18, 2013, NJDEP OPCER stated that its Division of Fish and Wildlife will review the EA to identify measures to minimize or eliminate any adverse impacts to plants, fish, and wildlife (Appendix C).

4.3.2 Floodplains

EO 11988 (Floodplain Management) requires that Federal agencies avoid direct or indirect support of development in the 100-year floodplain whenever there is a practicable alternative. The Federal Emergency Management Agency (FEMA) has developed Flood Insurance Rate Maps (FIRMs) to identify special flood hazard areas and risk zones for communities. According to the FIRM for this area, the entire Station is located within the 500-year floodplain (subject to inundation by the 0.2% or greater annual chance flood event) and the 100-year floodplain, specifically zone AE, an area of high flood risk subject to inundation by the 1% annual chance flood event. The waterfront areas are within zone VE of the 100-year floodplain, with additional hazards due to storm-induced velocity wave action (a 3-foot or higher breaking wave) (FEMA 1983). After Hurricane Sandy, FEMA updated flood maps for several counties in New Jersey including Atlantic County; the preliminary FIRM and preliminary Flood Insurance Study for Atlantic County show the 100-year floodplain base flood elevation (BFE) is at 12 feet NAVD88. According to the Advisory Base Flood Elevation map, the 500-year floodplain is 15 feet NAVD88 (FEMA 2012, 2014a, and 2014b).

No Action Alternative –There would be no impacts on floodplains under the No Action Alternative. Station facilities would continue to be flooded during major storms because the first floor elevations of the Engineering Building and Boathouse are below the 100-year and 500-year BFEs.

Proposed Action – Because Station Atlantic City is located within the 100-year and 500-year floodplains (elevations on the Station do not exceed elevation 7 feet (NAVD88), no practicable alternatives to work in the floodplain exist. The new BMF would be constructed at elevation 9.9 feet but would be built to withstand up to the 500-year flood event. The functionality of the

floodplain at the Station would not be changed or reduced by the Proposed Action. The Proposed Action would have no impact on the 100- or 500-year floodplain.

EO 11988 requires public review and completion of the Eight-Step Planning Process for Floodplains and Wetlands to identify, minimize, and mitigate floodplain impacts for federally funded and authorized construction in the 100-year floodplain. This EA serves as the Coast Guard's means of public review and includes the Eight-Step Planning Process (Appendix B) as required by EO 11988.

4.3.3 Coastal Zone

The Coastal Zone Management Act enables states to designate coastal zone boundaries and develop coastal management programs to improve protection of sensitive shoreline resources and guide sustainable use of coastal areas. The New Jersey Coastal Management Program (CMP) is administered by NJDEP. Station Atlantic City is in the CMP-designated coastal zone (NJDEP 2013d).

No Action Alternative – Under the No Action Alternative, there would be no impacts on coastal zone resources managed under the New Jersey CMP because no construction would occur.

Proposed Action – In a letter dated December 18, 2013, the NJDEP OPCER stated that the project activities would require a Waterfront Development Permit (for in-water activities) and a Coastal Area Facility Review Act permit (for upland activities), or a Federal Consistency Determination (Appendix C).

The Coast Guard has determined that the Proposed Action, with implementation of avoidance measures and appropriate agency coordination, is consistent with NJDEP CMP regulations. On January 10, 2014, the Coast Guard submitted a consistency determination to the NJDEP Division of Land Use Regulation (DLUR) (Appendix C). NJDEP issued its concurrence with the consistency determination, including a State Water Quality Certificate (WQC), for the project in a letter dated March 31, 2014 (Appendix C).

The Proposed Action would have no impact on coastal zone resources.

4.3.4 Waters of the U.S., including Wetlands

The U.S. Army Corps of Engineers (USACE) regulates the discharge of dredged and fill material into waters of the U.S. (WOUS), including wetlands, pursuant to Section 404 of the CWA. Projects that require a Section 404 permit also require a WQC under Section 401 of the CWA. EO 11990 (Protection of Wetlands) requires Federal agencies to avoid, to the extent possible, adverse impacts to wetlands. Discharges to surface water, including stormwater runoff from construction activities, are regulated under the NJPDES permit program for construction projects that disturb more than 1 acre of soils.

The Station is surrounded on three sides by marine waters, including Clam Creek on the west and south and the Absecon Inlet on the east. The Station waterfront consists of a boat ramp, docks, concrete and/or rock gabion walls, and approximately 20 feet of beach along the portion of the property fronting Absecon Inlet. No Station facilities are located on or near the beach, which is located outside of the Station fence. All waters surrounding the Station are considered WOUS and are classified as estuarine and marine deep water wetlands (USFWS 2013a). Water depths immediately adjacent to the Station property vary from approximately 5 to 15 feet deep, except along the beachfront where depths are shallower.

On October 21, 2013, the Coast Guard submitted a letter requesting project review to the USACE Philadelphia District. No response has been received to date.

No Action Alternative – The No Action Alternative would not affect WOUS because no construction would occur.

Proposed Action – Under the Proposed Action, minor impacts to WOUS would result from construction activities occurring in the water for the shoreline stabilization and new armor stone revetment along Absecon Inlet, construction of a new bulkhead near the docks, and replacement of eight guide piles at the floating docks. These activities would cause increased, localized turbidity and minor, temporary adverse impacts on water quality. The Coast Guard would implement erosion and sediment control measures to minimize sediment transported into marine waters; implement spill prevention and control BMPs to minimize potential for and impacts of a spill of pollutants such as fuel into marine waters; and minimize the duration of work in the water as much as possible.

The work in WOUS would likely be authorized under the USACE Nationwide Permit (NWP) program, specifically NWP #3 for repair of existing structures and NWP #13 for bank stabilization. A CWA Section 401 WQC from the NJDEP DLUR would also be required.

Because the land-based construction limits for the project meet the NPDES permit requirement threshold of 1 acre, a NJPDES general permit for construction activity would be required (see Section 4.2.1, Geology and Soils).

A WQC was authorized as part of the Coastal Zone Consistency Determination issued by the NJDEP DLUR in a letter dated March 31, 2014 (Appendix C).

4.3.5 Essential Fish Habitat

The Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA), as amended by the Sustainable Fisheries Act of 1996 (Public Law 104-267), established procedures designed to identify, conserve, and enhance Essential Fish Habitat (EFH), those waters and substrate necessary to fish for spawning, breeding, feeding or growth to maturity, for those species regulated under a Federal Fisheries Management Plan. EFH guidelines require Federal agencies to prepare EFH Assessments to evaluate the effects of proposed actions on EFH and federally managed fish species and offer ways to minimize adverse effects of a proposed action.

On October 21, 2013, the Coast Guard requested project review from the National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Service (NMFS). The NMFS Habitat Conservation Division responded in an email dated December 2, 2013; the NMFS Protected Resources Division responded in a letter dated December 19, 2013 (Appendix C). As requested by NMFS, the EFH Assessment has been incorporated as a section of this EA. The EFH Assessment has been prepared pursuant to the MSFCMA implementing regulations (50 CFR Part 600) and consists of three sections – Summary of EFH Designations, EFH Assessment Worksheet for Federal Agencies, and EFH Assessment Impact Determination.

Summary of Essential Fish Habitat Designation

10' x 10' Square Coordinates:

Boundary	North	East	South	West
Coordinate	39° 30.0'	74° 20.0'	39° 20.0'	74° 30.0'

Square Description (i.e., habitat, landmarks, coastline markers): Atlantic Ocean waters within the square within the New Jersey Inland Bays estuary affecting the following: Great Bay, Little Bay, Reed Bay, Absecon Bay, and the Atlantic Ocean. These waters affect Brigantine, NJ, Atlantic City, NJ, Absecon Inlet, Egg Island, Great Thorofare, Main Marsh Thorofare, Hammock Cove, Doughty Creek, Perch Cove, Simkins Thorofare, Little Mud Thorofare, Mud Thorofare, Brigantine Channel, Black Pt., Grass Bay, Turtle Cove, Somers Cove, Obes Thorofare, Wading Thorofare, Broad Cove, Newfound Thorofare, Beach Thorofare, Great I., Inside Thorofare, Ventnor City, NJ, Smithville, NJ, Leeds Pt., Conovertown, NJ, Oceanville, NJ, Absecon Creek, and surrounding marsh.

Life History Stages for Managed Species with EFH Designations at Station Atlantic City				
Species	**Eggs**	**Larvae**	**Juveniles**	**Adults**
Atlantic cod *(Gadus morhua)*				X
haddock *(Melanogrammus aeglefinus)*				
pollock *(Pollachius virens)*				
whiting *(Merluccius bilinearis)*				
offshore hake *(Merluccius albidus)*				
red hake *(Urophycis chuss)*	X	X	X	X
white hake *(Urophycis tenuis)*				
redfish *(Sebastes fasciatus)*	N/A			
witch flounder *(Glyptocephalus cynoglossus)*				
winter flounder *(Pseudopleuronectes americanus)*	X	X	X	X
yellowtail flounder *(Limanda ferruginea)*				
windowpane flounder *(Scophthalmus aquosus)*	X	X	X	X
American plaice *(Hippoglossoides platessoides)*				
ocean pout *(Macrozoarces americanus)*				
Atlantic halibut *(Hippoglossus hippoglossus)*				
Atlantic sea scallop *(Placopecten magellanicus)*				
Atlantic sea herring *(Clupea harengus)*			X	X

Life History Stages for Managed Species with EFH Designations at Station Atlantic City				
Species	**Eggs**	**Larvae**	**Juveniles**	**Adults**
monkfish *(Lophius americanus)*	X	X		
bluefish *(Pomatomus saltatrix)*			X	X
long finned squid *(Loligo pealeii)*	N/A	N/A		
short finned squid *(Illex illecebrosus)*	N/A	N/A		
Atlantic butterfish *(Peprilus triacanthus)*			X	
Atlantic mackerel *(Scomber scombrus)*			X	X
summer flounder *(Paralichthys dentatus)*		X	X	X
scup *(Stenotomus chrysops)*	N/A	N/A	X	X
black sea bass *(Centropristis striata)*	N/A		X	X
surf clam *(Spisula solidissima)*	N/A	N/A		
ocean quahog *(Artica islandica)*	N/A	N/A		
spiny dogfish *(Squalus acanthias)*	N/A	N/A		
tilefish *(Lopholatilus chamaeleonticeps)*				
king mackerel *(Scomberomorus cavalla)*	X	X	X	X
Spanish mackerel *(Scomberomorus maculatus)*	X	X	X	X
cobia *(Rachycentron canadum)*	X	X	X	X
dusky shark *(Carcharhinus obscurus)*		X		
sandbar shark *(Carcharhinus plumbeus)*		HAPC	HAPC	HAPC
tiger shark *(Galeocerdo cuvieri)*		X		
Clearnose skate (*Raja eglanteria)*			X	X
Littlenose skate (*Raja erinacea*)			X	X
Winter skate (*Leucoraja ocellata*)			X	X

Summary of EFH designation obtained from http://www.nero.noaa.gov/hcd/index2a.htm

- X = EFH has been designated within the square for a given species and life stage
- N/A = Either there is no data available on the designated life stages for that species or those life stages are not present in the species' reproductive cycle
- HAPC = Habitat Area of Particular Concern – an EFH that is judged to be particularly important to the long-term productivity of populations of one or more managed species, or partially vulnerable to degradation, and should be provided additional focus for conservation efforts.

EFH Assessment Worksheet for Federal Agencies (Modified 08/04)

Project Name: Station Atlantic City Recapitalization Project

Date: June 2014

Project No.: 5090

Location: USCG Station Atlantic City is located on a small peninsula in Atlantic City, in Ocean County, New Jersey. The Station coordinates are: 39° 21' N 74° 25' W.

Preparer: URS Group, Inc. (on behalf of the Coast Guard)

Activities: Most of the Station improvements consist of building demolition and construction activities which will be conducted in upland areas and will not affect fisheries habitat (Figure 2, Appendix A). Aspects of the planned improvements at the Station that involve in-water/waterfront work include:

- Installing 811 linear feet of armor stone revetment along the entire northeast shoreline of Absecon Inlet. The revetment will be placed 18 feet seaward of mean high water along the 461 linear feet of the existing bulkheads. The existing bulkheads (78 linear feet of wire gabion baskets, 188 linear feet of precast concrete cribs, and 195 linear feet of wood-faced structural bulkhead) will be repaired, and the gap between the armor stone revetment and the existing bulkheads will be filled with clean sand or structural fill. The remaining 350 linear feet of unprotected shoreline north of the bulkheads will be restored and the armor stone revetment will extend along its entire length.
- Installing a steel or vinyl sheet piling bulkhead seaward of an existing, 149-foot long deteriorated timber bulkhead between the boat ramp and the main docks. The new sheet pile bulkhead may be either cantilevered or anchored and will be constructed within 18 inches seaward of the existing timber bulkhead. New sheet piling will be driven using pile drivers or impact hammers. Buried features associated with the existing timber bulkhead will be replaced. Existing sinkholes behind the timber bulkhead and the space between the new and existing bulkheads will be filled with clean sand or structural fill.
- Replacing guide piles at the floating docks on the southwest corner of the Station so that storm surges cannot lift the docks above the guide piles: The six existing guide piles at the floating docks at the main dock areas and the two existing guide piles at the floating dock adjacent to the boat ramp will be removed and replaced with new, taller piles. The new piles should be able to provide 2 feet of freeboard above the dock guides during a 500-year flood event. Piles will be driven using pile drivers or impact hammers. All construction materials which may come into contact with the water, including new piles, will be free of toxic materials (no creosote-coated or pressure-treated timber will be used).

Appropriate best management practices, including soil erosion and sediment control measures (e.g., silt fences), will be used at all times to minimize sedimentation and maintain water quality during all construction activities. Unset concrete will not come into contact with surface waters. Vibratory hammers will not be used for driving of foundation piles due to the presence of loose granular deposits and high water table, which may increase the likelihood of sediment liquefaction.

Existing Project Area Environment: Station Atlantic City is located on a small peninsula of the barrier island in Atlantic City, in Ocean County. The site is bounded by Absecon Inlet to the east and Clam Lake to the south and west.

The waterfront along the southwestern corner of the Station consists of the boat basin, a boat ramp, two sheet pile bulkheads (one wood and one steel), and floating docks. A concrete sheet pile bulkhead extends along the southern waterfront of the Station along Clam Creek. A bulkhead extends along half of the eastern waterfront along Absecon Inlet, a maintained navigation channel. This bulkhead consists of, from south to north, a wood-faced structural wall, precast concrete cribs, and wire gabion baskets. Where the wire gabion baskets end, the shoreline is unprotected. Further upstream a narrow beach fronts Absecon Inlet. No Station facilities are located on or near the beach – the beach is outside of the Station fence.

All waters surrounding the Station are considered waters of the U.S. and are classified as estuarine and marine deepwater wetlands (USFWS 2013a). Water depths in and around the boat basin vary from approximately 5 to 15 feet deep – not deep enough for the majority of managed fish species to regularly inhabit. Navigation charts show the water depths in Absecon Channel ranging from approximately 4 to 25 feet in the vicinity of the Station. Populations of the fish species listed in the EFH Assessment Worksheet generally do not occur this close to shore or around and below the docks.

A description of the Station's geology and soils is provided in Section 4.2.1.

1. INITIAL CONSIDERATIONS		
EFH Designations	**Yes**	**No**
Is the action located in or adjacent to EFH designated for eggs?	X	
Is the action located in or adjacent to EFH designated for larvae?	X	
Is the action located in or adjacent to EFH designated for juveniles?	X	
Is the action located in or adjacent to EFH designated for adults?	X	
Is the action located in or adjacent to EFH designated for spawning adults?	X	
If you answered no to all questions above, then EFH consultation is not required - go to Section 5. If you answered yes to any of the above questions proceed to Section 2 and complete remainder of the worksheet.		

2. SITE CHARACTERISTICS	
Site Characteristics	**Description**
Is the site intertidal, sub-tidal, or water column?	The Station is surrounded on three sides by marine waters including Clam Creek on the west and south sides and Absecon Channel on the east side. All of these are sub-tidal, with intertidal areas along the eastern side of the Station along Absecon Channel. All waters surrounding the Station are considered waters of the U.S. and are classified as estuarine and marine deepwater wetlands (USFWS 2013a).
What are the sediment characteristics?	The Station lies in the Outer Lowland portion of the Atlantic Coastal Plain physiographic province (USGS 2013), and the geologic formation on the project site is the Belleplain Member of the Kirkwood Formation. Consistent with sandy soils common to the region, geological borings of the subsurface show primarily fine sand with varying amounts of shell fragments, fine gravel, peats and organic clays on site. Sediments in the boat basin and along the shoreline are expected to be of similar composition.
Is Habitat Area of Particular Concern (HAPC) designated at or near the site? If so what type, size, characteristics?	Yes, there is one HAPC designated at or near the site, for the sandbar shark *(Carcharhinus plumbeus),* per NOAA's EFH Designation (NOAA 2014a). Important nursery and pupping grounds have been identified in shallow areas and the mouth of Great Bay, NJ (NOAA 2014b), which is about 12 nautical miles north of the Station (Coast Mariner 2014). The Station is located within the HAPC, based on the NOAA EFH Mapper (NOAA 2014c).
Is there submerged aquatic vegetation (SAV) at or adjacent to project site? If so describe the spatial extent.	No, there is no SAV at or adjacent to the project site.
What is typical salinity and temperature regime/range?	Atlantic City is within the seawater salinity zone, with salinity generally above 25 parts per thousand (NOAA 1985). Approximate temperature range: 35°F (January 2013) to 73°F (August 2013) (NOAA 2014d).
What is the normal frequency of site disturbance, both natural and man-made?	The existing underwater environment in the vicinity of the Station experiences frequent noise and physical disturbance from boat traffic associated with the USCG vessels and the Atlantic City Marina located adjacent to the southwest side of the Station. Natural disturbances are infrequent, with normal littoral processes predominating and periodic extreme storm events.

2. SITE CHARACTERISTICS	
Site Characteristics	**Description**
What is the area of proposed impact (work footprint & far afield)?	The area of impact for installing 8 new guide piles at the floating docks in the boat basin will consist of the pile diameters only. Replacement of the existing timber bulkhead in the boat basin would have an approximate footprint of 900 square feet. This bulkhead replacement will also require driving of sheeting and pile driving, using an impact hammer. These activities could produce loud noise and vibrations and may be heard up to 0.5 mile away; however, the noise would be intermittent and short-term. Shoreline stabilization measures along Absecon Inlet will have an approximate footprint of 20,000 square feet. Direct impacts from all activities will be limited to the immediate work areas.

3. DESCRIPTION OF IMPACTS			
Impacts	**Y**	**N**	**Description**
Nature and duration of activity(s)			Proposed waterfront work would include: • Installing 811 linear feet of armor stone revetment along the entire northeast shoreline of Absecon Inlet. • Installing a sheet piling bulkhead seaward of an existing, 149-foot long deteriorated timber bulkhead between the boat ramp and the main docks. • Replacing eight guide piles at the floating docks on the southwest corner of the Station so that storm surges cannot lift the docks above the guide piles. The proposed activities are expected to take approximately 2 months to complete.
Will benthic community be disturbed?	**X**		The benthic community within the Station boat basin is expected to be limited; however, any individuals present at the guide piles to be replaced or along the boat basin bulkhead would be displaced, with mortality of non-motile individuals. Shoreline stabilization measures along Absecon Inlet will displace the benthic community within the immediate area to be disturbed, with mortality of those species unable to relocate. The benthic community in both areas would be expected to reestablish within approximately 18 months. Impacts to the benthic community would be short-term and limited to the immediate areas of disturbance.
Will SAV be impacted?		**X**	No, there is no SAV at this site.

3. DESCRIPTION OF IMPACTS			
Impacts	**Y**	**N**	**Description**
Will sediments be altered and/or sedimentation rates change?			Sediments in the boat basin will not be altered. Intertidal sediments along the shoreline stabilization area will be overlain with structural materials, such as gabion, rock, etc.
		X	The project will not result in changes to sedimentation rates.
			The Coast Guard will implement erosion and sediment controls on land to minimize sediment reaching the water.
Will turbidity increase?	**X**		Yes, temporary and minor localized increases in turbidity are possible during in-water construction activities. Installation of the boat basin bulkhead, driving of sheetpiles, and shoreline stabilization along Absecon Inlet may temporarily increase turbidity in the immediate vicinity. As the sediments are predominantly sand, the turbidity plume is expected to dissipate quickly and should not affect mobile aquatic species, which are expected to vacate the area.
Will water depth change?		**X**	No, the water depth will not change.
Will contaminants be released into sediments or water column?		**X**	No, contaminants will not be released into sediments or the water column. In compliance with NJDEP requirements only contaminant-free construction materials will be used; no creosote-coated or pressure-treated timbers will be used. No unset concrete will come into contact with the water column.
Will tidal flow, currents or wave patterns be altered?		**X**	No, there will be no alterations of tides, currents, or wave patterns.
Will ambient salinity or temperature regime change?		**X**	No, the work will not alter salinity or temperature.
Will water quality be altered?		**X**	No, water quality will be unaffected by the project activities. A WQC was authorized as part of the Coastal Zone Consistency Determination issued by the NJDEP DLUR in a letter dated March 31, 2014 (Appendix C).

4. EFH ASSESSMENT			
Functions and Values	**Y**	**N**	**Describe habitat type, species and life stages to be adversely impacted**
Will functions and values of EFH be impacted for:			
Spawning		**X**	No, due to the limited footprint and duration of the project, no impact on spawning activity is anticipated.
Nursery		**X**	No, the proposed activities will not have an identifiable adverse impact on the functions and values provided by the project area's habitats.
Forage		**X**	No, the proposed activities will not have an identifiable adverse impact on habitats necessary for forage.
Shelter		**X**	No, the proposed activities will not diminish the habitat values.
Will impacts be temporary or permanent?			The impacts that may occur will be minor and temporary. No EFH will be permanently displaced or destroyed.
Will compensatory mitigation be used?		**X**	No compensatory mitigation is necessary, as there is no identifiable significant adverse impact to the designated EFHs within the project footprint.

5. DETERMINATION OF IMPACT		
		Federal Agency's EFH Determination
Overall degree of adverse effects on EFH (not including compensatory mitigation) will be: **(check the appropriate statement)**		There is no adverse effect on EFH. EFH Consultation is not required.
	X	The adverse effect on EFH is not substantial. This is a request for an abbreviated EFH consultation. This worksheet is being submitted to NMFS to satisfy the EFH Assessment requirement.
		The adverse effect on EFH is substantial. This is a request for an expanded EFH consultation. A detailed written EFH assessment will be submitted to NMFS expanding upon the impacts revealed in this worksheet.

6. OTHER NOAA-TRUST RESOURCES IMPACT ASSESSMENT	
Species known to occur at site (list others that may apply)	**Describe habitat impact type (i.e., physical, chemical, or biological disruption of spawning and/or egg development habitat, juvenile nursery and/or adult feeding or migration habitat).**
For all fish and other species, see the table/discussions presented below.	
Shortnose Sturgeon	Populations of federally endangered shortnose sturgeon (*Acipenser brevirostrum*) occur in New Jersey in the Delaware River from the lower bay upstream to at least Lambertville, New Jersey, and in the Hudson River from upper New York Harbor to the Troy Dam. The action area at Atlantic City has never supported a historical population of shortnose sturgeon, and to date, no shortnose sturgeon have been observed in this system. Therefore, shortnose sturgeon are not anticipated to occur in the project area.
Atlantic Sturgeon	Populations of Atlantic sturgeon (*Acipenser oxyrinchus oxyrinchus*) occur in the western Atlantic Ocean from Canada to northeastern Florida. NOAA Fisheries determined that the New York Bight, Chesapeake Bay, South Atlantic and Carolina Distinct Population Segments (DPSs) of Atlantic sturgeon are endangered. Individuals from these Atlantic sturgeon DPSs could occur in the project area. However, given the limited extent of in-water project area within an active USCG facility, the impact to Atlantic sturgeon, if any, is expected to be negligible.
Several listed species of whales occur seasonally in the waters off of New Jersey.	
North Atlantic right whales	Federally endangered North Atlantic right whales (*Eubalaena glacialis*) are found off the coast of New Jersey from September 1 to March 31. However, due to the shallow water depths and near shore location of the project site, these whales are extremely unlikely to occur in the action areas, and therefore would not be affected by the project.
Humpback whales	Federally endangered humpback whales (*Megaptera novaeangliae*) are found off the coast of New Jersey from February to April and from September to November. However, due to the shallow water depths and near shore location of the project site, these whales are extremely unlikely to occur in the action areas, and therefore would not be affected by the project.
Fin, Sei and Sperm whales	Fin (*Balaenoptera physalus*), sei (*Balaenoptera borealis*) and sperm (*Physter macrocephalus*) whales are seasonally present in waters off of New Jersey, typically in deeper offshore waters. Due to the shallow water depths and near shore location of the project site, these whales are extremely unlikely to occur in the action area, and therefore, would not be affected by the project.
Several species of threatened and endangered sea turtles occur seasonally in New Jersey waters, including many bays and harbors, during the warmer months, typically from May to mid-November. The sea turtles in nearby waters are typically small juveniles.	

6. OTHER NOAA-TRUST RESOURCES IMPACT ASSESSMENT	
Species known to occur at site (list others that may apply)	**Describe habitat impact type (i.e., physical, chemical, or biological disruption of spawning and/or egg development habitat, juvenile nursery and/or adult feeding or migration habitat).**
Loggerhead sea turtles	The most abundant sea turtle species occurring in New Jersey waters is the federally threatened Northwest Atlantic DPS of loggerhead (*Caretta caretta*). This species is typically found in more offshore waters and is not likely to occur in the action area for this project. Therefore, the project activities are not anticipated to affect loggerhead sea turtles.
Kemp's Ridley sea turtle	The second most abundant species occurring in New Jersey waters is the federally endangered Kemp's Ridley (*Lepidochelys kempi*). This species is typically found in more offshore waters and is not likely to occur in the action area for this project. Therefore, the project activities are not anticipated to affect Kemp's Ridley sea turtles.
Green sea turtle	Although the federally threatened green sea turtle (*Chelonia mydas*) may occur in nearby waters from June through October, it is typically found further offshore. Therefore, the project activities are not anticipated to affect green sea turtles.
Leatherback sea turtle	The federally endangered leatherback sea turtle (*Dermochelys coriacea*) is not likely to occur in the action area because it is typically found in more offshore waters. Therefore, the project activities are not anticipated to affect leatherback sea turtles.
Hard and soft clams	Waters adjoining Station Atlantic City in Abescon Inlet are classified as a Special Restricted Area for shellfish growing. These waters are condemned for shellfish harvesting, except with special permit from NJDEP; however, harvesting is prohibited in all marina and boat docking areas. Waters within the boat basin portion of the Station adjacent to Clam Creek are classified as Prohibited Areas, condemned for shellfish harvest (NJDEP 2012b). Considering the small footprint of in-water work, any impact to shellfish habitat would be negligible and would not affect commercial populations.

EFH Assessment Impact Determination

No Action Alternative – The No Action Alternative would not affect EFH because no construction would occur.

Proposed Action – The Coast Guard has determined that there will be no substantial adverse effect on EFH from the Proposed Action because any impacts will be temporary and negligible to minor. Construction activities will incorporate appropriate best management practices to comply with New Jersey's Surface Water Quality Standards, pursuant to Section 401 of the CWA. NMFS may require seasonal restrictions on in-water work from January 1 to May 31 to protect early life stages (eggs and larvae) of winter flounder. In-water construction activities will displace the benthic community within the boat basin bulkhead construction area and shoreline stabilization area along Absecon Inlet and may temporarily increase turbidity in the immediate vicinity of these activities. The benthic community would be expected to reestablish within

approximately 18 months. The project should not affect mobile aquatic species, which are expected to temporarily vacate the area during construction. The repair and rebuilding of structures at the waterfront would generate noise which could deter species from using the area; however, because this is an active marina, anthropogenic disturbance is typical and any impact to aquatic species would be negligible.

Other NOAA Trust Resources Impact Determination

No Action Alternative – The No Action Alternative would not affect other NOAA trust resources because no construction would occur.

Proposed Action – The Coast Guard has made the following determinations regarding effects to other NOAA trust resources:

Shortnose sturgeon does not occur in the project area; therefore, the Coast Guard has determined that the Proposed Action will have no effect on shortnose sturgeon.

Individuals from several Atlantic sturgeon DPSs could occur in the project area. However, given the limited extent of in-water project area within an active USCG facility, the impact to Atlantic sturgeon, if any, is expected to be negligible. Therefore, the Coast Guard has determined that the Proposed Action may affect, but is not likely to adversely affect Atlantic sturgeon.

Humpback, fin, sei, and sperm whales and loggerhead, Kemp's Ridley, green, and leatherback sea turtles are unlikely to be found in the project area due to shallow water depths and the nearshore location of the project site. Therefore, the Coast Guard has determined that the Proposed Action will have no effect on listed whales or sea turtles. However, because there is a remote possibility that a listed whale or sea turtle could enter the project area, the Coast Guard would use a spotter to watch for whales and sea turtles during in-water construction; if a whale or sea turtle is spotted, construction activities would halt until the animal swims out of the area. The requirement to use a spotter has been incorporated into the D-B contractor specifications.

Considering the small footprint of in-water work, any impact to shellfish habitat would be negligible and would not affect commercial populations. Therefore, the Coast Guard has determined that the Proposed Action will have no effect on hard and soft clams.

4.3.6 Threatened and Endangered Species

The U.S. Fish and Wildlife Service (USFWS) lists eight federally threatened or endangered species that may occur in Atlantic County (Table 1; USFWS 2013b).

Table 1. Federally Listed Species that May Occur in Atlantic County

Common Name	Scientific Name	Federal Status
Piping plover*	*Charadrius melodus*	Threatened
Roseate tern	*Sterna dougallii dougallii*	Endangered
Knieskern's beaked-rush	*Rhynchospora knieskernii*	Threatened
Swamp pink	*Helonias bullata*	Threatened
Seabeach amaranth*	*Amaranthus pumilus*	Threatened
Hawksbill sea turtle**	*Eretmochelys imbricata*	Endangered
Leatherback sea turtle**	*Dermochelys coriacea*	Endangered
Green sea turtle**	*Chelonia mydas*	Threatened

*A search of the USFWS Information, Planning, and Conservation System (USFWS 2013c) indicated that these species may exist at Station Atlantic City.
**These species are addressed in Section 4.3.5, EFH Assessment

On October 21, 2013, the Coast Guard submitted letters requesting project review to NMFS and USFWS. This section addresses the protected terrestrial species identified in the USFWS response letter dated November 15, 2013 (Appendix C). The NMFS Protected Resources Division responded in a letter dated December 19, 2013 (Appendix C) identifying concerns withEFH and protected aquatic species under NMFS jurisdiction; these resources are addressed in Section 4.3.5, EFH Assessment.

On November 8, 2013, the Coast Guard submitted a data request form to the NJDEP Natural Heritage Program (NHP) to obtain NHP database information on protected species and ecological communities and the potential for state-listed species to occur on the Station and potentially be affected by the proposed recapitalization project. Based on the information provided in an NHP letter dated November 19, 2013 (Appendix C), Table 2 lists state-listed species for which habitat may occur on the project site:

Table 2. State-Listed Species Habitats that May Occur on the Project Site

Common Name	Scientific Name	State Status	Habitat Type
Black-crowned night heron	*Nycticorax nycticorax*	Threatened	Foraging
Least tern	*Sterna antillarum*	Endangered	Foraging
Osprey	*Pandion haliaetus*	Threatened	Foraging
Peregrine falcon	*Falco peregrinus*	Endangered	Nesting
Yellow-crowned night heron	*Nyctanassa violacea*	Threatened	Foraging

No Action Alternative – Under the No Action Alternative, there would be no impacts to federally or state-listed species because no construction would occur.

Proposed Action – In its November 15, 2013, letter USFWS identified four federally protected terrestrial species which occur in the vicinity of the Station – piping plover, seabeach amaranth, and northeastern tiger beetle (*Cicindela dorsalis dorsalis*), all listed as threatened, and the red knot (*Calidris canutus rufa*) a federal candidate species protected under the Migratory Bird Treaty Act (Appendix C).

In a letter dated December 18, 2013, NJDEP OPCER stated that its Division of Fish and Wildlife Endangered & Non-game Species Program will review the EA to identify measures to minimize or eliminate any adverse impacts to plants, fish, and wildlife (Appendix C).

A URS Group, Inc. (URS) biologist conducted a site visit on October 3, 2013, and determined that undeveloped areas of the Station do not contain suitable habitat for any terrestrial federally or state-listed species.

The Coast Guard has determined that the Proposed Action would have no effect on any terrestrial federally or state-listed species.

4.4 Cultural Resources

Consideration of effects on cultural resources is mandated both by NEPA and by Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (16 U.S.C. 470-470w-6). Section 106 requires federal agencies to take into account the effects of their undertakings on historic properties and to afford the Advisory Council on Historic Preservation (ACHP) an opportunity to comment on such undertakings. The procedures for implementing Section 106 are contained in 36 CFR Part 800, *Protection of Historic Properties*.

The New Jersey Historic Preservation Office (NJ HPO) is the State Historic Preservation Office (SHPO) for the State of New Jersey. On May 8, 2013, the Coast Guard submitted a letter initiating NHPA Section 106 project consultation for the Proposed Action (undertaking) to the NJ HPO(Appendix C). On October 21, 2013, the Coast Guard also submitted a letter to NJDEP requesting project review. The NJDEP OPCER responded in a letter dated December 18, 2013, that the NJ HPO was reviewing the undertaking and would provide comments on historic properties (Appendix C).

On October 3, 2013, a site visit was conducted by a URS cultural resource specialist meeting the *Secretary of the Interior's Professional Qualification Standards* in the disciplines of archaeology and architectural history.

On October 17, 2013, the Coast Guard sent letters to 13 Native American Tribes or Recognized Tribal Representatives to inform them of this undertaking and notifying them that formal Section 106 consultation would be initiated. The following Tribes and Tribal Representatives were invited to participate in the consultation process:

- Absentee Shawnee Tribe of Oklahoma
- Delaware Tribal Preservation Officer
- Delaware Tribe of Indians
- Nanticoke Lenni-Lenape Indians of New Jersey
- Powhatan Renape Nation
- Ramapough Lenape Indian Nation
- Sand Hill Band of Indians
- Sand Hill Indian Association
- Shawnee Tribe of Oklahoma
- Stockbridge-Munsee Band of the Mohicans
- The Cherokee Nation of New Jersey

- The Cherokee Tribe of New Jersey
- The Delaware Nation

The Stockbridge-Munsee Tribal Historic Preservation Officer responded in a letter dated March 4, 2014, that, although the project is within Mohican territory, no cultural sites are located within the project area (Appendix C). The Delaware Nation responded in a letter dated November 14, 2014, that the location of the project does not endanger known archaeological sites of interest to the Delaware Nation (Appendix C). No other responses were received from the Tribes.

4.4.1 Archaeological Resources

The URS cultural resource specialist visited the offices of the NJ HPO on September 24, 2013, to research archival files and U.S. Geological Survey topographic maps, and gather information about known archaeological sites located within 1 mile of Station Atlantic City. Archaeological site files and previously completed cultural resource identification and evaluation reports were also reviewed to gather additional background information.

No Action Alternative – Under the No Action Alternative, no construction would occur and there would be no adverse effects on archaeological resources.

Proposed Action – There are no recorded archaeological sites within the areas proposed for demolition or construction and correspondence from the NJ HPO dated June 14, 2013, did not raise any concerns about potential effects to archaeological resources (Appendix C). Therefore, the Proposed Action would have no adverse effects on archaeological resources.

4.4.2 Historic Architectural Resources

During the visit to the NJ HPO offices, information was gathered about known historic architectural resources located within 1 mile of the Station. National Register of Historic Places (NRHP) documentation for other properties in the vicinity was reviewed and duplicated. Previously completed cultural resource identification and evaluation reports were also reviewed to gather additional background information.

The Station property was donated to the Coast Guard by the city of Atlantic City. The Boathouse was erected in 1939, followed by the Station Building and the Engineering Building in 1941, and finally the Unaccompanied Personnel Housing (UPH) Building in 1986. The Station Building was completely renovated in 1988 (USCG no date).

When the Station was dedicated in 1941, it was believed to be the largest Coast Guard Life Boat Station in existence. The earlier structures were part of a mass construction of USCG stations during the late 1930s and early 1940s. Station Atlantic City was noted for being strategically located at the convergence of Clam Creek and Absecon Inlet, where vessels have protected moorings and immediate access to the Atlantic Ocean (USCG no date).

Station Atlantic City – including the main Station Building, the Boathouse, and support buildings – was determined eligible for listing in the NRHP and the New Jersey Register of Historic Places (NJRHP) under Criterion C on July 16, 2007. The Station is a well-preserved example of the "Roosevelt-Type" station. The UPH Building is a non-contributing part of the NRHP-eligible Station Atlantic City (NJ HPO 2007).

Station Atlantic City is one of seven remaining Roosevelt-Type stations in New Jersey and one of only three still in operation. Station Atlantic City was originally a training center and was likely involved in coastal defense operations during World War II (NJ HPO 2007).The Station Building was constructed in 1941 and, although similar to other stations built at that time, has an "L" plan and is much larger than most USCG stations. The building has been maintained in a manner consistent with its original design and construction, and is listed on the City's master plan as "historic."

Station Building

The Boathouse was constructed in 1939, but has been renovated extensively. In addition to multiple interior renovations, the exterior of the Boathouse has been fitted with new windows, roofs, siding, and finishes. An historic photograph that lacks a caption but appears to be the Boathouse and probably dates from the 1930s shows a smaller and very different building. It appears that the central core of the existing structure was the core of the historic structure, but this appears to have been widened and the cupola was removed from the roof. Windows and doors also appeared to have been replaced (USCG no date). Most notably, in 1982, a comprehensive renovation project was undertaken and the two-story "snout" addition with large plate glass windows was constructed. This addition is not compatible with the building's architectural style or period of significance and its construction negatively affected the building's integrity of design, workmanship, and materials. In 2007, an additional exterior renovation was completed (USCG 2013b).

Within the last 50 years, the Boathouse has been transformed from the original wooden structure with "lofts" that eventually were unable to accommodate larger boats, to retrofitted shops and offices with added stairs, framing, HVAC and electrical systems, insulation, and finishes that cannot withstand the repeated flooding and storms the building is subjected to due to its location. Despite attempts to renovate the Boathouse for continued use, the structure is obsolete and has not served its intended purpose for some time. Due to the continued and extensive renovations to meet changing operational needs, the historic integrity of the Boathouse has been severely compromised.

Boathouse

The Engineering Building, constructed in 1941, was badly damaged in Hurricane Sandy. The building is a 1½ story gable-roofed four-bay structure. Each roof slope contains four arch head gable dormers. The exterior is clad with clapboard siding and the central entrance is off-set. The building embodies the distinctive characteristics and methods of construction used at USCG stations throughout the eastern United States. The building is not of sufficient size to house a full-length boat trailer and is considered obsolete (USCG 2013b).

Although the Engineering Building has been subjected to repeated storms and flooding, and repairs have been made to retrofit this structure to Coast Guard operational needs, the structure continues to maintain its historic integrity, and is considered to be a contributing resource of the NRHP-eligible USCG Station Atlantic City.

Engineering Building

No Action Alternative – Under the No Action Alternative, no construction would occur and there would be no adverse effects on historic architectural resources.

Proposed Action – Under the Proposed Action, the construction of the new BMF would require the demolition of the existing Boathouse and the Engineering Building, both of which are contributing buildings to the NRHP-eligible Station Atlantic City. Retention of historic properties cannot be achieved in a manner that is consistent with the purpose and need for the project. The Boathouse and the Engineering Building are currently non-hardened, inefficient, obsolete, and subject to continual wind and water damage because they are situated within the 100-year and 500-year floodplains.

In a letter dated June 14, 2013, the NJ HPO stated that the Proposed Action will have an adverse effect on USCG Station Atlantic City (Appendix C). The Coast Guard is consulting with NJ HPO to mitigate adverse effects on historic properties at the Station. The Coast Guard invited ACHP to participate in the consultation process in a letter dated September 25, 2013. In a response letter dated October 24, 2013, ACHP stated that its participation in consultation to resolve adverse effects is not needed at this time (Appendix C).

In a letter dated January 15, 2014 (Appendix C), the Coast Guard submitted the following to the NJ HPO for review: a draft Memorandum of Agreement (MOA) for Station Atlantic City; preliminary design drawings; color rendered exterior elevation drawings of the new BMF; and a narrative entitled *Integrating Historic Preservation Guidance into Design of New Facilities – USCG Stations Atlantic City and Manasquan Inlet* (URS 2014). On January 16, 2014, the Coast Guard met with the NJ HPO to discuss these documents and drawings. During that meeting, the NJ HPO requested additional information on the reasons for the physical orientation of the new BMF proposed to be located on the existing Boathouse footprint. The Coast Guard provided this information to NJ HPO via email on January 28, 2014.

The draft 2014 Station Atlantic City MOA was patterned after an MOA finalized in 2002 (but not executed because the project was not funded) for a similar project to reconstruct nearby Station Manasquan Inlet, and incorporates relevant comments received from NJ HPO staff on that 2002 MOA. The draft 2014 Station Atlantic City MOA documents the Coast Guard's efforts to mitigate impacts on historic structures and stipulates mitigation measures as follows:

- The Coast Guard will prepare historic documentation of the Boathouse and the Engineering Building to Historic American Buildings Survey (HABS) standards, including 35-millimeter digital photography. Copies of the final documentation will be transmitted to the NJ HPO, Rutgers University Library (Special Collections), Atlantic County Historical Society, and Atlantic City Free Library, for use by the public.
- The Coast Guard will construct the new BMF in a historic architectural style that will complement the existing historic Station Building across the street.

To meet historic preservation requirements as outlined in the MOA, Coast Guard design teams and URS architects developed preliminary design-build plans for the reconstruction of Station Atlantic City in preparation for eventual award to a design-build contractor. URS architectural historians who meet the *Secretary of the Interior's Professional Qualifications* (36 CFR Part 61) in the discipline of architectural history provided background information on Federal preservation design standards, including the *Secretary of the Interior's Standards and Guidelines for Rehabilitating Historic Buildings* (NPS 2001) and *Sense of Place: Design Guidelines for New*

Construction in Historic Districts (Preservation Alliance for Greater Philadelphia 2007). The goal for the building design was to ensure that the new BMF will be compatible with historic materials, features, size, scale, and proportion, as well as the setting, of the existing historic buildings at the Station.

URS architectural historians provided information under various design elements – setting, massing, volume, roof profile, materials, and fenestration pattern – to refine the new BMF to be constructed at Station Atlantic City:

- Massing – The BMF elevations have been broken into vertical sections that will slightly project or recede, and will be clad in different materials, providing increased visual interest. Section size is reflective of historic building massing. Pilasters, corner boards, and cornice returns will be wider to be more appropriate to the size and scale of the new building.
- Roof profile – The BMF roof slope was redesigned to better match the existing Boathouse roof profiles. All roofs on the BMF now reflect the signature deep red color of the Roosevelt-era USCG station buildings. The slope ratios of some roof gables are clearly different than those of the historic Station Building, and call attention to the BMF as an individual unit distinct from the remaining buildings on the Station.
- Materials – Exterior cement-fiber shingles will be used, emulating cladding materials (e.g., wood shingles) used in other historic buildings at the Station. New shingles will have a matte finish and the profile will be similar to that of historic shingles.
- Fenestration Pattern
    - Windows – The spacing of windows was revised to emphasize vertical lines. Windows were typically moved closer together and stacked, rather than placing windows close to building corners with large blind spaces between the openings.
    - Entrance – The tripartite commercial entry front is being retained, but sidelights and transoms are narrower and contain multiple panes instead of single large fixed glazing.
- Building Approach – The new BMF faces Inlet Drive, and is highly articulated, while east and west elevations are secondary and articulated accordingly. Most importantly, the principal façade of the new building faces the historic Station Building.

Revisions to the design plans for the Station Atlantic City BMF were made as described above to create a design for a more contextual building within the historic setting of Station Atlantic City.

At an April 15, 2014, meeting with NJ HPO review staff, the Coast Guard was informed that the NJ HPO concurred with the revised design for the new BMF and that the design successfully integrated the use of new materials that replicated historic materials, resulting in new construction that blended with nearby historic buildings, including the Station Building, and meeting the relevant stipulations in the draft 2014 MOA (personal communication, NJ HPO staff 2014). The NJ HPO also specifically requested that the Coast Guard affix a date plaque on the new BMF. The draft MOA is included in Appendix D; the SHPO and Coast Guard anticipate having a fully executed MOA by the end of August 2014.

4.5 Summary of Impacts

Impacts on resources from the No Action and Proposed Action are summarized in Table 3.

Table 3. Summary of Impacts

Resource	No Action	Proposed Action
Land Use	No impacts on land use.	Building configurations and footprints would change slightly, but no impacts on land use.
Local Economy	No impacts to the local economy.	Minor, temporary beneficial impacts on the local economy due to the potential need for local construction workers and non-local construction workers frequenting area businesses during the implementation of the Proposed Action. No long-term impacts.
Environmental Justice	No impacts to low-income or minority populations.	No disproportionately adverse impacts to minority or low-income populations. All populations would benefit from the Proposed Action.
Transportation	No impacts on transportation or traffic.	Minor, temporary adverse impacts to traffic flow during construction. No long-term impacts on transportation or traffic.
Geology and Soils	No impacts to geology or soils.	No impacts to geology. Minor, temporary adverse impacts to approximately 2 acres of soils from ground disturbance and potential erosion. Erosion and sediment control BMPs stipulated in the D-B contractor specifications would minimize these impacts. The D-B contractor specifications also require the contractor to obtain a NJPDES general permit for construction activities that disturb more than 1 acre of soil.
Air Quality	No impacts to air quality.	Minor, temporary, and localized adverse impacts on air quality during construction due to equipment emissions and fugitive dust from construction activities. Because there would be no permanent increase in the number of vehicles and vessels operated at the Station, there would be no change in long-term mobile source impacts. The D-B contractor specifications require the contractor to prepare a general conformity applicability analysis to ensure the project meets the NAAQS.
Noise	No impacts to noise levels or sources.	Temporary, minor impacts due to increases in noise levels from operation of heavy construction equipment. No long-term impacts to noise levels or sources.
Hazardous Materials/ Hazardous Waste	No impacts or changes to the handling and disposal of hazardous materials and waste.	Any hazardous materials discovered, generated, or used during demolition and construction would be disposed and handled in accordance with applicable local, state, and federal regulations. With implementation of health and safety mitigation measures, no impacts are

Resource	No Action	Proposed Action
		anticipated.
Flora and Fauna	No impacts.	No impacts on plants and wildlife, although any wildlife present would be subject to construction noise. Temporary adverse impacts to aquatic biota during the reconstruction of the waterfront from noise and sedimentation. No long-term impacts on terrestrial or aquatic flora and fauna.
Floodplains	No impacts; Station facilities would continue to be flooded during major storms.	No practicable alternatives to work in the floodplain exist. The new BMF would be constructed to withstand the 500-year flood and built to hurricane-resilient standards to reduce flooding during future storms. The functionality of the floodplain would not be changed or reduced by the Proposed Action. No impacts to the floodplain.
Coastal Zone	No impacts on coastal zone resources.	No impacts to coastal zone resources. The Proposed Action is consistent with the NJ Coastal Management Program.
Waters of the U.S., including Wetlands	No impacts to WOUS or wetlands.	Minor, temporary adverse impacts on water quality during construction. Minor impacts to WOUS; the Coast Guard would obtain CWA 404 permits prior to construction (NWP#3 for repair of existing structures and NWP#13 for bank stabilization are anticipated to apply). Appropriate best management practices will be used to minimize sedimentation and maintain water quality. A NJPDES general permit for construction activity would also be obtained from NJDEP Division of Water Quality, Bureau of Nonpoint Pollution Control. NJDEP DLUR has issued a CWA Section 401 WQC for the project.
Essential Fish Habitat/NMFS Protected Species	No impacts to regulated fisheries or protected species under NMFS jurisdiction.	Temporary and negligible to minor effects on EFH. Construction activities will incorporate appropriate BMPs to comply with New Jersey's Surface Water Quality Standards. NMFS may require seasonal restrictions on in-water work from January 1 to May 31 to protect early life stages (eggs and larvae) of winter flounder. In-water construction activities will displace the benthic community within the shoreline stabilization area and may temporarily increase turbidity in the immediate vicinity. The benthic community would be expected to reestablish within approximately 18 months. No effect on mobile aquatic species, which are expected to temporarily vacate the area. Negligible impact to aquatic species from noise associated waterfront activities which could temporarily deter species from using the area. No effect on shortnose sturgeon; negligible effect, if

Resource	No Action	Proposed Action
		any, on Atlantic sturgeon. No effect on listed whales or sea turtles. However, because there is a remote possibility that a whale or sea turtle could enter the project area, the Coast Guard would use a spotter during in-water construction; if a whale or sea turtle is spotted, construction activities would halt until the animal swims out of the area. The requirement to use a spotter has been incorporated into the D-B contractor specifications. Negligible impact to shellfish habitat; no effect on hard and soft clams.
Threatened and Endangered Species	No impacts to threatened and endangered species.	No impacts on federally or state-listed terrestrial threatened and endangered species.
Cultural Resources	No adverse effects on archaeological or historic architectural resources.	No adverse effects on archaeological resources. Direct adverse effects on historic architectural resources. Prior to any construction activities, the Coast Guard shall complete consultation with NJ HPO to determine and execute mitigation measures; ongoing consultation resulted in NJ HPO acceptance of the revised BMF building design. The Coast Guard will execute all mitigation measures described in the draft MOA, including historic documentation of the Boathouse and the Engineering Building to HABS standards, including 35-millimeter digital photography, that meets NJ HPO standards, construction of the new BMF in a historic architectural style that will complement the existing historic Station Building across the street, and installation of a construction date plaque on the new BMF. Stipulations for mitigation measures that will be implemented are outlined in the draft MOA (Appendix D).

5. REGULATORY REQUIREMENTS

The following list of potential permits and approvals are likely to be required for the Proposed Action. Any required permits, licenses, or approvals shall be obtained prior to construction.

- CWA Section 402/NJPDES Permit, NJDEP Division of Water Quality
- General Conformity Applicability Analysis (and possibly a Conformity Determination), NJDEP
- Federal Consistency Determination, NJDEP DLUR (received March 31, 2014, see Appendix C)
- CWA Section 404 Permit, (Authorization under NWP#3 and NWP#13 anticipated), USACE

- CWA Section 401 WQC, NJDEP DLUR (received March 31, 2014, see Appendix C)
- Memorandum of Agreement, NJ HPO (draft MOA under NJ HPO review, see Appendix D)

6. CUMULATIVE IMPACTS

According to CEQ regulations, cumulative impacts represent the "impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time (40 CFR 1508.7)." In accordance with NEPA and to the extent reasonable and practical, this EA considered the combined effect of the Proposed Action and other actions occurring or proposed in the vicinity of the project site.

Atlantic City and the entire New Jersey coast are undergoing recovery efforts after Hurricane Sandy caused extensive damages. The recovery efforts include a wide range of demolition and construction projects conducted by Federal, State, and local entities. Cumulative impacts resulting from these projects and the proposed project would consist of typical construction-related impacts, including:

- Minor, temporary beneficial impacts on the local economy due to the potential need for local construction workers and non-local construction workers frequenting area businesses.
- Minor, temporary adverse impacts to traffic flow during demolition and construction.
- Minor, temporary adverse impacts to air quality due to increases in criteria pollutants during demolition and construction activities.
- Temporary, minor increases in noise levels from operation of heavy construction equipment.
- Minor, temporary adverse impacts on water quality during construction. Appropriate best management practices will be used to minimize sedimentation and maintain water quality.

These cumulative impacts are not anticipated to be significant, primarily because the projects are occurring at a variety of times and locations along the New Jersey coast. No other cumulative effects are anticipated.

7. AGENCIES AND PERSONS CONTACTED

During the preparation of this EA, the following agencies and organizations were contacted by letter requesting project review. Responses received to date are included in Appendix C.

- U.S. Fish and Wildlife Service, New Jersey Field Office
- U.S. Army Corps of Engineers, Philadelphia District
- National Marine Fisheries Service
    - Habitat Conservation Division

    - Protected Resources Division
- New Jersey Department of Environmental Protection
    - Historic Preservation Office
    - Division of Land Use Regulation, Coastal Management Program
    - Commissioner's Office
    - Natural Heritage Program
    - Office of Permit Coordination and Environmental Review
- Absentee Shawnee Tribe of Oklahoma
- Delaware Tribal Preservation Officer
- Delaware Tribe of Indians
- Nanticoke Lenni-Lenape Indians of New Jersey
- Powhatan Renape Nation
- Ramapough Lenape Indian Nation
- Sand Hill Band of Indians
- Sand Hill Indian Association
- Shawnee Tribe of Oklahoma
- Stockbridge-Munsee Band of the Mohicans
- The Cherokee Nation of New Jersey
- The Cherokee Tribe of New Jersey
- The Delaware Nation

8. PUBLIC INVOLVEMENT

The Coast Guard is the lead Federal agency for conducting the NEPA compliance process for the Proposed Action. The Coast Guard's goal is to expedite the preparation and review of NEPA documents and to be responsive to the needs of the community and the purpose and need of the Proposed Action while meeting the intent of NEPA and complying with all NEPA provisions.

The Coast Guard requested input from the public on the environmental issues to be addressed in the EA by publishing a public notice on October 6, 2013, in *The Press of Atlantic City* (Appendix E). The notice described the Proposed Action and invited the public to submit comments to the Coast Guard by October 20, 2013. No comments from the public were received.

The Coast Guard notified the public of the availability of the draft EA through publication of a notice on August 3, 2014 in *The Press of Atlantic City* (Appendix E).The draft EA is available for public review online at http://www.uscg.mil/d5/PublicNotices.asp or in hard copy at the Atlantic City Free Public Library located at 1 North Tennessee Avenue, Atlantic City, NJ 08401, during normal business hours (Monday/Tuesday/Wednesday from 9:30 a.m. to 8:00 p.m., Thursday/Friday/Saturday from 9:30 a.m. to 5:00 p.m., and Sunday from 12:00 noon to 5:00 p.m.). The 15-day comment period concludes on August 16, 2014.

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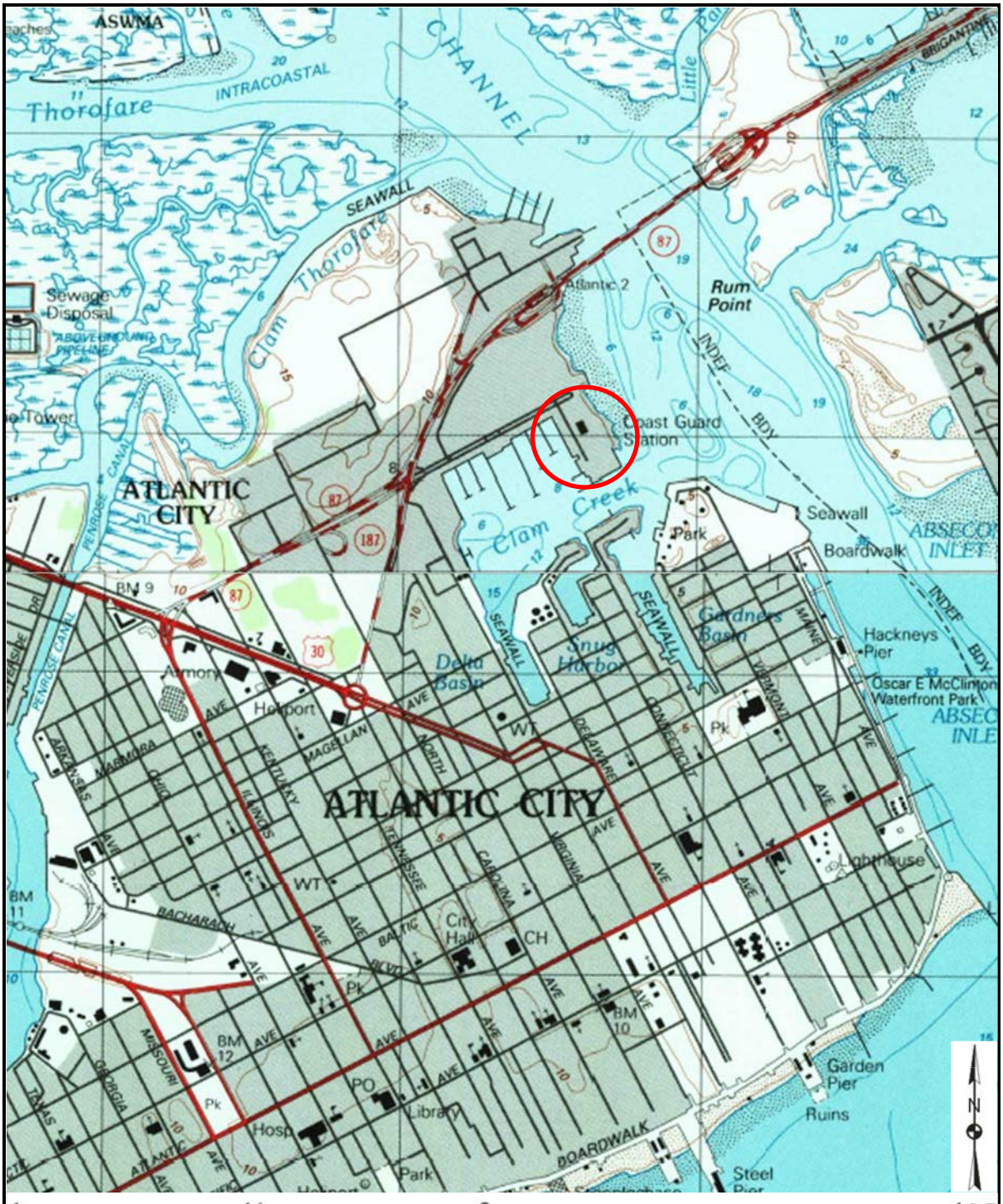
Appendix A
Figures



PROJECT	USCG Hurricane Sandy Recapitalization Projects	**Station Atlantic City**	
SCALE	As shown	U.S. Department of Homeland Security United States Coast Guard	Contract No. HSCG83-07-D-3WF170 Order No. HSCG47-13-J-A17010 Project No. 05-5335204 Station Atlantic City
SOURCE	USGS 7.5' Series, Oceanville, NJ 1995 USGS 7.5' Series, Atlantic City, NJ 1994		**Figure 1**

PROJECT	USCG Hurricane Sandy Recapitalization Projects	**Station Atlantic City Proposed Action**	
SCALE	As shown	U.S. Department of Homeland Security United States Coast Guard	Contract No. HSCG83-07-D-3WF170 Order No. HSCG47-13-J-A17010 Project No. 05-5335204 Station Atlantic City
SOURCE	Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community		**Figure 2**

A A-500 **EAST ELEVATION**
SCALE: 1/8" = 1'-0"

B A-500 **WEST ELEVATION**
SCALE: 1/8" = 1'-0"

C A-500 **SOUTH ELEVATION**
SCALE: 1/8" = 1'-0"

D A-500 **NORTH ELEVATION**
SCALE: 1/8" = 1'-0"

0 4 8 16 32
SCALE: 1/8" = 1'-0"

URS
CLEVELAND, OH.
(216) 622-2400

CONSULTANTS

U. S. COAST GUARD
FACILITIES DESIGN & CONSTRUCTION CENTER - SEATTLE DETACHMENT

915 SECOND AVE, ROOM 2664
SEATTLE, WASHINGTON 98174-1011

ISSUE		
	1/16/14	SHPO SUBMITTAL
	12/20/13	INTERIM DRAWING SUBMITTAL
	11/27/13	PROGRESS
	11/15/13	DRAWING DRAFT SUBMITTAL
MARK	DATE	DESCRIPTION

A/E PROJECT NO:
CAD FILE NAME: F5328652A2500.dwg
DESIGNED BY:
DRAWN BY:
EDITED BY:
CHECKED BY:

SCALE: PLOT SCALE: 1 : 1

SHEET TITLE

REBUILD STATION ATLANTIC CITY
STATION ATLANTIC CITY
ATLANTIC CITY NJ

ARCHITECTURAL
EXTERIOR ELEVATIONS

REVIEWED BY:	REVIEWED BY:	REVIEWED BY:
PROJECT ENG.	BRANCH CHIEF	TECH. DIRECTOR

APPROVING OFFICER | DATE

PROJECT NUMBER	DRAWING NUMBER
5328652	F5328652A500
DISCIPLINE/SHT NO	
A-500	SHEET - OF -

Appendix B

Eight-Step Planning Process for Floodplains and Wetlands

Eight-Step Planning Process for Floodplains and Wetlands USCG Station Atlantic City Recapitalization Project	
Step Number	**Project Analysis**
1: Determine whether the Proposed Action is located in a wetland and/or the 100-year floodplain (500-year floodplain for critical actions), and whether it has the potential to affect or be affected by a floodplain or wetland.	According to recent Federal Emergency Management Agency (FEMA) mapping completed in 2013 after Hurricane Sandy, the U.S. Coast Guard (USCG) Station Atlantic City is entirely within the 100-year floodplain, specifically zone AE with the waterfront areas within zone VE, and the 500-year floodplain (FEMA Region II Coastal Analysis and Mapping "*What is My Base Flood Elevation (BFE)? Address Lookup Tool*," http://www.region2coastal.com/sandy/table). All waters surrounding the Station are considered Waters of the United States (WOUS) and are classified as estuarine and marine deep water wetlands (U.S. Fish and Wildlife Service *National Wetlands Inventory Mapper*, http://www.fws.gov/wetlands/Data/mapper.html.)
2: Notify public at earliest possible time of the intent to carry out an action in a floodplain or wetland, and involve the affected and interested public in the decision-making process.	The USCG published a public notice in the local newspaper *The Press of Atlantic City* on October 6, 2013. The notice described the Proposed Action and invited the public to submit comments to the USCG by October 20, 2013. No comments from the public were received. The USCG is preparing, in accordance with the National Environmental Policy Act (NEPA) of 1969, the President's Council on Environmental Quality (CEQ) Regulations (40 Code of Federal Regulations [CFR] parts 1500-1508), and the USCG NEPA implementing procedures (COMDTINST M16475.1D), an Environmental Assessment (EA) to evaluate the environmental impacts of the Proposed Action and the No Action Alternative. USCG notified the public of the availability of the draft EA through publication of a notice on August 3, 2014 in *The Press of Atlantic City.* The draft EA is available for public review online or in hard copy at the Atlantic City Free Public Library. The 15-day comment period concludes on August 16, 2014.
3: Identify and evaluate practicable alternatives to locating the Proposed Action in a floodplain or wetland.	Because Station Atlantic City is in the 100-year and 500-year floodplain, there are no practicable alternatives to locating the Proposed Action outside of the floodplain. The USCG considered relocating the entire Station or leasing space in a nearby facility; however, there is little available undeveloped land nearby and no adequate local facilities available for lease. The USCG also considered constructing the new BMF elsewhere on the Station, but there is no other suitable space on the Station with waterfront access and enough space to construct a BMF that would meet USCG mission requirements. Finally, the USCG

Eight-Step Planning Process for Floodplains and Wetlands USCG Station Atlantic City Recapitalization Project	
Step Number	**Project Analysis**
	considered retrofitting the Engineering Building and the Boathouse to withstand the 500-year flood event. However, prior to Hurricane Sandy, the Engineering Building had become obsolete due to its low floor elevation and limited functionality. The building has also been damaged beyond all reasonable repair due to rotting structural components and wood framing. For these reasons, a retrofit to salvage the structure and raise it to a higher elevation is neither feasible nor fiscally responsible. The Boathouse no longer maintains its historic integrity due to the continued and extensive renovations to meet changing operational needs. Emergency repair work to the Boathouse immediately following Hurricane Sandy revealed extensive wood rotting near the foundation, which appears to be responsible for differential settlement throughout the building. This settlement contributed to extensive water leakage that caused much of the damage to the interior of the building from the storm. USCG engineers have determined that there is no practical way to elevate the current structure above the 100-year or 500-year floodplain without potential structural failure. The above alternatives do not meet the purpose and need for the project and are not considered to be feasible; therefore, they were dismissed from further consideration. Only the Proposed Action meets mission needs and site restrictions, and therefore was considered. Under the Proposed Action, the USCG proposes to construct a new 10,362-square-foot BMF with an engineering shop and support space to house all functions currently located in the existing Engineering Building and Boathouse, both of which would be demolished. The new BMF would be constructed on the location of the existing Boathouse as there is limited space and a contiguous operational station layout is required to meet the mission. The BMF is considered a mission-critical facility and would be designed to withstand a 500-year storm event and built to hurricane resistant building codes. The existing perimeter security fence and lights along the northeast shoreline along Absecon Inlet would also be replaced under the Proposed Action. The USCG would also reconstruct a portion of the waterfront with the installation of 811 linear feet of armor stone revetment along the entire northeast shoreline of Absecon Inlet, the installation of a steel or vinyl sheet piling bulkhead seaward of an existing, 149-foot-long deteriorated timber bulkhead between the boat ramp and the main

Eight-Step Planning Process for Floodplains and Wetlands USCG Station Atlantic City Recapitalization Project	
Step Number	**Project Analysis**
	docks, and the replacement of guide piles at the floating docks on the southwest corner of the Station.
4: Identify the full range of potential direct or indirect impacts associated with the occupancy or modification of floodplains and wetlands, and the potential direct and indirect support of floodplain and wetland development that could result from the Proposed Action.	The new BMF would be built to withstand up to the 500-year flood event. The functionality of the floodplain at the Station would not be changed or reduced by the Proposed Action. Under the Proposed Action, construction activities occurring in the water would require minor fills in WOUS for the shoreline stabilization and new armor stone revetment along Absecon Inlet, construction of a new bulkhead near the docks, and replacement of eight guide piles at the floating docks. These activities would cause increased, localized turbidity and minor, temporary adverse impacts on water quality.
5: Minimize the potential adverse impacts from work within floodplains and wetlands (identified under Step 4), restore and preserve the natural and beneficial values served by wetlands.	The USCG would implement erosion and sediment control measures to minimize sediment transported into marine waters and minimize the duration of work in the water as much as possible. The USCG would obtain all necessary permits for work in waters of the U.S., including a NJPDES general permit for construction activity, a Clean Water Act (CWA) Section 401 Water Quality Certification from the New Jersey Department of Environmental Protection Division of Land Use Regulation, a CWA Section 404 permit from the U.S. Army Corps of Engineers, and, if needed, USACE Nationwide Permit (NWP), specifically NWP #3 and NWP #13.
6: Reevaluate the Proposed Action to determine: 1) if it is still practicable in light of its exposure to flood hazards; 2) the extent to which it will aggravate the hazards to others; 3) its potential to disrupt floodplain and wetland values.	No practicable alternatives to work in the floodplain exist. Because of the alternative items specified in step number 3, only the Proposed Action meets mission needs and site restrictions. The functionality of the floodplain would not be changed or reduced by the Proposed Action and, therefore, would not aggravate flood hazards. No impacts to the floodplain are expected. Minor, temporary adverse impacts on water quality would occur during construction. Appropriate best management practices will be used to minimize sedimentation and maintain water quality. The appropriate permits, as specified in step number 5, would also be obtained.

Eight-Step Planning Process for Floodplains and Wetlands USCG Station Atlantic City Recapitalization Project	
Step Number	**Project Analysis**
7: If the agency decides to take an action in a floodplain or wetland, prepare and provide the public with a finding and explanation of any final decision that the floodplain or wetland is the only practicable alternative. The explanation should include any relevant factors considered in the decision-making process.	The USCG notified the public of the availability of the draft EA through publication of a notice on August 3, 2014 in *The Press of Atlantic City*. The draft EA is available for public review during a 15-day comment period that concludes on August 16, 2014.
8: Review the implementation and post-implementation phases of the Proposed Action to ensure that the requirements of the EOs are fully implemented. Oversight responsibility shall be integrated into existing processes.	This step is integrated into the National Environmental Policy Act process and USCG project management.

Appendix C
Agency Coordination

HPO Project Number 13-1072-4
HPO-E2014-029

State of New Jersey

MAIL CODE 501-04B
DEPARTMENT OF ENVIRONMENTAL PROTECTION
NATURAL & HISTORIC RESOURCES
HISTORIC PRESERVATION OFFICE
P.O. Box 420
Trenton, NJ 08625-0420
TEL. (609) 984-0176 FAX (609) 984-0578

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

BOB MARTIN
Commissioner

May 1, 2014

John Poland
USCG SILC
Environmental Management Division Chief
300 East Main Street
Suite 800
Norfolk, VA 23510-9104

Dear Mr. Poland:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the *Federal Register* on December 12, 2000 (65 FR 77725-77739) and amended on July 6, 2004 (69 FR 40544-40555), I am providing continuing consultation comments for the following proposed undertaking:

Atlantic County, Atlantic City
Rebuild USCG Station Atlantic City
HPO Project # 13-1072

These comments were prepared in response to your letter of January 15, 2014 and the January 16, and April 16, 2014 meetings between Historic Preservation Office (HPO) staff, Lynn Keller of the United States Coast Guard (USCG), and Mark Edwards of URS, which was held in order to continue consultation pursuant to 36 CFR 800.6 - Resolution of Adverse Effects. Additionally, a follow up email of January 28, 2014 to HPO from the USCG provided an explanation of the boat house orientation on the site. The HPO previously determined that the undertaking will have an adverse effect upon USCG Atlantic City as a result of the demolition of the historic boathouse (HPO-F2013-103). The demolition and rebuilding of the non-contributing Unaccompanied Personnel Housing Building along with the divestiture of the existing Station Building will not be undertaken as part of this project. However, the demolition and rebuilding of the contributing Boat Maintenance Facility will still occur. Therefore, there is still an adverse effect to historic properties.

The submitted documentation reviewed by HPO includes:

- Draft Memorandum of Agreement (MOA)
- Preliminary design drawings for the proposed boathouse
- Color rendered exterior elevation drawings of the new boathouse

- Description of Integrating Historic Preservation Guidance into Design of New Facilities - prepared by Mark Edwards URS Group - 1/14/14.

The HPO staff has reviewed the preliminary design drawings, color rendered exterior elevation drawings, and historic preservation guidance/design document for the proposed boathouse to be built on the site of the existing boathouse. Based upon this review, the HPO has no objection to the USCG proceeding with the design as proposed in the submitted documentation.

Thank you for providing the opportunity to review and comment on the submitted documentation. The HPO looks forward to continuing consultation in order to resolve the adverse effects resulting from this undertaking. If you have any questions regarding this letter, please contact Michelle Hughes of my staff at (609) 984-0141. Please reference the HPO project number 13-1072 in any future calls, emails, or written correspondence to help expedite your review and response.

Sincerely,

Daniel D. Saunders
Deputy State Historic
Preservation Officer

A.6.

State of New Jersey

DEPARTMENT OF ENVIRONMENTAL PROTECTION
Division of Land Use Regulation
Mail Code 501-02A
P.O. Box 420
Trenton, New Jersey 08625-0420
www.state.nj.us/dep/landuse

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

BOB MARTIN
Commissioner

J Poland 4/9/14
Jim 4/9/14
Lynn —

MAR 3 1 2014

John Poland
Environmental Management Division Chief
USCG SILC EMD
300 East Main Street, Suite 800
Norfolk, Virginia 23510-9104

RE: Federal Consistency Determination & Section 401 Water Quality Certificate
DLUR File No.: 0102-04-0011.1 (CDT 140001)
USCG Hurricane Sandy Recapitalization and Rebuilding Project
Block: 567 Lot(s): 4, 5 & 8
Atlantic City, Atlantic County

Dear Mr. Poland:

The New Jersey Department of Environmental Protection, Division of Land Use Regulation, acting under Section 307 of the Federal Coastal Zone Management Act (P.L. 92-583) as amended, agrees with the certification that the above referenced project is consistent with the approved New Jersey Coastal Management Program and authorizes a Section 401 Water Quality Certificate.

The United States Coast Guard (USCG) has proposed to rebuild Station Atlantic City under the 2013 Disaster Assistance Supplemental Act (P.L. 113-2), which appropriated funds to replace USCG shore facilities damaged by Hurricane Sandy in October 2012 with hurricane and flood resilient structures. Part of this proposal is for the construction of a new Boat Maintenance Facility (BMF), on the same, but slightly larger footprint as the existing boathouse. Proposed waterfront work will include the following: replacing the guide piles of the existing floating docks with taller ones so that storm surges cannot lift the docks above the guide piles; repairing or replacing existing concrete "crib" style shore protection, bulkhead and existing gabions; restoring/stabilizing existing grades; and replacing the existing perimeter security fence and lights along the northeast shoreline.

This consistency determination is issued subject to compliance with the following conditions.

1) Prior to project implementation, the permittee shall ensure that effects to historic and archaeological resources shall be resolved through consultation between the New Jersey Historic Preservation office; the United State Coast Guard as the lead Federal agency; any consulting parties; and the permittee pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations at 36 CFR §800. Upon completion of Section 106 Consultation, the permittee shall provide the Division of Land Use Regulation a copy of Section 106 comments together with a statement of how the comments have been incorporated into the project.

2) If project circumstances change so that consultation under Section 106 of the National Historic Preservation Act is no longer necessary, the permittee shall consult with the Division of Land Use Regulation and the New Jersey Historic Preservation Office to ensure that the provisions of General Permits or Individual Permits are met, prior to project implementation.

This Federal Consistency is authorized pursuant to all parties following the guidelines set forth, and agreed upon, for the construction of the proposed structures. Pursuant to 15 CFR 930.44, the Division reserves the right to object and request remedial action if this proposal is conducted in a manner, or is having an effect on, the coastal zone that is substantially different than originally proposed.

Thank you for your attention to and cooperation with New Jersey's Coastal Zone Management Program. If you have any questions regarding this determination, please do not hesitate to call Gail Moore of our staff at (609) 777-0454.

Sincerely,

David B. Fanz

David B. Fanz, Assistant Director
Division of Land Use Regulation

3/31/14
Date

c: Marty Rosen, Division of Coastal and Land Use Planning

Stockbridge-Munsee Tribal Historic Preservation Office

Sherry White - Tribal Historic Preservation Officer
W13447 Camp 14 Road
P.O. Box 70
Bowler, WI 54416

Date 3/4/14
Project Number Hurricane Sandy Recapitalization
TCNS Number
Company Name U.S. Coast Guard

We have received your letter for the above listed project. Before we can process the request we need more information. The additional items needed are checked below.

Additional Information Required:

___ Site visit by Tribal Historic Preservation Officer
___ Archeological survey, Phase 1
___ Colored maps
___ Pictures of the site
___ Any reports the State Historic Preservation Office may have
___ Review fee of $300.00 must be included with letter
___ Has site been previously disturbed, please explain what the use was and when it was disturbed

After reviewing your letter:

___ We are in the process of gathering more information on this site and will respond to your project request once all information has been gathered.
___ This project has the potential to affect a Mohican cultural site, please contact us
___ This project is not within Mohican area of interest
_X_ This project is within Mohican territory, but we are not aware of any cultural site within the project area.

Additional comments

Should this project inadvertently uncover a Native American site, we require you to halt all construction and notify the Stockbridge-Munsee Tribe immediately.

Please do not resubmit projects for changes that are not ground disturbance

Sherry White
Sherry White, Tribal Historic Preservation Officer

(715) 793-3970

Email: sherry.white@mohican-nsn.gov

U.S. Department of Homeland Security
United States Coast Guard

Commanding Officer
United States Coast Guard
Shore Infrastructure Logistics Center

300 East Main Street, Suite 800
Norfolk, VA 23510-9104
Staff Symbol: EMD
Phone: (757) 628-4168
Email: James.M.Lewis@uscg.mil

5090
15 January 2014

Mr. Daniel Saunders
Deputy State Historic Preservation Officer
Mail Code 501-04B
State of New Jersey
Department of Environmental Protection, Historic Preservation Office
P.O. Box 420
Trenton, New Jersey 08625-0420

Subj: Submittal of the Proposed Memorandum of Agreement and Preliminary Design Drawings – Hurricane Sandy Proposed Recapitalization Project to Rebuild USCG Station Atlantic City, Atlantic County, New Jersey, HPO Project #13-1072

Dear Mr. Saunders:

This letter and attachments have been prepared in order to avoid, minimize, and mitigate effects to historic properties at United States Coast Guard (USCG) Station Atlantic City, located at located at 900 Beach Thorofare, Atlantic City, New Jersey. A few items proposed in our 8 May 2013 initial consultation letter are no longer being pursued, including demolition of the existing non-contributing Unaccompanied Personnel Housing (UPH) structure and plans to construct a new UPH. Also, the existing historic Station Building at the facility is no longer planned for divestiture as excess property; the Coast Guard will continue to maintain current mission functions inside this historic structure.

Please find a draft Memorandum of Agreement (MOA) as Enclosure (1). This MOA is patterned after the 2002 MOA (finalized but not executed due to lack of funds) to rebuild USCG Station Manasquan Inlet, and incorporates relevant comments received by your staff on the 2013 revision to the Manasquan Inlet MOA. The Atlantic City MOA documents USCG efforts to mitigate impacts to historic structures at this site, and is proposed for your review and signature.

Over the last several months, USCG design teams and consultants have been developing preliminary design-build plans for the recapitalization effort in preparation for eventual award to a design-build contractor. In order to ensure that the proposed design plans meet historic preservation requirements, as outlined in the attached draft MOA, USCG requests your review and comment on the drawings at this time. Encl (2) consists of color rendered

exterior elevation drawings of the proposed new Boat Maintenance Facility. Encl (3) consists of the preliminary design drawings that detail the proposed demolition of the existing historic Boathouse structure and Engineering Building, proposed waterfront work, and design plans to construct a new Boat Maintenance Facility on the site of the existing Boathouse.

As outlined in the draft MOA, USCG has taken great care to incorporate historic architectural components compatible with the existing historic district into the new design plans for the proposed Boat Maintenance Facility. In order to more specifically call out historic architectural components that have been integrated into the preliminary drawings to meet the historic architectural style of this area, please see Encl (4), prepared by USCG's consultant, URS Corporation.

In order to utilize Hurricane SANDY funding allocated to rebuild Station Atlantic City, USCG must meet abbreviated contract award schedules, and, therefore, Coast Guard kindly requests your expedited review of the enclosed MOA and design drawings. Ms. Lynn Keller, of my staff, has a meeting planned with Ms. Michelle Hughes and Mr. Jonathan Kinney of your staff on 16 January 2014 to further discuss the project and the attached submittals. If you have any questions or would like additional clarification, please contact Mr. Jim Lewis of my staff at (757) 628-4168.

Sincerely,

POLAND.
JOHN.
R.1049774717

Digitally signed by POLAND.JOHN.R.1049774717
DN: c=US, o=U.S. Government, ou=DoD, ou=PKI, ou=USCG, cn=POLAND.JOHN.R.1049774717
Date: 2014.01.15 09:00:15 -05'00'

John Poland
USCG SILC
Environmental Management Division Chief
By Direction

Enclosure:
(1) Memorandum of Agreement Among the U.S. Coast Guard and the New Jersey State Historic Preservation Officer Regarding the Hurricane SANDY Recapitalization Effort at Coast Guard Station Atlantic City, New Jersey, January 2014.
(2) Station Atlantic City Rendered Exterior Elevations, Proposed New Boat Maintenance Facility, 13 January 2014
(3) Station Atlantic City Preliminary Design Drawings, 13 January 2014
(4) Integrating Historic Preservation Guidance into Design of New Facilities—USCG Station Atlantic City and Manasquan Inlet

Copy: CG SILC (w/o Encl)

U.S. Department of Homeland Security
United States Coast Guard

Commanding Officer
United States Coast Guard
Shore Infrastructure Logistics Center

300 East Main Street, Suite 800
Norfolk, VA 23510-9104
Staff Symbol: EMD
Phone: (757) 628-4168
Email: James.M.Lewis@uscg.mil

5090
10 January 2014

State of New Jersey
Department of Environmental Protection
Division of Land Use Regulation
501 E. State Street Mail Code 501-02A P.O. Box 420
Trenton, NJ 08625-0420

Subj: Coastal Zone Federal Consistency Determination – Hurricane Sandy Recapitalization Project for USCG Station Atlantic City, Atlantic County, New Jersey

Dear Mr. Rosen:

The U.S. Coast Guard (USCG) is proposing to rebuild Station Atlantic City under the 2013 Disaster Assistance Supplemental Act (P.L. 113-2), which appropriated funds to replace USCG shore facilities damaged by Hurricane Sandy in October 2012 with hurricane- and flood-resilient structures. The USCG previously submitted a Federal Consistency request to the New Jersey Department of Environmental Protection (NJDEP) Coastal Management Program (CMP) regarding geotechnical borings for this proposed project at Station Atlantic City. The NJDEP found the proposed geotechnical borings consistent with New Jersey's Rules on Coastal Zone Management N.J.A.C. 7:7E-1.1 et seq., (amended June 17, 2013) subject to conditions detailed in the Federal Consistency Determination NJDEP File number 0102-04-0011.1 (CDT 130001) dated November 21, 2013.

The proposed project would reduce future storm damage and down time for mission critical facilities by constructing new, hardened shore facilities above the 500-year flood elevation, where practicable, and to hurricane resistant building codes. Station Atlantic City is located in Atlantic County, New Jersey (Enclosure 1). This letter is a request for a Federal Consistency Determination pursuant to the Coastal Zone Management Act as governed by the NJ Coastal Permit Program Rules (N.J.A.C. 7:7) and the associated NJ Rules on Coastal Zone Management (N.J.A.C. 7:7E).

Proposed Project

Under the proposed project, the USCG would construct a new Boat Maintenance Facility (BMF) with an engineering shop and support space, and would reconstruct portions of the waterfront at the Station. The new BMF would house all functions currently located in the existing

Engineering Building and Boathouse, both of which were damaged during Hurricane Sandy and would be demolished. The new BMF would be constructed on the same but slightly larger footprint as the existing Boathouse.

Proposed waterfront work would include: (1) replacing the guide piles of the existing floating docks with taller ones so that storm surges cannot lift the docks above the guide piles, (2) repairing or replacing existing concrete "crib" style shore protection, bulkhead, and existing gabions, (3) restoring/stabilizing existing grades, and (4) replacing the existing perimeter security fence and lights along the northeast shoreline.

Enclosure 2 shows existing facilities and the proposed project elements. Station operations would continue uninterrupted during construction of the new BMF because the USCG would operate out of temporary trailers and existing facilities both at Station Atlantic City and other nearby USCG stations as needed (e.g., for vessel maintenance) until construction is complete.

Consistency with State Coastal Policies

On Federal lands and for Federal actions, State permit requirements under the CMP are replaced with the need for determination of consistency with the State coastal policies, or Federal Consistency. If the proposed activity would not need a permit as a non-Federal action, it is deemed inherently consistent with applicable coastal policies. The following table summarizes the proposed actions at Station Atlantic City, whether a NJDEP permit would be required (for an equivalent project on non-Federal lands), and an explanation for this determination based on relevant NJDEP regulatory requirements. Station Atlantic City is located within the coastal zone regulated under the NJ Coastal Area Facilities Review Act (CAFRA). Lands below mean high water and tidal waters are also in the NJ coastal zone, but fall under the jurisdiction of the NJ Waterfront Development Law. If a permit would not be required for a similar non-Federal project, the action is deemed consistent with NJ coastal policies.

Proposed Improvement	NJDEP Permit Required*	Notes
Demolition of existing Boathouse and Facility Engineering Shop building.	No	Demolition of structures is not a regulated activity in the CAFRA area.
New BMF in same location of existing Boathouse, but with larger footprint.	No	Action falls under "public development and enlargement<400-sf" and is consistent with NJ Coastal permit-by-rule 7:7-7.2(a)8. The new BMF would not impact Special Areas (7:7E-3) and the enlarged structure would be built on an existing impervious surface. Action meets conditions of NJ Flood Hazard Area (FHA) permit-by-rule 7:13-7.2(a)3.
Replace existing perimeter security fence and lights along the northeast shoreline.	No	Consistent with CAFRA exemption 7:7-2.1(c)3.

Proposed Improvement	NJDEP Permit Required*	Notes
Repair and replace waterfront structures including: concrete "crib," bulkhead and gabions, and stabilize existing grades.	No	Because this is not a residential or public marina, it is consistent with Waterfront Development (WFD) exemption 7:7-2.3(d)6. Actions meet the conditions of NJ Coastal permit-by-rule 7:7-7.2(a)15.

*** indicates permit requirement for a non-Federal action; hence if a permit would not be required, the action is inherently consistent with NJ Coastal Policies. If a permit would be required, additional justification is provided in the paragraphs below to demonstrate Federal consistency for the action.**

Work in the water would require a Clean Water Act Section 401 Water Quality Certification from the NJDEP Division of Land Use Regulation. Both a Federal Consistency Determination and a Section 401 Water Quality Certification from NJDEP will be required to support issuance of Clean Water Act Section 404 authorization by the U.S. Army Corps of Engineers (USACE). USACE authorization will be required for proposed improvements associated with activities waterward of the high tide line. The USCG anticipates that a USACE Nationwide Permit #3: Maintenance will be appropriate for the proposed project.

Review of NJDEP Coastal Policies

Waters adjoining Station Atlantic City to the south and west are classified as Prohibited for shellfish growing. Waters adjoining Station Atlantic City to the east, in the vicinity of the proposed bulkhead repair, are classified as a Special Restricted Area for shellfish growing. However, because the waterfront structures at the Station are Federal property, commercial harvesting of shellfish is not permitted.

Based on a review of the following policies and standards, the USCG has determined either that the policies are not applicable, or the proposed project is consistent to the extent feasible with applicable policies as detailed in the NJ Rules on Coastal Zone Management (N.J.A.C. 7:7E):

- Special Area Policies (NJAC7:7E Subchapter 3)
- Standards for Beach and Dune Activities (NJAC7:7E Subchapter 3A)
- Intertidal and Subtidal Shallows Mitigation Proposals (NJAC7:7E Subchapter 3B)
- Standards for Endangered or Threatened Species Habitat Impact Assessment or Habitat Evaluation (NJAC7:7E Subchapter 3C)
- General Water Area Policies (NJAC7:7E Subchapter 4)
- Requirements for Impervious Cover and Vegetative Cover for General Land Areas and Certain Special Areas (NJAC7:7E Subchapter 5)
- Impervious Cover Limits and Vegetative Cover Percentages in the Upland Waterfront Development Area (NJAC7:7E Subchapter 5A)
- Impervious Cover Limits and Vegetative Cover Percentages in the CAFRA Area (NJAC7:7E Subchapter 5B)
- General Location Rules (NJAC7:7E Subchapter 6)
- Use Rules (NJAC7:7E 7:7E Subchapter 7)
- Resource Rules (NJAC7:7E 7:7E Subchapter 8)

Additional discussion is provided below regarding the USCG's determination of consistency with several of the Special Areas Policies in Subchapter 3, specifically: shellfish habitat, historic and archaeological resources, endangered or threatened wildlife or plant species habitats, and lands and waters subject to public trust rights.

Shellfish Habitat, Special Areas Policy N.J.A.C. 7:7E-3.2

Waters adjoining Station Atlantic City are classified as a Special Restricted Area for shellfish growing; however, harvesting is prohibited in all marina and boat docking areas. In accordance with the NJ Coastal Zone Management Rule on Shellfish Habitat (NJAC 7:7E-3.2), reconstruction of existing bulkheads is acceptable, specifically for national security purposes, provided the shellfish resource is salvaged and mitigated in accordance with a NJDEP-approved plan. USCG will coordinate with NJDEP and NMFS as necessary to mitigate potential impacts to shellfish.

Historic and Archaeological Resources, Special Areas Policy N.J.A.C. 7:7E-3.36

Several of the structures at Station Atlantic City are listed or eligible for listing on the National Register of Historic Places. Ongoing coordination with the NJ Historic Preservation Office (NJ HPO) is being conducted related to compliance with Section 106 of the National Historic Preservation Act. Through the Section 106 process, USCG will mitigate adverse effects on historic and archaeological resources.

Endangered or Threatened Wildlife or Plant Species Habitats, Special Areas Policy N.J.A.C. 7:7E-3.38

On October 21, 2013, the USCG submitted letters requesting project review to the U.S. Fish and Wildlife Service (USFWS), the National Marine Fisheries Service (NMFS) Habitat Conservation Division and Protected Resources Division, and the NJDEP Natural Heritage Program (NHP).

USFWS responded in a letter dated November 15, 2013; no federally listed threatened or endangered species occur in the vicinity of Station Atlantic City. USFWS noted that red knot (*Calidris canutus* subsp. *rufa*), federally protected under the Migratory Bird Treaty Act and state-listed as endangered, may occur in New Jersey's coastal areas; however, Station Atlantic City has only a small area of beach on the northeast corner of the Station that could be considered suitable habitat for this species. The USCG would prohibit construction materials and equipment from being placed on, accessing, or driving across this beach. All materials and equipment would be staged on existing paved/developed areas. Because this area would not be affected by the proposed project, no impacts to red knot are anticipated.

The NMFS Habitat Conservation Division responded in an e-mail dated December 2, 2013, that the project area at Station Atlantic City has been designated essential fish habitat (EFH) under the Magnuson-Stevens Act and contains mapped shellfish beds. Other non-managed fish species which move through Absecon Channel and Clam Creek include alewife (*Alosa pseudoharengus*), blueback herring (*Alosa aestivalis*), striped bass (*Morone saxatilis*), and American eel (*Anguillis rostrata*). NMFS may require seasonal work restrictions from January 1 to May 31 to protect early life stages (eggs and larvae) of winter flounder (*Pseudopleuronectes americanus*).

The NMFS Protected Resources Division responded in a letter dated December 19, 2013, with information on protected species that may occur in the action area of the project. Although several federally listed species of whales can be found in the offshore waters of New Jersey, due

to the depths and near shore locations of the project site, listed whales are extremely unlikely to occur in the action area. Several species of listed sea turtles occur from May to mid-November in New Jersey waters, the most abundant being the threatened loggerhead (*Caretta caretta*) and the endangered Kemp's ridley (*Lepidochelys kempi*). From June through October, New Jersey waters may also support endangered green sea turtles (*Chelonia mydas*). While the endangered leatherback sea turtle (*Dermochelys coriacea*) may be found in waters off New Jersey during warmer months, this species is typically found in more offshore waters and is less likely to occur within the action area for this project. Although no endangered shortnose sturgeon (*Acipenser brevirostrum*) would occur in the project area, Atlantic sturgeon (*Acipenser oxyrinchus oxyrinchus*) may be present; this species is listed as threatened or endangered depending on the distinct population segment from which individuals originate.

The NHP responded in a letter dated November 19, 2013, that no federally listed threatened or endangered species have been documented on the project site. NHP reports that several other state-listed species may occur on or in the vicinity of the project site: the state-endangered peregrine falcon (*Falco peregrinus*), and least tern (*Sternula antillarum*), and the state-threatened black-crowned night heron (*Nycticorax nycticorax*), yellow-crowned night-heron (*Nyctanassa violacea*), and osprey (*Pandion haliaetus*). Station Atlantic City has only a small area of vegetation and beach on the northeast corner of the Station that could be considered suitable habitat for these species. The USCG would prohibit construction materials and equipment from being placed on, accessing, or driving across this area. All materials and equipment would be staged on existing paved/developed areas. Because this area would not be affected by the proposed project, no impacts to protected species are anticipated.

The USCG will prepare an EFH assessment for the proposed project. Shellfish beds and other fisheries resources, as well as threatened and endangered species under NMFS jurisdiction such as Atlantic sturgeon and sea turtles, will be addressed in the Environmental Assessment being prepared for this project.

To minimize impacts to sea turtles and whales which may be in the waters within or near the boat basin, the USCG would use a spotter to watch for these animals during in-water construction; if a turtle or whale is spotted, construction activities would halt until the animal swims out of the area. The proposed project will include measures to minimize suspended sediments, loss of prey, impacts to habitat, and underwater sound pressure waves to reduce potential effects on sea turtles and Atlantic sturgeon. With implementation of these avoidance and minimization measures, the proposed project is not anticipated to impact sea turtles, whales, or Atlantic sturgeon.

Lands and Waters Subject to Public Trust Rights, Special Areas Policy N.J.A.C. 7:7E-3.50

Navigational servitude is a right arising under the Commerce Clause of the U.S. Constitution by which the Federal government may occupy and erect structures on submerged lands beneath the navigable waters of the United States without compensating the landowner where the structure is erected in the interest of navigation. In essence, all state, local, and private owners of lands that abut navigable waters, or are beneath navigable waters, hold title subject to this Federal power. Federal courts have held that Coast Guard projects in aid of navigation qualify as an exercise of this navigational servitude. Any structure that the Government needs to destroy, alter, or take over/incorporate into a Federal facility to improve and protect navigation meets the essential requirements. The servitude applies even if the structure serves more purposes than just that of

navigation. The underlying landowner – be it state, local, or private – must accede to the project without expectation of compensation and without the power to regulate the Federal exercise of navigational authority.

The USCG has determined that riparian rights in the vicinity of the marina at Station Atlantic City have been previously granted. In addition, as a project conducted in aid of navigation in navigable waters of the US below the high tide line, the project can commence through the invocation of "navigational servitude" without further consideration of State ownership of tidelands. Accordingly, a Tidelands instrument, pursuant to the NJ Tidelands Act (N.J.S.A. 12:3) is not applicable to the proposed project.

Conclusion

With implementation of avoidance measures and appropriate agency coordination, the USCG has determined that the proposed action is consistent with NJDEP regulations. Pursuant to 15 CFR 930.41, the NJDEP CMP has 60 days from receipt of this letter in which to concur with, or object to, the USCG's Federal Consistency Determination, or request an extension of 15 days for additional review. NJDEP CMP concurrence with this determination will be presumed if a response from your office is not received within 60 days.

Thank you for your consideration in this matter. If you have any questions, please contact Mr. Jim Lewis of my staff at (757) 628-4168.

Sincerely,

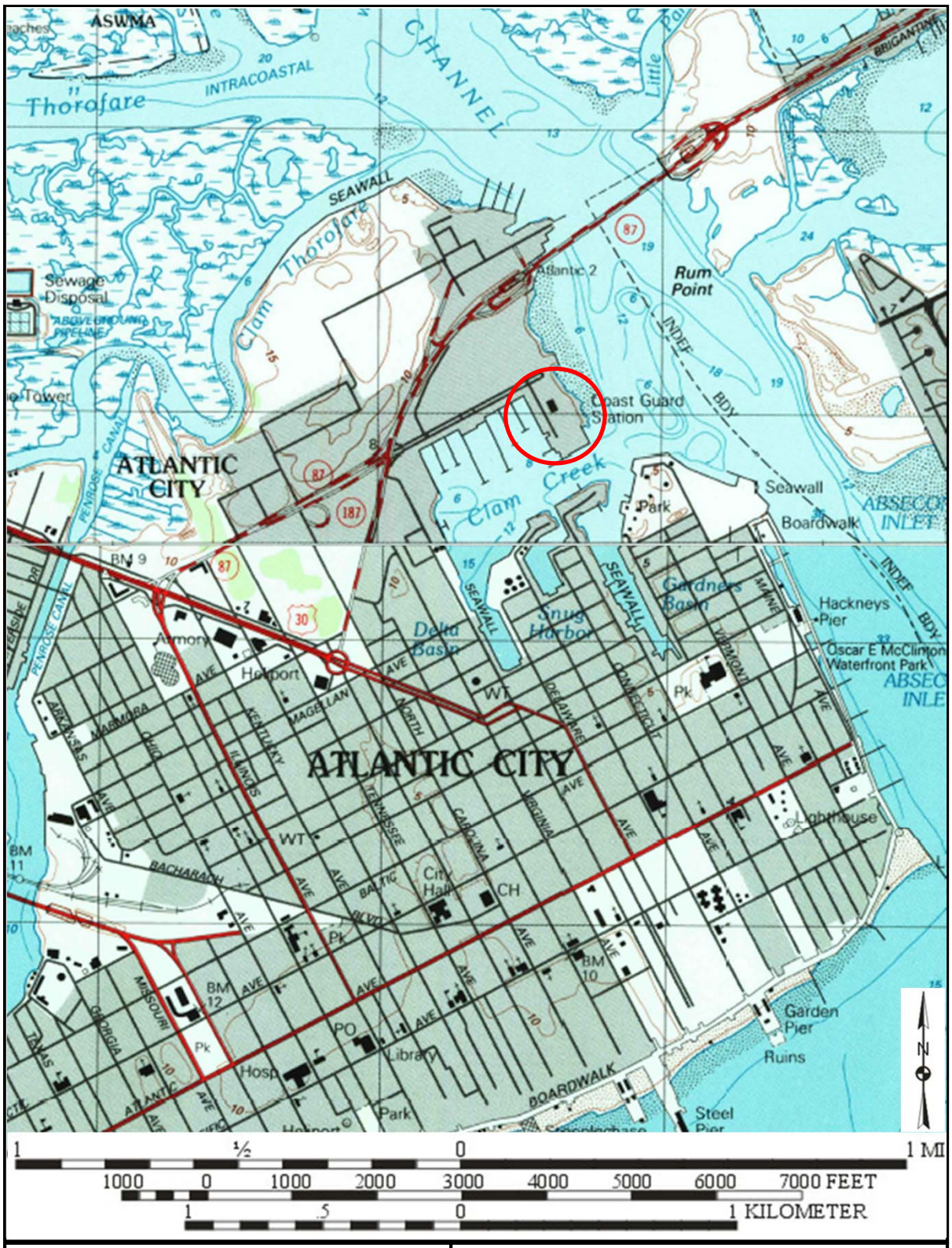
POLAND.JOHN.R.1049774717

Digitally signed by POLAND.JOHN.R.1049774717
DN: c=US, o=U.S. Government, ou=DoD, ou=PKI, ou=USCG, cn=POLAND.JOHN.R.1049774717
Date: 2014.01.14 08:09:41 -05'00'

John Poland
USCG SILC
Environmental Management Division Chief
By Direction

Enclosures:
(1) Topographic Map of USCG Station Atlantic City
(2) Station Atlantic City Proposed Project
(3) NJ DEP Division of Land Use Regulation Application Form for Station Atlantic City Federal Consistency

Copy: w/o Enclosures
CG SILC
CG CEU Cleveland



PROJECT	USCG Hurricane Sandy Recapitalization Projects	**Topographic Map of Station Atlantic City**	
SCALE	As shown	U.S. Department of Homeland Security United States Coast Guard	Contract No. HSCG83-07-D-3WF170 Order No. HSCG47-13-J-A17010 Project No. 05-5335204 Station Atlantic City
SOURCE	USGS 7.5' Series, Oceanville, NJ 1995 USGS 7.5' Series, Atlantic City, NJ 1994		**Enclosure 1**

PROJECT	USCG Hurricane Sandy Recapitalization Projects	**Station Atlantic City Proposed Project**	
SCALE	As shown	U.S. Department of Homeland Security United States Coast Guard	Contract No. HSCG83-07-D-3WF170 Order No. HSCG47-13-J-A17010 Project No. 05-5335204 Station Atlantic City
SOURCE	Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community		**Enclosure 2**

State of New Jersey
Department of Environmental Protection
Division of Land Use Regulation Application Form (DLUR)
501 E. State Street Mail Code 501-02A P.O. Box 420
Trenton, NJ 08625-0420
Phone #: (609) 777-0454 Web: www.nj.gov/dep/landuse

Please print legibly or type the following: Complete all sections unless otherwise noted **Is this project Superstorm Sandy Related** Yes ☒ No ☐

1. **Applicant Name:** John Poland E-Mail: John.R.Poland@uscg.mil
   Address: USCG SILC EMD 300 E Main Street, Suite 800 Daytime Phone: (757) 628-4790 Ext.
   City/State: Norfolk, Virginia Zip Code 23510 Cell Phone:

2. **Agent Name:** No agent assigned
   Firm Name: E-Mail:
   Address: Daytime Phone: Ext.
   City/State: Zip Code Cell Phone:

3. **Property Owner:** U.S. Coast Guard E-mail:
   Address: Daytime Phone: Ext.
   City/State: Zip Code Cell Phone:

4. **Project Name:** Hurricane Sandy Recapitalization and Rebuilding Project Address/Location: 900 Beach Thorofare / Atlantic City, NJ 08401
   Municipality: Atlantic City County: Atlantic City
   Block(s): 567 Lot(s): 4, 5, and 8
   N.A.D. 1983 State Plane Coordinates(feet) E (x): 198665 N(y): 513781 *Not Longitude/Latitude*
   Watershed: Reeds Bay / Absecon Bay & tribs Subwatershed: Reeds Bay / Absecon Bay & tribs
   Nearest Waterway: Clam Creek and Absecon Channel
   Fees: Total Fee: None applicable Check #: Project Cost: Not applicable

5. **Project Description:** Demolition and reconstruction will be performed in the coastal zone in support of work for Hurricane Sandy recapitalization project at U.S. Coast Guard Station Atlantic City. Please see attached letter for details. A federal consistency determination is requested from NJDEP to authorize this activity.

Provide if applicable: Previous LUR File # (s): 0102-04-0011.1 CDT 130001 Waiver request ID # (s):

A. SIGNATURE OF APPLICANT (required):

I certify, under penalty of law, that the information provided in this document is true and accurate. I am aware that there are significant civil and criminal penalties for submitting false or inaccurate information. If corporate entity, print/type the name and title of the person signing on behalf of the corporate entity.

POLAND.JOHN.R.1049774717 Digitally signed by POLAND.JOHN.R.1049774717 DN: c=US, o=U.S. Government, ou=DoD, ou=PKI, ou=USCG, cn=POLAND.JOHN.R.1049774717 Date: 2014.01.14 08:08:38 -05'00'

Signature of Applicant

10 January 2014
Date

John R. Poland (U.S. Coast Guard)
Print Name

Signature of Applicant

Date

Print Name

B. PROPERTY OWNER'S CERTIFICATION

I hereby certify that the undersigned is the **owner of the property** upon which the proposed work is to be done. This endorsement is certification that the owner grants permission for the conduct of the proposed activity. In addition, I hereby give unconditional written consent to allow access to the site by representatives or agents of the Department for the purpose of conducting a site inspection(s) or survey(s) of the property in question.

In addition, the undersigned property owner hereby certifies:

1. Whether any work is to be done within an easement? Yes ☐ No ☒
2. Whether any part of the entire project (e.g., pipeline, roadway, cable, transmission line, structure, etc.) will be located within property belonging to the State of New Jersey? Yes ☒ No ☐

   Navigational servitude is a right arising under the Commerce Clause of the U.S. Constitution by which the federal government may occupy and erect structures on submerged lands beneath the navigable waters of the United States without compensating the landowner where the structure is erected in the interest of navigation. In essence, all state, local, and private owners of lands that abut navigable waters, or are beneath navigable waters, hold title subject to this federal power. Federal courts have held that Coast Guard projects in aid of navigation qualify as an exercise of this navigational servitude. Any structure that the Government needs to destroy, alter, or take over/incorporate into a federal facility to improve and protect navigation meets the essential requirements. The servitude applies even if the structure serves more purposes than just that of navigation. The underlying landowner – be it state, local, or private – must accede to the project without expectation of compensation and without the power to regulate the federal exercise of navigational authority.
3. Whether any work is to be done on any property owned by any public agency that would be encumbered by Green Acres? Yes ☐ No ☒
4. Whether any part of this project requires a Section 106(National Register of Historic Places) Determination as part of a federal permit or approval? Yes ☒ No ☐

The Coast Guard is conducting Section 106 consultation with NJ SHPO to address potential impacts to historic resources from the project.

Signature of Owner	Signature of Owner
Date	Date
Print Name	Print Name

C. **APPLICANT'S AGENT** (Notary seal is required for Flood Hazard Area (FHA) applications)

I _____, the Applicant/Owner, authorize to act as my agent/representative in all matters pertaining to my application the following person:

Name of Agent	Signature of Applicant/Owner
Occupation/Profession of Agent	

AGENT'S CERTIFICATION:

I agree to serve as agent for the above-referenced applicant:

Signature of Agent	Notary Public

NOTARY:

Sworn to me, this day of: _____, 20 _____

D. **STATEMENT OF PREPARER OF PLANS, SPECIFICATIONS, SURVEYOR'S OR ENGINEER'S REPORT**

I hereby certify that the plans, specifications and engineer's report, if any, applicable to this project comply with the current rules and regulations of the New Jersey Department of Environmental Protection with the exceptions as noted. In addition, I certify the application is complete as per the appropriate checklist(s).

E. **STATEMENT OF PREPARER OF APPLICATION, REPORTS AND/OR SUPPORTING DOCUMENTS (other than engineering)**

I certify under penalty of law that I have personally examined the information submitted in the document and all attachments and that, based on my inquiry of those individuals immediately responsible for obtaining and preparing the information, I believe that the information is true, accurate and complete in accordance with the appropriate checklist(s). I am aware that there are significant penalties for submitting false information, including the possibility of fines and imprisonment.

Not applicable at this time _____
Signature

_____
Print Name

_____
Position & Name of Firm

_____ _____
Professional License # Date

Angela M. Chaisson _____
Signature
Angela M. Chaisson, CWB®
Print Name
Principal Ecologist, URS Corporation
Position & Name of Firm

_____ 10 January 2014
Professional License # (If Applicable) Date

F. **APPLICATION(S) FOR:** (Check all that apply – follow directions on page 5)

	CAFRA	Fee Amount	Fee Paid
☐	Individual Permit		
☐	Exemption Request	$300.00	
☐	Permit Modification		
☐	CAFGP5 / Amusement Pier Exp	$600.00	
☐	CAFGP6 / Beach/Dune Maintenance	$600.00	
☐	CAFGP7 / Voluntary Reconstruction	$600.00	
☐	CAFGP8 / New Single Family or Duplex	$600.00	
☐	CAFGP9 / Reconstruct Single Fam/Dup	$600.00	
☐	CAFGP10 / New Bulkhead/Fill Lagoon	$600.00	
☐	CAFGP11 / Revetment	$600.00	
☐	CAFGP12 / Gabions	$600.00	
☐	CAFGP13 / Support Facilities/ Marina	$600.00	
☐	CAFGP14/Reconst Bulkhead above MHWL	$600.00	
☐	CAFGP15 / Hazard Waste Clean-up	$600.00	
☐	CAFGP16 / Landfall of Utilities	$600.00	
☐	CAFGP17 / Recreat Facility Public Park	$600.00	
☐	CAFGP18 / BulkheadConstuct/Fill upland	$600.00	
☐	CAFGP21 / Shoreline Stabilization	$600.00	
☐	CAFGP22 / Avian Nesting Structures	$600.00	
☐	CAFGP23 / Electrical Sub Facility	$600.00	
☐	CAFGP24 / Legalize Filling of Tidelands	$600.00	
☐	CAFGP25 / Construct Telecom Tower	$600.00	
☐	CAFGP26 / Tourism Indust. Construction	$600.00	
☐	CAFGP27 / Geotechnical Borings	$600.00	
☐	CAFGP29/Habitat Create/Restore/Enhance	$600.00	
☐	CAFGP30 / 1 to 3 Turbines < 200 Feet	$600.00	
☐	CAFGP31 / Wind Turbines < 250 Feet	$600.00	
☐	Individual Permit Equivalency/CERCLA	No Fee	No Fee

	Waterfront Development	Fee Amount	Fee Paid
☐	WDGP10 / New Bulkhead/Fill Lagoon ≤ 75'	$600.00	
☐	WDGP14 / Reconstruct Bulkhead	$600.00	
☐	WDGP19/Dock/Piers/Boat Lifts Lagoon	$600.00	
☐	WDGP20 / Minor Maint Dredge Lagoon	$600.00	
☐	WDGP21 / Shoreline Stabilization	$600.00	
☐	WDGP32 / Dredge Lagoon (post storm event)	$600.00	
☐	WDGP33 / Dredge post Bulkhead Failure	$600.00	
☐	WDGP34 / Dredge Marina (post storm event)	$600.00	
☐	WDGP35 / Aquaculture Activities	$600.00	
☐	WDGP36/Placement of Shell (shellfish areas)	$600.00	
☐	Individual Permit/Upland		

	Applicability Determination	Fee Amount	Fee Paid
☐	Coastal Jurisdictional Determination	No Fee	No Fee
☐	Highlands Jurisdictional Determination	No Fee	No Fee
☐	Flood Hazard Area Applicability	No Fee	No Fee
☐	Executive Order 215	No Fee	No Fee

	Flood Hazard Area	Fee Amount	Fee Paid
☐	FHA Verification		
☐	FHA Individual Permit		
☐	FHA Hardship Exception	$4,000.00	
☐	FHAGP1 / Chan Clean w/o Sed Removal	No Fee	No Fee
☐	FHAGP1 / Chan Clean w/Sed Removal	No Fee	No Fee
☐	FHAGP2A / Ag - Bank Restoration	$500.00	
☐	FHAGP2B / Ag - Channel Cleaning	$500.00	
☐	FHAGP2C / Ag - Road Crossing	$500.00	
☐	FHAGP2D / Ag - Wetlands Restoration	$500.00	
☐	FHAGP2E / Ag - Livestock Ford	$500.00	
☐	FHAGP2F / Ag - Livestock Fence	$500.00	
☐	FHAGP2G / Ag - Livestock Water Intake	$500.00	
☐	FHAGP3 / Bridge/Culvert Scour Protection	$500.00	
☐	FHAGP4 / Stormwater Maintenance	$500.00	
☐	FHAGP5 / Building Relocation	$500.00	
☐	FHAGP6 / Rebuild Damaged Home	No Fee	No Fee
☐	FHAGP7 / Residential in Tidal FHA	$500.00	
☐	FHAGP8 / Utility Crossing <50acres	$500.00	
☐	FHAGP9 / Road Crossing <50acres	$500.00	
☐	FHAGP10 / Stormwater Outfall <50acres	$500.00	
☐	Revision of a GP, IP or Verification		
☐	Transfer of an Approval	$200.00	
☐	FHA Indv. Permit Equivalency/CERCLA	No Fee	No Fee

	Stormwater Review Fees	Fee Amount	Fee Paid
☐	Fee for all Stormwater Reviews		

	Consistency Determination	Fee Amount	Fee Paid
☒	Water Quality Certificate		
☒	Federal Consistency	No Fee	No Fee
☐	HMC Water Quality Certificate		

	Highlands	Fee Amount	Fee Paid
☐	Emergency Permit		

☐	Individual Permit/Inwater		
☐	Zane Letter	$300.00	
☐	Modification		
☐	Individual Permit Equivalency/CERCLA	No Fee	

	Coastal/Tidal Wetlands	Fee Amount	Fee Paid
☐	Coastal/Tidal Wetlands Permit		
☐	Coastal Wetland Permit Modification		

☐	Pre-application Meeting	$500.00	
☐	Preservation Area Approval		
☐	Resource Area Determination footprint		
☐	Resource Area Determination ≤one acre	$500.00	
☐	Resource Area Determination >one acre		
☐	HPAAGP 1/ Habitat Creation/Enhance	No Fee	No Fee
☐	HPAAGP 2 Bank Stabilization	$500.00	
☐	PAA with Waiver (Specify type below)		

	Freshwater Wetlands	Fee Amount	Fee Paid
☐	FWGP1 / Main. & repair Exist Feature	$600.00	
☐	FWGP2 / Utility Crossing	$600.00	
☐	FWGP3 / Discharge of Return Water	$600.00	
☐	FWGP4 / Hazard Site Invest/Cleanup	$600.00	
☐	FWGP5 / Landfill Closure	$600.00	
☐	FWGP6 / Filling of NSWC	$600.00	
☐	FWGP6A /TA- Filling of NSWC	$600.00	
☐	FWGP7 / Fill ditch / swale	$600.00	
☐	FWGP8 / House Addition	$600.00	
☐	FWGP9 / Airport Sightline Clearing	$600.00	
☐	FWGP10A / Very Minor Road Crossing	$600.00	
☐	FWGP10B / Minor Road Crossing	$600.00	
☐	FWGP11 / Outfalls / Intakes	$600.00	
☐	FWGP12 / Survey / Investigation	$600.00	
☐	FWGP13 / Lake Dredging	$600.00	
☐	FWGP14 / Water Monitoring	$600.00	
☐	FWGP15 / Mosquito Control	$600.00	
☐	FWGP16 / Habitat Create / Enhance	No Fee	No Fee
☐	FWGP17 / Trails / Boardwalks	No Fee	No Fee
☐	FWGP17A / Multiuse paths	$600.00	
☐	FWGP18 / Dam Repairs	$600.00	
☐	FWGP19 / Dock or Pier	$600.00	
☐	FWGP20 / Bank Stabilization	$600.00	
☐	FWGP21 / Above Ground Utility	$600.00	
☐	FWGP23 / Expand Cranberry	No Fee	No Fee
☐	FWGP24 / Spring Developments	$600.00	
☐	FWGP25 / Malfunction Septic System	No Fee	No Fee
☐	FWGP26 / Channel / Stream Clean	$600.00	
☐	FWGP27 / Redevelop Disturbed Site	$600.00	
☐	FWGP Modification	$240.00	
☐	FWGP Extension	$240.00	

	Freshwater Wetlands	Fee Amount	Fee Paid
☐	Individual Wetlands Permit		
☐	Individual Open Water Permit		
☐	Individual Permit Mod. Major/Minor		
☐	Individual Permit Extension	$1,200.00	
☐	Wetlands Exemption	$240.00	
☐	Permit Equivalency/CERCLA	No Fee	No Fee

	Transition Area Waiver		
☐	Averaging Plan		
☐	Reduction		
☐	Hardship Reduction		
☐	Special Activity Stormwater		
☐	Special Activity Linear Development		
☐	Special Activity Redevelopment		
☐	Special Activity Individual Permit		
☐	Exemption	$240.00	
☐	Modification Major/Minor		
☐	Extension	$240.00	

	Letter of Interpretation		
☐	Presence Absence	$240.00	
☐	Presence Absence Footprint	$480.00	
☐	Delineation ≤ 1.00 Acres	$600.00	
☐	Verification		
☐	Extension		

Please note: If no fee amount is specified in the "Fee Amount" column, please refer to the Regulatory Fee Schedule which can be found at www.nj.gov/dep/landuse/forms.

Also: In addition to the standard paper submission, an electronic copy of the entire application, including plans, may be submitted on CD-ROM to assist the Department in the review this application. Plans should be submitted as a CAD file or Shapefile, georeferenced in NJ state plane feet NAD83. Please do NOT send the electronic version via E-Mail.

Electonic permitting and/or application submittal is available for specific applications. Please see the Division website at www.nj.gov/dep/landuse/epermit.html for more information.

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
NORTHEAST REGION
55 Great Republic Drive
Gloucester, MA 01930-2276

JPoland 12/26/13

DEC 19 2013

Jim 1/6/14

Lynn —

John Poland
Environmental Management Division Chief
United States Coast Guard
Shore Infrastructure Logistics Center
300 East Main Street, Suite 800
Norfolk, VA 23510

Re: Hurricane Sandy Proposed Recapitalization Projects to Rebuild USCG Station Atlantic City, USCG Station Manasquan Inlet, and USCG Station Sandy Hook, New Jersey

Dear Mr. Poland,

This is in response to your letter dated October 21, 2013, regarding the United States Coast Guard's (USCG) proposed waterfront recapitalization projects located at three New Jersey USCG Stations. The USCG has requested information on the presence of any species listed as threatened or endangered by NOAA's National Marine Fisheries Service (NMFS) within the vicinity of the proposed project.

Several listed species of whales occur seasonally in the waters off of New Jersey. Federally endangered North Atlantic right whales (*Eubalaena glacialis*) are found off the coast of New Jersey from September 1 – March 31. Federally endangered humpback whales (*Megaptera novaeangliae*) are found off the coast of New Jersey from February – April and from September – November. Fin (*Balaenoptera physalus*), Sei (*Balaenoptera borealis*) and Sperm (*Physter macrocephalus*) whales are also seasonally present in waters off of New Jersey, but are typically found in deeper offshore waters. Although listed species of whales can be found in the offshore waters of New Jersey, due to the depths and near shore location of the project sites, listed whales are extremely unlikely to occur in the action areas.

Several species of threatened and endangered sea turtles occur seasonally in New Jersey waters. Sea turtles occur along New Jersey's coast, including many bays and harbors, during the warmer months, typically from May to mid-November. The sea turtles in these waters are typically small juveniles with the most abundant being the federally threatened Northwest Atlantic Distinct Population Segment (DPS) of loggerhead (*Caretta caretta*) followed by the federally endangered Kemp's ridley (*Lepidochelys kempi*). New Jersey waters have also been found to be warm enough to support federally endangered green sea turtles (*Chelonia mydas*) from June through October. While federally endangered leatherback sea turtles (*Dermochelys coriacea*) may be found in the waters off New York and New Jersey during the warmer months as well, this species is less likely to occur in the action area for this project as it is typically found in more offshore waters. You can find more information on listed sea turtle species at: http://www.nmfs.noaa.gov/pr/species/turtles/.

Populations of federally endangered shortnose sturgeon occur in New Jersey in the Delaware River from the lower bay upstream to at least Lambertville, New Jersey and in the Hudson River from upper New York Harbor to the Troy Dam. The three action areas have never supported a historical population of shortnose sturgeon and to date, no shortnose sturgeon have been observed in these systems. As such, no shortnose sturgeon will occur in the project sites.

Atlantic sturgeon occur in estuarine and marine waters along the U.S. Atlantic coast and may be present in the action areas. The New York Bight, Chesapeake Bay, South Atlantic and Carolina DPSs of Atlantic sturgeon are endangered; the Gulf of Maine DPS is threatened. Individuals originating from any of these DPSs could occur in the project area. You can find more information on sturgeon species at: http://www.nero.noaa.gov/prot_res/esp/index.html.

As listed species are likely to be present in the vicinity of the proposed project, a consultation, pursuant to Section 7 of the Endangered Species Act (ESA) of 1973, may be necessary. As project plans develop, we recommend you consider the following effects of the project on sea turtles and sturgeon:

- Effects of increased suspended sediment;
- Suspension of contaminated sediments;
- Discharge of any other pollutant;
- Loss of prey;
- Any impacts to habitat or conditions that make affected water bodies suitable for these species and,
- Effects of underwater sound pressure waves.

The USCG will be responsible for determining whether the proposed action is likely to affect listed species. When project plans are complete, the USCG should submit their determination of effects, along with justification for the determination, and a request for concurrence to the attention of the Section 7 Coordinator, NMFS, Northeast Regional Office, Protected Resources Division (PRD), 55 Great Republic Drive, Gloucester, MA 01930. After reviewing this information, NMFS would then be able to conduct a consultation under section 7 of the ESA. Should you have any questions about these comments or about the section 7 consultation process in general, please contact Dan Marrone at (978)282-8465 or by e-mail (Daniel.Marrone@noaa.gov).

Sincerely,

Mary A. Colligan
Assistant Regional Administrator
for Protected Resources

Ec: Marrone, NER/PRD
File Code: Sec 7 Tech Assist 2013- USCG Recapitalization Projects NJ

State of New Jersey

DEPARTMENT OF ENVIRONMENTAL PROTECTION
OFFICE OF PERMIT COORDINATION AND ENVIRONMENTAL REVIEW
P.O. Box 420 Mail Code 401-07J Trenton, New Jersey 08625-0420
Telephone Number (609) 292-3600
FAX NUMBER (609) 633-2102

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

BOB MARTIN
Commissioner

December 18, 2013

Poland 12/26/13

Jim 1/6/14

Lynn —

Mr. John Poland, USCG SILC
Environmental Management Division Chief
United States Coast Guard
300 East Main Street, Suite 800
Norfolk, Virginia 23510-9104

RE: USCG Station Atlantic City
Hurricane Sandy Related Proposal to Rebuild Facilities

Comments on Draft Environmental Assessment Letter of Intent

Dear Mr. Poland:

The New Jersey Department of Environmental Protection's (NJDEP) Office of Permit Coordination and Environmental Review (PCER) distributed, for review and comment, your letter dated October 21, 2013 and received by this office on November 18, 2013. The US Coast Guard (USCG) is proposing to prepare an environmental assessment according to the requirements of the National Environmental Policy Act (NEPA) for the Hurricane Sandy Proposed Recapitalization Project to repair and rebuild structures at the waterfront at the US Coast Guard Station in Atlantic City. Following damage from Hurricane Sandy in October 2012, this project will involve demolishing and replacing the existing station building as well as potentially several other non-historic structures. We offer the following comments including * **revised Historic Preservation Office comments** for your consideration in preparation of the EA for future review by the NJDEP.

Land Use Regulation

In order for the Division of Land Use Regulation to fully review an EA and provide project specific comments, please include design drawings in any future EA to be submitted for review by the NJDEP. Based on the information provided by the US Coast Guard in the above letter, it would appear that the planned activities include in-water and upland activities. These activities would require a Waterfront Development Permit (in-water activities) and a CAFRA permit (upland activities), or a Federal Consistency Determination. If you have any questions, please contact Christopher Jones at (609) 633-6757.

* Looks like they expanded the Cultural & Historic Resources Section from earlier 12/13/13 letter. JEP

Natural Resources

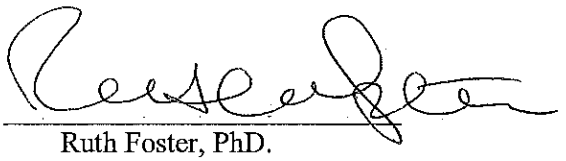
The Department's Division of Fish and Wildlife's (DFW) Endangered & Non-game Species Program will review the forthcoming EA in an effort to identify measures to minimize or eliminate any adverse impacts to plants, fish and wildlife. For additional information, please contact Kelly Davis at (908) 236-2118.

Air Quality Planning

If this project requires Federal funding, permit, approval or license, then a General Conformity Applicability Analysis and possibly a Conformity Determination will be required in accordance with the USEPA's Federal General Conformity regulation. (40 CFR Part 93, Subpart B, Determining Conformity of General Federal Actions to State or Federal Implementation Plans). Our Department continues to work with the Corps of Engineers, including the Philadelphia District, on its General Conformity Determinations for a number of coastal projects. The Department expects to receive additional information regarding this project in the near future. The Department will review this information and provide recommendations as the information becomes available. For additional information, please contact Angela Skowronek at (609) 984-0337.

Thank you for giving the New Jersey Department of Environmental Protection the opportunity to comment on this proposal to prepare a Draft Environmental Assessment for rebuilding of the US Coast Guard Station facilities at Atlantic City. We look forward to the receipt of the EA. Please provide at least one hard copy of all materials and the additional copies for all applicable programs electronically or on disk. We look forward to working with you in the future. If you have any additional questions, I may be reached at (609) 292-3600

Sincerely,



Ruth Foster, PhD.
Acting Section Chief
Office of Permit Coordination
and Environmental Review

C: Jonathan Kinney, NJDEP-HPO
Christopher Jones, Land Use
Kate Marcopul, NJDEP- HPO
Kelly Davis, NJDEP – DFW
Angela Skowronek, NJDEP – BAQP

Cultural and Historic Resources

The Historic Preservation Office reviews projects for their effects on historic properties under Section 106 of the National Historic Preservation Act when federal funding, licensing, or permitting is involved. If the project is receiving federal funding, permitting, or licensing, consultation under Section 106, and its implementing regulations, 36 CFR Part 800, will be necessary. The New Jersey Register of Historic Places Act, Chapter 268, Laws of 1970, requires prior written authorization from the Commissioner of the Department of Environmental Protection for any state, county, or municipal, (or any agent thereof), undertaking which may affect properties listed on the New Jersey Register of Historic Places. An Application for Project Authorization should be submitted by any public entity who is planning a project that may affect a historic resource listed on the New Jersey Register of Historic Places.

A list of properties that are listed on the New Jersey Register of Historic Places can be found on the HPO's website at: http://www.state.nj.us/dep/hpo/1identify/nrsr_lists.htm .

Information about the locations of historic properties listed on the New Jersey Register of Historic Places can be found on NJ-Geoweb at: http://njwebmap.state.nj.us/NJGeoWeb/WebPages/Map/MapViewer.aspx?THEME=Surf&UH=True&RIDZ=634719855483329293 .

The HPO also reviews projects requiring Freshwater Wetlands permits, Waterfront Development permits, CAFRA permits, and Highlands Preservation Area Approvals issued by the State of New Jersey's Land Use Regulation Program. Depending upon the nature of the project, a Phase I archaeological survey and/or intensive-level architectural survey may be necessary.

As this project is considered a federal undertaking, the HPO is currently reviewing it pursuant to Section 106 of the National Historic Preservation Act. The Atlantic City Station was determined eligible for listing on the New Jersey and National Registers of Historic Places on 6/16/07. The proposed undertaking consists of demolition of the existing boathouse and facility engineering building, construction of a new station building which includes a new boat maintenance facility, and repair and improvements to the existing floating docks. Optional work, dependent upon funding would include rebuilding mission critical operations functions, rebuilding dining and berthing facilities, demolition of the existing UPH building and replacing it, and declaring the existing station building excess property. The undertaking, as proposed, will have an adverse effect upon the historic station. Pursuant to Section 106, an MOA will need to be developed. The HPO anticipates that the document will also be based off of the 2002 MOA that was developed for Manasquan Inlet

From: karen.greene@noaa.gov [mailto:karen.greene@noaa.gov]
Sent: Monday, December 02, 2013 10:16 PM
To: Lewis, James M CIV
Subject: Hurricane Sandy Recapitalization Projects - USCG Station Atlantic City, Manasquan and Sandy Hook, New Jersey

Hello,

I apologize for taking so long to reply to your October 21, 2013 letter to Mr. Lou Chiarella concerning the proposed recapitalization projects to rebuild the US Coast Guard Stations in Atlantic City, Manasquan Inlet and Sandy Hook, New Jersey. I am the regional biologist for NMFS' Habitat Conservation Division. I currently cover NY, NJ, DE and eastern PA, so these projects fall within my geographic region. I will happy to provide any technical assistance that you may need.

All of the project areas have been designated as essential fish habitat under the Magnuson-Stevens Act. Additional information about the MSA and EFH can be found on our website at www.nero.noaa.gov/habitat . Based upon the information provided in your letter, consultation will be needed on these projects.

Consultation involves the preparation of an EFH assessment by the lead federal action agency. The assessment can be included in the draft EA, but it must be identified as a separate section. It can also be done separately, but we find including it in the draft EA is more efficient for all. Our website site includes a worksheet that can be used as an assessment in many cases. It may also be helpful to talk with the Philadelphia District Army Corps of Engineers. They have a great deal of experience in writing EFH assessments for these types of projects.

When preparing the assessments, please use the information on our nero tables, not the EFH mapper from our headquarters. At this time, the mapper does not contain information of many of the local federally managed species such as bluefish, summer flounder and inshore winter flounder. I will be happy to assist you as your develop these assessments.

All three stations are mapped as shellfish habitat either on the Department of Interior's 1963 maps or later maps done by the New Jersey Department of Environmental Protection. I can scan and send copies of these maps if you'd like them. In mapped shellfish beds, all structures in and over the water are required to be of non- polluting materials. Treated lumber would be considered a polluting material since it leaches metals into the surrounding waters and sediments. Creosote would also be considered a polluting material and its use is banned in NJ's aquatic environment.

Numerous other species move through the inlets including diadromous species such as alewife, blueback herring, striped bass and American eel. Depending upon the nature and location of the work proposed, seasonal work restrictions may be needed to protect the upstream migration of these species. In the case of the Manasquan Inlet, a timing restriction of 12/1 to 5/31 and 3/1 to 6/30 may be needed to address concerns about migrating alewife and blueback herring (3/1 to 6/30) and migrating, spawning and early life stages of winter flounder. For Sandy Hook, it is likely that winter flounder early life stages would be of concern due to the dredging (1/1 to 5/31 restriction for eggs and larvae). Also, expansion of the footprint of the dredged basin would be discouraged due to mapped shellfish beds. Winter flounder eggs and larvae would also be a concern in Atlantic City.

Threatened and endangered species under NMFS' jurisdiction such as Atlantic sturgeon and sea turtles may also be present at all three locations. The CG should coordinate with our Protected Resources Division in Gloucester, MA if you have not already done so. Danielle Palmer is the contact for NJ.

I hope this information helps you in the preparation of the EAs for these projects. If you would like to discuss or need more information, please call or e-mail me. If you would like a more formal response, a letter can be prepared, but it is likely that it will take several weeks to be issued due to workload constraints.

Thank you.

Karen Greene
Fishery Biologist/EFH Coordinator
National Marine Fisheries Service
Habitat Conservation Division
James J. Howard Marine Sciences Laboratory
74 Magruder Rd.
Highlands, NJ 07732
732 872-3023
732 872-3077 (fax)
karen.greene@noaa.gov

State of New Jersey

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

DEPARTMENT OF ENVIRONMENTAL PROTECTION
State Forestry Services
Mail Code 501-04
ONLM -Natural Heritage Program
P.O. Box 420
Trenton, NJ 08625-0420
Tel. #609-984-1339
Fax. #609-984-1427

BOB MARTIN
Commissioner

November 19, 2013

Erica C. Antill
URS Corporation
12420 Milestone Center Drive, Suite 150
Germantown, MD 20876

Re: USCG Station Atlantic City Rebuilding Project

Dear Ms. Antill:

Thank you for your data request regarding rare species information for the above referenced project site in Atlantic City, Atlantic County.

Searches of the Natural Heritage Database and the Landscape Project (Version 3.1) are based on a representation of the boundaries of your project site in our Geographic Information System (GIS). We make every effort to accurately transfer your project bounds from the topographic map(s) submitted with the Request for Data into our Geographic Information System. We do not typically verify that your project bounds are accurate, or check them against other sources.

We have checked the Landscape Project habitat mapping and the Biotics Database for occurrences of any rare wildlife species or wildlife habitat on the referenced site. The Natural Heritage Database was searched for occurrences of rare plant species or ecological communities that may be on the project site. Please refer to Table 1 (attached) to determine if any rare plant species, ecological communities, or rare wildlife species or wildlife habitat are documented on site. A detailed report is provided for each category coded as 'Yes' in Table 1.

We have also checked the Landscape Project habitat mapping and Biotics Database for occurrences of rare wildlife species or wildlife habitat in the immediate vicinity (within ¼ mile) of the referenced site. Additionally, the Natural Heritage Database was checked for occurrences of rare plant species or ecological communities within ¼ mile of the site. Please refer to Table 2 (attached) to determine if any rare plant species, ecological communities, or rare wildlife species or wildlife habitat are documented within the immediate vicinity of the site. Detailed reports are provided for all categories coded as 'Yes' in Table 2. These reports may include species that have also been documented on the project site.

The Natural Heritage Program reviews its data periodically to identify priority sites for natural diversity in the State. Included as priority sites are some of the State's best habitats for rare and endangered species and ecological communities. Please refer to Tables 1 and 2 (attached) to determine if any priority sites are located on or in the vicinity of the site.

A list of rare plant species and ecological communities that have been documented from Atlantic County can be downloaded from http://www.state.nj.us/dep/parksandforests/natural/heritage/countylist.html. If suitable habitat is present at the project site, the species in that list have potential to be present.

Status and rank codes used in the tables and lists are defined in EXPLANATION OF CODES USED IN NATURAL HERITAGE REPORTS, which can be downloaded from http://www.state.nj.us/dep/parksandforests/natural/heritage/nhpcodes_2010.pdf.

If you have questions concerning the wildlife records or wildlife species mentioned in this response, we recommend that you visit the interactive NJ-GeoWeb website at the following URL, http://www.state.nj.us/dep/gis/geowebsplash.htm or contact the Division of Fish and Wildlife, Endangered and Nongame Species Program at (609) 292-9400.

PLEASE SEE 'CAUTIONS AND RESTRICTIONS ON NHP DATA', which can be downloaded from http://www.state.nj.us/dep/parksandforests/natural/heritage/newcaution2008.pdf.

Thank you for consulting the Natural Heritage Program. The attached invoice details the payment due for processing this data request. Feel free to contact us again regarding any future data requests.

Sincerely,

Robert J. Cartica
Administrator

c: NHP File No. 13-3907444-4399

Table 1: On Site Data Request Search Results (7 Possible Reports)

Rare Plants/Ecological Communities Possibly On Site:	No
Rare Plants/Ecological Communities On Site/Immediate Vicinity:	No
Natural Heritage Priority Sites On Site:	No
Landscape 3.1 Species Based Patches On Site:	Yes
Landscape 3.1 Vernal Pool Habitat On Site:	No
Landscape 3.1 Stream/Mussel Habitat On Site:	No
Other Animals Tracked by ENSP On Site:	No

Rare Wildlife Species or Wildlife Habitat on the Project Site Based on Search of Landscape Project 3.1 Species Based Patches

Class	Common Name	Scientific Name	Feature Type	Rank	Federal Protection	State Protection	Grank	Srank
Aves								
	Black-crowned Night-heron	Nycticorax nycticorax	Foraging	3	NA	State Threatened	G5	S2B,S3N
	Caspian Tern	Hydroprogne caspia	Foraging	2	NA	Special Concern	G5	S3B,S4N
	Common Tern	Sterna hirundo	Foraging	2	NA	Special Concern	G5	S3B,S4N
	Glossy Ibis	Plegadis falcinellus	Foraging	2	NA	Special Concern	G5	S3B,S4N
	Gull-billed Tern	Gelochelidon nilotica	Foraging	2	NA	Special Concern	G5	S3B,S3N
	Least Tern	Sternula antillarum	Foraging	4	NA	State Endangered	G4	S1B,S1N
	Little Blue Heron	Egretta caerulea	Foraging	2	NA	Special Concern	G5	S3B,S3N
	Osprey	Pandion haliaetus	Foraging	3	NA	State Threatened	G5	S2B
	Peregrine Falcon	Falco peregrinus	Nest	4	NA	State Endangered	G4	S1B,S3N
	Snowy Egret	Egretta thula	Foraging	2	NA	Special Concern	G5	S3B,S4N
	Tricolored Heron	Egretta tricolor	Foraging	2	NA	Special Concern	G5	S3B,S3N
	Yellow-crowned Night-heron	Nyctanassa violacea	Foraging	3	NA	State Threatened	G5	S2B,S2N

Table 2: Vicinity Data Request Search Results (6 possible reports)

Rare Plants/Ecological Communities within the Vicinity:	No
Natural Heritage Priority Sites within the Vicinity:	No
Landscape 3.1 Species Based Patches within the Vicinity:	Yes
Landscape 3.1 Vernal Pool Habitat within the Vicinity:	No
Landscape 3.1 Stream/Mussel Habitat within the Vicnity:	No
Other Animals Tracked by ENSP within the Vicnity:	No

Rare Wildlife Species or Wildlife Habitat Within the Immediate Vicinity of the Project Site Based on Search of Landscape Project 3.1 Species Based Patches

Class	Common Name	Scientific Name	Feature Type	Rank	Federal Protection	State Protection	Grank	Srank
Aves								
	Black-crowned Night-heron	Nycticorax nycticorax	Foraging	3	NA	State Threatened	G5	S2B,S3N
	Caspian Tern	Hydroprogne caspia	Foraging	2	NA	Special Concern	G5	S3B,S4N
	Common Tern	Sterna hirundo	Foraging	2	NA	Special Concern	G5	S3B,S4N
	Glossy Ibis	Plegadis falcinellus	Foraging	2	NA	Special Concern	G5	S3B,S4N
	Gull-billed Tern	Gelochelidon nilotica	Foraging	2	NA	Special Concern	G5	S3B,S3N
	Least Tern	Sternula antillarum	Foraging	4	NA	State Endangered	G4	S1B,S1N
	Little Blue Heron	Egretta caerulea	Foraging	2	NA	Special Concern	G5	S3B,S3N
	Osprey	Pandion haliaetus	Foraging	3	NA	State Threatened	G5	S2B
	Peregrine Falcon	Falco peregrinus	Nest	4	NA	State Endangered	G4	S1B,S3N
	Snowy Egret	Egretta thula	Foraging	2	NA	Special Concern	G5	S3B,S4N
	Tricolored Heron	Egretta tricolor	Foraging	2	NA	Special Concern	G5	S3B,S3N
	Yellow-crowned Night-heron	Nyctanassa violacea	Foraging	3	NA	State Threatened	G5	S2B,S2N

United States Department of the Interior

FISH AND WILDLIFE SERVICE

New Jersey Field Office
Ecological Services
927 North Main Street, Building D
Pleasantville, New Jersey 08232
Tel: 609/646 9310
Fax: 609/646 0352
http://www.fws.gov/northeast/njfieldoffice

In Reply Refer To:
14-CPA-0029

John Poland, Environmental Management Division Chief
United States Coast Guard
300 East Main Street, Suite 800
Norfolk, Virginia 23510-9104

NOV 15 2013

Dear Mr. Poland:

The U.S. Fish and Wildlife Service (Service), New Jersey Field Office has received your October 21, 2013 letter regarding the *Hurricane Sandy Proposed Recapitalization Projects to Rebuild the United States Coast Guard (USCG) Station Atlantic City, USCG Manasquan Inlet, and USCG Station Sandy Hook, New Jersey.* The USCG intends to prepare environmental assessments for re-placing damaged facilities with those that are hurricane and flood resilient.

AUTHORITY

The following comments on the proposed action are provided pursuant to Section 7 of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) and the Migratory Bird Treaty Act of 1918 (MBTA) (40 Stat. 755; 16 U.S.C. 703-712), as amended, to ensure the protection of federally listed endangered and threatened species, and migratory birds. Additional comments are provided as technical assistance for the draft Environmental Assessment and do not preclude further comment pursuant to the National Environmental Policy Act (83 Stat. 852; 42 U.S.C. 4321 *et seq.*).

FEDERALLY LISTED AND CANDIDATE SPECIES

The following species occur in the vicinity of the subject USCG Stations. Please review the habitat requirements of each species to evaluate whether the project's impact area (*i.e.*, the action area) contains potentially suitable habitat for any federally listed species. If existing information or field surveys demonstrate that no potentially suitable habitat is located within the project's action area, no further action is required. The Service recommends retaining documentation of your determination in your project files. If available information or field surveys demonstrate that potentially suitable habitat is or may be located within the action area, submit your determination and all relevant project information to this office.

Piping Plover

There are known nesting occurrence of the federally listed (threatened) piping plover (*Charadrius melodus*) located at Sandy Hook. These small, territorial shorebirds are present on the New Jersey shore between March and August. Piping plovers nest above the high tide line, usually on sandy ocean beaches and barrier islands, but also on gently sloping foredunes, blowout areas behind primary dunes, washover areas cut into or between dunes, the ends of sandspits, and deposits of suitable dredged or pumped sand. Piping plover nests consist of a shallow scrape in the sand, frequently lined with shell fragments and often located near small clumps of vegetation. Piping plover adults and chicks feed on marine invertebrates such as worms, fly larvae, beetles, and crustaceans. Feeding areas include the intertidal zone of ocean beaches, ocean washover areas, mudflats, sandflats, wrack lines (organic ocean material left by high tide), and the shorelines of coastal ponds, lagoons, and salt marshes.

Threats to the piping plover include habitat loss, human disturbance of nesting birds, predation, and oil spills and other contaminants. Habitat loss results from development, as well as from beach stabilization, beach nourishment, and other physical alterations to the beach ecosystem. Human disturbance of nesting birds includes foot traffic, sunbathing, kite flying, pets, fireworks displays, beach raking, construction, and vehicle use. These disturbances can result in crushing of eggs, failure of eggs to hatch, and death of chicks. Predation on piping plover chicks and eggs is intensified by development because predators such as foxes, gulls, and raccoons, thrive in developed areas and are attracted to beaches by food scraps and trash. Unleashed and feral dogs and cats also prey on piping plover chicks and eggs.

Seabeach Amaranth

Known occurrences of the federally listed (threatened) plant seabeach amaranth (*Amaranthus pumilus*) are found at Sandy Hook and in the vicinity of the Manasquan Inlet. Seabeach amaranth is an annual plant endemic to Atlantic Coast beaches and barrier islands. The primary habitat of seabeach amaranth consists of overwash flats at accreting ends of islands, lower foredunes, and upper strands of non-eroding beaches (landward of the wrackline), although the species occasionally establishes small temporary populations in other habitats, including sound-side beaches, blowouts in foredunes, inter-dunal areas, and on sand and shell material deposited for beach replenishment or as dredge spoil. Seabeach amaranth usually is found growing on a nearly pure sand substrate, occasionally with shell fragments mixed in.

Seabeach amaranth occupies elevations from 8 inches to 5 feet above mean high tide. The plant grows above the high tide line and is intolerant of even occasional flooding during its growing season. The plant is dependent on a terrestrial, upper beach habitat that is not flooded during the growing season from May into the fall. The habitat of seabeach amaranth is sparsely vegetated with annual herbs and, less commonly, perennial herbs (mostly grasses) and scattered shrubs. Vegetative associates of seabeach amaranth include sea rocket (*Cakile edentula*), seabeach spurge (*Chamaesyce polygonifolia*), and other species of open, sandy beach habitats. However, this species is intolerant of competition and does not occur on well-vegetated sites. Seabeach

amaranth is often associated with beaches managed for the protection of beach nesting birds such as the piping plover and least tern (*Sterna antillarum*). Threats to seabeach amaranth include beach stabilization efforts (particularly the use of beach armoring, such as sea walls and riprap), intensive recreational use, and herbivory by webworms.

Northeastern Beach Tiger Beetle

There are known occurrences of the federally listed (threatened) northeastern beach tiger beetle (*Cicindela dorsalis dorsalis*) within the upper portion of Sandy Hook. Northeastern beach tiger beetles inhabit the intertidal zone through upper beach along wide, sandy ocean beaches. Adults prey and scavenge on amphipods, flies, and other beach arthropods along the water's edge. Eggs are deposited in the mid- to above-high tide drift zone. Larval beetles occur in a relatively narrow band of the upper intertidal to high drift zone, taking nearly two years to develop from eggs to adults. Larvae dig vertical burrows in the sand and wait at the burrow mouth to capture passing prey, primarily small amphipods. The primary threat to the northeastern beach tiger beetle is habitat disturbance and destruction from development, beach stabilization activities, and recreational beach uses including pedestrian and vehicle traffic, all of which affect the larvae. Other threats include spills of oil or other contaminants, pesticide use, natural or human-induced beach erosion, and natural factors such as predation and storms.

The northeastern beach tiger beetle was found historically along New Jersey's undeveloped Atlantic coastal beaches from Sandy Hook to Holgate, but was eliminated (extirpated) from the State. In 1994, a population of the northeastern beach tiger beetle was re-established at the Gateway National Recreation Area, Sandy Hook Unit. If project implementation will involve activities or disturbance in beach, dune, intertidal or nearshore areas, or may result in increased human use of these areas, further consultation pursuant to Section 7 of the ESA is required to avoid adverse effects to the northeastern beach tiger beetle.

Red Knot

The red knot (*Calidris canutus* subsp. *rufa*) was added to the list of Federal candidate species in 2006. A proposed rule to list subspecies *rufa* as threatened under the ESA was published on September 30, 2013. Red knots are federally protected under the MBTA, and are State-listed as endangered.

At 9 to 10 inches long, the red knot is a large, bulky sandpiper with a short, straight, black bill. During the breeding season, the legs are dark brown to black, and the breast and belly are a characteristic russet color that ranges from salmon-red to brick-red. Males are generally brighter shades of red, with a more distinct line through the eye. When not breeding, both sexes look alike—plain gray above and dirty white below with faint, dark streaking. As with most shorebirds, the long-winged, strong-flying knots fly in groups, sometimes with other species. Red knots feed on invertebrates, especially small clams, mussels, and snails, but also crustaceans, marine worms, and horseshoe crab eggs. On the breeding grounds knots mainly eat insects.

Small numbers of red knots may occur in New Jersey year-round, while large numbers of birds rely on New Jersey's coastal stopover habitats during the spring (mid-May through early June) and fall (late-July through November) migration periods. Smaller numbers of knots may spend all or part of the winter in New Jersey. Threats to the red knot include sea level rise; coastal development; shoreline stabilization; dredging; reduced food availability at stopover areas; disturbance by vehicles, people, dogs, aircraft, and boats; and climate change.

Other Federally Listed and Candidate Species

No other federally listed or proposed threatened or endangered flora or fauna under Service jurisdiction are known to occur within the vicinity of the proposed project site. If additional information on federally listed species becomes available, or if project plans change, this determination may be reconsidered.

Thank you for the opportunity to provide initial comments on the proposal to rebuild shore facilities at three USCG stations in New Jersey. Please contact Carlo Popolizio at (609) 383-3938, extension 32, if you require further assistance.

Sincerely,

for Eric Schrading
Field Supervisor

Delaware Nation ~ no archeo, sites

Edwards, Mark

From: Lynn.M.Keller@uscg.mil on behalf of Keller, Lynn M CIV <Lynn.M.Keller@uscg.mil>
Sent: Monday, November 18, 2013 4:54 PM
To: Edwards, Mark; Chaisson, Angela
Subject: FW: Hurricane Sandy Recapitalization Project

Mark and Angela,

We did receive one response from a Tribe regarding the proposed recapitalization projects (see below):

Lynn M. Keller, EI, PMP
Environmental Protection Specialist
USCG SILC EMD (det) Oakland
1301 Clay St Ste 700N
Oakland, CA 94612
Office: 510-637-5532
Cell: 510-418-4704

-----Original Message-----
From: Lewis, James M CIV
Sent: Friday, November 15, 2013 8:01 AM
To: Keller, Lynn M CIV
Subject: FW: Hurricane Sandy Recapitalization Project

FYI

-----Original Message-----
From: JRoss@delawarenation.com [mailto:JRoss@delawarenation.com]
Sent: Thursday, November 14, 2013 4:43 PM
To: Lewis, James M CIV
Subject: re: Hurricane Sandy Recapitalization Project

Delaware Nation

Jason Ross

Section 106 Program Manager

To: Jim Lewis - USCG - Dept. of Homeland Security

cc:

Date: November 14, 2013

Re: Hurricane Sandy Recapitalization Project

Hello Mr. Lewis,

The Delaware Nation recently received correspondence from Mr. John Poland regarding the project listed below.

1. Hurrican Sandy Recapitalization Project for USCG Stations
Atlantic City, Manasquan Inlet, and Sandy Hook, Atlantic and Monmouth
Counties, New Jersey. - PASS

The Cultural Preservation Director, Mrs. Tamara Francis-Fourkiller has reviewed the information provided and As described in your correspondence and, upon research of our database and files we find that the location of the project does not endanger known archaeological sites of interest to the Delaware Nation and to please continue with the work as planned. Should this project inadvertently uncover an archaeological site we request that you immediately contact the appropriate state agencies, as well as the Delaware Nation. Also, we ask that you halt all construction and ground disturbing activities until the tribe and these state agencies are consulted.

If you have any further questions please do not hesitate to contact our office at anytime. Thank you again for taking the time and effort to properly consult with the Delaware Nation.

Respectfully,

Jason Ross

Section 106 Program Manager

Cultural Preservation Department

The Delaware Nation

P.O. Box 825

Anadarko, OK 73005

PH# 405) 247-2448

FAX# 405) 247-8905

www.delawarenation.com <http://www.delawarenation.com>

Preserving America's Heritage

October 24, 2013

Mr. John Poland
USCG SILC
Environmental Management Division Chief
300 East Main Street, Suite 800
Norfolk, VA 23510-9104

Ref: Proposed Rebuilding of USCG Station Atlantic City
Atlantic City, New Jersey

Dear Mr. Poland:

The Advisory Council on Historic Preservation (ACHP) recently received your notification and supporting documentation regarding the adverse effects of the referenced project on properties listed on and eligible for listing in the National Register of Historic Places. Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and you determine that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the New Jersey SHPO, and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with the opportunity to review this undertaking. If you have any questions, please contact Katharine Kerr at 202-606-8534, or via email at kkerr@achp.gov.

Sincerely,

Raymond V. Wallace

Raymond V. Wallace
Historic Preservation Technician
Office of Federal Agency Programs

U.S. Department of Homeland Security

United States Coast Guard

Commander
United States Coast Guard
Shore Infrastructure Logistics Center

300 East Main Street, Suite 800
Norfolk, VA 23510-9104
Staff Symbol:
Phone: (757) 628-4168
Email: James.M.Lewis@uscg.mil

11011

SEP 25 2013

Advisory Council on Historic Preservation
Attn: Katharine Kerr
Old Post Office Building
1100 Pennsylvania Avenue NW, Suite 803
Washington, D.C. 20004

Subj: Notification of Adverse Effect Determination by the New Jersey State Historic Preservation Officer for the United States Coast Guard Proposed Undertaking to Rebuild Station Atlantic City, New Jersey

Dear Ms Kerr:

This letter shall serve as notification to the Advisory Council of the New Jersey State Historic Preservation Officer's (SHPO) adverse effect determination for the United States Coast Guard (USCG) proposal to rebuild USCG Station Atlantic City, following damage sustained by Hurricane SANDY. Station Atlantic City is located at 900 Beach Thorofare in Atlantic City, New Jersey. This USCG Station has been active in its present location at the junction of Clam Creek and Absecon Inlet since 1938, and the Station's Boathouse, Engineering Building, and Station Building were all determined eligible for listing in the New Jersey and National Register of Historic Places on 16 July 2007. For your information, the SHPO's adverse effect determination is attached as Enclosure (1), and the USCG's SHPO project review package is attached as Enclosure (2).

Following Hurricane SANDY in October 2012, partially obsolete structures at Station Atlantic City sustained further damage by the storm. Congress then passed a Hurricane SANDY appropriation allocating funding for rebuilding and improving resiliency at Coast Guard facilities affected by the storm; however, the appropriation requires obligation of funds by September 2014. This extremely short timeframe requires the Coast Guard to expedite project planning and contract documents so valuable rebuilding funds are not lost.

The proposed undertaking includes the following activities: demolition of the historic Boathouse and historic Facility Engineering Building, construction of a new approximately 23,400 square foot Multi-Mission Station Building on the site of the former Boathouse, and waterfront repair and improvements to the existing floating docks and northeast shoreline. No work is proposed for the historic Station Building. The USCG has determined that the proposed action would result in an adverse effect to historic resources at Station Atlantic City. USCG is currently

working on a Memorandum of Agreement (MOA) with NJ SHPO to address adverse impacts due to this proposed undertaking and negotiate mitigation measures.

USCG hereby extends the invitation to the Council to participate in the consultation process with USCG, SHPO, Tribal Historic Preservation Officers and the public. Thank you for your consideration in this matter. If you have any further questions, please contact Mr. Jim Lewis of my staff at (757) 628-4168.

John R. Poland

John Poland
USCG SILC
Environmental Management Division Chief
By Direction

Enclosure:
(1) NJ SHPO Adverse Effect Determination Letter, USCG Station Atlantic City, Dated 14 June 2013.
(2) USCG Letter to NJ SHPO to Initiate Consultation Regarding the Proposed Rebuilding of USCG Station Atlantic City, NJ (with enclosures, (modified for email)), Dated 8 May 2013.

Copy:
CGD5
CG47
CG SILC
CG CEU Cleveland
NJ SHPO

HPO Project Number 13-1072-1
HPO-F2013-103

State of New Jersey

MAIL CODE 501-04B
DEPARTMENT OF ENVIRONMENTAL PROTECTION
NATURAL & HISTORIC RESOURCES
HISTORIC PRESERVATION OFFICE
P.O. Box 420
Trenton, NJ 08625-0420
TEL. (609) 984-0176 FAX (609) 984-0578

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

BOB MARTIN
Commissioner

JPoland 6/25/13
Jim —
Lynn —
Dean —

June 14, 2013

John Poland
USCH SILC
Environmental Management Division Chief
300 East Main Street
Suite 800
Norfolk, VA 23510-9104

Dear Mr. Poland:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the *Federal Register* on December 12, 2000 (65 FR 77725-77739) and amended on July 6, 2004 (69 FR 40544-40555), I am providing consultation comments for the following proposed undertaking:

Ocean County, Point Pleasant Beach Borough
Rebuild USCG Station Atlautic City
HPO Project # 13-1072

800.4 Identification of historic Properties

The USCG Station Atlantic City was determined eligible for listing in the New Jersey and National Registers of Historic Places on July 16, 2007.

800.5 Assessment of Effect

The proposed undertaking consists of demolition of the existing boathouse and facility engineering building, construction of a new station building which would include a new boat maintenance facility, and repair and improvements to existing floating docks. Optional work, dependent upon available funds would include rebuilding of mission critical operations functions that are currently housed in the existing Station Building, rebuilding the balance of all functions including dining and berthing facilities, demolition of the non-contributing UPH building and rebuilding another on the same site, and declaring the existing station building as excess. The undertaking, as proposed, will have an **adverse effect** on the USCG Station Atlantic City.

The HPO looks forward to further consultation to avoid, minimize, or mitigate effects to historic properties.

If you have any questions regarding this letter, please contact Michelle Hughes at (609) 984-6018. We look forward to further consultation on this undertaking, please reference the HPO project number 13-1072 in any future calls, emails, or written correspondence to help expedite your review and response. Thank you.

Sincerely,

Daniel D. Saunders
Deputy State Historic
Preservation Officer

U.S. Department of Homeland Security

United States Coast Guard

Commander
United States Coast Guard
Shore Infrastructure Logistics Center

300 East Main Street, Suite 800
Norfolk, VA 23510-9104
Staff Symbol:
Phone: (757) 628-4168
Email: James.M.Lewis@uscg.mil

11011
8 May 2013

Mr. Daniel Saunders
Deputy State Historic Preservation Officer
Mail Code 501·04B
State of New Jersey
Department of Environmental Protection, Historic Preservation Office
P.O. Box 420
Trenton, New Jersey 08625-0420

Subj: Rebuilding United States Coast Guard Station Atlantic City, New Jersey

Dear Mr. Saunders:

The U. S. Coast Guard proposes to rebuild Coast Guard Station Atlantic City, located at 900 Beach Thorofare, Atlantic City, New Jersey. Station Atlantic City sustained significant damage as a result of Hurricane SANDY, and revealed larger deficiencies that could threaten operations following future storm events. The Coast Guard therefore is proposing to recapitalize Station Atlantic City by demolishing the existing Boathouse and Facility Engineer Shop Building, building a new Boat Maintenance Facility to replace the two structures, and reconstructing portions of the Atlantic City waterfront damaged by the storm. An optional work item is to recapitalize mission critical operational facilities by constructing new administrative offices and a communications station, prepare the existing historic Station Building for excess, and proceed with the divestiture process. A second optional work item is to recapitalize Station personnel support facilities by demolishing the existing Unaccompanied Personnel Housing (UPH) Building and constructing a new UPH structure to provide Unit support functions such as dining and berthing.

Congress passed a Hurricane SANDY appropriation allocating funding for rebuilding and improving resiliency at Coast Guard facilities affected by storm. The appropriation requires obligation of funds by September 2014. This extremely short timeframe requires the Coast Guard to expedite project planning and contract documents so valuable rebuilding funds are not lost.

The Coast Guard is initiating consultation with you pursuant to 36 CFR 800, the regulations implementing Section 106 of the National Historic Preservation Act (NHPA) regarding the proposed rebuilding of Station Atlantic City. The Coast Guard Station Atlantic City has been determined to be eligible for listing on the National Register of Historic Places (NRHP) and as

such, the proposed action is likely to have an adverse effect on historic resources. As part of the proposed action, the Coast Guard proposes to enter into a Memorandum of Agreement (MOA) with the State of New Jersey, State Historic Preservation Officer to define terms and conditions of the proposed action that would mitigate the effects of the proposed action.

Background

Coast Guard Station Atlantic City is a Multi-Mission Station located at the junction of Clam Creek and Absecon Inlet in Atlantic City, New Jersey. The Station missions include search and rescue, law enforcement, and environmental protection for the area of responsibility that includes approximately 250 square miles of ocean, backbays and inlets. Station Atlantic City crew includes 52 active duty Coast Guard members, 22 enlisted reservists, five Coast Guard rescue craft and five Coast Guard Auxiliary Flotillas. The Station location is shown on the Site Location Map included as Enclosure (1).

Station Atlantic City currently consists of four buildings: the Station Building, Unaccompanied Personnel Housing (UPH), Boathouse, and Engineering Building. The UPH building is not historic (circa 1987) but the Station Building (circa 1941), Boathouse (circa 1938), and Facility Engineering Building (circa 1941) have been determined to be eligible for listing on the NRHP.

As detailed in the Coast Guard's DD1391 Execution Proposal (EP), the Station Atlantic City facility has the following major deficiencies:

- Facilities are out-of-date (heating, plumbing, foundation), expensive to maintain, and in many cases, no longer capable of maintenance or repair due to their age;
- The layout of the 1940's era buildings do not support efficient function of modern Coast Guard operations;
- The existing station building lacks adequate security for Coast Guard personnel, including setbacks, visitors entrance, fencing, etc.; and
- Currently the Unit is operating out of inefficient, obsolete and non-hardened operational facilities which will remain below the base flood elevations for both 100 and 500 year storms. These facilities will continue to sustain storm surge driven water damage and flooding, and will require expenditure of significant funds by USCG on a recurring basis to mitigate wind and flood damage. None of the existing facilities can be reasonably retrofitted to resist anticipated storm and flood conditions.

In addition to these deficiencies at the Station, all three buildings sustained significant flooding and water damage as a result of storm surge during Hurricane SANDY.

The planned reconstruction of Station Atlantic City would elevate Coast Guard facilities above the 500 year storm flood elevation and allow new facilities to avoid future damage from water intrusion/ flooding, reduce maintenance costs and, most importantly, enable the Station to maintain Coast Guard operations during and immediately after future storm events. The proposed reconstruction of Station facilities will allow Station Atlantic City to meet the Department of Defense Anti-Terrorism/Force Protection criteria.

The Coast Guard is also proposing major rebuilding of Station Manasquan Inlet and Station Sandy Hook in New Jersey as a result of damage from Hurricane SANDY. Station Manasquan Inlet was previously proposed for reconstruction in 2002 and, at that time, the Coast Guard and the State of New Jersey, State Historic Preservation Officer, executed a MOA stipulating mitigation measures for the proposed action (HPO-H 2002 - 49 PROD). This proposal was not executed at the time as a result of Coast Guard budget cuts. The Coast Guard has relied on the 2002 MOA for Station Manasquan Inlet to provide a guide in developing appropriate mitigation measures for the adverse effect of the proposed action at Station Atlantic City. The Station Manasquan Inlet MOA is included as Enclosure (2). Coast Guard is proposing execution of a similar MOA for the reconstruction effort at Coast Guard Station Atlantic City.

Cultural Resources at Station Atlantic City

The Station Atlantic City Station Building (built in 1941), Boathouse (built in 1938), and Engineering Building (built in 1941) were all determined eligible for listing in the New Jersey and National Register of Historic Places on July 16, 2007. The Coast Guard Station Atlantic City is a well preserved example of the "Roosevelt-Type" station. The 1986 UPH Building is a non-contributing part of Coast Guard Station Atlantic City. Photographs of the Station and site plan drawings are shown in Enclosures (3) and (4).

Proposed Action at Station Atlantic City

As a result of Hurricane SANDY, Station Atlantic City sustained significant damage to the existing facilities. Mitigation measures at Coast Guard Station Atlantic City have been employed in order to facilitate Unit operations; however, all structures remain non-hardened, inefficient, obsolete, and subject to continual damage by wind and flooding since they lie below the 100 year base flood elevation. To mitigate the resulting storm damage, a new elevated hurricane resistant multi-mission station building would be constructed on the site. The proposed project would adopt design standards similar to those from recent Coast Guard Station reconstruction along the Gulf Coast following Hurricane KATRINA and Ike.)

The proposed action provides for reconstruction to be broken into Base Work and two "option" components to accommodate a potentially variable level of funding availability. The base scope of work would consist of:

- Demolition of the existing Boathouse and Facility Engineering Building, both of which were damaged during Hurricane SANDY.

- Construction of an approximately 23,400 gross square foot multi-mission Station Building, including a new Boat Maintenance Facility (BMF) with new engineering shop and support space. The new BMF would recapitalize all functions currently located in the existing Boathouse and Facility Engineer Shop building. The proposed Station Building would provide a hurricane resistant structure, elevated at or above the 500 year flood elevation. The new construction would be conducted in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR Part 68).

- Waterfront repair and improvements to the existing floating docks and the Northeast shoreline.

- Site construction would comply with Department of Defense Anti-Terrorism/Force Protection (AT/FP) criteria, including upgraded perimeter fencing and hardening of the station building to meet AT/FP protection standards (in lieu of setback distances).

The two optional components of the proposed action.

Option (1) would consist of:

- Rebuilding certain mission critical operations functions that are currently housed in the existing Station Building, including administrative offices and the Station's Communications/Operations room and their associated support spaces.

Option (2) would consist of:

- Rebuilding the balance of all functions remaining in the existing Station Building, including dining, berthing and all remaining support spaces.

- Demolition of the existing, non-historic UPH building and rebuilding the UPH building on the same site.

- Declaring excess the existing Station Building.

Proposed Mitigations included in Proposed Project

As a condition of the proposed action, the Coast Guard proposes to enter into an MOA with the State of New Jersey, State Historic Preservation Officer for the proposed rebuilding of Station Atlantic City. As stated previously, the Coast Guard has relied on the MOA executed in 2002 for the proposed reconstruction of Station Manasquan, New Jersey as a guide to developing the MOA and the appropriate terms and conditions of this proposed action. As such, the terms and conditions of the 2002 Manasquan MOA have been included as part of the proposed action at Station Atlantic City. These mitigations are expected to include, but not be limited to:

1. The Coast Guard agrees to recommend to the General Services Administration that the Station Building, if transferred out of Federal control, be transferred with historic covenants requiring maintenance per Department of the Interior Standards.

2. The New Jersey, State Historic Preservation Officer agrees that a transfer of the Station Building to another Federal entity is an undertaking that will not result in an adverse effect.

3. The Coast Guard agrees to document the Boathouse and Facility Engineering Building as required by the 1999 New Jersey Historic Preservation Office Guidelines for Architectural Survey sections 2.5.2, 2.5.3, 2.5.3.1, 2.5.3.2, 2.5.3.2, 3.3.4, and 3.3.5. Additionally, the Coast Guard will provide a minimum of two (2) photographs per interior room (more photographs may be provided to document particularly significant features). The photographs will be high quality digital, and will be labeled and keyed to a floor plan of the structure. Additionally, the

Coast Guard will provide the New Jersey, State Historic Preservation Officer with a CD containing copies of all digital photographs and other digital media included in the Architectural Survey. The Coast Guard agrees to construct the new station building in a historic architectural style that will complement the existing Station Building. The Coast Guard will submit the design for the new station to the New Jersey, State Historic Preservation Officer for review prior to construction, understanding that the New Jersey, State Historic Preservation Officer may request certain changes to initial Coast Guard plans.

4. The Coast Guard agrees to create and maintain a historical exhibit in the lobby of the new structure, showcasing the previous structures along with a history of Station Atlantic City. The New Jersey, State Historic Preservation Officer will have an opportunity to comment on the exhibit prior to construction.

5. The Coast Guard agrees to provide the New Jersey, State Historic Preservation Officer with an inventory of active Coast Guard lifesaving stations in the State of New Jersey. The inventory will contain:

    a. Name and location of the station.

    b. The date the station was constructed.

    c. Whether or not the station has a boathouse.

    d. Five (5) exterior photographs (35mm or digital) of the station. Photographs shall depict the main facades of the building and any significant details and/or viewsheds. All photographs shall be labeled. A CD will accompany any digital photos.

    e. Whether the station has been determined eligible for listing on the National Register of Historic Places or is already listed.

Other General Provisions of the MOA are expected to be comparable to the 2002 Station Manasquan Inlet MOA.

SUBJ: REBUILDING OF US COAST GUARD STATION ATLANTIC CITY, NEW JERSEY

USCG Determinations

The USCG has determined that the proposed action would result in an adverse effect to historic resources at Station Atlantic City. The Coast Guard has included terms and conditions as part of the proposed action to mitigate, to the extent feasible, for this effect. The Coast Guard respectfully requests your consideration of the proposed action and determination.

Thank you for your consideration in this matter and if you have any further questions, please contact Mr. Jim Lewis of my staff at (757) 628-4168.

John R. Poland

John Poland
USCG SILC
Environmental Management Division Chief
By Direction

Enclosure:
(1) Station Atlantic City, Site Location
(2) Memorandum of Agreement Among the U.S. Coast Guard and the New Jersey State Historic Preservation Office, for the Potential Demolition of the Boathouse and Reporting of Excess the Station Building at Coast Guard Station Manasquan Inlet, New Jersey, July 2002.
(3) Station Atlantic City, Site Photographs and Recapitalization Project Drawings – After Hurricane Sandy
(4) Station Atlantic City, Site Photographs – Before Hurricane Sandy

Copy:
CGD5
CG SILC
CG CEU Cleveland
~~ACHP~~

Appendix D
Draft Memorandum of Agreement

MEMORANDUM OF AGREEMENT
AMONG THE UNITED STATES COAST GUARD
AND THE NEW JERSEY STATE HISTORIC PRESERVATION OFFICE
REGARDING
THE HURRICANE SANDY RECAPITALIZATION PROJECT AT COAST GUARD STATION ATLANTIC CITY, ATLANTIC COUNTY, NEW JERSEY

WHEREAS the United States Coast Guard (USCG) proposes to recapitalize Station Atlantic City (Project), located at 900 Beach Thorofare, Atlantic City, Atlantic County, New Jersey following damage sustained from Hurricane SANDY in October 2012; and

WHEREAS the USCG plans to fund and execute the Proposed Recapitalization Project to Rebuild USCG Station Sandy Hook, pursuant to the *Disaster Relief Appropriations Act*, 2013 (P.L. 113-2); and

WHEREAS, the USCG has defined the undertaking's Area of Potential Effects (APE) as the USCG Station Atlantic City; and

WHEREAS Station Atlantic City, including the existing Station Building, Boathouse, and Engineering Building were determined to be eligible for listing in the New Jersey and National Registers of Historic Places on 16 July 1997; and

WHEREAS the Project consists of rebuilding Station Atlantic City to enable infrastructure to meet full mission capabilities and unit readiness requirements, including meeting Department of Defense Anti-Terrorism/Force Protection criteria and 500-year flood plain levels for mission critical facilities; and

WHEREAS Congress passed a Hurricane SANDY appropriation requiring obligation of funds by September 2014, which allocated funding for rebuilding and improving resiliency at USCG facilities affected by the storm, thereby making this Project an undertaking subject to review under Section 106 of the National Historic Preservation Act (NHPA), 16 U.S.C. § 470f, and its implementing regulations, 36 CFR Part 800; and

WHEREAS, the Project shall include demolition of the existing National Register of Historic Places (NRHP) eligible Boathouse and Engineering Building, construction of a new Boat Maintenance Facility (BMF) with an engineering shop and support space, and reconstruction of portions of the waterfront, including: (1) replacement of the guide piles of the existing floating docks with taller ones so that storm surges cannot lift the docks above the guide piles; 2) repair or replacement of existing concrete "crib" style shore protection, bulkhead, and existing gabions; 3) restoration/stabilization of existing grades, and (4) replacement of the existing perimeter security fence and lights along the Northeast shoreline; and

WHEREAS, the USCG has determined that the undertaking will result in an adverse effect on Station Atlantic City, and has consulted with the New Jersey SHPO pursuant to 36 CFR Part 800, and

MEMORANDUM OF AGREEMENT
AMONG THE UNITED STATES COAST GUARD
AND THE NEW JERSEY STATE HISTORIC PRESERVATION OFFICE
REGARDING
THE HURRICANE SANDY RECAPITALIZATION PROJECT AT COAST GUARD STATION ATLANTIC CITY, ATLANTIC COUNTY, NEW JERSEY

WHEREAS, the USCG shall consult with the public about this Project as a part of the ongoing National Environmental Policy Act process; and

WHEREAS, the USCG notified a series of Indian tribes, Tribal Historic Preservation Officers, and other Native American groups about the undertaking, including: 1) the Absentee Shawnee Tribe of Oklahoma; 2) the Delaware Tribal Historic Preservation Officer; 3) The Delaware Tribe of Indians; 4) the Nanticoke-Lenni Lenape Indians of New Jersey; 5) the Powhatan Renape Nation; 6) the Ramapough Lenape Indian Nation; 7) Sand Hill Band of Indians; 8) Sand Hill Indian Historical Association; 9) Shawnee Tribe of Oklahoma; 10) Stockbridge-Munsee Band of the Mohicans; 11) The Cherokee Nation of New Jersey; 12) The Cherokee Tribe of New Jersey; and 13) The Delaware Nation, asked all whether they would like to consult under 36 CFR Part 800.(c)(i)(A) and (B), and no tribe or group indicated its intention to do so, and

WHEREAS, in accordance with 36 CFR Section 800.6(a)(1), the USCG has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination providing the specified documentation and the ACHP has chosen not to participate in the consultation as stated in their letter dated 24 October 2013, pursuant to 36 CFR § 800.6(a)(1)(iii); and,

WHEREAS, this Memorandum of Agreement (MOA) builds upon the expired 2002 MOA, executed by the USCG and the New Jersey State Historic Preservation Officer, which proposed and negotiated a similar plan of action to rebuild and modernize USCG Station Manasquan Inlet pending receipt of federal funds; and

NOW, THEREFORE, the USCG and SHPO agree that the Project shall be implemented in accordance with the following stipulations in order to take into account the effects of the undertaking on historic properties.

STIPULATIONS

The USCG shall ensure that the following measures are carried out:

I. MITIGATION MEASURES

A. Prior to the removal, demolition, or alteration of any components of United States Coast Guard Station Atlantic City, the USCG, using the services of a consultant meeting the Secretary of the Interior's Professional Qualifications Standards [48 FR 44738-9] in History and/or Architectural History, shall document the existing conditions and setting of the existing

Engineering Building and Boathouse to the standards of the Historic American Building Survey (HABS). The USCG shall ensure that all documentation is completed and accepted by the SHPO prior to any demolition or alteration of the property or new construction. The USCG shall provide one original copy of the recordation documentation to the SHPO and duplicate copies, with original photographs, shall be provided to appropriate repositories as identified in consultation with SHPO staff. In addition to exterior photographs, the Coast Guard will provide a minimum of two (2) photographs per interior room (more photographs may be provided by the USCG to document particularly significant features). The photographs will be high quality digital 35 mm, and will be labeled and keyed to a floor plan of the structure. One final report, including original photographs, will be submitted to Rutgers University Library—Special Collections. One final report, including copes of photographs on regular paper, shall be submitted to NJ SHPO, Atlantic County Historical Society, and the Atlantic City Free Public Library. Additionally, the USCG will provide the NJ SHPO with a DVD containing copies of all digital photographs and other digital media included in the Architectural Survey.

B. The USCG agrees to construct the Boathouse and Engineering Building in a historic architectural style that will complement the existing Station Building across the street. The Coast Guard submitted preliminary design drawings for the design-build contract solicitation process to New Jersey SHPO on 15 January 2014 for review and comment, and attended meetings with NJ SHPO staff on 16 January 2014 and 15 April 2014 to continue the consultation process. On 1 May 2014, NJ SHPO submitted a letter to USCG stating that the NJ Historic Preservation Office has no objection to USCG proceeding with the building design as proposed in the preliminary design drawings.

II. GENERAL PROVISIONS

A. Execution of this Memorandum of Agreement (MOA). This MOA will be considered fully executed once all signatory parties have signed the MOA. The USCG will ensure that each signatory party is provided with a copy of the fully executed MOA.

B. Public Objection. If at any time during the implementation of the measures stipulated in this Agreement, should an objection be raised by a member of the public or a consulting party, the USCG shall take the objection into account and consult with the objecting party, any SHPO, other signatory and interested parties, and the Council, as necessary, to resolve the objection.

C. Amendment, Non-Compliance, and Termination. If any signatory believes that the terms of this MOA cannot be carried out or that an amendment to its terms should be made, that signatory shall immediately consult with the other parties to develop amendments to this Agreement pursuant to 36 CFR 800.6(c)(7). If this Agreement is not amended as provided for in this stipulation, any signatory may terminate it, whereupon the USCG shall proceed in accordance with 36 CFR 800.6(c)(8).

III. DURATION

This MOA will expire if its stipulations are not carried out within ten (10) years from the date of its execution. At such time, and prior to work continuing on the undertaking, the USCG shall either a) execute another MOA pursuant to 36 CFR § 800.6(c)(5), or b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. Prior to such time, the USCG may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation VII below. The USCG shall notify the signatories as to the course of action it will pursue.

IV. POST-REVIEW DISCOVERIES

If potential historic properties are discovered or unanticipated effects on historic properties found, the USCG shall follow the procedures described in 36 CFR § 800.13(b).

V. DISPUTE RESOLUTION

Should any signatory to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, the USCG shall consult with such party to resolve the objection. If the USCG determines that such objection cannot be resolved, the USCG will:

A. Forward all documentation relevant to the dispute, including the USCG's proposed resolution, to the ACHP. The ACHP shall provide the USCG with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the USCG shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of this written response. The USCG will then proceed according to its final decision.

B. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, the USCG may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, the USCG shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA, and provide them and the ACHP with a copy of such written response.

C. The USCG's responsibilities to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

VI. TERMINATION

If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation VIII, above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the undertaking, the USCG must either a) execute an MOA pursuant to 36 CFR § 800.6, or b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. The USCG shall notify the signatories as to the course of action it will pursue.

VII. ANTI-DEFICIENCY

All commitments made by USCG in this MOA are subject to the availability of appropriated funds, as required by the Antideficiency Act, 31U.S.C. 1341 and 1342. Nothing in this MOA, in and of itself, obligates USCG to expend appropriations or to enter into any contract, assistance agreement, interagency agreement, or incur other financial obligations that would be inconsistent with Agency budget priorities. USCG agrees to make a good faith effort to obtain the necessary funds to fully implement this MOA.

VIII. OTHER PROVISIONS

Nothing in this agreement is intended to conflict with current law or regulation or the directives of the Department of Homeland Security, the USCG, or any other party. If a term of this agreement is inconsistent with such authority, then that term shall be invalid, but the remaining terms and conditions of this agreement shall remain in full force and effect.

EXECUTION of this MOA by the USCG and the SHPO and implementation of its terms are evidence that the USCG has taken into account the effects of this undertaking on historic properties.

MEMORANDUM OF AGREEMENT
AMONG THE UNITED STATES COAST GUARD
AND THE NEW JERSEY STATE HISTORIC PRESERVATION OFFICE
REGARDING
THE HURRICANE SANDY RECAPITALIZATION PROJECT AT COAST GUARD STATION ATLANTIC CITY, ATLANTIC COUNTY, NEW JERSEY

SIGNATORIES:

UNITED STATES COAST GUARD

_____ Date: _____

John R. Poland, Chief, Shore Infrastructure Logistics Center
Environmental Management Division

NEW JERSEY HISTORIC PRESERVATION OFFICE

_____ Date: _____

Daniel Saunders
New Jersey Deputy State Historic Preservation Officer

Appendix E
Public Involvement

PUBLIC NOTICE

Notice of Intent to Prepare an Environmental Assessment
Hurricane Sandy Proposed Recapitalization Project
Rebuild USCG Station Atlantic City, New Jersey

The United States Coast Guard (USCG) intends to prepare an environmental assessment (EA) for the proposal to rebuild shore facilities at Station Atlantic City, New Jersey, pursuant to the requirements of the National Environmental Policy Act (NEPA) of 1969, the President's Council on Environmental Quality Regulations (40 CFR parts 1500-1508), and the Coast Guard's NEPA implementing procedures (COMDTINST M16475.1D). The EA will also fulfill the requirement for project review under Section 106 of the National Historic Preservation Act of 1966 (36 CFR Part 800). The 2013 Disaster Assistance Supplemental Act (P.L. 113-2) appropriated funds to rebuild USCG shore facilities damaged by Hurricane Sandy in October 2012 and to prevent damage from future storms by replacing damaged facilities with those that are hurricane and flood resilient.

> Proposed Action: The USCG proposes to construct a new Boat Maintenance Facility (BMF) with an engineering shop and support space, and reconstruct portions of the waterfront at USCG Station Atlantic City. The new BMF will house all functions currently located in the existing Boathouse and Facility Engineer Shop building, both of which were damaged during Hurricane Sandy and will be demolished. To improve resilience, and reduce down time for mission critical facilities after future storms, these new, hardened shore facilities will be constructed above the 500-year flood elevation, where practicable, and to hurricane resistant building codes. Proposed waterfront work shall include: (1) replacing the guide piles of the existing floating docks with taller ones so that storm surges cannot lift the docks above the guide piles, and (2) repairing or replacing existing concrete "crib" style shore protection, bulkhead, and existing gabions, (3) restoring/stabilizing existing grades, and (4) replacing the existing perimeter security fence and lights along the Northeast shoreline. USCG will consult with the State Historic Preservation Officer to avoid and/or mitigate adverse effects on historic properties at the site.

Alternatives will be evaluated by the USCG in the EA, including the No Action Alternative and the above-described Proposed Action. The USCG may consider other reasonable alternatives identified during the public scoping process.

The EA will describe the need for the project, the alternatives, and the environmental impacts of the alternatives. The EA will also contain a comparative analysis of the alternatives, a statement of the environmental significance of the impacts of the alternatives, and a list of the agencies and persons consulted during EA preparation. The EA will serve as a concise public document to briefly provide sufficient evidence and analysis for determining the need to prepare an Environmental Impact Statement (EIS) or a Finding of No Significant Impact (FONSI).

Public Scoping Period: The Coast Guard is seeking public input on the scope of environmental issues to be addressed in the EA. Please submit your written comments by October 20, 2013, via USPS mail, fax, or electronic mail to:

Lynn Keller, EI, PMP
Project Manager
Environmental Protection Specialist
USCG SILC EMD (det) Oakland
1301 Clay Street, Suite 700N
Oakland, CA 94612
510-637-5513 (fax)
Lynn.M.Keller@uscg.mil

The Press OF ATLANTIC CITY
MEDIA GROUP

Certification - Proof of Publication

Elizabeth Matos of lawful age, acting in her capacity as an employee of The Press of Atlantic City, a daily newspaper printed and published c/o 1000 West Washington Avenue, Pleasantville, New Jersey 08232, and distributed in the following counties: Atlantic, Camden, Cape May, Cumberland, Gloucester, and Ocean and mailed to various parts of the State of New Jersey, the United States, and foreign countries, does hereby certify that the Notice accompanying this Certification was published in The Press of Atlantic City on :

Ed. 1: 10/6/2013

All interested parties may rely upon the representations contained herein limited solely to the authenticity of the Notice accompanying this Certification to be an accurate reproduction of the same and the date upon which it was published.

Dated: 10/07/2013.

Elizabeth Matos

Elizabeth Matos

PUBLIC NOTICE

Notice of Intent to Prepare an Environmental Assessment

Hurricane Sandy Proposed Recapitalization Project Rebuild USCG Station Atlantic City, New Jersey

The United States Coast Guard (USCG) intends to prepare an environmental assessment (EA) for the proposal to rebuild shore facilities at Station Atlantic City, New Jersey, pursuant to the requirements of the National Environmental Policy Act (NEPA) of 1969, the President's Council on Environmental Quality Regulations (40 CFR parts 1500-1508), and the Coast Guard's NEPA implementing procedures (COMDTINST M16475.1D). The EA will also fulfill the requirement for project review under Section 106 of the National Historic Preservation Act of 1966 (36 CFR Part 800). The 2013 Disaster Assistance Supplemental Act (P.L. 113-2) appropriated funds to rebuild USCG shore facilities damaged by Hurricane Sandy in October 2012 and to prevent damage from future storms by replacing damaged facilities with those that are hurricane and flood resilient.

Proposed Action: The USCG proposes to construct a new Boat Maintenance Facility (BMF) with an engineering shop and support space, and reconstruct portions of the waterfront at USCG Station Atlantic City. The new BMF will house all functions currently located in the existing Boathouse and Facility Engineer Shop building, both of which were damaged during Hurricane Sandy and will be demolished. To improve resilience, and reduce down time for mission critical facilities after future storms, these new, hardened shore facilities will be constructed above the 500-year flood elevation, where practicable, and to hurricane resistant building codes. Proposed waterfront work shall include: (1) replacing the guide piles of the existing floating docks with taller ones so that storm surges cannot lift the docks above the guide piles, and (2) repairing or replacing existing concrete "crib" style shore protection, bulkhead, and existing gabions, (3) restoring/stabilizing existing grades, and (4) replacing the existing perimeter security fence and lights along the Northeast shoreline. USCG will consult with the State Historic Preservation Officer to avoid and/or mitigate adverse effects on historic properties at the site.

Alternatives will be evaluated by the USCG in the EA, including the No Action Alternative and the above-described Proposed Action. The USCG may consider other reasonable alternatives identified during the public scoping process.

The EA will describe the need for the project, the alternatives, and the environmental impacts of the alternatives. The EA will also contain a comparative analysis of the alternatives, a statement of the environmental significance of the impacts of the alternatives, and a list of the agencies and persons consulted during EA preparation. The EA will serve as a concise public document to briefly provide sufficient evidence and analysis for determining the need to prepare an Environmental Impact Statement (EIS) or a Finding of No Significant Impact (FONSI).

Public Scoping Period: The Coast Guard is seeking public input on the scope of environmental issues to be addressed in the EA. Please submit your written comments by October 20, 2013, via USPS mail, fax, or electronic mail to:

Lynn Keller, EI, PMP
Project Manager Environmental Protection Specialist
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Printer Fee: $60.69
#0090802797
Pub Date:October 6, 2013

PUBLIC NOTICE

Notice of Availability of the Draft Environmental Assessment
Hurricane Sandy Proposed Recapitalization Project
Rebuild USCG Station Atlantic City, New Jersey

Interested persons are hereby notified that the United States Coast Guard (USCG) has prepared an environmental assessment (EA) to rebuild critical shore facilities at Station Atlantic City, New Jersey, pursuant to the requirements of the National Environmental Policy Act (NEPA) of 1969, the President's Council on Environmental Quality Regulations (40 CFR parts 1500-1508), and the Coast Guard's NEPA implementing procedures (COMDTINST M16475.1D). The EA also fulfills the requirement for project review under Section 106 of the National Historic Preservation Act of 1966 (36 CFR Part 800). The 2013 Disaster Assistance Supplemental Act (P.L. 113-2) appropriated funds to rebuild USCG shore facilities damaged by Hurricane Sandy in October 2012 and to prevent damage from future storms by replacing damaged facilities with those that are hurricane and flood resilient.

> Proposed Action: The USCG proposes to construct a new Boat Maintenance Facility (BMF) with an engineering shop and support space, and reconstruct portions of the waterfront at USCG Station Atlantic City. The new BMF would house all functions currently located in the existing Engineering Building and Boathouse, both of which were damaged during Hurricane Sandy and would be demolished. The new BMF would be constructed on the same but slightly larger footprint as the existing Boathouse but built to withstand the 500-year flood and to hurricane resistant building codes. Proposed waterfront work would include: (1) restoring/stabilizing existing grades and installing armor stone revetment along the northeast shoreline of Absecon Inlet; (2) replacing the bulkhead between the boat ramp and the main docks; (3) replacing the guide piles of the existing floating docks with taller ones so that storm surges cannot lift the docks above the guide piles; and (4) replacing the existing perimeter security fence and lights along the northeast shoreline. The USCG has consulted with the State Historic Preservation Officer to avoid and/or mitigate adverse effects on historic properties at the site.

The Draft EA describes the need for the project, the alternatives, and the environmental impacts of the alternatives. The Draft EA also contains a comparative analysis of the alternatives, a statement of the environmental significance of the impacts of the alternatives, and a list of the agencies and persons consulted during EA preparation. The Draft EA will serve as a concise public document to briefly provide sufficient evidence and analysis for determining the need to prepare an Environmental Impact Statement (EIS) or a Finding of No Significant Impact (FONSI).

The Draft EA is available for comment and can be viewed and downloaded from the USCG's website at http://www.uscg.mil/d5/PublicNotices.asp. A paper copy of the Draft EA is available for review at the Atlantic City Free Public Library located at 1 North Tennessee Avenue, Atlantic City, NJ 08401, during normal business hours (Monday/Tuesday/Wednesday 9:30 a.m. to 8:00 p.m., Thursday/Friday/Saturday 9:30 a.m. to 5:00 p.m., and Sunday 12:00 noon to 5:00 p.m.).

The comment period for the Draft EA will end 15 days after the initial notice publication date of August 3, 2014. Written comments on the Draft EA may be submitted no later than August 16, 2014, via USPS mail, fax, or electronic mail to:

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