DRAFT
ENVIRONMENTAL ASSESSMENT

RECAPITALIZATION PROJECT USCG STATION SANDY HOOK 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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U.S. COAST GUARD
ENVIRONMENTAL ASSESSMENT
FOR
RECAPITALIZATION PROJECT USCG STATION SANDY HOOK
MONMOUTH 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	M. JAMES LEWIS Environmental Reviewer	Deputy Chief USCG SILC Environmental Management Division

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

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Date	JOHN A. HEALY, P.E. Captain, USCG Responsible Official	Commanding Officer USCG Facilities Design and Construction Center

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ACHP	Advisory Council on Historic Preservation
amsl	above mean sea level
BFE	Base Flood Elevation
BMF	Boat Maintenance Facility
BMP	Best Management Practice
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CGC	Coast Guard Cutter
CMP	Coastal Management Program
CRMP	Cultural Resources Management Plan
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
ESD	Electronic Support Detachment
FEMA	Federal Emergency Management Agency
FONSI	Finding of No Significant Impact
FPPA	Farmland Protection Policy Act
GHG	Greenhouse Gas
HAPC	Habitat Area of Particular Concern
LNAPL	Light Non-Aqueous Phase Liquid
LOD	Limits of Disturbance
MLLW	mean lower low water
MMB	Multi-Mission Building
MOA	Memorandum of Agreement
MSFCMA	Magnuson-Stevens Fishery Conservation and Management Act
NAAQS	National Ambient Air Quality Standards
NAVD	North American Vertical Datum of 1988
NEPA	National Environmental Policy Act
NHL	National Historic Landmark

NHP	Natural Heritage Program
NHPA	National Historic Preservation Act
NJDEP	New Jersey Department of Environmental Protection
NJDOT	New Jersey Department of Transportation
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
NPS	National Park Service
NRHP	National Register of Historic Places
NWP	Nationwide Permit
OPCER	Office of Permit Coordination and Environmental Review
ppt	parts per trillion
SAFR	Small Arms Firing Range
SAV	submerged aquatic vegetation
SHPO	State Historic Preservation Office
THPO	Tribal Historic Preservation Office
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.

The USCG's Station Sandy Hook, New Jersey is located on the northwest end of Sandy Hook peninsula in Monmouth County (Figure 1, Appendix A). The entire Sandy Hook peninsula is part of the National Park Service (NPS) Gateway Recreational Area; all land access to the Station is through NPS property. Station Sandy Hook provides search and rescue, law enforcement, environmental protection, and ports, waterways, and coastal security for the New Jersey shore, Raritan Bay, Sandy Hook Bay, and portions of New York Harbor. The Coast Guard operates several vessels out of the Station: two 25-foot Response Boats, two 47-foot Motor Life Boats, a 110-foot Island Class Patrol Boat (the Coast Guard Cutter [CGC] BAINBRIDGE), and an 87-foot Marine Protector Class Patrol Boat (the CGC SAILFISH). Sector New York Naval Engineering Function is located at the Station and provides small boat and cutter maintenance services for USCG units in the Sector New York Area of Responsibility. Station Sandy Hook is also home to USCG Sector New York Detachment Sandy Hook, USCG Electronic Support Detachment Detail Sandy Hook, and the USCG Exchange System.

The Coast Guard is currently operating out of a Station Building, Boathouse, small arms firing range (SAFR), and waterfront facilities that were damaged by Hurricane SANDY. Immediate repairs were made after the storm to allow Station operations to continue but the Coast Guard has determined that these buildings cannot reasonably be retrofitted to resist wind and flood conditions from future storm events. The Coast Guard has abandoned use of 22 non-historic Borough housing units at the Station that were damaged by Hurricane SANDY.

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 CFR parts 1500-1508), and the USCG'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 Sandy Hook plays a vital role in ensuring public safety and providing port/waterway security and environmental protection along the New Jersey and New York coastlines. The Coast Guard has determined that the Station Building, Boathouse, and SAFR are not designed for, nor can reasonably be retrofitted to resist, wind and flood conditions from future storm events. In addition to incurring damage from the hurricane, these buildings are functionally obsolete and

are no longer suitable for continued use by USCG for operations, maintenance, or storage. Specifically:

- The existing Station Building is located within both the 100-year and 500-year floodplains and is continually subject to storm damage, adversely affecting mission response times.
- The site of the existing boathouse is the only suitable location for a new Boat Maintenance Facility (BMF) due to waterfront access and pier locations and proximity to the boat basin and existing utilities. The existing Boathouse has only one boat maintenance bay that is too small for the larger boats which are part of a new mission requirement at Sandy Hook. Boat bays face the Station Building and the distance between the two buildings is limited, causing maneuverability issues when aligning a truck and trailer with the boat bay. Also, the boat trailers must be backed into the boat bay via an inclined ramp, adding additional challenges for proper alignment into the bay. These issues result in additional time required to get a boat into the boat bay and a significant risk that a boat, trailer, or the building could be damaged when backing a boat into the bay.
- The existing SAFR cannot be modified because it was retrofitted to a historic Casemate structure from the site's past use as an Army battery and is designated as an historic site. The SAFR's existing outdoor range has five shooting lanes which are inadequate to meet the mission training requirements. Following an inspection in September of 2012, the use of the SAFR was discontinued due to multiple safety and environmental concerns inherent in its structural configuration and lack of ventilation.
- Because the waterfront is operating at 20% capacity due to damages sustained in Hurricane SANDY, USCG vessels have been relocated until facilities can be restored – this has rendered the Coast Guard unable to meet time-critical deployments.

The overall USCG facility footprint will shrink with the proposed recapitalization work; several unnecessary and obsolete non-historic structures will be demolished and new structures that meet the current USCG mission needs will be built to replace them.

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 Multi-Mission Building (MMB), BMF, and SAFR and make repairs to the waterfront, including maintenance dredging. The project will support modern Coast Guard mission requirements and meet Department of Defense Anti-Terrorism/Force Protection criteria.

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 flood during future storm events, which would

require the Coast Guard to spend significant funding on a recurring basis to mitigate 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, SAFR, and waterfront facilities at Station Sandy Hook are considered critical facilities. Under the Proposed Action, and in accordance with the July 22, 2014, Memorandum of Agreement executed between the Coast Guard, New Jersey Historic Preservation Office (NJ HPO), and the Advisory Council on Historic Preservation (ACHP), with concurrence by the National Park Service (NPS), the Coast Guard would:

- Demolish the existing historic Building #123 (Former Recreation Building), which is a contributing structure to the Fort Hancock and Sandy Hook Proving Ground National Historic Landmark (NHL) District.
- Demolish the existing non-historic Building #103 (Former Exchange/ESD Building)and an adjacent small concrete pad that formerly housed a picnic pavilion. Demolish the existing non-historic Station Building and replace it with a new MMB located in the area of the existing Building #103 and Building #123 structures.
- Demolish 22 non-historic Borough housing units that were abandoned after Hurricane SANDY.
- Demolish the existing non-historic Boathouse and replace with a new BMF in the same location as the existing Boathouse. The proposed facility has two boat maintenance bays; one large boat bay serves boats up to 55 feet in length and one small boat bay serves the 29-foot Response Boat-Small (RB-S). Direct access to the waterfront and concrete wharf to lift boats out of the water and drive the trailered boat into the boathouse is a mission requirement, thus the first floor elevation is below the 100-year flood elevation at an elevation of 7 feet. The second story finished floor elevation is at an elevation of 13 feet, which is above the 100-year flood, but below the 500-year flood, and will provide flood storage of critical USCG equipment.
- Demolish the existing non-historic Small Arms Firing Range (SAFR), which was constructed on top of and around the historic Casemate Structure 541, in a way that shall not damage the historic casemate structure.
- Construct a new SAFR in the area of the former Sycamore Circle housing units and playground, which were demolished immediately following Hurricane SANDY. The new indoor SAFR will include space for administrative functions, classroom space, toilet/shower rooms, virtual range, ammunition/weapon storage, and facility support spaces. The new SAFR would serve all USCG units located in the Sector New York Area of Operations and would have the capacity to serve operational partners.
- Repair and rebuild structures at the waterfront including repairs to or replacement of the wharf, piers, breakwaters, floating docks, groin, utilities, and boat ramp to return them to pre-Hurricane SANDY conditions. Remove a small concrete floating dock that has washed up onto the beach just northwest of the boat basin.

- Dredge the boat basin to maintenance depths To remove recent and accumulated sands and sediments. Dredging will be within the existing boat basin footprint. The exact dredging areas have not been determined, but dredging is expected to remove up to a maximum of 12,423 cubic yards of material which is greater than 90% sand and contains no contaminants (USCG 2014a). The maintenance dredging will return the water depths in the boat basin to design depths which range from 10 to 14 feet deep at mean lower low water.

  A closed clamshell environmental bucket dredge will be used for all mechanical dredging. The dredge will be operated to maximize the bite of the clamshell and reduce the amount of free water in the dredged material and the number of bites required to complete the dredging. The clamshell will be lifted slowly through the water column, generally at a rate of 2 feet per second or less. All dredged material will be placed in a barge of solid hull construction or sealed with concrete to prevent spillage of material. Dredge material will either be used as fill for construction activities on the Station or trucked off-site.

Onshore and nearshore construction activities associated with the Proposed Action may include, but are not limited to, dismantling and removing existing structures by mechanical and/or physical means, constructing new buildings, and driving new piles for the docks and supporting structures.

Figure 2 (Appendix A) shows the location of existing buildings and the Proposed Action elements; elevation renderings of the new MMB, BMF, and SAFR are also included in Appendix A. New buildings would be constructed to withstand the 500-year flood and built to hurricane resistant building codes. Station operations would continue uninterrupted during construction of the new facilities because the Coast Guard would operate out of temporary trailers, existing facilities at the Station, 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 conducted an extensive planning process to identify the best means available to restore form and function to the mission-critical USCG Station Sandy Hook facility. Coast Guard mission needs for Search and Rescue and Law Enforcement require an operational USCG facility at the existing Station Sandy Hook site to adequately serve its area of concern in and around the Sandy Hook Bay. There are no other acceptable locations within the National Historic Landmark-designated Fort Hancock and Sandy Hook Proving Ground Historic District that meet time critical deployment distances for responses to distress calls.

Three of the significantly damaged structures on the Station are proposed to be demolished and rebuilt; repair costs for these structures would be excessive. The existing Boathouse and the Station Building are obsolete and cannot efficiently support modern USCG operational requirements, and the existing SAFR has been shuttered for the past two years due to safety and environmental violations with continued firing range operations. Two of the three new structures (the MMB and SAFR) are proposed to be rebuilt in different locations than the existing structures in order to utilize the highest elevations at the site for protection from flood waters. The new BMF must be constructed at the location of the existing Boathouse due to its proximity to the waterfront and piers.

Building the proposed new MMB on the same site as the existing Station Building is too costly and disruptive to critical USCG missions, as temporary facilities to relocate the functions would be necessary for the duration of the work. Temporary facilities would be required to keep the Station operational during demolition of the existing Station Building and construction of a new MMB; this would represent a large added construction cost. By selecting a new site for the MMB the cost of temporary facilities is avoided and only the cost of one move would be incurred. Additionally, furnishings and electronics will have less damage and will have a greater potential for reuse which reduces project cost.

If the MMB was reconstructed in the location of the existing Station Building, the new BMF and MMB would be in extremely close proximity to each other and would present a huge building mass on the waterfront. Positioning the new MMB behind the new BMF would also block a clear view of the USCG mooring area, which is a mission critical operational design feature. The BMF is a drive-through facility for boats which requires wide driveway areas accessing the rear of the building. If the new MMB was built on the existing Station Building site, there would not be sufficient room for the needed boat driveway space and two structures.

Additional considerations for the new MMB and new SAFR sites include constructing the new structures in previously disturbed areas to reduce the chance of disturbing underground archeological artifacts and an attempt to avoid building on vacant, unencumbered land. In addition, the proposed sites utilize the best available higher ground, which substantially reduces the building foundation costs. Proposed site development costs are also less as there are existing utilities and parking that may be utilized with the selected locations, and no need for temporary facilities during demolition and construction phases. In the proposed new building configuration, the existing geothermal wells may be reused as well, which allows USCG to utilize a renewable energy resource and provides continuous cost savings to USCG operations.

The proposed SAFR needs to be relocated because the existing SAFR site was retrofitted to a historic Casemate structure from the site's past use as an Army battery. The existing outdoor range has five shooting lanes which are inadequate to meet the mission training requirements. Due to safety concerns from bullet ricochets into the marked channel, the USCG ceased training operations in 2012. The existing SAFR site is designated as a historical site and as such is not available for construction of the new SAFR building. Other possible sites were generally not acceptable due to their locations, issues with utilities, loss of existing habitat, proximity to historic structures, proximity to sensitive archaeological areas, and appropriate proximity to parking. In order to reduce construction costs and utilize existing infrastructure, USCG has attempted to reuse existing parking areas and build on previously disturbed areas rather than develop open areas. The Sycamore Circle site, which was previously a developed housing cul-de-sac, met these conditions and had utilities readily available.

USCG considered repairing Building #123, which was used as a Recreational Center by the Station. However, the structural integrity of Building #123 was lacking even prior to Hurricane SANDY. The foundation system design suggests that the building was intended to be temporary; it consists of brick piers reinforced with wooden beverage kegs filled with concrete. Hurricane SANDY displaced the building from its primitive foundation system when approximately one foot of water flooded through the structure. Additionally, sink holes around the exterior foundation indicate a compromised foundation and washout of surrounding soils. Following Hurricane SANDY, the interior of the structure has been stripped to the wall studs up to three feet due to water damage from flooding. Due to below freezing temperatures in the

winter of 2013/2014 paired with pressed fit pipe connections, a water pipe froze and broke under the structure, again filling the basement of Building #123 with several feet of water. Building #123 cannot be adequately repaired at a reasonable cost due to the extent of interior and exterior damage, and its inadequate foundation system. Additionally, a Recreation Center is no longer needed at Station Sandy Hook since there will no longer be collocated housing units on the site.

The 22 Borough Housing Units constructed in the mid-1990s were significantly damaged by Hurricane SANDY, and repair costs to bring the structures back to full use would be excessive. USCG considered rebuilding housing structures in this same location, but the low demand for housing at the remote site, combined with the cost to rebuild housing, did not favorable compare with other competing needs for mission critical repair and new construction at Station Sandy Hook. Therefore repair or reconstruction of the housing units was removed from further consideration.

Given the uncertainty of adequate funding for the full extent of work scoped for Hurricane SANDY USCG projects, an effort was made to control construction costs where possible in order to maximize recapitalization potential and be fiscally responsible in this limited budget climate.

Finally, the Coast Guard considered constructing the BMF and MMB at other sites; however, the Coast Guard does not own another facility nearby with waterfront access and geographically separating operations at the Station would result in operational inefficiencies. The Coast Guard also considered leasing space in a nearby facility; however, the Station is surrounded by NPS land and there are no adequate local facilities available for lease.

These alternatives do not meet the purpose and need for the project and are not considered to be feasible; and 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 Sandy Hook is located on the western side of Sandy Hook peninsula. The majority of the peninsula is managed by the NPS as part of the Gateway National Recreation Area (NPS 2013a). Land use at the Station includes station buildings, residential housing, open space, and beaches. Land use surrounding the Station consists of open space, open water, public roads, and buildings owned by the NPS, many of which are not in use. Beaches are located on both sides and within the boat basin and docks, as well as along all Station coastlines.

No Action Alternative – Under the No Action Alternative, land use on and around the Station would remain the same; therefore, there would be no impacts on land use.

Proposed Action – Under the Proposed Action, although building configurations and footprints would change slightly, 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 70 active duty and 50 reserve personnel assigned to Station Sandy Hook, 10 of whom reside at the Station; the others live in nearby communities (McCabe personal communication). There are 37 rooms available in the Station Building to house personnel during 48-hour duty rotations; currently approximately 15 USCG personnel stay in the Station Building during duty rotations. A small exchange is located in the Exchange/ESD Building #103 (USCG 2012).

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 – Under the Proposed Action, the Exchange/ESD Building #103 would be demolished. This would have minor adverse impacts on Station personnel, who would have to shop in the local community or travel to another USCG facility to use a military exchange. To maintain Station functionality during construction, the Coast Guard would provide temporary facilities for personnel on duty rotation; the new MMB would provide duty berthing for 18 personnel. Construction jobs may be available to the local community and non-local construction workers would also contribute to the local economy by dining at restaurants, shopping at local businesses, and staying at hotels/motels. The Proposed Action would create a minor, temporary beneficial impact on the local economy. 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 Highlands Borough, the closest town to the Station, 14.1 percent of individuals live below the poverty level, compared to 6.5 percent in Monmouth County. The percentage of minority individuals in Highlands Borough is 7 percent compared to 17.4 percent in Monmouth County (USCB 2013). Because the impoverished and minority percentages of the Highlands Borough population are each less than 50 percent overall, and are not meaningfully higher than the reference populations of Monmouth County, Highlands Borough is not considered a low-income or minority population as defined by CEQ regulations (CEQ 1997).

No Action Alternative – Under the No Action Alternative, there would be no impact on low-income or minority populations.

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

4.1.4 Transportation

Station Sandy Hook is accessed via Hartshorne Drive, which extends along the Sandy Hook peninsula and is classified by the New Jersey Department of Transportation (NJDOT) as an urban local street. Hartshorne Drive is used primarily by USCG personnel and visitors to Gateway National Recreation Area. Route 35 is approximately 4 miles away from the Station on the mainland, provides access to Hartshorne Drive, and is considered an urban principal arterial road (NJDOT 2004).

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

Proposed Action – During demolition and construction, there would be minor temporary adverse impacts on traffic flow at the Station and along Hartshorne Drive due to additional construction-related vehicles accessing the Station (e.g., haul trucks, construction worker vehicles, and heavy equipment transport trucks). This additional traffic may result in minor temporary inconveniences to visitors to the Gateway National Recreation Area. However, per stipulations as identified in the 22 July 2014 National Historic Preservation Act Section 106 Memorandum of Agreement (MOA, see Appendix E), USCG will create a mutually agreed upon traffic and construction plan with NPS and integrate it into the Design-Build (D-B) construction plan to reduce impacts to Gateway National Recreation Area from construction activities. Routes of ingress and egress will be identified, work during weekends of peak tourist season will be forbidden, and hauling restrictions will be employed.

Impacts to traffic flow on Route 35 would be negligible because it has the capacity to accommodate the additional construction traffic without congestion. No long-term impacts on traffic would result from the Proposed Action.

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 Station topography is relatively flat with surface elevations varying between about 6 feet to 11 feet North American Vertical Datum of 1988 (NAVD88). In general, elevations across the majority of the Station vary between 6 and 9 feet NAVD88. The geologic formation on the project site is the recent Beach and Nearshore Marine Sand and is generally found to consist of very pale brown to light gray sand and pebble gravel. The bedrock underlying the site is known as the Englishtown formation of the Upper Cretaceous period, which consists of fine to coarse-grained quartz sand with thin to thick beds of clay (NJDEP 2013a).

Soils at the Station in the areas where the Proposed Action would occur are mapped as udorthents, 0-8 percent slopes, which is a sandy, poorly developed soil (NRCS 2013). Soils in the areas where the Proposed Action would occur have been previously disturbed and may contain a layer of fill at the surface.

Subsurface exploration at the site included 12 land borings and 2 marine borings to analyze conditions and support foundation design for the project. Borings were advanced to an estimated depth of 77 feet below ground surface for land borings or below the mud line elevation for marine borings. No bedrock was encountered in any of the borings. Geotechnical borings were

backfilled with controlled, clean, engineered fill. General soil properties of soil layers encountered consisted of (in order of descending elevation), fill materials and granular deposit (USCG 2014b).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 developed and it is not used for agriculture, the FPPA does not apply.

No Action Alternative – Under the No Action Alternative, no construction would occur and there would be no impacts on 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 geological resources. Construction activities would disturb approximately 18 acres of soils at the Station. Discharges to surface water, including 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 State NPDES (NJPDES in New Jersey) general permit for construction activity from the NJDEP Division of Water Quality, Bureau of Nonpoint Pollution Control would be required. The 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.

Maintenance dredging of the boat basin would remove approximately 12,423 cubic yards of material that is more than 90% sand and contains no contaminants (USCG 2014a). Disposal options for the dredged material include using it as fill material for construction activities on the Station or trucking it off-site for proper reuse or disposal. The D-B specifications require implementation of appropriate erosion and sediment control BMPs during dredging activities.

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. 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, Monmouth County is in marginal non-attainment for ozone and is a maintenance area for particulate matter less than 2.5 microns (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 Earth's weather patterns, climate, and the atmosphere 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 2012b).

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 as part of USCG activities would continue under the No Action Alternative with no impacts on air quality.

Proposed Action – Under the Proposed Action, operation of construction equipment would cause temporary additional short-term and localized effects on air quality from point and fugitive emission sources. Because no change in the number of vehicles and vessels operated at the Station post-construction will occur, there would be no changes to air quality from mobile source impacts; therefore the Proposed Action would have no impacts on air quality.

Existing stationary sources indicate that comfort heat and cooling in the proposed SAFR and MMB will likely be provided by electric units, which do not affect air quality. In the proposed BMF, comfort heat will likely be provided by oil-fired units. New or modified oil-fired equipment, such as 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 oil-fired equipment would be negligible; therefore, the Proposed Action would have no adverse impacts on air quality.

Because no changes in the number of vehicles and vessels operated on site post-construction and minimal changes to stationary sources are anticipated, climate change contributions would be minimal and the Proposed Action would have no adverse impact on climate change.

In a letter dated December 18, 2013 (Appendix C), 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. 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), then 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) and also include boat noise. Ten USCG personnel currently live in Station housing 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 on noise levels.

Proposed Action – Under the Proposed Action, minor and short-term increases in noise levels would occur during the construction period. Reconstructing the piers may 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 personnel staying at the Station overnight or living in Station housing, construction activities would take place during normal business hours. Equipment and machinery used at the construction sites would meet all local, State, and Federal noise regulations.

The Proposed Action would have short-term, minor impacts on noise levels during the construction period, but would have no long-term impacts on noise levels.

4.2.4 Hazardous Materials/Hazardous Waste

The Station has a Spill Prevention, Control and Countermeasures (SPCC) Plan that includes procedures for hazardous materials management and outlines emergency procedures in the event of a hazardous waste spill or incident. The SPCC Plan includes BMPs and standard operating procedures that Station personnel follow to reduce the chances accidental releases of hazardous materials. All hazardous materials and waste generated by the Coast Guard are transported to and disposed of at a permitted facility.

On December 5, 2012, approximately 200 gallons of diesel fuel were released from an aboveground storage tank associated with an emergency generator adjacent to the existing Boathouse. The release was caused by a malfunction in the automatic fill system and the diesel fuel flowed out of the generator onto the soil surrounding the concrete tank pad on which the generator sits. Absorbent material was placed on the affected area; the absorbent material and soil were hand-excavated from the area immediately surrounding and slightly beneath the concrete pad to depths ranging from approximately 12-18 inches. The faulty aboveground storage tank has since been replaced (McCabe personal communication).

The NJDEP was notified of the release on March 22, 2013. Monitoring wells were installed and soil and groundwater samples were collected for laboratory analysis. On May 24, 2013, NJDEP was notified that light non-aqueous phase liquid (LNAPL) was present on the site. Initial LNAPL recovery activities were conducted in June 2013. Recovery wells were installed, soil and groundwater samples were collected for laboratory analysis, a high vacuum extraction event was conducted on the recovery wells, and absorbent socks were deployed in the recovery wells. The results of the field investigations to date indicate that the contamination is localized within the immediate vicinity of the concrete tank pad and, as of the last monitoring event in 2013, has not migrated offsite. The volatile organic compound plume in groundwater is localized and groundwater adjacent to the building was not affected. The Remedial Investigation Work Plan

outlines plans for further monitoring and remediation activities until the site is officially released by NJDEP (Watermark 2013a, 2013b, 2014).No Action Alternative – Under the No Action Alternative, waste streams generated by the Station would continue to be handled and disposed of in compliance with local, State, and Federal regulations.

Proposed Action – No 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 that may be present or stored in the facilities/buildings to be demolished (e.g., lead-based paint, asbestos-containing materials, solvents, degreasers) and whether any above-ground or underground storage tanks are present within the areas affected by the Proposed Action.

The contamination from the accidental fuel release adjacent to the Boathouse is contained within the immediate area of the concrete tank pad. Standard procedures to avoid exposure of personnel to contaminated soil in the immediate area around the concrete tank pad and BMPs to prevent runoff that may contain contaminated material will be required for construction activities.

In accordance with NJDEP regulations (NJDEP 1997), the boat basin sediments were sampled and analyzed to determine proper reuse or disposal options for the dredged material. Samples were collected from five locations to provide representative information on the volume, potential contamination, grain size, total organic carbon, and percent moisture of the sediments to be dredged. The sampling and analysis found that the sediments proposed for dredging are greater than 90 percent sand and are not contaminated (USCG 2014a).

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 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

Gateway National Recreation Area surrounds the Station and supports a wide variety of coastal plant and wildlife species. More than 325 different bird species have been observed in Gateway National Recreation Area, many of which stop over during migration or are summer residents (NPS 2013b).

Most of Station Sandy Hook is developed. Habitats include mowed lawns, scattered areas of scrub/shrub vegetation, open spaces with coastal vegetation, and beaches. Common wildlife species in the more developed areas of the Station include squirrels, rabbits, raccoon, opossum, songbirds, and herptiles; crabs, insects, shore birds, and plant species adapted for more saline environments are found in the beach areas.

Aquatic biota such as barnacles and a variety of fish species are found in the marine environment surrounding the Station. The benthic (bottom-dwelling) ecosystem in the boat basin and surrounding underwater area is populated by organisms commonly found on muddy, sandy bottoms including invertebrates such as clams and other shellfish, crustaceans (e.g., crabs and shrimp), annelids (e.g., worms), and echinoderms (e.g., starfish). There is no submerged aquatic

vegetation in the shallow marine environment within or surrounding the boat basin. The existing underwater environment in the vicinity of the Station experiences frequent noise and physical disturbance from boat traffic.

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 no impacts on flora and fauna would occur, although resident wildlife would be subject to construction noise.

Temporary direct impacts on the marine environment would occur during reconstruction of the waterfront and include physical disturbances such as 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 fish or aquatic biota would result from the Proposed Action. The Coast Guard would implement erosion and sediment control measures to minimize sediment transported into marine waters; implement spill prevention and control measures to minimize potential for and impacts of a spill of pollutants such as fuel; and minimize the time working in the water to the maximum extent practicable. The Coast Guard would also implement erosion and sediment controls on land to minimize sediment reaching the water.

Disruption of the benthic environment during demolition, repair, and reconstruction of waterfront facilities, and maintenance dredging of the boat basin would result in temporary impacts on species that are unable to swim away, and would also result in temporary adverse impacts on habitat quality due to increases in turbidity. Benthic species would recolonize the area from adjacent undisturbed area after the project is completed; therefore, no long-term impacts are anticipated. Temporary direct impacts on marine species would occur from underwater noise during demolition, repair, and construction activities.

The options for disposal of dredged materials (using it as fill material for construction activities on the Station or trucking it off-site) would have no impact on flora or fauna.

The Proposed Action would have short-term, minor impacts on aquatic resources and no impact on terrestrial species.

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. After Hurricane SANDY, the Federal Emergency Management Agency Region 2 updated flood maps for several counties in New Jersey including Monmouth County; the updated map for the Station shows all areas of the Proposed Action are in the 100-year and 500-year floodplain. The waterfront/boat basin area is in zone VE (coastal high hazard area) with a flood elevation of 16 feet above mean sea level (amsl), while all existing facilities are in zone AE (areas subject to

storm surge flooding from the 1 percent annual chance coastal flood) with flood elevations between 11 and 13 feet amsl (FEMA 2013).

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 existing buildings are below the 100-year and 500-year flood elevations.

Proposed Action – Areas included in the Proposed Action are located entirely within the 100-year and 500-year floodplains; therefore, no practicable alternatives to work in the floodplain exist. Station buildings and operations need to be in close proximity to the waterfront, which makes construction in the floodplain unavoidable. New buildings would be constructed to withstand the 500-year flood. The functionality of the floodplain at the Station would not be changed or reduced by the Proposed Action.

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. Because the Proposed Action is located within the 100-year floodplain (as well as the 500-year), 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.

The Proposed Action would have no impacts on the 100-year or 500-year floodplains.

4.3.3 Coastal Zone

The Coastal Zone Management Act enables coastal states to designate state 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 Sandy Hook is in the CMP-designated coastal zone (NJDEP 2013d). The USCG requested project review from NJDEP in a letter dated October 21, 2013.

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 (in-water activities) and a Coastal Area Facility Review Act permit (upland activities), or a Federal Consistency Determination (Appendix C).

The Coast Guard has evaluated the proposed project for consistency with New Jersey's Coastal policies and determined that the Proposed Action, with implementation of avoidance measures and appropriate agency coordination, is consistent with NJDEP regulations. On January 10, 2014, the Coast Guard submitted a consistency determination to the NJDEP Division of Land Use Regulation (Appendix C). NJDEP issued its conditional concurrence with the consistency determination for the project in a letter dated March 4, 2014 (Appendix C). The conditional consistency determination includes all project activities and a Water Quality Certificate (WQC) for those activities, with the exception of the maintenance dredging in the boat basin, until a detailed dredging plan can be provided by the D-B contractor.

A closed clamshell bucket dredge will be used for all mechanical dredging and the dredge will be operated to maximize the bite of the clamshell and reduce the amount of free water in the

dredged material and the number of bites required to complete the dredging. The clamshell will be lifted slowly through the water column, generally at a rate of 2 feet per second or less. All dredged material will be placed in a barge of solid hull construction or sealed with concrete to prevent spillage of material. The dredged material will be used as fill material for construction activities on the Station or trucked off-site for reuse or disposal. Appropriate best management practices will be used to minimize sedimentation and maintain water quality. Periodic maintenance dredging is regularly conducted in the boat basin, with the last dredging occurring in 2007/2008; the NJDEP has previously determined that maintenance dredging at Station Sandy Hook is consistent with the NJDEP Rules on Coastal Zone Management. Once the Coast Guard provides additional information on the proposed maintenance dredging and disposal that complies with NJDEP's Coastal Zone Management Rules, NJDEP will modify the permit to incorporate the dredging.

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., including wetlands, pursuant to Section 404 of the CWA. Projects that require a Federal Section 404 permit also require a State Water Quality Certification 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, is regulated under the NPDES permit program for construction projects that disturb more than 1 acre of soils.

The Station waterfront along Sandy Hook Bay is considered waters of the U.S. (WOUS). The waterfront is primarily lined with beaches except where the Station docks have been constructed. The shallow marine waters are classified as estuarine and marine wetlands (USFWS 2013a). During a site visit on October 4, 2013, a URS Group, Inc. (URS) biologist and environmental scientist confirmed that there are no surface water features, including wetlands, in the footprints of or close to the Proposed Action areas on land.

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

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

Proposed Action – Under the Proposed Action, minor impacts to WOUS would result from reconstruction of waterfront facilities and boat basin dredging, and would also result in increased, localized turbidity and minor, temporary adverse impacts on water quality in Sandy Hook Bay. The Coast Guard would implement erosion and sediment control measures to minimize sediment transported into marine waters; implement spill prevention and control measures to minimize potential for and impacts of a spill of pollutants such as fuel into marine waters; and minimize the time working 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#35 for maintenance dredging of the existing boat basin. The D-B specifications require the contractor to obtain the applicable permits prior to construction. Work under the NWPs would be subject to Department

of the Army general conditions, as applicable, as well as any regional or case-specific conditions imposed by the USACE.

NWP#35 prohibits dredge disposal in WOUS. Options under consideration for disposal of the dredged material include using it as fill material for construction activities on the Station or trucking it off-site for proper reuse or disposal. Neither of these disposal options would affect WOUS, including wetlands. A CWA Section 401 WQC from the NJDEP Division of Land Use Regulation (DLUR) would also be required for the dredging activities.

Because the land-based construction limits meet the NPDES permit requirement threshold of 1 acre, a NJPDES general permit for construction activity would also be obtained from NJDEP Division of Water Quality, Bureau of Nonpoint Pollution Control (see Section 4.2.1, Geology and Soils).

A conditional WQC was authorized as part of the Coastal Zone Consistency Determination issued by NJDEP DLUR in a letter dated March 4, 2014 (Appendix C). The WQC is subject to these conditions:

- All in-water work is prohibited from January 1 through May 31 in any given year to protect winter flounder.
- All materials and equipment shall be staged on existing paved/developed areas. The beach north of the boat basin shall not be used for staging or accessing the boat basin.
- No dredging of the boat basin shall occur until additional information is provided to NJDEP showing that the dredging portion of the project complies with NJDEP's Coastal Zone Management Rules and NJDEP issues a modification to the WQC.

4.3.5 Essential Fish Habitat and NOAA Trust Resources

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. An EFH Assessment details effects to EFH and offers 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 Habitat Conservation Division responded in an email dated December 2, 2013; the Protected Resources Division responded in a letter dated December 19, 2013 (Appendix C). As requested by NMFS, the EFH Assessment has been incorporated into the 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	40°30.0'	74° 00.0'	40° 20.0'	74° 10.0'

Square Description (i.e., habitat, landmarks, coastline markers): The waters within the square within southeastern Raritan Bay including Sandy Hook Bay around Sandy Hook, NJ, and northeast New Jersey from Pt. Comfort north of Keansburg, NJ, southeast to Navesink Park, NJ. These waters are all north of the following: Port Monmouth, NJ, Atlantic Highlands, NJ, western Rumson Neck. Also, these waters are within the western part of the Navesink River, the northwest 1/4 of the Shrewsbury River, and surround Rumson, NJ, Fair Haven, NJ, including those waters in Little Silver Creek east of Little Silver, NJ, and Claypit Creek southeast of Navesink, NJ.

Life History Stages for Managed Species with EFH Designations at Station Sandy Hook				
Species	**Eggs**	**Larvae**	**Juveniles**	**Adults**
Atlantic cod *(Gadus morhua)*				
haddock *(Melanogrammus aeglefinus)*				
pollock *(Pollachius virens)*				
whiting *(Merluccius bilinearis)*				
offshore hake *(Merluccius albidus)*				
red hake *(Urophycis chuss)*		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	X

Life History Stages for Managed Species with EFH Designations at Station Sandy Hook				
Species	**Eggs**	**Larvae**	**Juveniles**	**Adults**
monkfish *(Lophius americanus)*				
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	X	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)*		X	X	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 Sandy Hook Recapitalization Project

Date: August 2014

Project No.: 5090

Location: USCG's Station Sandy Hook, New Jersey is located on the northwest end of Sandy Hook peninsula in Monmouth County, New Jersey. The entire Sandy Hook peninsula is part of the National Park Service (NPS) Gateway Recreational Area. Station coordinates are: N 40° 28' W 74° 0'.

Preparer: URS Group, Inc. (on behalf of USCG)

Activities: Most of the Station improvements consist of new building construction and other activities which will be conducted in upland areas and will not affect fisheries habitat (Figure 2, Appendix A). Two aspects of the planned improvements at the Station involve in-water/shoreline work:

- Repair and rebuild structures at the waterfront including repairs to or replacement of the wharf, piers, breakwaters, floating docks, groin, utilities, and boat ramp to return them to pre-Hurricane SANDY conditions. A beached concrete floating dock and concrete pad will also be removed. Project elements are shown on Figure 2 in Appendix A.
- Dredge the boat basin to maintenance depths only. The existing boat basin will be dredged to remove recent and accumulated sands and sediments. Periodic maintenance dredging is regularly conducted in the boat basin, with the last dredging occurring in 2007/2008. The NJDEP has previously determined that waterfront repairs and maintenance dredging at Station Sandy Hook are consistent with the Rules on Coastal Zone Management and New Jersey's federally approved Coastal Management Program.

  A closed clamshell bucket dredge will be used for all mechanical dredging and the dredge will be operated to maximize the bite of the clamshell and reduce the amount of free water in the dredged material and the number of bites required to complete the dredging. The clamshell will be lifted slowly through the water column, generally at a rate of 2 feet per second or less. All dredged material will be placed in a barge of solid hull construction or sealed with concrete to prevent spillage of material. Options under consideration for disposal of the dredged material include using it as fill material for construction activities on the Station or trucking it off-site. Appropriate best management practices will be used to minimize sedimentation and maintain water quality.

  All dredging will be within the existing boat basin and will be to maintenance depths only, removing up to a maximum of 12,423 cubic yards of material which is greater than 90% sand and contains no contaminants (USCG 2014a). The maintenance dredging will return the water depths in the boat basin to design depths, which range from 10 to 14 feet deep at mean lower low water (MLLW) and are not deep enough for EFH species to regularly inhabit. Also, 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. 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 lumber 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 Sandy Hook is located on the northwest end of Sandy Hook peninsula in Monmouth County. The entire Sandy Hook peninsula is part of the NPS Gateway Recreational Area; all land access to the Station is through NPS property.

The shallow marine waters are classified as estuarine and marine wetlands (USFWS 2013a). Water depths in the boat basin are maintained at 10 to 14 feet deep at mean lower low water. Sandy Hook Bay is within the seawater salinity zone, with salinity generally above 25 parts per trillion (ppt) (NOAA 1985); however, due to dynamic freshwater inputs from the Raritan River and the Hudson River/New York Bay complex and tidal flows, salinity can be quite variable. The Station is located in a Special Restricted Area as identified on the 2012 State of New Jersey Shellfish Growing Waters Classification Charts and is not subject to seasonal shellfish restrictions (NJDEP 2012c).

Existing structures at the Station include two wharfs, multiple breakwaters, and numerous floating docks. Much of the shoreline within the boat basin consists of timber bulkheads with some remnant steel sheet piling.

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 boat basin consists of subtidal areas and adjoins intertidal shallows and sand beaches at the shoreline. Intertidal and shallow subtidal mudflats and sandflats extend out an average of 1/4 mile offshore from the project area.
What are the sediment characteristics?	The sediments of Sandy Hook Bay are primarily sand. Based on prior maintenance dredging operations, sand substrate is anticipated in the project area.
Is Habitat Area of Particular Concern (HAPC) designated at or near the site? If so what type, size, characteristics?	No, there are no HAPCs designated at or near the site.
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?	Sandy Hook Bay is within the seawater salinity zone, with salinity generally above 25 ppt (NOAA 1985). Approximate temperature range (approximate): 35.6°F (January 2013) to 78.3°F (August 2013)
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. The project area has been dredged previously, most recently in 2007, and prior to that, in 1988, 1994 and 1999. Natural disturbances are infrequent, with normal littoral processes predominating and periodic extreme storm events.
What is the area of proposed impact (work footprint & far afield)?	The total basin footprint area is approximately 10,950 square feet. All dredging will be within the existing boat basin and will be to maintenance depths only, removing up to a maximum of 12,423 cubic yards of material which is greater than 90% sand and contains no contaminants (USCG 2014a).

3. DESCRIPTION OF IMPACTS			
Impacts	**Y**	**N**	**Description**
Nature and duration of activity(s)			The proposed activities include: • Repair and rebuild structures at the waterfront including repairs to or replacement of the wharf, piers, breakwaters, floating docks, groin, utilities and boat ramp to return them to pre-Hurricane SANDY conditions, with added resiliency. A beached concrete floating dock and a concrete pad will also be removed. These activities are expected to take approximately 4 to 6 months to complete. • Dredge the boat basin to maintenance depths. Dredging will take approximately 2 months to complete.
Will benthic community be disturbed?	**X**		The benthic community within the dredge area will be displaced, with mortality of those species unable to relocate. Benthic species would recolonize the area from adjacent undisturbed areas after the project is completed. Recolonization within 18 months is anticipated. Impacts to the benthic community would be short-term and limited to the immediate area of disturbance.
Will SAV be impacted?		**X**	No, there is no SAV at this site.
Will sediments be altered and/or sedimentation rates change?		**X**	Sediments underlying the dredge material are expected to be consistent with material to be removed; no change in sediments is anticipated. The project will not result in changes to sedimentation rates.
Will turbidity increase?	**X**		Yes, turbidity will increase, but only for the duration of the dredging and construction activities. As sediments are expected to be primarily sand which settles quickly, turbidity increases are expected to be minimal. Demolition of existing waterfront facilities, dredging, and repair or new construction of waterfront facilities would result in increased localized turbidity and minor, temporary adverse impacts on water quality in the work area. Because the post-dredge depth in the boat basin will minimize the re-suspension of sediments from propeller wash, there will be an overall decrease in turbidity during normal station operations.
Will water depth change?	**X**		Yes, the water depth will change as safe navigation depths are reestablished at depths authorized under maintenance dredging activities.

3. DESCRIPTION OF IMPACTS			
Impacts	**Y**	**N**	**Description**
Will contaminants be released into sediments or water column?		**X**	No, the proposed activities are designed to avoid or minimize the release of contaminating substances. The sediments in the basin are 90% sand and contain no contaminants (USCG 2014a).
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.

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, with implementation of a seasonal restriction on dredging from January 1 to May 31, the temporary disturbance of the subtidal area will not have an identifiable adverse impact on EFH needed for spawning by any of the managed species that might occur in the project area.
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' footprint will not have an identifiable adverse impact on habitats necessary for forage.
Shelter		**X**	No, the proposed activities will not diminish the habitat values, as it will restore the authorized depths in the project area.
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 Sandy Hook 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 from Canada to northeastern Florida in the U.S. NMFS determined that the New York Bight distinct population segment of Atlantic sturgeon is federally endangered. The action area at Sandy Hook has never supported a historical population of Atlantic sturgeon, and to date, no Atlantic sturgeon have been observed in this system. Therefore, Atlantic sturgeon are not anticipated to occur in the project area.
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 – March 31. However, due to the shallow 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 impacted by the project.

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).**
Humpback whales	Federally endangered humpback whales (*Megaptera novaeangliae*) are found off the coast of New Jersey from February- April and from September – November. Due to the shallow 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 impacted by the project.
Fin whales	Fin (*Balaenoptera physalus*) whales are seasonally present in waters off of New Jersey, but due to the shallow 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 impacted 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.	
Loggerhead sea turtles	The most abundant species occurring in New Jersey waters is the federally threatened Northwest Atlantic Distinct Population Segment (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 or their habitat.
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 or their habitat.
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 in more offshore waters. Therefore, the project activities are not anticipated to affect green sea turtles or their habitats.
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 or their habitats.
Hawksbill sea turtle	The federally endangered Hawksbill sea turtle *(Eretmochelys imbricate)* 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 hawksbill sea turtles or their habitats.

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).**
Hard and soft clams	Waters adjoining Station Sandy Hook 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. Considering the small footprint of in-water work, any impact to shellfish habitat would be minimal 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 best management practices to comply with New Jersey's Surface Water Quality Standards, pursuant to Section 401 of the CWA. As part of its Coastal Zone Consistency Determination issued on March 4, 2014, NJDEP also imposed a seasonal restriction of January 1 to May 31 to protect winter flounder (Appendix C); in its response dated December 2, 1013, NMFS referenced the same restriction (Appendix C). Dredging will displace the benthic community within the dredge area and 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. Options under consideration for disposal of the dredged material include using it as fill material for construction activities on the Station or trucking it off-site for reuse or disposal. 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 and Atlantic sturgeon do not occur in the project area; therefore, the Coast Guard has determined that the Proposed Action will have no effect on shortnose sturgeon or Atlantic sturgeon.

North Atlantic right, humpback, and fin whales and loggerhead, Kemp's Ridley, green, leatherback and hawksbill 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. Although cetaceans and sea turtles are not known to occur in the vicinity of the Coast Guard station, the Coast Guard will nevertheless include, as a standard specification in the D-B contract, the requirement that a marine species spotter be on-site during all in-water construction and dredging to ensure that, in the unlikely event that a whale or sea turtle enters the area, all construction activities would be halted until the animal swims out of the area.

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 10 federally threatened and endangered species that may occur in Monmouth County (Table 1; USFWS 2013b).

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

Common Name	Scientific Name	Status
Piping plover[1]	*Charadrius melodus*	Threatened
Roseate tern	*Sterna dougallii dougallii*	Endangered
Knieskern's beaked-rush	*Rhynchospora knieskernii*	Threatened
Swamp pink	*Helonias bullata*	Threatened
Seabeach amaranth[1]	*Amaranthus pumilus*	Threatened
Northeastern beach tiger beetle[1]	*Cicindela dorsalis dorsalis*	Threatened
Hawksbill sea turtle[**]	*Eretmochelys imbricata*	Endangered
Leatherback sea turtle[**]	*Dermochelys coriacea*	Endangered
Green sea turtle[**]	*Chelonia mydas*	Threatened
Bog turtle	*Clemmys muhlenbergii*	Threatened

[1]A search of the USFWS Information, Planning, and Conservation System (USFWS 2013c) indicated that these species may exist at Station Sandy Hook.
[**] These species are addressed in Section 4.3.5, EFH and NOAA Trust Resources

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 with EFH and protected aquatic species under NMFS jurisdiction; these resources are addressed in Section 4.3.5, Essential Fish Habitat and NOAA Trust Resources.

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 NHP database information provided in a letter from NHP 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
Least tern	*Sterna antillarum*	Endangered	Foraging, Nesting
Osprey	*Pandion haliaetus*	Threatened	Foraging, Nesting
Piping plover	*Charadrius melodus*	Endangered	Nesting
Northeastern beach tiger beetle	*Cicindela dorsalis dorsalis*	Endangered	Occupied habitat
Black skimmer	*Rynchops niger*	Endangered	Foraging, Nesting

The letter from NHP also noted that the beach and undeveloped dune natural communities of the Sandy Hook spit are listed as a Natural Heritage Priority Site.

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

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

Because the Station contains potential habitat for these species, the Coast Guard prepared a Biological Assessment (BA) to determine whether the Proposed Action would affect these species. The BA is included as Appendix D and is summarized in this section.

URS biologists reviewed the habitat requirements of each species and conducted a site visit on January 17, 2014. Formal field surveys were not conducted, but the biologists did not observe any of these species during the site visit. For the purposes of the BA, suitable habitat is defined as the area that contains natural features associated with known habitat for the species and that could reasonably be expected to be occupied by the species in the reasonably foreseeable future. According to the USFWS critical habitat mapper and critical habitat data portal, no critical habitat has been designated within the project area (USFWS 2014).

Action Area 1 consists of the sand beach adjacent to and northwest of the boat basin, and the foredune and backdune habitats. The intertidal zone and sand beach is devoid of plant life and consists of drift material and bare sand. The foredune is the most prevalent habitat. The herbaceous vegetation within the foredune habitat consists of scattered, dense groupings of saltmeadow cordgrass (*Spartina patens*), scattered occurrences of seaside goldenrod (*Solidago sempervirens*), and eastern prickly pear cactus (*Opuntia compressa*). The backdune habitat consists of scattered tree-of-heaven (*Ailanthus altissima*), poison-ivy (*Toxicodendron radicans*) and sumac (*Rhus* sp.). The scrub/shrub habitat of the backdune area is the edge habitat between the beach and the developed areas of the base. This area is dominated by beach plum (*Prunus maritima*) with inclusions of sumac, tree-of-heaven, and poison-ivy.

Action Area 2 is the beach immediately adjacent to the north and east of the boat basin. The tidal zones of the beach are comprised of medium grain sand, tidal debris and cobble-gravel material. The foredune area directly adjacent to Canfield Road and Crispin Road is sparsely vegetated with saltmeadow cordgrass and seaside goldenrod. Action Area 2 is subject to regular foot traffic because of its location between the boat basin and other station operations.

Action Areas 1 and 2 provide suitable habitat for the piping plover, red knot, seabeach amaranth, and northeastern beach tiger beetle; these species, if present, could be affected by project activities. All project activities will be conducted within and in the areas immediately adjacent to the boat basin (the southernmost tip of Action Area 1 and all of Action Area 2), which currently experience significant human disturbances associated with daily station operations.

Effects to protected species from onshore activities would include human disturbance and noise during demolition of the existing Boathouse and Station Building, construction of the new BMF and MMB, and removal of the beached concrete dock. These effects would be temporary and limited to the immediate vicinity of the construction areas. The USCG would prohibit workers from accessing or driving across the beach in Action Area 1, although some worker/equipment access to remove the beached concrete dock on the southern tip of Action Area 1 may be necessary. All construction materials and equipment would be staged on existing paved/developed areas. The USCG would also implement erosion and sediment controls on land to minimize sediment reaching the water during removal of the beached dock.

Nearshore and in-water project activities include repair or replacement of the wharf, piers, breakwaters, floating docks, groin, utilities, and boat ramps, and maintenance dredging of the boat basin. Effects to protected species from these activities could include increased turbidity in nearshore waters and deposition of suspended sediments on the beaches within Action Areas 1 and 2 during high tide. During all nearshore and in-water activities, the USCG would implement appropriate erosion and sediment control measures to minimize sediment released into marine waters; implement spill prevention and control measures to minimize potential for and impacts of a spill of pollutants such as fuel; and minimize the time working in the water to the maximum extent practicable.

Options under consideration for disposal of the dredged material include:

- Fill material for construction activities. Use of dredged material for fill would occur in the immediate vicinity of the new BMF, MMB, and the Exchange/ESD Building 103. All of these buildings are located in upland areas and outside of Action Areas 1 and 2.
- Truck off-site. All dredged materials would be removed from the Station property for proper disposal or reuse.

The USCG initially considered another disposal option to use the dredged materials for beach nourishment in Action Area 1. However, the USCG dismissed this option because of its potential to adversely affect the four protected species addressed in this section.

At present, the USCG does not know the construction period for the recapitalization work at Station Sandy Hook. The majority of the construction is likely to occur during the summer months; however, for purposes of the effects analysis, it is assumed that elements of the proposed recapitalization work could occur at any time during the year.

The USCG would implement a number of best management practices to avoid or minimize potential effects to sensitive species. These include:

- Prohibit workers from accessing or driving across the beach in Action Area 1, although some worker/equipment access may be necessary remove the beached concrete dock.
- All construction materials and equipment would be staged on existing paved/developed areas.

- During all nearshore and in-water activities, the USCG would implement appropriate erosion and sediment control measures to minimize sediment released into marine waters; implement spill prevention and control measures to minimize potential for and impacts of a spill of pollutants such as fuel; and minimize the time working in the water to the maximum extent practicable.
- All construction materials which may come into contact with the water will be free of toxic materials (no creosote-coated or pressure-treated timber will be used).

Based on the location and type of onshore activities proposed for this project, and in consideration of species' habits and habitat requirements, the USCG has determined that, with the mitigation measures described above, the project activities may affect, but are not likely to adversely affect the piping plover, red knot, northeastern beach tiger beetle, and seabeach amaranth. On August 12, 2014, the Coast Guard submitted the BA to USFWS, with its determination of effect (USCG 2014c, Appendix D). A response from USFWS has not yet been received.

In a letter dated December 18, 2013, NJDEP OPCER stated that its Division of Fish and Wildlife (DFW) 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).

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 June 20, 2013, the Coast Guard submitted a letter initiating Section 106 consultation for the Proposed Action (undertaking) to 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 HPO was reviewing the undertaking and would provide comments on historic properties (Appendix C).

A specific section of the Section 106 regulations directs federal agencies to notify the Secretary of the Interior when undertakings have the potential to adversely affect National Historic Landmarks. Because the entire Sandy Hook Peninsula is located within an NHL (see Section 4.4.2), on November 26, 2013, the Coast Guard extended an invitation to the Secretary of the Interior to participate in the consultation process with the Coast Guard, HPO, Tribal Historic Preservation Officers and Tribal Representatives, and the public (Appendix C). No response has been received to date.

On October 4, 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.

A public participation plan was prepared in accordance with 36 CFR Part 800.2, *Participants in the Section 106 process* and submitted by the Coast Guard to NJ HPO in a letter dated October

22, 2013. The plan identified four entities that likely have interest in the effects of the undertaking on historic properties and two agencies entitled to participate as consulting parties. In a letter dated November 18, 2014, NJ HPO replied that the interested and consulting parties identified in the plan are appropriate and should be involved in the consultation process; these parties include:

- Preservation New Jersey
- Nike Historical Society
- The Sandy Hook Foundation
- Monmouth County Historical Association
- Fort Hancock 21st Century Advisory Committee
- New Jersey Lighthouse Society

On October 17, 2013, letters describing the project and location maps depicting the project area were sent to these organizations informing them of the opportunity to provide comments.

At the request of the NJ HPO, the Coast Guard added two additional entities – the National Park Service Gateway Recreation Area and the Middletown Township Historic Preservation Commission – to the list of consulting parties. The Coast Guard sent letters describing the project and location maps depicting the project area to these organizations informing them of the opportunity to provide comments on October 21, 2013, to NPS Gateway Recreation Area and on October 17, 2013, to the Middletown Township Historic Preservation Commission.

On October 17, 2013, the Coast Guard also sent letters to 13 Native American Tribe or Recognized Tribal Representatives to inform them of this undertaking and notify them that formal Section 106 consultation will be initiated. The following Tribes and Tribal Representatives were notified:

- 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 an electronic mail message

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 responses were received from the other Tribes or Tribal Representatives.

4.4.1 Archaeological Resources

The URS cultural resource specialist visited the offices of the NJ HPO on September 24, 2013, to research USGS topographic maps and archival files and gather information about known archaeological sites located within one mile of Station Sandy Hook. Archaeological site files and previously completed cultural resource identification and evaluation reports were also reviewed.

One of the most relevant of these earlier reports was an archaeological survey conducted prior to the 1994 construction of the Borough Housing units. As a component of Section 106 consultation for that project, the Coast Guard conducted a Phase I/II archaeological survey of the housing construction site. As a result of that survey, the remains of the Lighthouse Keeper's House, the Western Union marine observatory, and Fort Hancock were identified within and around the location of the proposed housing units. A buried portion of the Star Fort Wall was also located during the survey; this resource had previously been identified as a contributing element of the Fort Hancock and Sandy Hook NHL District. The Coast Guard determined Foundation A as the lighthouse Keeper's House and Foundation B as the Western Union Marine Observatory and associated cultural remains, as part of archaeological site 28-MO-238, as eligible for listing in the NRHP. These foundations remain in place and are designated with interpretive signs (G&O 1993).

As described in its letter of September 16, 2013, the NJ HPO identified the areas for the demolition of the 22 Borough housing units, and construction of the new SAFR, MMB, and BMF as areas of high sensitivity for archaeological resources. To determine whether potentially significant archaeological sites are present that may be affected by the proposed undertaking, the Coast Guard conducted a Phase I archaeological survey within the SAFR, MMB, BMF, and Borough Housing impact areas. This survey was conducted between January 7 and 17, 2014, by URS personnel in accordance with the Secretary of the Interior's standards and guidelines for archaeology and the NJ HPO guidelines. No intensive testing took place within previously disturbed areas, paved areas, and areas currently containing buildings. No deep testing beyond the limit of hand excavation (approximately one meter) was conducted.

The Phase I survey consisted of shovel test pit (STP) excavation at intervals no greater than 50 feet within the limits of disturbance (LOD) defined for each of the four areas with high archaeological potential (SAFR, MMB, BMF, and Borough Housing). In total, 115 STPs were excavated, resulting in the recovery of 88 historic artifacts. Most artifacts originated in disturbed fill contexts, although some were recovered from isolated areas of intact natural stratigraphy. Coal and ash deposits were also identified in some locations within the project area; these deposits may represent historic fill.

One archaeological site, designated as 28-MO-409, was identified in the northeast corner of the area proposed for construction of the new MMB. A small quantity of historic artifacts was recovered from intact soils, and additional materials may extend east of the impact area's LOD. This site represents a light historic scatter originating as casual refuse disposal affiliated with late nineteenth to early twentieth century domestic activity. The site was recommended as ineligible

for listing in the NRHP. A draft report containing the results of this investigation and the determination for site 28-MO-409 was submitted to the NJ HPO on April 25, 2014 (Morin et al. 2014).

The NJ HPO did not agree with this determination and found site 28-MO-409 eligible for the New Jersey Register of Historic Places (NJRHP) and the NRHP as a contributing resource in the Fort Hancock and Sandy Hook Proving Ground National Historic Landmark district under Criterion A. The NJ HPO determined that the archaeological site is associated with a period of significance and its potential connection to Building #109 (Chemistry Lab), identified as one of four structures with the highest level of significance within the NHL district. The NJ HPO provided its adverse effect determination in a letter dated May 22, 2014 (Appendix C).

The Coast Guard considered the evaluation provided by the NJ HPO, and changed its NRHP evaluation for site 28-MO-409, agreeing that site 28-MO-409 is eligible for the NJRHP and NRHP as a contributing resource within the Fort Hancock and Sandy Hook Proving Ground National Historic Landmark district.

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

Proposed Action – To ensure there will be no adverse effects on archaeological resources, the two NRHP-eligible foundations within the Borough Housing area will be avoided during demolition of the housing units.

The Coast Guard consulted with the NJ HPO, the National Park Service (NPS), and ACHP to avoid and/or mitigate adverse effects on archaeological resources at the Station. On July 22, 2014, the MOA for the Proposed Action was fully executed by the USCG, NJ HPO, and ACHP, with concurrence by the NPS. MOA stipulations that pertain to archaeological resources include:

- Relocation of the foundation of the MMB to avoid archaeological site 28-MO-409;
- Development of an Archaeological Resource Avoidance Plan for the D-B contractor;
- Development of a Vibration Monitoring Plan;
- Preparation of a SAFR demolition plan;
- Development of a Communications Plan for future project planning and coordination; and,
- Completion of a Cultural Resource Management Plan (CRMP) for USCG Station Sandy Hook.

The stipulations in the MOA are to be carried out within 5 years of the date of execution.

With the mitigation measures provided in the MOA, the Proposed Action's adverse effects on archaeological resources will be avoided, minimized, or offset. Execution of the MOA by the Coast Guard, NJ HPO, and the ACHP, with concurrence by NPS, and implementation of its terms, evidences that the Coast Guard has met all responsibilities under the NHPA for the Proposed Action and has taken into account the effects of the Proposed Action on historic properties.

4.4.2 Historic Architectural Resources

During the visit to the offices of the HPO information was gathered about known historic architectural resources located within 1 mile of the Station. 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.

Station Sandy Hook was determined eligible for listing in the NRHP in 1978 (Glass 1977). On April 24, 1980, the nearby Fort Hancock and Sandy Hook Proving Ground Historic District was listed in the NRHP; however, the district boundaries do not include the approximately 97-acre area that comprises Station Sandy Hook. On December 17, 1982, the Fort Hancock and Sandy Hook Proving Ground Historic District nomination was amended to include Station Sandy Hook, and the entire peninsula was designated an NHL—the Fort Hancock and Sandy Hook Proving Ground National Historic Landmark District (HPO 2013, G&O1993, NJDEP 1986).

The 1982 NHL nomination describes Station Sandy Hook as consisting of 97 acres "at the north-western part of the Hook, which is under the jurisdiction of the U.S. Coast Guard" and historically part of the Fort Hancock and the Sandy Hook Proving Ground. The NHL District encompasses mid-19th century defense structures, Fort Hancock ruins, and subsequent 20th century defense structures, including the NIKE Missile Launching Control Area (1859-1974), the Sandy Hook Proving Ground, (1874-1919), the Cold War-era building associated with the development of radar, Spermaceti Cove No. 2 Life-Saving Service Station, and the Sandy Hook Lighthouse (1895-1949), which is also individually designated as an NHL. The District contains "approximately 110 significant historic buildings and 16 batteries dating from the last quarter of the 19th through the first half of the 20th centuries." Sandy Hook was a vital military defense installation that guarded New York City from 1895 through the Cold War era until 1974 (Butowsky 1982).

The Fort Hancock and Sandy Hook Proving Ground are significant in American history as the site of the Federal Reservation that played dual roles in U.S. military history. The Sandy Hook Proving Ground had a key role in the development of the weapons employed by the U.S. Coast Artillery and U.S. Field Artillery when the nation emerged as a world power and is significant as the site of experiments leading to the successful development of radar in the years immediately before World War II. It is also significant as the site of the Spermaceti Cove No. 2 Life-Saving Service Station, which is associated with the earliest Federally sponsored effort to save life and property from coastal shipwrecks, and as the site of the Sandy Hook Lighthouse, an NHL. The Fort Hancock Mine Casemate System is a feature of the late 19th century Endicott System of Coastal Defense at Sandy Hook. Construction of the foundations began in 1890 and included sites along the eastern shore of the peninsula for the dynamite battery, the mining casemate, a 12-inch lift gun battery, and a seacoast mortar battery that collectively formed a rough semicircle from north to south (Butowsky 1982). Originally, the first mining casemate was located in the remaining bastion of the huge, granite 1874 Fort Hancock. This fort was never completed and the stone bastion suffered from excessive moisture infiltration.

Following World War I, a concrete structure was built to house the mining casemate (Casemate Structure 541). The structure, a contributing resource of the NHL district, is located on the northern tip of the Sandy Hook peninsula and in the 1982 NHL nomination is described as consisting of a "rectangular, single story structure with sloping concrete walls, steel doors, and is

covered with earth" (Butowsky 1982). Aerial photography of the Station from 2013 suggests that the casemate retains its historic material, sloping walls, and is covered with earth (Figure 3, Appendix A,). Closer inspection of the structure was not possible during the October 2013 site visit. Although not considered historic, the SAFR is located within Casemate Structure 541.The SAFR occupies an open courtyard between enclosed casemate areas and is below the surrounding grade, with concrete fortification walls forming the perimeter of the range complex, and earth fill above the walls (Levy 2013).

The range may date from the 1960s; the armory is newer. The concrete throughout the casemate structure exhibits extensive cracking and spalling, mainly from water damage, although it is structurally sound. Methods of protecting buried concrete from moisture were not well-developed in 1910. In 2002-2003, the range area was excavated and lead-contaminated soil was removed. The area beneath the bullet trap was excavated. The fortification did not extend beneath that area, but there may be large storm drains or small tunnels beneath other areas of the courtyard.

Individual historic architectural resources, located in the portion of Station Sandy Hook where work is proposed contain two other buildings that are more than 50 years old, Buildings #103 and #123. Building #103, the Exchange/ESD Building, was built in 1941. This building has been extensively altered and is no longer considered a contributing resource within the Fort Hancock Sandy Hook Proving Ground NHL Historic District (USCG letter dated June 20, 2013, and NJ HPO letter dated September 16, 2013; Appendix C).

The Army constructed Building #123 in 1912 as St. Mary's Catholic Chapel, and it was later used as the Base's Rod and Gun Club and the Recreation Center. Structural and interior renovations in 1995 and 1996, and subsequent infrastructural and foundation repairs, have removed all original building components, with the exception of the framing. On January 15, 2014, the Coast Guard submitted an addendum letter to the NJ HPO following initial consultation (Appendix C). This letter # stated that the building has lost integrity, is no longer able to convey its significance through its physical features, and thus should not be considered a contributing structure within the NHL district. The USCG stated its intention to demolish this building because of its proximity to the proposed MMB. Retention of Building #123 would significantly complicate construction of the new MMB, as Building #123 could potentially be directly adjacent or within the staging area needed for construction. In addition, vibration impacts from construction could have the potential to further damage Building #123's structural integrity. The letter concluded by requesting that the NJ HPO consider demolition of Building #123 as part of the station's recapitalization efforts.

In a letter dated March 13, 2014, the Coast Guard provided the National Park Service (NPS) the Coast Guard's NRHP eligibility analysis of Building #123, as well as information about its prohibitive repair cost (Appendix C). During a meeting at NJ HPO offices on April 15, 2014, the NJ HPO notified the Coast Guard that the NPS still considers the building to be NRHP-eligible.

Exchange/ESD Building #103

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, one building considered to be a contributing element of the Fort Hancock and Sandy Hook Proving Ground NHL District would be demolished. The Proposed Action will directly affect Building #123, a historic architectural resource, and the SAFR will be removed from Casemate Structure 541, an element of the Fort Hancock Mine Casemate System. In a letter dated September 16, 2013, the NJ HPO concurred with the Coast Guard's determination and its plans to remove the bullet traps, baffles, and armory building that make up the SAFR, with minimal disturbance to the historic contiguous casemate. The NJ SHPO concurred with the NPS Eastern Regional Office in Philadelphia that Building #123 is still a contributing resource in the Fort Hancock and Sandy Hook Proving Ground NHL District, and the removal of this building will be an Adverse Effect.

The construction of new buildings within the NHL-designated Fort Hancock and Sandy Hook Proving Ground Historic District is regarded as a sensitive issue by the NJ HPO and the NPS. The Coast Guard worked to ensure that the new buildings were designed in a manner that is complementary of the historic buildings and structures that remain at this USCG station.

The Coast Guard's goal is to design these new buildings and structures in a manner that is compatible with the historic materials, features, size, scale, and proportion as well as the historic architectural setting of this NHL District

To aid in this effort, the Coast Guard retained the services of URS Cultural Resources Management (CRM) specialists who meet the *Secretary of the Interior's Professional Qualification Standards* (36 CFR Part 61) in the discipline of architectural history and history. In reviewing design drawings for new construction at Sandy Hook, URS architectural historians kept in mind two important goals:

- Provide design guidance to ensure that the design of new buildings will be compatible with historic materials, features, size, scale and proportion of historic buildings and structures at the station; and,

- Provide guidance to ensure that the design of new buildings will be compatible with the setting of historic buildings and structures at the station.

In early 2014, URS architectural historians received the first draft of design drawings prepared by the architects. In ongoing discussions with the Coast Guard, URS stressed that the goal of this internal "design review" was to ensure that what is designed will fit in, and will be compatible, with the remaining NHL listed buildings and stations. This review emphasized that the new buildings should be neutral in their effect on other resources located in the station. The architectural historians also reinforced the following key messages:

- A Historic District is the resource, not its individual parts.
  - Designated historic districts are significant as a collective whole, and must be considered as such.
  - New construction needs to respond to, and protect the integrity of the entire district, much in the same way that a successful addition does to an individual historic building.
  - "Character-defining" features of historic buildings within the district should inform the design of new construction.
- New construction will reinforce the historic significance of the district.
  - New buildings will strengthen the core characteristics of the historic district.
- New construction will complement and support the historic district.
  - Most historic districts have a discernible rhythm of massing, scale, and siting. New buildings should try to match these design aspects, wherever possible.
  - Style is discouraged from being the primary indicator of differentiation.
- The exterior envelope and patterning of new buildings will reflect district characteristics.
  - Design elements, patterning, texture, and materials should reflect the aesthetic and historic themes of the district.
  - Patterns of fenestration, building divisions, setbacks, and landscapes that are characteristic of the district should inform the design of new buildings.

In early February of 2014, URS architectural historians provided detailed comments on the drawings to the Coast Guard, for consideration by the designers in developing a second set of revised drawings. To assist the designers in their goals of completing the new drawing sets by mid-March 2014, URS architectural historians organized comments into a matrix to address design elements of setting, massing, volume, roof profile, materials, fenestration pattern, and specific architectural features.

URS then provided summary information under each of these design elements, for the following areas: 1) existing historic buildings; 2) what the first draft of new construction drawings included, in comparison to extant historic buildings; 3) observations on design elements for new construction; 4) evidence of historic building influences on new design; and 5) recommendations.

The following topic areas identify design elements for the MMB, BMF, and SAFR highlighted by the URS architectural historians as areas where refinement of the design should be considered. The following outlines some of the major comments and revisions to the building designs made under each design element:

Setting

- The BMF will dominate the setting on waterfront. Changing the fenestration and cladding materials could help mitigate this. The BMF elevations changed and now better articulate wall planes, as well as the openings and levels, creating a less monolithic appearance on the waterfront.
- The SAFR fire and emergency access road should be designed to look less barrier-like. This would be more consistent with the historic setting. As designed, the building itself appears monolithic and will affect the setting of the other surrounding buildings as designed. The SAFR fire and emergency access road was made thinner than the previous design for the drive and includes walkways to the building, creating less of a barrier look. The building plan and volume have been reevaluated. Wall planes are now more articulated, resulting in an appearance that is less monolithic than that shown in the previous design, which makes the building less prominent in the setting.

Massing

- The BMF's very large boat access door needs to blend in more compatibly with the building instead of dominating it. The revised design includes better articulated BMF garage doors with surrounds and a row of clerestory light panels under the eaves helps make the door look less dominant on the elevation.
- The SAFR building design is over double the massing of existing buildings, and the pier foundations will elevate this largest building in the area above all the surrounding buildings, creating an island effect. The massive blind walls would benefit from being broken up with vertical bands similar to the gable ends found on Building S503. Walls planes need to have the appearance of projecting and receding sections. Redesign of the SAFR Building breaks up the wall planes with vertical bands, and the section with classroom, entry and locker rooms has been lowered.

Volume

- The BMF's large access door openings create a sense of a larger building volume, as they dominate the elevation. More fenestration would help on the second floor. Redesign includes the large BMF access door openings changed to a lighter color. Fenestration in the form of clerestory windows under the eaves has been added to second floor of west elevation and the top of east elevation appendage.
- For the SAFR building, the vertical use of different cladding materials would be beneficial, along with receding and projecting wall planes. The building's current volume is box-like. The redesign of the SAFR building has lessened the box-like appearance by use of different colored cladding materials, lowering of the roof where possible, articulation of the entrance, and tighter incorporation of the stairs and ramp.

Roof Profile

- The initial design for the SAFR Building had a uniform 2-story height. This was questioned, especially for areas containing the entry, classroom vestibule, and locker rooms. If possible, varying the height could help lessen the large box-like appearance of the building. Redesign included reducing the height of the SAFR entry, classroom, and locker room roofs.

Materials

- The BMF garage door color should be lightened -- perhaps using a color similar to standing-seam metal roof. This will help to de-emphasize the size of this element, in relation to the size of the elevations. The redesign included a lighter color for the large access doors to help these large elements blend into the wall plane more successfully.
- SAFR Building wall cladding materials present a large monochrome continuous wall. Redesign includes differing colors applied in an irregular pattern that articulates different functions in different areas of the building.

Fenestration Pattern

- The MMB window and door lintel height is disproportionate. The lintel heights should be reduced by one-third to one-half. Remove internal vertical surround of grouped windows or change to match metal sash frame or wall cladding color. Stairs should access main entry door, and employ a switch-back with landing. Suggest that stairs be integrated into accessibility ramp. Redesign of the MMB included reduction of lintel height by one-third to one-half, changing internal vertical surrounds of group windows to match finish of metal sash and frame, and exterior stairs changed to switch-back pattern that reflects treatment of adjacent accessibility ramp.
- The new BMF's large boat access door openings need vertical surrounds that provide for some articulation and integration into the building's design. The off-center location of the massive doors creates a sense of door surrounded by a building, not a building with a door. The unattached bands of clerestory windows on the sides do not relate to the wall plane and seem isolated. The building appears large in overall volume, and these small windows look disproportionate and make the side elevations appear wider. Lintels over the few windows are disproportionately high, and need to be shortened. The redesigned BMF's large access door type openings now have light colored vertical surrounds that provide for some articulation and integration into the building's design. The previous isolated small bands of clerestory windows on the sides have been removed and are now light panels articulated by a stringcourse sill and roof eave. Disproportionately high window lintels have been shortened.

Architectural Features

- The MMB window and door lintel height should be reduced. Reconsider window grouping vertical surrounds, main entrance location or door type and orientation of exterior entry stair. Redesign of the MMB includes reduction of lintel height over the windows and doors. Grouped window surrounds have been re-worked to better blend in with the individual window elements.
- The BMF needs surrounds of light stone/masonry finish for large door openings. If possible, add windows on second floor, and consider use of new clerestory lights that are integrated into the wall plane and break up sense of monolithic volume. Redesign of the BMF bay for large door openings does not dominate the wall plane, as much as it did in the previous design, due to the change in color and the introduction of surrounds. The additional clerestory level bands of light panels help break up massiveness of wall planes and the building’s overall sense of monolithic volume.
- As designed, the SAFR Building appears out of context with the historic district. Exterior stairs should be redesigned to employ a switch-back design with landing, where possible.

A relatively simple change would be to use the dark red brick only for the entire height of the recessed northeast corner and the small recessed area where the main entry is located on the east elevation, which would break up the sense of monolithic volume. Redesign of the SAFR Building articulates walls into vertical sections, and lowers the roof line on the north end. The east elevation continues the lowered height line across most of its length through the use of a different color, creating more visual interest. Exterior stairs have been changed from a perpendicular design projecting from the wall plane to a switch-back design with landing and parallel to the wall planes. The use of the dark red brick cladding for the small recessed area on the east elevation helps decrease the building's large sense of volume.

The NJ HPO concurred with the Coast Guard's plans to design all new buildings and structures in a manner that is compatible with the historic materials, features, size, scale, and proportion as well as the historic architectural setting of the Fort Hancock and Sandy Hook Proving Ground NHL District (Appendix C). In a letter dated December 3, 2013, the Coast Guard requested project review from the NPS NHL Program.

On April 11, 2014, the USCG provided a letter to the NJ SHPO that included a summary of how proposed building designs were reviewed and revised to be more compatible with the historic setting of the NHL district (Appendix C). This letter also transmitted design documents prior to an April 15, 2014, project meeting in at the NJ HPO offices in Trenton, NJ.

On April 15, 2014, the USCG and a URS architectural historian attended a meeting with the NJ HPO to discuss the final Sandy Hook designs and URS' analysis and recommendations. The meeting included a discussion of how the new building designs referenced historic buildings still extant within the historic district. At this meeting, the NJ HPO stated that it is still evaluating the effects of introduction of which represent three new, very large buildings within the NHL District boundaries. Coast Guard personnel were informed that the NJ HPO's preliminary determination was that the introduction of these buildings, despite their sensitive design, would constitute an Adverse Effect on the NHL district, based on their size, scale, and overall volumes.

Because of the demolition of Building #123 and the introduction of the new MMB, BMF, and SAFR within the NHL District boundaries, the Coast Guard believes that the Proposed Action will have an Adverse Effect on historic above-ground properties, and invited the ACHP and the NPS to participate in the ongoing consultation process. In a letter dated May 22, 2014, the NJ HPO issued an adverse effect determination resulting from the proposed new construction, potential impacts on archaeological resources, and the proposed demolition of Building #123 (Appendix C). NPS issued a letter on June 2, 2014, concurring with the NJ HPO adverse effect determination (Appendix C). Following the adverse effect determinations by NJ HPO and NPS, the ACHP agreed to participate in the consultation effort. The Coast Guard continued to consult with NJ HPO, and discussed the development of mitigation measures with the NJ HPO, NPS, and ACHP, and explored the development of mitigation measures with the NJ HPO and NPS, including, but not limited to, the development of HABS-quality documentation of Building #123. An MOA was developed to ensure that mitigation measures ultimately agreed upon by the Coast Guard, NJ HPO, NPS, and the ACHP will be carried out to offset adverse effects from the Proposed Action on historic architectural resources at the Station.

On July 22, 2014, the MOA regarding the Hurricane SANDY Recapitalization Project at Coast Guard Station, Sandy Hook Monmouth County, New Jersey was fully executed by the USCG, NJ HPO, ACHP, with concurrence of the NPS (Appendix E). A summary of the MOA Stipulations that pertain to Historic Architectural Resources include:

- Continued work with NJ HPO and the NPS on revisions to the architectural design for the MMB, SAFR, and BMF;
- A requirement that the design-build contractor must have on staff a qualified Historical Architect meeting the Secretary of the Interior's Professional Qualification Standards;
- Relocation of the proposed MMB communication tower;
- Documentation of Building #123 to Historic American Buildings Survey (HABS) Level II standards;
- Development and implementation of a Vibration Monitoring Plan for seven historic buildings in the NHL;
- Development of a Communications Plan for future project planning and coordination; and,
- Completion of a CRMP for USCG Station Sandy Hook.

The stipulations in the MOA are to be carried out within five years of the date of execution.

With the mitigation measures provided in the MOA, the Proposed Action's adverse effects on historic architectural resources will be avoided, minimized, or offset. Execution of the MOA by the Coast Guard, NJ HPO, and the ACHP, with concurrence by NPS, and implementation of its terms, evidences that the Coast Guard has met all responsibilities under the NHPA for the Proposed Action and has taken into account the effects of the Proposed Action on historic properties.

4.5 Summary of Impacts

Impacts on resources from the No Action and Proposed Action are summarized in Table 2.

Table 2. 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 on 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 on low-income or minority populations.	No disproportionately adverse impacts on minority or low-income populations. All populations would benefit from the Proposed Action.
Transportation	No impacts on transportation or traffic.	Minor, temporary adverse impacts on traffic flow during construction. No long-term impacts on transportation or traffic.

Resource	No Action	Proposed Action
Geology and Soils	No impact on geology or soils.	No impacts on geology. Minor, temporary adverse impacts to approximately 18 acres of soils during construction 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 on 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 on noise levels or sources.	Temporary, minor impacts due to increases in noise levels from heavy construction equipment. No long-term impacts on noise levels or sources.
Hazardous Materials/ Hazardous Waste	No impacts on 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 anticipated.
Flora and Fauna	No impacts.	No impacts on plants and wildlife, although wildlife would be subject to construction noise. Temporary adverse impacts to aquatic wildlife during the reconstruction of the waterfront from noise and sedimentation. No long-term impacts.
Floodplains	No impacts. Station facilities would continue to be flooded during major storms.	No practicable alternatives to work in the floodplain exist. The new MMB, BMF, and SAFR 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 on the floodplain.
Coastal Zone	No impacts on coastal zone resources.	No impacts on coastal zone resources. The Proposed Action, except for dredging, is consistent with the NJ Coastal Management Program. Dredge plans must be submitted to NJDEP for finalization of the project's Coastal Zone Consistency Determination.
Waters of the	No impacts to WOUS,	Minor, temporary adverse impacts on water quality

Resource	No Action	Proposed Action
U.S., including Wetlands	including wetlands.	during construction. Minor impacts to WOUS; the D-B contractor would obtain CWA Section 404 permits prior to construction (NWP#3 for repair of existing structures and NWP#35 for maintenance dredging of the existing boat basin are anticipated to apply). Appropriate BMPs 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 has issued a conditional CWA Section 401 WQC for the project which covers all but the dredging; the WQC will be modified to include the dredging once NJDEP has reviewed the detailed dredge plan.
Essential Fish Habitat and NOAA Trust Resources	No impacts to regulated fisheries or protected species under NMFS jurisdiction.	Temporary and negligible to minor impacts on EFH. Dredging would adhere to the NMFS seasonal restriction, which stipulates no dredging between January 1and May 31 of any year to protect various species in their early life stages. Dredging will displace the benthic community within the dredge area and 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. 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. No impact on shortnose or Atlantic sturgeon. No impact on listed whales or sea turtles. Although cetaceans and sea turtles are not known to occur in the vicinity of the station, the Coast Guard will nevertheless include, as a standard specification in the D-B contract, the requirement that a marine species spotter be on-site during all in-water construction and dredging to ensure that, in the unlikely event a whale or sea turtle enters the area, all construction activities would be halted until the animal swims out of the area. Negligible impact to shellfish habitat; no effect on hard and soft clams.
Threatened and Endangered Species	No impacts on threatened and endangered species.	The USCG has determined that, with implementation of appropriate mitigation measures described, the Proposed Action may affect, but is not likely to adversely affect the piping plover, red knot, northeastern beach tiger beetle, and seabeach amaranth. On August 12, 2014, a BA was submitted for USFWS

Resource	No Action	Proposed Action
		concurrence.
Cultural Resources	No adverse effects on archaeological or historic architectural resources	Adverse effects on archaeological and historic architectural resources in the Fort Hancock and Sandy Hook Proving Ground NHL district, including adverse effects on the NHL district as a whole. Adverse effects include demolition of NRHP-eligible Building #123, and introduction of new construction that is incompatible with the characteristics of the NHL district. To mitigate these adverse effects, an MOA was executed on July 22, 2014, among the USCG, NJ HPO, ACHP, and with concurrence by the NPS, and includes relocation of the foundation of the MMB to avoid archaeological site 28-MO-409; development of an Archaeological Resources Avoidance Plan; development of a Vibration Monitoring Plan; preparation of a SAFR demolition plan; development of a Communications Plan; development of a CRMP; continued coordination with the NJ HPO and NPS on revisions to the architectural design for the MMB, SAFR, and BMF; a requirement that the design-build contractor have a qualified Historical Architect meeting the Secretary of the Interior Professional Qualification Standards; and documentation of Building #123 to HABS Level II standards (Appendix E). With the mitigation measures provided in the MOA, the Proposed Action's adverse effects on archaeological or historic architectural resources will be avoided, minimized, or offset. Execution of the MOA by the Coast Guard, NJ HPO, and the ACHP, with NPS concurrence, and implementation of its terms, evidences that the Coast Guard has met all responsibilities under the NHPA for the Proposed Action and has taken into account the effects of the Proposed Action on historic properties.

5. REGULATORY REQUIREMENTS

The following list of potential permits and approvals are likely to be required for the Proposed Action. The D-B specifications require the contractor to ensure that all required permits, licenses, or approvals are 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 (conditional determination received March 4, 2014, see Appendix C).
- CWA Section 404 Permit (Authorization under NWP #3 and NWP#35 anticipated), USACE
- CWA Section 401 WQC, NJDEP DLUR Office of Dredging and Sediment Technology (conditional WQC dated March 4, 2014, to be finalized upon NJDEP review of dredging details)
- Memorandum of Agreement, NJ HPO (signed July 22, 2014, see Appendix E).

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.

Monmouth County 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. NPS Gateway National Recreation Area has a number of proposed projects slated for the Sandy Hook peninsula, including a 1.5-mile extension of a multiuse pathway, a sustainable sand recycling program using a sand slurry pipeline to borrow sand from northern accreting beaches and pump it to the eroding southern beaches, rehabilitation of buildings at historic Fort Hancock, and a dock and pier rehabilitation project (NPS 2014).

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. There is no indication to

date that NPS planning projects are scheduled to happen during the USCG Station Sandy Hook construction period, or in the near term. 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.

- National Park Service, Gateway National Recreation Area
- U.S. Fish and Wildlife Service, New Jersey Field Office
- U.S. Army Corps of Engineers, New York 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
- Preservation New Jersey
- Nike Historical Society
- The Sandy Hook Foundation
- Monmouth County Historical Association
- Fort Hancock 21st Century Advisory Committee
- New Jersey Lighthouse Society

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 *Asbury Park Press* (Appendix F). The notice described the Proposed Action and invited the public to submit comments to the Coast Guard by October 20, 2013. No comments were received.

The Coast Guard notified the public of the availability of the draft EA through publication of a notice on August 17, 2014, in the *Asbury Park Press* (Appendix F). The draft EA is available for public review online at http://www.uscg.mil/d5/PublicNotices.asp or in hard copy at the Middletown Township Public Library located at 55 New Monmouth Road, Middletown, NJ 07748, during normal business hours ((Monday through Thursday 9:00 a.m. to 9:00 p.m., and Saturday 9:00 a.m. to 5:00 p.m.). The 15-day comment period concludes on August 30, 2014.

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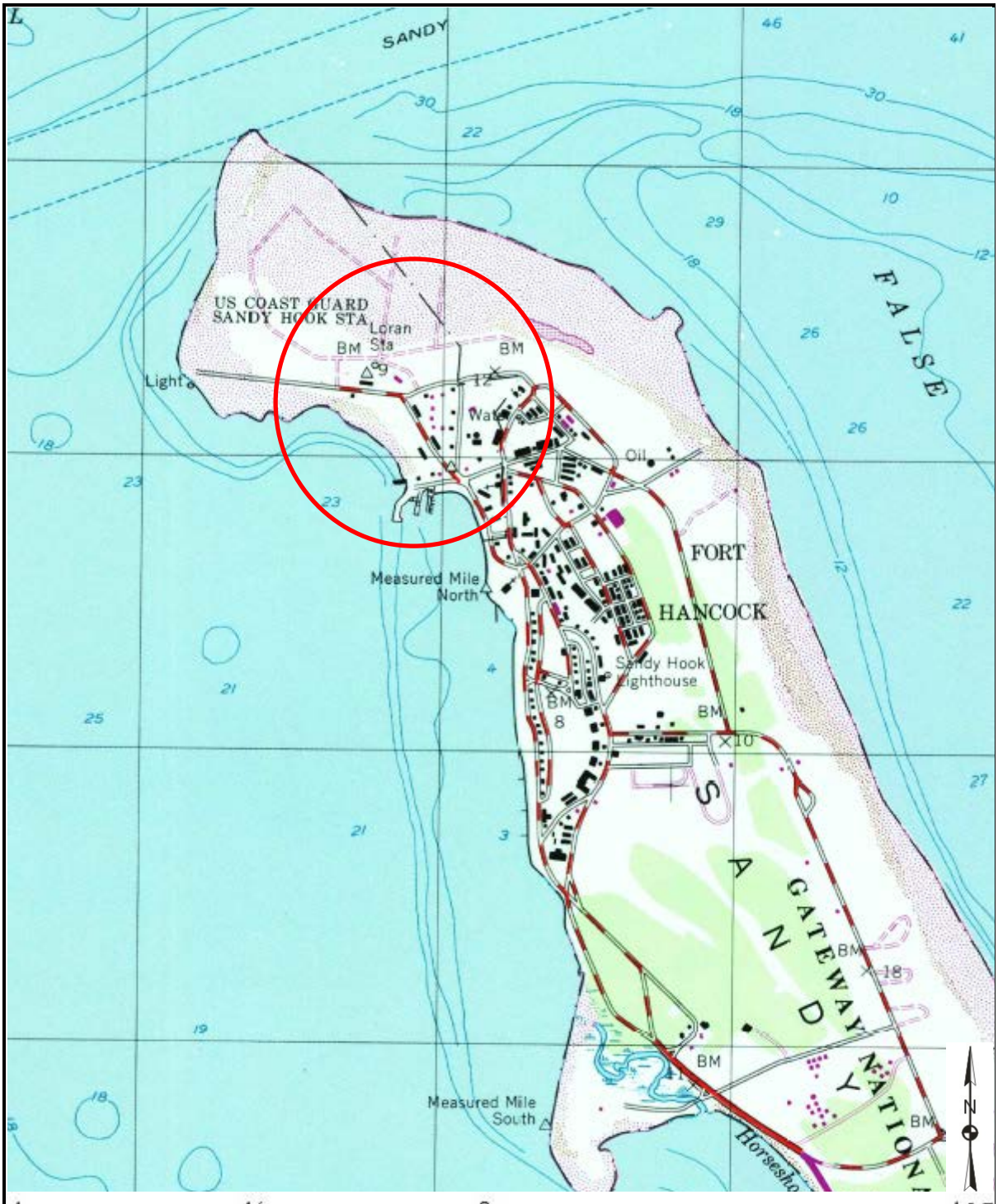
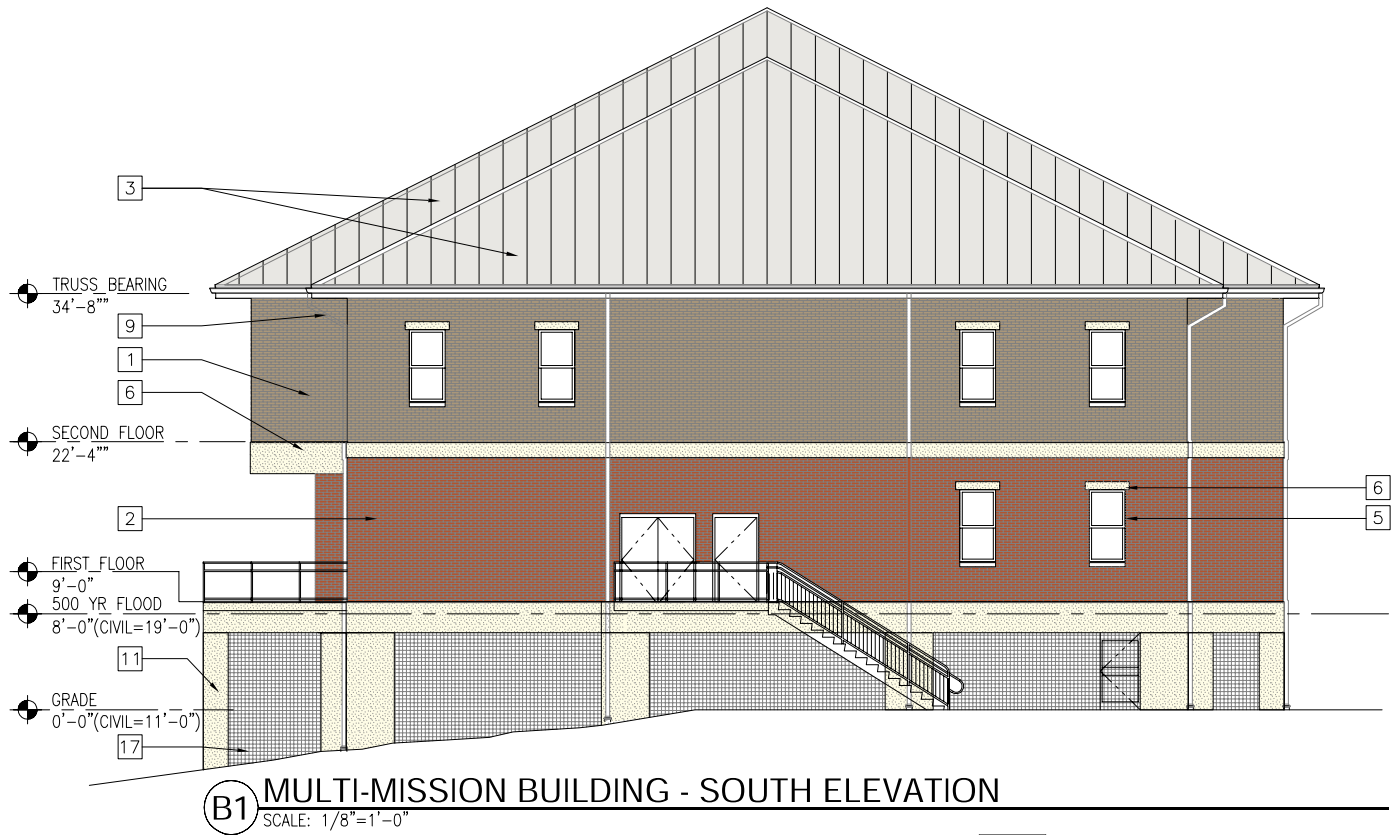
Appendix A
Figures



PROJECT	USCG Hurricane Sandy Recapitalization Projects	**Station Sandy Hook**	
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. 01-5250932 Station Sandy Hook
SOURCE	USGS 7.5' Series, Sandy Hook, NJ, 1995		**Figure 1**

PROJECT	USCG Hurricane Sandy Recapitalization Projects	**Station Sandy Hook 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. 01-5250932 Station Sandy Hook
SOURCE	Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community		**Figure 2**

PROJECT	USCG Hurricane Sandy Recapitalization Projects	**Structure 541 Concrete Mining Casemate**	
SCALE	Not to scale	U.S. Department of Homeland Security United States Coast Guard	Contract No. HSCG83-07-D-3WF170 Order No. HSCG47-13-J-A17010 Project No. 01-5250932 Station Sandy Hook
SOURCE	USCG SILC-EMD		**Figure 3**



B1 MULTI-MISSION BUILDING - SOUTH ELEVATION
SCALE: 1/8"=1'-0"

A1 MULTI-MISSION BUILDING - EAST ELEVATION
SCALE: 1/8"=1'-0"

GENERAL NOTES

1. SEE CIVIL DRAWINGS FOR GRADE ELEVATIONS.
2. SEE AE201 ELEVATION NOTES.

NOTES

1. BRICK VENEER (TYPE A)
2. BRICK VENEER (TYPE B)
3. STANDING SEAM METAL ROOF SYSTEM
4. ALUMINUM STOREFRONT SYSTEM.
5. ALUMINUM WINDOWS
6. ARCHITECTURAL PRECAST CONCRETE
7. ACM METAL PANEL FASCIA & SOFFIT @ CANOPY
8. ALUMINUM GUARDRAIL
9. PREFINISHED METAL DOWNSPOUT; COLOR TO MATCH ADJACENT FINISH. PROVIDE PRECAST SPLASHBLOCK AT GRADE.
10. GRADE, SEE CIVIL DRAWINGS.
11. CONCRETE PIER.
12. SCUPPER.
13. OVERHEAD COILING DOOR
14. TRANSLUCENT CLERESTORY WALL PANEL
15. FLOOD VENTS AS REQ'D BY ASCE 24
16. BOLLARD
17. BREAK-AWAY METAL MESH FOUNDATION SCREEN WALL WITH ACCESS GATES AS INDICATED.

GRAPHIC SCALES

1/8" = 1'-0" 0 5' 10' 15' 30'

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MARK	DATE	DESCRIPTION

A/E PROJECT NO: 5050
CAD FILE NAME: A201 MMB ELEVATIONS SHPO 22814.D
DESIGNED BY: MB
DRAWN BY: SC
EDITED BY: RAM
CHECKED BY: RAM

SCALE: AS NOTED PLOT SCALE: 1 : 1

SHEET TITLE

REBUILD STATION SANDY HOOK
STATION SANDY HOOK
SANDY HOOK NEW JERSEY

ARCHITECTURAL
MMB ELEVATIONS

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

APPROVING OFFICER DATE

PROJECT NUMBER	DRAWING NUMBER
5250932	-

DISCIPLINE/SHT NO
A201

SHEET 18 OF 23

B1 MULTI-MISSION BUILDING - NORTH ELEVATION
SCALE: 1/8"=1'-0"

A1 MULTI-MISSION BUILDING - WEST ELEVATION
SCALE: 1/8"=1'-0"

GENERAL NOTES

1. SEE CIVIL DRAWINGS FOR GRADE ELEVATIONS.
2. SEE AE201 FOR ELEVATION NOTES.

GRAPHIC SCALES

1/8" = 1'-0" 0 5' 10' 15' 30'

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CAD FILE NAME: A202 MMB ELEVATIONS SHPO 22814.D
DESIGNED BY: MB
DRAWN BY: SC
EDITED BY: RAM
CHECKED BY: RAM

SCALE: AS NOTED PLOT SCALE: 1 : 1

SHEET TITLE

REBUILD STATION SANDY HOOK
STATION SANDY HOOK
SANDY HOOK NEW JERSEY

ARCHITECTURAL
MMB ELEVATIONS

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

APPROVING OFFICER DATE

PROJECT NUMBER	DRAWING NUMBER
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DISCIPLINE/SHT NO	
A202	SHEET 19 OF 23

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B1 BOAT MAINTENANCE FACILITY - NORTH ELEVATION
SCALE: 1/8"=1'-0"

A1 BOAT MAINTENANCE FACILITY - SOUTH ELEVATION
SCALE: 1/8"=1'-0"

GENERAL NOTES

1. SEE CIVIL DRAWINGS FOR GRADE ELEVATIONS.
2. SEE AE201 FOR ELEVATION NOTES.

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DRAWN BY:	SC
EDITED BY:	RAM
CHECKED BY:	RAM
SCALE:	AS NOTED
PLOT SCALE:	1 : 1

SHEET TITLE

REBUILD STATION SANDY HOOK
STATION SANDY HOOK
SANDY HOOK NEW JERSEY

ARCHITECTURAL
BMF ELEVATIONS

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

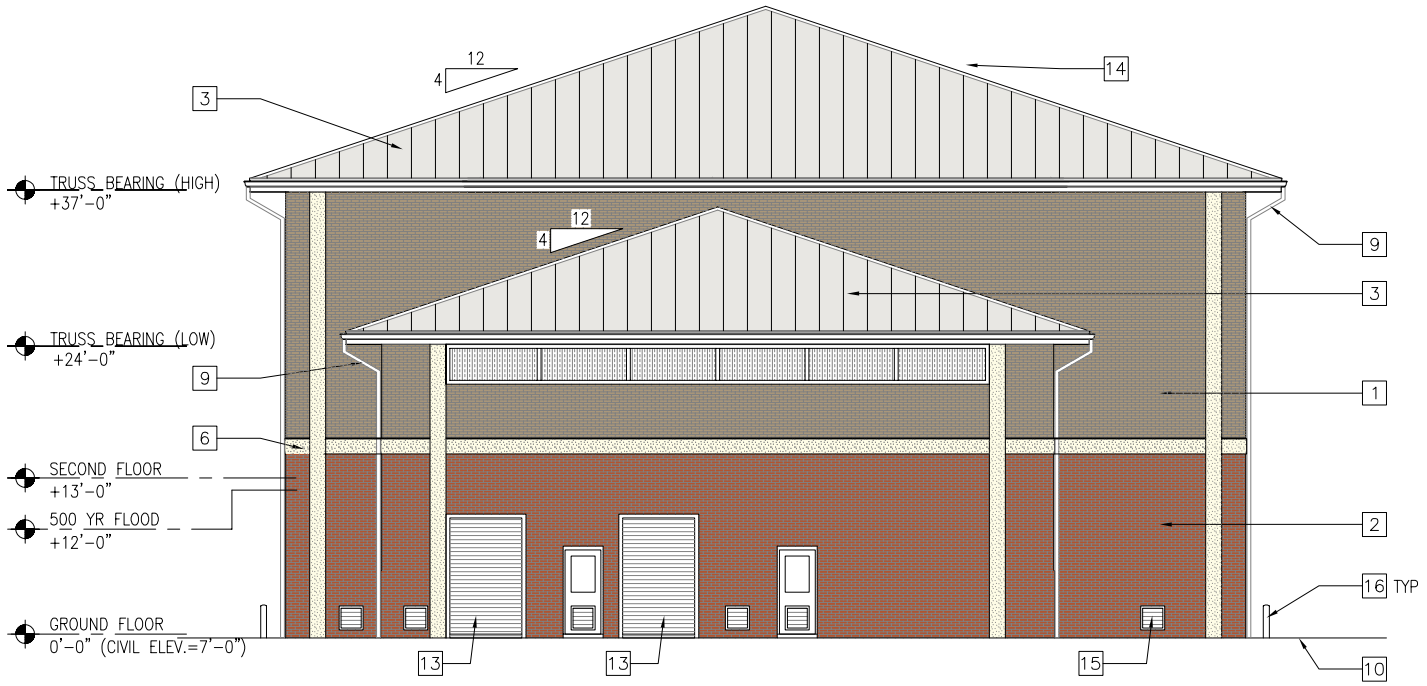
APPROVING OFFICER | DATE

PROJECT NUMBER	DRAWING NUMBER
5250932	–
DISCIPLINE/SHT NO	
A203	SHEET 20 OF 23

GRAPHIC SCALES

1/8" = 1'-0" 0 5' 10' 15' 30'

RMOSER:\\CORP\DFS\OFFICES\NOR\2013\5050-STATION SANDY HOOK\CAD-NORFOLK\SHEETS\A\A203 BMF ELEVATIONS SHPO 22814.DWG LAYOUT: BMF ELEVATIONS 3/13/2014 11:28AM DIMSCALE: 1 R19.1



B1 BOAT MAINTENANCE FACILITY - EAST ELEVATION
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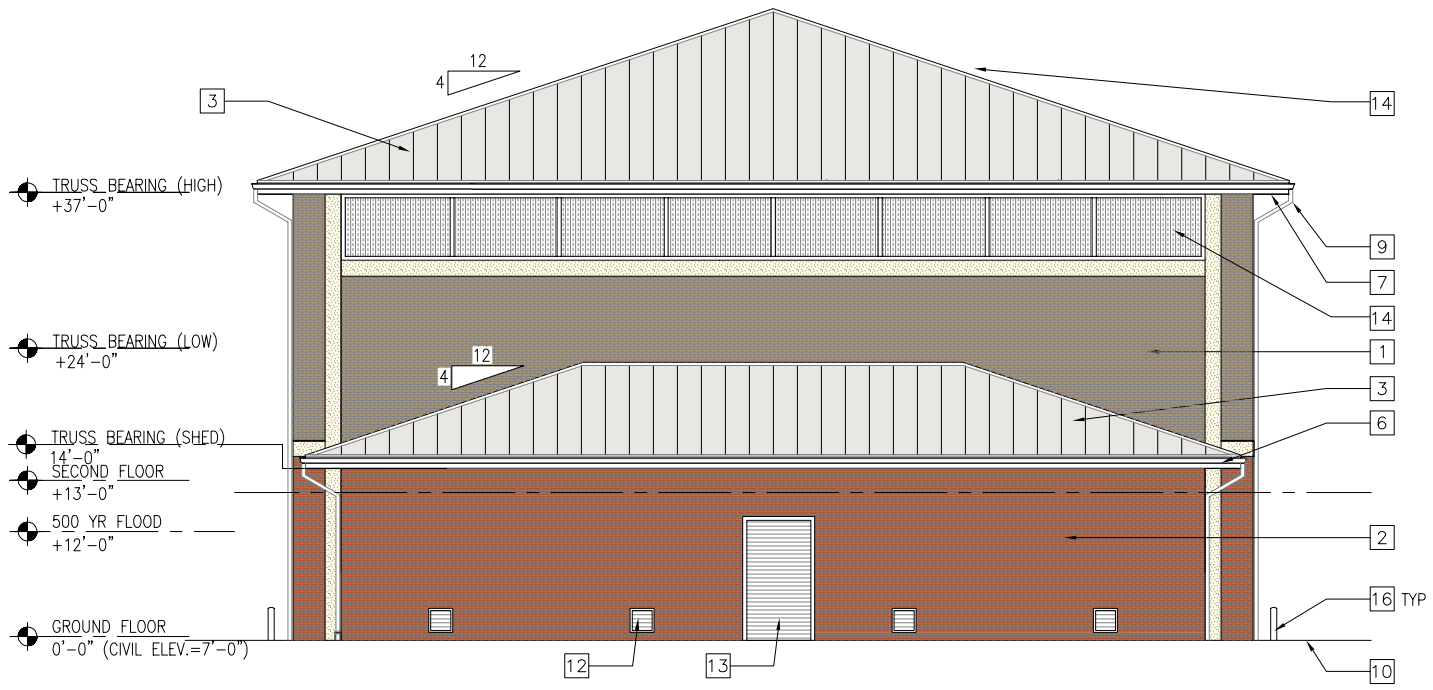

A1 BOAT MAINTENANCE FACILITY - WEST ELEVATION
SCALE: 1/8"=1'-0"

GENERAL NOTES

1. SEE CIVIL DRAWINGS FOR GRADE ELEVATIONS.

NOTES [#]

1. BRICK VENEER (TYPE A)
2. BRICK VENEER (TYPE B)
3. STANDING SEAM METAL ROOF SYSTEM
4. TRANSLUCENT CLERESTORY
5. ALUMINUM WINDOWS
6. ARCHITECTURAL PRECAST CONCRETE
7. ACM METAL PANEL FASCIA & SOFFIT @ CANOPY
8. BOLLARD
9. PREFINISHED METAL DOWNSPOUT; COLOR TO MATCH ADJACENT FINISH. PROVIDE PRECAST SPLASHBLOCK AT GRADE.
10. GRADE, SEE CIVIL DRAWINGS.
11. OVERHEAD COILING DOOR.
12. FLOOD VENT, AS REQUIRED PER ASCE 24.

GRAPHIC SCALES

1/8" = 1'-0" 0 5' 10' 15' 30'

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A/E PROJECT NO:	5050
CAD FILE NAME:	A204 BMF ELEVATIONS SHPO 22814.D
DESIGNED BY:	MB
DRAWN BY:	SC
EDITED BY:	RAM
CHECKED BY:	RAM
SCALE:	AS NOTED
PLOT SCALE:	1 : 1

SHEET TITLE

REBUILD STATION SANDY HOOK
STATION SANDY HOOK
SANDY HOOK NEW JERSEY

ARCHITECTURAL
BMF ELEVATIONS

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APPROVING OFFICER | DATE

PROJECT NUMBER	DRAWING NUMBER
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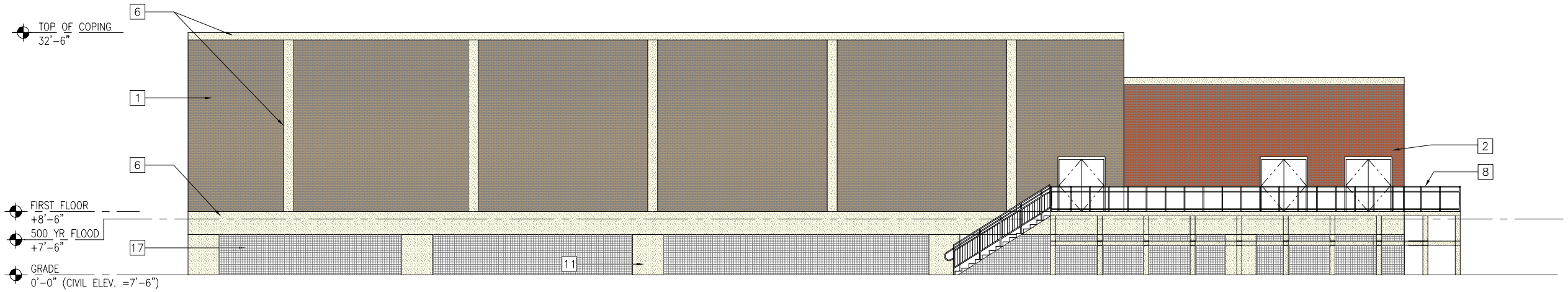
DISCIPLINE/SHT NO	
A204	SHEET 21 OF 23



B1 SMALL ARMS FIRING RANGE - WEST ELEVATION
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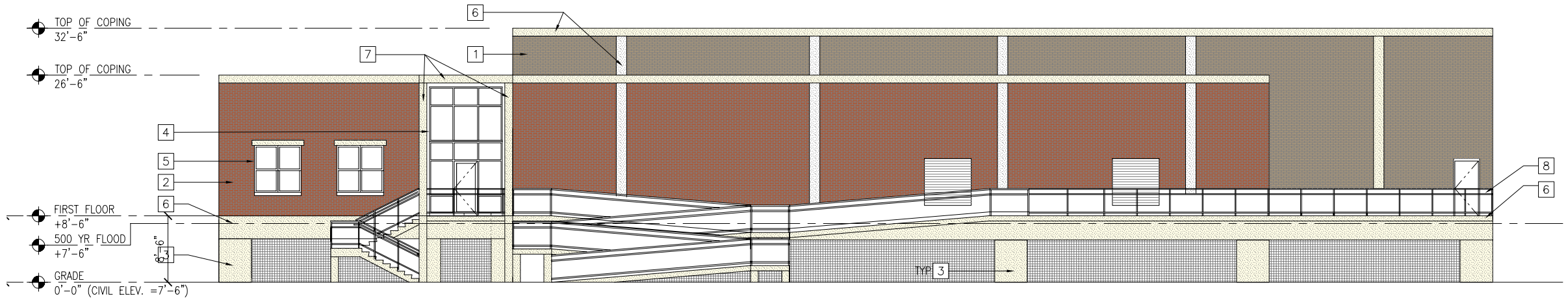

A1 SMALL ARMS FIRING RANGE - EAST ELEVATION
SCALE: 1/8"=1'-0"

GENERAL NOTES

1. SEE CIVIL DRAWINGS FOR GRADE ELEVATIONS.
2. SEE AE201 FOR ELEVATION NOTES.

GRAPHIC SCALES

1/8" = 1'-0" 0 5' 10' 15' 30'

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MARK	DATE	DESCRIPTION

A/E PROJECT NO.	5050
CAD FILE NAME:	A205 SAFR ELEVATIONS SHPO 22814.D
DESIGNED BY:	MB
DRAWN BY:	SC
EDITED BY:	RAM
CHECKED BY:	RAM
SCALE:	AS NOTED
PLOT SCALE:	1 : 1

SHEET TITLE

REBUILD STATION SANDY HOOK
STATION SANDY HOOK
SANDY HOOK NEW JERSEY

ARCHITECTURAL
SAFR ELEVATIONS

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APPROVING OFFICER | DATE

PROJECT NUMBER	DRAWING NUMBER
5250932	-
DISCIPLINE/SHT NO	
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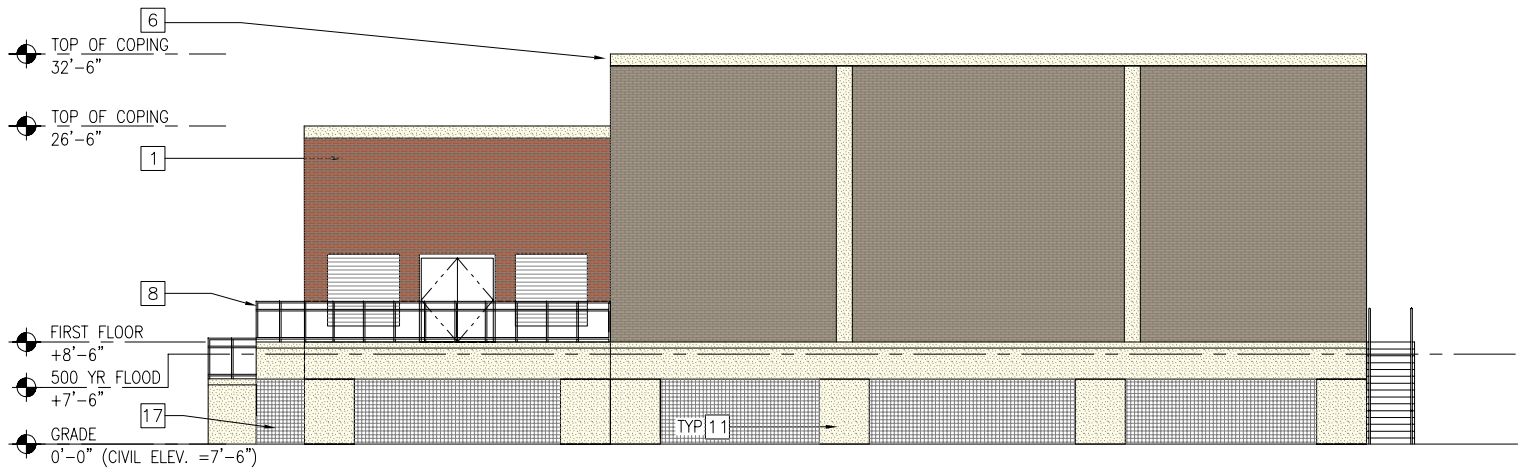
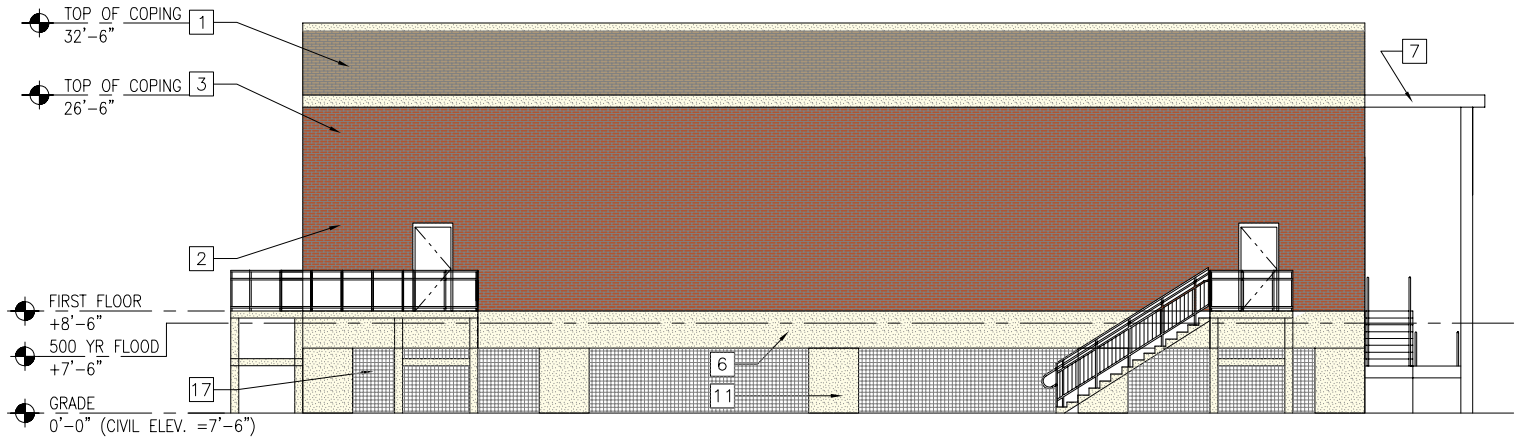


B1 SMALL ARMS FIRING RANGE - NORTH ELEVATION

SCALE: 1/8"=1'-0"



A1 SMALL ARMS FIRING RANGE - SOUTH ELEVATION

SCALE: 1/8"=1'-0"

GENERAL NOTES

1. SEE CIVIL DRAWINGS FOR GRADE ELEVATIONS.
1. SEE AE201 FOR ELEVATION NOTES

GRAPHIC SCALES

1/8" = 1'-0" 0 5' 10' 15' 30'

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A/E PROJECT NO: 5050
CAD FILE NAME: A206 SAFR ELEVATIONS SHP022814.D
DESIGNED BY: MB
DRAWN BY: SC
EDITED BY: RAM
CHECKED BY: RAM

SCALE: AS NOTED PLOT SCALE: 1 : 1

SHEET TITLE

REBUILD STATION SANDY HOOK
STATION SANDY HOOK
SANDY HOOK NEW JERSEY

ARCHITECTURAL
SAFR ELEVATIONS

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PROJECT ENG.	BRANCH CHIEF	TECH. DIRECTOR
APPROVING OFFICER		DATE

PROJECT NUMBER	DRAWING NUMBER
5250932	–
DISCIPLINE/SHT NO	
A206	SHEET 23 OF 23

Appendix B

Eight-Step Planning Process for Floodplains and Wetlands

Eight-Step Planning Process for Floodplains and Wetlands USCG Station Sandy Hook 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 areas of U.S. Coast Guard (USCG) Station Sandy Hook that would be affected by the Proposed Action are within the 100-year, specifically zone AE with the waterfront areas within zone VE, and 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). Waters surrounding the Station are considered Waters of the United States (WOUS) and are classified as estuarine and marine 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 Asbury Park Press* on October 6, 2013, informing the public about the Proposed Action. The public was invited to submit comments to the USCG by October 20, 2013. No comments 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. The USCG notified the public of the availability of the draft EA through publication of a notice on August 17, 2014 in *The Asbury Park Press.* The draft EA is available for public review online or in hard copy at the Middletown Township Public Library. The 15-day comment period concludes on August 30, 2014.
3: Identify and evaluate practicable alternatives to locating the Proposed Action in a floodplain or wetland.	Because the project area 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 constructing the Boat Maintenance Facility (BMF) and Multi-Mission Building (MMB) at other sites; however, the USCG does not own another facility nearby with waterfront access and geographically separating operations at the Station would result in inefficiency. There are no other acceptable locations within the National Historic Landmark-designated Fort Hancock and Sandy Hook Proving Ground Historic District that meet time

Eight-Step Planning Process for Floodplains and Wetlands USCG Station Sandy Hook Recapitalization Project	
Step Number	**Project Analysis**
	critical deployment distances for responses to distress calls. The USCG considered leasing space in a nearby facility; however, there are no adequate local facilities available for lease. The USCG also considered building the proposed new MMB on the same site as the existing Station Building, but it is too costly and disruptive to critical USCG missions, as temporary facilities to relocate the functions would be necessary for the duration of the work. If the MMB was reconstructed in the location of the existing Station Building, the new BMF and MMB would be in extremely close proximity to each other and would present a huge building mass on the waterfront. The proposed Small Arms Firing Range (SAFR) needs to be relocated because the existing SAFR site was retrofitted to a historic Casemate structure from the site's past use as an Army battery. The existing SAFR site is designated as a historical site and as such is not available for construction of the new SAFR building. Other possible sites were generally not acceptable due to their locations, issues with utilities, loss of existing habitat, proximity to historic structures, proximity to sensitive archaeological areas, and appropriate proximity to parking. USCG also considered repairing Building #123, which was used as a Recreational Center by the Station. However, the structural integrity of Building 123 was lacking even prior to Hurricane SANDY. The 22 Borough Housing Units constructed in the mid-1990s were significantly damaged by Hurricane SANDY, and repair costs to bring the structures back to full use would be excessive. USCG considered rebuilding housing structures in this same location, but the low demand for housing at the remote site, combined with the cost to rebuild housing, did not favorable compare with other competing needs for mission critical repair and new construction at Station Sandy Hook. Therefore, these above alternatives are not feasible and were dismissed from further consideration. The USCG is considering two alternatives: No Action and the Proposed Action. Under the Proposed Action, the USCG would: ● Demolish the existing historic Building #123 (Former Recreation Building).

Eight-Step Planning Process for Floodplains and Wetlands USCG Station Sandy Hook Recapitalization Project	
Step Number	**Project Analysis**
	● Demolish the existing non-historic Building #103 (Former Exchange/ESD Building) and an adjacent small concrete pad that formerly housed a picnic pavilion. Demolish the existing non-historic Station Building and replace it with a new MMB located in the area of the existing Building #103 and Building #123 structures. ● Demolish 22 non-historic Borough housing units that were abandoned after Hurricane SANDY. ● Demolish the existing non-historic Boathouse and replace with a new BMF in the same location as the existing Boathouse. ● Demolish the existing non-historic SAFR and Construct a new SAFR in the area of the former Sycamore Circle housing units and playground, which were demolished immediately following Hurricane SANDY. ● Repair and rebuild structures at the waterfront including repairs to or replacement of the wharf, piers, breakwaters, floating docks, groin, utilities, and boat ramp to return them to pre-Hurricane SANDY conditions. Remove a small concrete floating dock that has washed up onto the beach just northwest of the boat basin. ● Dredge the boat basin to maintenance depths to remove recent and accumulated sands and sediments.
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.	Because the Proposed Action would occur in areas that are already developed and would be replacing existing facilities, the functionality of the floodplain at the Station would not be changed or reduced by the Proposed Action. The new MMB, BMF, and SAFR 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 on the floodplain are expected. Under the Proposed Action, minor impacts to WOUS would result from reconstruction of waterfront facilities and boat basin dredging, and would also result in increased, localized turbidity and minor, temporary adverse impacts on water quality in Sandy Hook Bay.
5: Minimize the potential adverse impacts from work within floodplains and wetlands (identified under Step 4), restore and preserve the natural and	The USCG would implement erosion and sediment control measures to minimize sediment transported into marine waters; implement spill prevention and

Eight-Step Planning Process for Floodplains and Wetlands USCG Station Sandy Hook Recapitalization Project	
Step Number	**Project Analysis**
beneficial values served by wetlands.	control measures to minimize potential for and impacts of a spill of pollutants such as fuel into marine waters; and minimize the time working in the water to the maximum extent practicable. The USCG would obtain all necessary permits for work in WOUS. The Coast Guard would obtain Clean Water Act (CWA) Section 404 permits prior to construction (NWP#3 for repair of existing structures and NWP#35 for maintenance dredging of the existing boat basin are anticipated to apply). A New Jersey Pollutant Discharge Elimination System (NJPDES) general permit for construction activity would also be obtained from New Jersey Department of Environmental Protection (NJDEP) Division of Water Quality, Bureau of Nonpoint Pollution Control. NJDEP has issued a conditional CWA Section 401 Water Quality Certificate (WQC) for the project which covers all but the dredging; the WQC will be modified to include the dredging once NJDEP has reviewed the detailed dredge plan.
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 cost 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 on the floodplain are expected. Minor, temporary adverse impacts on water quality during construction. Spill prevention and safety response plans would be implemented to minimize impacts. 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. NJDEP has already issued a conditional CWA Section 401 WQC for the project which covers all but the dredging and a conditional WQC was already authorized as part of the Coastal Zone Consistency Determination issued by NJDEP DLUR in a letter dated March 4, 2014.
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 August 17, 2014 in *The Asbury Park Press.* The draft EA is available for public review online or in hard copy during a 15-day comment period that concludes on August 30, 2014.

Eight-Step Planning Process for Floodplains and Wetlands USCG Station Sandy Hook Recapitalization Project	
Step Number	**Project Analysis**
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

Preserving America's Heritage

July 22, 2014

Mr. Dean Amundson
Environmental Planning Program Manager
United States Coast Guard
Shore Infrastructure Logistics Center
300 East Main Street, Suite 800, EMD(da)
Norfolk, VA 23510-9104

REF: Proposed Hurricane Sandy Proposed Recapitalization Project
U.S. Coast Guard Station Sandy Hook
Highlands, New Jersey

Dear Mr. Amundson:

Enclosed is your copy of the fully executed Memorandum of Agreement for the referenced project. By carrying out the terms of the agreement, you will fulfill your responsibilities under Section 106 of the National Historic Preservation Act and the regulations of the Advisory Council on Historic Preservation. The original agreement will remain on file at our office.

We commend the United States Coast Guard for working closely with the New Jersey State Historic Preservation Officer, the National Park Service, and the Advisory Council on Historic Preservation toward the preservation of this important National Historic Landmark. We are confident that the Communications Plan the U.S. Coast Guard develops will enhance timely consultation for future undertakings.

If we may be of further assistance as the agreement is implemented, please contact Mr. Brian Lusher at (202) 517-0221, or via e-mail at blusher@achp.gov.

Sincerely,

Caroline D. Hall
Assistant Director
Office of Federal Agency Programs
Federal Property Management Section

Enclosure

United States Department of the Interior

NATIONAL PARK SERVICE
Northeast Region
United States Custom House
200 Chestnut Street
Philadelphia, PA 19106-2878

IN REPLY REFER TO

A.1.2. (NER-NR-PA)

JUN 02 2014

John R. Poland
Environmental Management Division Chief
U.S. Coast Guard SILC
300 East Main Street, Suite 800
Norfolk, VA 23510-9104

Dear Mr. Poland:

Thank you for contacting the National Park Service (NPS) regarding "Rebuild USCG Station Sandy Hook, New Jersey", a project within the Fort Hancock and Sandy Hook Proving Ground National Historic Landmark (NHL) District. We appreciate your notifying the NPS, on behalf of the Secretary of the Interior, of this undertaking, in accordance e with 36 CFR Section 800.10(c) of the Advisory Council on Historic Preservation's "Protection of Historic Properties" regulations pursuant to Section 106 of the National Historic Preservation Act (NHPA).

We concur with the New Jersey State Historic Preservation Office's (SHPO) determination that the proposed undertaking will have an adverse effect on the Fort Hancock and Sandy Hook Proving Ground National Historic Landmark (NHL) District. We appreciate the United States Coast Guard's efforts to be sensitive to the historic character of the NHL District; however, the demolition of a contributing building, the incompatible design of the proposed new construction, the potential for impacts from construction vehicles entering and leaving the site, the possibility of damage to historic buildings from vibration during construction, and the potential for unplanned damage during construction to surface and subsurface contributing resources all constitute potential adverse effects to the NHL District.

The NPS wishes to be a consulting party in your Section 106 consultations. The point of contact for this consultation is Bonnie Halda, Chief, Preservation Assistance. Ms. Halda may be reached at 215-597-5028 or bonnie_halda@nps.gov.

Sincerely,

for Maryanne Gerbauckus
Associate Regional Director, Resource Stewardship

cc:
Jennifer Nersesian, Superintendent, GATE
Daniel Saunders, NJ SHPO

HPO Project# 13-1346-6, -7, -8
HPO-E2014-309 PROD

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 22, 2014

John R. Poland
Environmental Management Division Chief
U.S. Coast Guard SILC
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 40553-40555), I am providing continuing consultation comments on the following proposed undertaking:

Monmouth County, Middletown Township
Rebuilding United States Coast Guard Station Sandy Hook, New Jersey
Hurricane Sandy
United States Coast Guard

SUMMARY (NEW SHPO Opinion): Newly identified archaeological site 28-MO-409 is eligible for the New Jersey and National Registers of Historic Places as a contributing resource within the Fort Hancock and Sandy Hook Proving Grounds National Historic Landmark District. The proposed undertaking will have an **adverse effect** upon historic properties. Additional consultation is required in order to develop a Memorandum of Agreement incorporating measures to avoid/minimize/mitigate the adverse effects.

These comments were prepared in response to several recent United States Coast Guard (USCG) submissions to the Historic Preservation Office (HPO), requesting review and comment, pursuant to Section 106 of the National Historic Preservation Act. These submissions include:

- March 14, 2014 cover letter from Steve Bennett of Clark Nexsen Architecture & Engineering accompanied by two hard copies of project plans, a PDF copy of the plans on CD, and color rendered exterior elevation drawings of the newly proposed Small Arms Firing Range (SAFR), Multi-Mission Building (MMB), and Boat Maintenance Facility (BMF).

- April 11, 2014 cover letter from James M. Lewis of the USCG accompanied by a copy of *Integrating Historic Preservation Guidance into Design of New Facilities – USCG Station Sandy Hook* – prepared by Mark Edwards, URS Group, Inc. – April 10, 2014.

- April 2014 cover letter from Heather Crowl of URS Corporation accompanied by copies of the following archaeological survey report:

  Morin, Edward, Peter Regan, and Heather Crowl. April 2014. *Phase I Archaeological Survey at USCG Station Sandy Hook, Monmouth County, New Jersey.* Germantown, MD: URS Corporation. Prepared for U.S. Department of Homeland Security, United States Coast Guard.

In addition, the HPO has been involved in ongoing consultation with the USCG and the National Park Service's National Historic Landmark Program via telephone and email. The HPO has received the following documents from the United States Coast Guard via email in order to assist with our review:

- Olausen, Stephen. September 2003. *Historical Survey Report for USCG Station Sandy Hook, United States Coast Guard, Highlands, New Jersey, Department of Homeland Security, USCG, Civil Engineering Unit Providence, Contract Number – DTCGG1-02-D-3RX003A, Task Order Number – DTCGG1-02-F-3WX045, USCG Project NumberN5325.* Pawtucket, RI: Public Archaeology Laboratory, Inc. Prepared for and submitted by Tetra Tech NUS, Inc.

- May 6, 2014 letter from Dean Amundson of the USCG outlining the justification for the proposed new structure locations at USCG Station Sandy Hook.

800.4 Identification of Historic Properties

As stated in our previous Section 106 consultation comments, the proposed undertaking is located entirely within the boundaries of the Fort Hancock and Sandy Hook Proving Ground National Historic Landmark District (December 17, 1982).

The above-referenced archaeological survey report details Phase IB archaeological testing of four areas of proposed ground disturbance in the northern portion of United States Coast Guard Station Sandy Hook. According to the report, a total of 115 shovel test pits (STPs) were excavated within the undertaking's area of potential effects (APE), recovering 88 historic-period artifacts. The report states that a majority of the artifacts recovered originated in disturbed fill contexts, while some were recovered from isolated areas of intact natural stratigraphy.

One archaeological site was identified in the northeast corner of the area proposed for construction of the new Multi-Mission Building (MMB) and was registered with the New Jersey State Museum as archaeological site 28-MO-409. The report details that a small quantity of historic-period artifacts were recovered from intact soils and additional materials may extend beyond the existing APE to the east. The report interprets archaeological site 28-MO-409 as a light historic scatter originating as casual refuse disposal affiliated with late-nineteenth to early-twentieth-century domestic activity and recommends that the site is not eligible for listing in the New Jersey or National Registers of Historic Places. *The HPO does not concur with this recommendation.*

Based on the information provided, archaeological site 28-MO-409 represents historic activity falling within the period of significance of the Fort Hancock and Sandy Hook Proving Ground Historic District, which was designated a National Historic Landmark on December 17, 1982. While the HPO concurs that archaeological site 28-MO-409 is not individually eligible for listing on the New Jersey and National Registers of Historic Places under Criterion D, it appears to contribute to the Criterion A significance of the Historic District. This assessment is due to the association of archaeological site 28-MO-409 with the period of significance of the Historic District and its potential connection to Building 109 (Chemistry Lab). Building 109, the Chemistry Lab, was identified in both the National Register of Historic Places and National Historic Landmark nominations as one of four structures with the highest level of significance within the most significant section of the Historic District, the Proving Ground. **Therefore, it is my opinion as Deputy State Historic Preservation Officer that archaeological site 28-MO-409 is eligible for the New Jersey and National Registers of Historic Places as a contributing resource within the Fort Hancock and Sandy Hook Proving Grounds National Historic Landmark District.**

800.5 Assessment of Adverse Effects

Archaeology

By conducting an overlay of the proposed plans over the location of archaeological site 28-MO-409, it is clear that construction of the building will extend into the boundaries of the archaeological site. Therefore, if the undertaking moves forward as planned, the construction of the MMB will have an adverse effect on archaeological site 28-MO-409. The HPO looks forward to further discussions with the USCG to develop ways to avoid, minimize, and/or mitigate project adverse effects on archaeological site 28-MO-409. Please note, since archaeological site 28-MO-409 is not considered significant under Criterion D, the HPO would not recommend further archaeological survey to mitigate project adverse effects.

The report states that in the Borough Housing area archaeological site 28-MO-238, which consists of Foundation A, the Lighthouse Keeper's House and Foundation B, the Western Union Marine Observatory, and was determined eligible for listing on the New Jersey and National Registers of Historic Places on June 7, 1993, is still extant. Additionally, portions of Fort Hancock still remain both above-ground and archaeologically to the east and southeast of the Borough Housing area. The HPO looks forward to further discussions with the USCG to establish methodology to avoid potential project effects on archaeological site 28-MO-238 and Fort Hancock.

Architecture

As stated in the HPO's initial Section 106 review letter on September 16, 2013 (HPO-I2013-079), the proposed undertaking consists of the following major elements:

- Repair/Replace the Waterfront – repairs/in-kind replacement of non-historic/non-contributing wharf, piers, breakwaters, floating docks, groin, utilities, lighting, shore ties, hand rails, and boat ramp to pre-Hurricane Sandy conditions.

- Demolish Building 103 (Electronics/Communication Repair Shop) – This building was originally constructed in 1941 as part of Fort Hancock, but was extensively altered and is no longer a contributing structure within the historic district.

- Demolish 22 Borough Housing Units – These are non-contributing buildings constructed in 1994.

- Demolish the existing Multi-Mission Building (MMB) – The MMB is a non-contributing building constructed in 1975.

- Construct a new Multi-Mission Building – The new MMB will be constructed on the current site of Building 103, a swimming pool, and a playground (all non-contributing) and adjacent to Buildings 109 and 123 (both contributing buildings).

- Demolish the existing Small Arms Firing Range (SAFR) – the existing SAFR is a non-contributing resource to the historic district, however it is located within the contributing Casemate Structure 541, a section of the historic Fort Hancock Mine Casemate System. The SAFR, constructed in the 1960s, occupies the open courtyard between enclosed casemate areas. As outlined in the submitted documentation, every effort will be made to remove the bullet trap, baffles, and armory building that make up the SAFR with minimal disturbance to the contiguous historic casemate.

- Construct a new SAFR in the area of the previously demolished Sycamore Circle townhouses (non-contributing) and adjacent to Building HS 503 (Locomotive Store and Repair House), Building HS 526 (Engineer Quarters Building), Building HS 504 (Second Engineer Cottage), and Building HS 528 (Light Keepers Dwelling), all contributing buildings within the historic district.

- Demolish the existing Boat Maintenance Facility (BMF) – The existing BMF is a non-contributing building constructed in 1975.

- Construct a new BMF in the same general location as the existing BMF along the waterfront.

As the Section 106 consultation process continued, the USCG notified the HPO that the Building HS123 (Unit-Chapel-St. Mary's) would be demolished as part of the undertaking as well. As stated in our April 28, 2014 letter (HPO-D2014-454) the HPO, in consultation with the NHL Program staff, determined that the building maintains a sufficient level of integrity to contribute to the historic district. Therefore, should the USCG proceed with the demolition of Building 123, it will constitute an adverse effect upon the historic district.

Based upon a review of the submitted documentation and additional consultation with both the USCG and the National Historic Landmark (NHL) Program staff in the National Park Service's Northeast Region office, the HPO has determined that the proposed undertaking will constitute an **adverse effect** upon the Fort Hancock and Sandy Hook Proving Ground National Historic Landmark District, pursuant to 36 CFR § 800.5(a)(1). While the HPO appreciates the work that was done to incorporate architectural components into the design of the new structures in an attempt to be sensitive to the historic character and setting of the historic district, the large new buildings are incompatible with the design, size, scale, proportion, and massing of the surrounding historic

buildings. The undertaking will diminish the historic district's integrity of design, setting, feeling, and will alter character defining spatial relationships within the district by introducing large new buildings in new locations and directly adjacent to contributing resources.

The HPO looks forward to continuing consultation with the USCG, the NHL Program, and additional consulting/interested parties as appropriate, pursuant to 36 CFR § 800.6 Resolution of Adverse Effects in order to develop a Memorandum of Agreement (MOA) incorporating measures to avoid/minimize/mitigate the adverse effects noted above. In accordance with 36 CFR § 800.10(b) the USCG should notify the Advisory Council on Historic Preservation (ACHP) of this adverse effect finding and invite them to participate in the consultation process.

Additional topics that the HPO would like to discuss with the USCG, the NHL Program staff, and ACHP if needed as the consultation continues, include but may not be limited to the potential for any vibration impacts to adjacent historic structures as a result of project related construction activities, confirming that storage/laydown areas and temporary facilities that were originally to be located directly adjacent to historic structures and in areas not previously subjected to archaeological survey will be relocated, and the potential impacts of the proposed 90' communications tower, as discussed in recent email correspondence.

Additional Comments

Thank you for providing the opportunity to review and comment on the potential for the above-referenced project to affect historic properties. Please do not hesitate to contact Jonathan Kinney of my staff at (609) 984-0141 with any questions regarding historic architecture, historic districts, or historic landscapes or Jesse West-Rosenthal of my staff at (609) 984-6019 with any questions regarding archaeology. Please reference the HPO project number 13-1346 in any future calls, emails, or written correspondence in order to expedite our review and response.

Sincerely,

Daniel D. Saunders
Deputy State Historic
Preservation Officer

DDS/JK/JWR

Cc:
Amanda Casper, National Park Service – National Historic Landmark Program

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(da)
Phone: (510) 637-5541
Email: Dean.J.Amundson@uscg.mil

5090
6 May 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: Additional Information Request on Proposed New Structure Locations – Hurricane Sandy Proposed Recapitalization Project to Rebuild USCG Station Sandy Hook, Monmouth County, New Jersey, HPO Project #13-1346-3

Dear Mr. Saunders:

This letter and attachment have been prepared in order to avoid, minimize, and mitigate effects to historic properties at United States Coast Guard (USCG) Station Sandy Hook, located at located at 20 Crispin Road, Highlands, New Jersey.

As you are aware, 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. Draft final preliminary design drawings and exterior elevation renderings were submitted to your office in mid-March, including an analysis of historic architectural elements submitted on 11 April 2014. During the meeting in your Trenton office on 15 April 2014 with Jonathan Kinney, Michelle Hughes, and Jesse West-Rosenthal of your staff, it was requested that USCG provide additional details and justification regarding the proposed site locations for the three new structures at USCG Station Sandy Hook. Please reference Enclosure (1) for a basic site plan, as well as the previously submitted draft final preliminary design-build drawings and exterior elevation renderings.

An extensive planning process was utilized in order to identify the best means available to restore form and function to the mission-critical USCG Station Sandy Hook facility. USCG mission needs for Search and Rescue and Law Enforcement require an operational USCG facility at the existing Station Sandy Hook site in order to adequately serve its area of concern in and around the Sandy Hook Bay. The proposed new structures would be

located within the National Historic Landmark-designated Fort Hancock and Sandy Hook Proving Ground Historic District. There is no other acceptable site location that meets time critical deployment distances for responses to distress calls. Three of the significantly damaged structures are proposed to be rebuilt. Two of the three structures are proposed to be rebuilt in different locations than the existing structures in order to utilize the highest elevations at the site for protection from flood waters. The overall USCG facility footprint will shrink with the proposed recapitalization work; unnecessary and obsolete non-historic structures will be demolished and new structures that meet the current USCG mission needs will be built to replace them. Due to requirements to build new structures to withstand the 100-year and 500-year flood plain elevations, all of the new structures will be taller than the existing structures, so that critical equipment and facilities remain at the proper elevation to sustain operations during hurricanes, floods and storms.

Proposed New Boat Maintenance Facility (BMF)

Existing Conditions: 1ST FLOOR: 5,354 SF
2ND FLOOR: 2,553 SF
TOTAL: 7,907 SF

Proposed: 1ST FLOOR: 9,981 SF
2ND FLOOR: 8,637 SF
TOTAL: 18,618 SF

The proposed BMF is located at the same location as the existing BMF, near the boat basin, since it is the optimal location for a boathouse facility to be located. Both buildings are located in the Federal Emergency Management Agency (FEMA) Zone V, which requires 14 feet for the 100-year flood elevation and 19 feet for the 500-year flood elevation. The existing boathouse has only one boat maintenance bay that is too small for the larger boats, which is a new mission requirement at Sandy Hook. The proposed facility has two boat maintenance bays; one large boat bay serves boats up to 55 feet in length and one small boat bay serves the 29-foot Response Boat-Small (RB-S). Direct access to the waterfront and concrete wharf to lift boats out of the water and drive the trailored boat into the boathouse is a mission requirement, thus the first floor elevation is below the 100-year flood elevation at an elevation of 7 feet. The second story finished floor elevation is at an elevation of 13 feet, which is above the 100-year flood, but below the 500-year flood, and will provide flood storage of critical USCG equipment.

Proposed New Multi-Mission Building (MMB)

Existing Conditions: 1ST FLOOR: 23,462 SF
2ND FLOOR: 6,445 SF
TOTAL: 29,907 SF

Proposed: 1ST FLOOR: 12,494 SF
2ND FLOOR: 11,220 SF
TOTAL: 23,714 SF

The existing MMB is located in both FEMA Zones A and V and has a first floor elevation of 8 feet. FEMA Zone A requires 12 feet for the 100-year flood elevation and 15 feet for the 500-year flood elevation. FEMA Zone V requires 14 feet for the 100-year flood elevation and 19 feet for the 500-year flood elevation. The MMB is an essential facility with mission critical functions, thus the new facility must be constructed with a first floor above the Zone V 500-yr flood plain elevation of 19 feet.

The optimal location for sighting the new MMB is in the area between the existing Building 103 and the existing Building 123. Building the proposed new MMB on the same site as the existing MMB is too costly and too disruptive to critical USCG missions as temporary facilities to relocate the functions would be necessary for the duration of the work. Temporary facilities would be required to keep the Station operational during demolition of the existing MMB and construction of a new MMB; this would represent a large added construction cost. By selecting a new site for the MMB the cost of temporary facilities is avoided and only the cost of one move would be incurred. Additionally, furnishings and electronics will have less damage and will have a greater potential for reuse which reduces project cost.

If the MMB was reconstructed in its existing location, the BMF and MMB would be in extremely close proximity to each other and would present a huge building mass on the waterfront. Positioning the new MMB behind the new BMF would also block a clear view of the USCG mooring area, which was determined to be an important command and operational design feature. The BMF is a drive-thru facility which requires wide driveway areas accessing the rear of the building. If the new MMB was built on the existing MMB site, this required wide driveway area for the BMF would encroach on the MMB site. Consequently, this would force sighting of the new MMB at this location back into the existing parking area with a loss of parking; this existing parking area is planned to be continually utilized for the new SAFR and MMB.

The selected site is at a higher ground elevation which reduces the perceived building height when meeting the FEMA 500-year flood elevation design criteria. Command and operations have an unobstructed view of the entire mooring area. The old MMB parking area is within walking distance and can continue to be used for both MMB and SAFR parking; additionally this helps with project cost control. New buildings are located to provide a campus feel without congestion. The proximity of the new structures to the waterfront area actually condenses the USCG campus into mission essential operations space, and allows a buffer zone between the rest of the historic structures and open land. Given the uncertainty of adequate funding for the full extent of work scoped for Hurricane SANDY USCG projects, an effort was made to control construction costs where possible in order to maximize recapitalization potential and be fiscally responsible in this limited budget climate.

Additional considerations for the new MMB site include constructing the new structure in a previously disturbed area to reduce the chance of disturbing underground archeological artifacts and an attempt to avoid building on vacant, unencumbered land. In addition the proposed MMB site utilizes the best available higher ground, with existing elevation of 11 feet; this substantially reduces the building foundation costs. Proposed site development costs are also less as there are existing utilities and parking that may be utilized with the selected location, and no need for temporary facilities during demolition and construction phases. Overall, the proposed MMB footprint is approximately 50% less cost than it would be to build on the existing MMB building footprint.

<u>Proposed New Small Arms Firing Range (SAFR)</u>

Existing Conditions:	8,400 SF (INCLUDES OUTDOOR SHOOTING RANGE, WHICH IS OUT OF CODE)
Proposed:	13,676 SF (ALL INDOOR)

The proposed SAFR needs to be located elsewhere from its existing location because the existing SAFR site was retrofitted to a historic Casemate structure from the site's past use as an Army battery. The existing outdoor range has five shooting lanes which are inadequate to meet the mission training requirements. Due to safety concerns from bullet ricochets into the marked channel, the USCG ceased training operations in 2012. The old SAFR site is designated as a historical site and as such is not available for the new SAFR building. Other possible sites were generally not acceptable due to their locations, issues with utilities, loss of existing habitat, proximity to historic structures, proximity to sensitive archaeological areas,

and appropriate proximity to parking. In order to reduce construction costs and utilize existing infrastructure, USCG has attempted to reuse existing parking areas and build on previously disturbed areas rather than develop open areas. The Sycamore Circle site, which was previously a developed housing cul-de-sac, met these conditions and had utilities readily available.

The non-historic housing units around the Sycamore Circle cul-de-sac were demolished immediately following Hurricane SANDY. Until the housing demolition, non-historic structures have occupied this location since the mid-1990s. The Sycamore Circle site is within walking distance of the other station facilities and is located adjacent to the existing MMB parking lot, which avoids construction of a new large parking area for this project. The proposed SAFR is located in FEMA Zone A, which requires 12 feet for the 100-year flood elevation and 15 feet for the 500-year flood elevation. The proposed indoor range has ten firing lanes, which meets USCG training requirements for the region. Existing grades in the range are approximately at an elevation of 8 feet. The proposed building is sited on previously disturbed ground to reduce the chance of disturbing underground archeological artifacts. This selected area for the new SAFR is relatively flat and is among the only areas of previously disturbed higher ground that would be suitable for locating the range. This SAFR is considered to be a critical facility and the finished floor elevation is one foot above the 500-year flood elevation. Proposed site development costs are less as it has existing utilities and is graded for the access road and parking to support the facility.

A significant additional benefit of the chosen site for the new SAFR is the existing geothermal well system that previously serviced the (now demolished) Coast Guard housing units. This geothermal well system can be brought back to active status at a nominal cost, thereby providing an economical and environmentally responsible heat source for the new SAFR. Given the uncertainty of adequate funding to rebuild the full extent of work needed from damage sustained by Hurricane SANDY, the reuse of the geothermal wells will help control construction costs and provide a long term method for managing the cost of heating this building.

USCG has taken great care to incorporate historic architectural components compatible with the existing historic district into the new design plans for the proposed MMB, BMF, and SAFR. USCG leveraged professional historic architectural consultant support to assist with the design drawing development process for the proposed new structures, and over a three month iterative review and revision process, produced drawing designs that meet USCG mission requirements, applicable building codes and requirements for disaster funding, limiting the overall Federal building footprint, and incorporating building designs that are better suited for placement within a historic district. The new structures would replace the form and function of the old structures, in a manner more compatible with the historic district surroundings. USCG was limited to the congressionally allocated budget

to rebuild Station Sandy Hook, and the structures themselves needed to meet mission requirements, as well as security requirements, building codes, and flood plain elevations.

The proposed recapitalization work actually reduces the lateral footprint of the active USCG Station by condensing structures, parking lots, and connection routes toward the existing pier and waterfront area, creating more of a distance between the USCG facility and the unused historic portions of USCG property.

Additionally, the proposed recapitalization work would remove several non-historic structures that do not fit with the surroundings, and actually improve the overall viewshed. The existing Multi-Mission Building, Boathouse, and significantly altered Exchange/ESD (Building 103) are not contributing elements to the historic district, and were not designed to be compatible with the historic context there. USCG believes that through this recapitalization effort, these structures will be replaced with properly planned, right-sized, optimally located modern structures, including architectural components that better suit the surrounding historic context.

The Borough Housing area, which consists of twenty-two housing units built in the mid-1990s, would be demolished as a part of this recapitalization work as well; the Borough Housing area would be restored to natural conditions, with only the historic building foundations and commemorative plaques remaining. This demolition effort would also open up the viewshed, providing a buffer between the active USCG Station area and the surrounding historic areas.

The existing SAFR was built atop the historic Casemate Structure 541, which was a section of the historic fortifications built by the Army in 1910 to act as a control center for detonating submerged mines. The recapitalization effort would include demolition of the non-historic components of this existing SAFR in order to restore the Casemate structure to its original configuration, and build a new, modern SAFR at another previously developed location.

In order to utilize Hurricane SANDY funding allocated to rebuild Station Sandy Hook, USCG must meet abbreviated contract award schedules and obligate funds for reconstruction by September 2014. Therefore, Coast Guard kindly requests your expedited review of this information and the previously submitted preliminary design drawings so that consultation and mitigation, if required, may proceed.

The National Historic Landmark Program and Advisory Council on Historic Preservation will also be provided with half-sized drawings. If you have any questions or would like additional clarification, please contact Ms. Lynn Keller at (510) 637-5532.

Sincerely,

Digitally signed by AMUNDSON.DEAN.JAY.1274011862
DN: c=US, o=U.S. Government, ou=DoD, ou=PKI, ou=USCG, cn=AMUNDSON.DEAN.JAY.1274011862
Date: 2014.05.07 16:36:22 -07'00'

Dean Amundson
USCG SILC
Environmental Planning Program Manager
By Direction

Enclosure: (1) Station Sandy Hook Proposed Project Site Map
(2) Half-sized Preliminary Design Drawings for USCG Station Sandy Hook Proposed Recapitalization Plans, 14 March 2014 (provided for NHL and ACHP only)

Copy: CG SILC
CG-47
National Historic Landmark Program, Northeast Regional Office-Philadelphia
Advisory Council on Historic Preservation

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
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Email: Dean.J.Amundson@uscg.mil

5090
25 April 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 Draft Final Phase I Archaeological Survey Report – Hurricane Sandy Proposed Recapitalization Project to Rebuild USCG Station Sandy Hook, Monmouth County, New Jersey, HPO Project #13-1346-3

Dear Mr. Saunders:

This letter has been prepared in response to the New Jersey State Historic Preservation Officer's (SHPO) initial consultation comments, dated 16 September 2014, regarding the proposed undertaking to rebuild United States Coast Guard (USCG) Station Sandy Hook. USCG Station Sandy Hook is located at 20 Crispin Road in Highlands, New Jersey. Extensive damage to the facility was sustained by Hurricane SANDY in October 2012.

USCG has previously submitted electronic versions of the *Work Plan for Phase I Archaeological Survey at USCG Station Sandy Hook, NJ* (dated 13 December 2013) and, the *Draft Final Phase I Archaeological Survey Report at USCG Station Sandy Hook, Monmouth County, New Jersey* (revised and dated April 2014) to Jonathan Kinney and Jesse West-Rosenthal of your staff. On 22 April 2014 URS Corps, Inc, a consultant for USCG, sent a hard copy and CD of the *Draft Final Phase I Archaeological Survey Report at USCG Station Sandy Hook, Monmouth County, New Jersey* to your office via FedEx. This letter is to formalize this submittal and begin the 30 day review period for SHPO.

USCG concurs with the conclusions and recommendations of the Phase I Archaeological Survey Report; the areas proposed for disturbance contained no significant archaeological resources and therefore would not be adversely impacted by the proposed demolition and construction work at USCG Station Sandy Hook. The two previously recorded National Register of Historic Places-eligible foundations near the Borough Housing area will be preserved in place, and will be clearly marked out during construction activities so that the

foundations will be protected from ingress/egress and equipment lay down areas during work periods. Jesse West-Rosenthal of your staff agreed to assist USCG by providing a site map of areas around the Borough Housing recommended for restricted access. The survey yielded one cluster of intact soils bearing historic artifacts near the area of the proposed new Multi-Mission Building construction, and designated by 28MO409. However, this area can also be avoided during construction activities so that any artifacts present can remain intact. USCG concurs with the survey report in that no additional archaeological investigation is required to support the proposed Station Sandy Hook reconstruction activities.

USCG is required to obligate congressionally allocated appropriation funds to rebuild and improve resiliency at Station Sandy Hook by September 2014. This extremely short timeframe requires USCG to expedite project planning and contract documents so valuable rebuilding funds are not lost; your expedited review of the archaeological survey would be much appreciated. If you have any questions or would like additional clarification, please contact Ms. Lynn Keller at (510) 637-5532.

Sincerely,

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Date: 2014.04.25 16:41:30 -07'00'

Dean Amundson
USCG SILC
Environmental Planning Program Manager
By Direction

(1)

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
11 April 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 Preliminary Design Drawings – Hurricane Sandy Proposed Recapitalization Project to Rebuild USCG Station Sandy Hook, Monmouth County, New Jersey, HPO Project #13-1346-3

Dear Mr. Saunders:

This letter and attachment have been prepared in order to avoid, minimize, and mitigate effects to historic properties at United States Coast Guard (USCG) Station Sandy Hook, located at 20 Crispin Road, Highlands, New Jersey.

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, USCG requests your review and comment on the drawings at this time. The preliminary design-build plans for Sandy Hook were sent by overnight mail to your office in March, and consist of full-size and half-size drawings, color rendered exterior elevation drawings, and electronic copies of each.

USCG has taken great care to incorporate historic architectural components compatible with the existing historic district into the new design plans for the proposed Multi-Mission Building (MMB), Boat Maintenance Facility (BMF), and Small Arms Firing Range (SAFR). These proposed new structures would be located within the National Historic Landmark-designated Fort Hancock and Sandy Hook Proving Ground Historic District, with placement adjacent to extant historic buildings and structures. 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 (1), prepared by USCG's consultant, URS Corporation.

SUBJ: USCG STATION MANASQUAN INLET, OCEAN COUNTY, NEW JERSEY

In order to utilize Hurricane SANDY funding allocated to rebuild Station Sandy Hook, USCG must meet abbreviated contract award schedules, and, therefore, Coast Guard kindly requests your expedited review of the enclosed design drawings. Ms. Lynn Keller, of my staff, has a meeting planned with Ms. Michelle Hughes and Mr. Jonathan Kinney of your staff on 15 April 2014 to further discuss the project and the attached submittals. If you have any questions or would like additional clarification, please contact me at (757) 628-4168.

Sincerely,

LEWIS.M.
JAMES.
JR.1272645627

Digitally signed by LEWIS.M.
JAMES.JR.1272645627
DN: c=US, o=U.S. Government,
ou=DoD, ou=PKI, ou=USCG,
cn=LEWIS.M.JAMES.
JR.1272645627
Date: 2014.04.11 15:24:10 -04'00'

M James Lewis, Jr
USCG SILC
Environmental Management Division, Deputy
By Direction

Enclosure: (1) Integrating Historic Preservation Guidance into Design of New Facilities—USCG Station Sandy Hook

Copy: CG SILC (w/o Encl)

Integrating Historic Preservation Guidance into Design of New Facilities – USCG Station Sandy Hook

Prepared by Mark Edwards, URS Group, Inc. – April 10, 2014

Recapitalization efforts at USCG Station Sandy Hook involves the construction of three new buildings -- the Multi-Mission Building (MMB), the Boat Maintenance Facility (BMF), and Small Arms Firing Range (SAFR) -- that will be located within National Historic Landmark-designated Fort Hancock and Sandy Hook Proving Ground Historic District, with placement adjacent to extant historic buildings and structures. Because ongoing consultation with the New Jersey State Historic Preservation Office under Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR Part 800, "Protection of Historic Properties," identified this as a sensitive issue, the USCG has taken particular care with the design of these new facilities. This was done to ensure that new buildings will be designed in a manner that is complementary of the historic buildings and structures that remain at this USCG station.

To aid in this effort, the USCG retained the services of URS Cultural Resources Management (CRM) specialists who meet the *Secretary of the Interior's Professional Qualification Standards* (36 CFR Part 61) in the disciplines of architectural history and history. Unlike the drawings generated for new construction at USCG Stations Atlantic City and Manasquan Inlet which were prepared by URS architects, the drawings for Sandy Hook were prepared by another company under contract with the USCG. In reviewing design drawings for new construction at Sandy Hook, URS architectural historians kept in mind two important goals:

- Provide design guidance to ensure that the design of new buildings will be compatible with historic materials, features, size, scale and proportion of historic buildings and structures at the station; and
- Provide guidance to ensure that the design of new buildings will be compatible with the setting of historic buildings and structures at the station.

In early 2014, URS architectural historians received the first draft of design drawings prepared by the architects. In ongoing discussions with the USCG, URS stressed that the goal of this internal "design review" was to ensure that what is designed will fit in, and will be compatible, with the remaining NHL listed buildings and stations. This review emphasized that the new buildings should be neutral in their effect on other resources located in the station. The architectural historians also reinforced the following key messages:

- A Historic District is the resource, not its individual parts.

  - Designated historic districts are significant as a collective whole, and must be considered as such.
  - New construction needs to respond to, and protect the integrity of the entire district, much in the same way that a successful addition does to an individual historic building.
  - "Character-defining" features of historic buildings within the district should inform the design of new construction.

- New construction will reinforce the historic significance of the district.
  - New buildings will strengthen the core characteristics of historic districts.

- New construction will complement and support the historic district.
  - Most historic districts have a discernible rhythm of massing, scale, and siting. New buildings should try to match these design aspects, wherever possible.
  - Style is discouraged from being the primary indicator of differentiation.

- The exterior envelope and patterning of new buildings will reflect district characteristics.
  - Design elements, patterning, texture, and materials should reflect the aesthetic and historic themes of the district.
  - Patterns of fenestration, building divisions, setbacks, and landscapes that are characteristic of the district should inform the design of new buildings.

In early February of 2014, URS architectural historians then provided detailed comments on the drawings to the USCG, for consideration by the designers in developing a second set of revised drawings. To assist the designers in their goals of completing the new drawing sets by mid-March 2014, URS architectural historians organized comments into a matrix, with the following architectural issue areas:

- Design elements (setting, massing, volume, roof profile, materials, fenestration pattern, and specific architectural features)

URS then provided summary information under each of these design elements, for the following areas: 1) existing historic buildings; 2) what the first draft of new construction drawings included, in comparison to extant historic buildings; 3) observations on design elements for new construction; 4) evidence of historic influences on new design; and 5) recommendations.

The following topic areas identify design elements for the MMB, the BMF, and SAFR highlighted by the URS architectural historians as areas where refinement of the design should be considered. The following outlines some of the major comments made under each design element:

Setting

- The BMF will dominate the setting on waterfront. See recommendations for windows, roof and exterior cladding.
- The SAFR fire and emergency access road could be designed to look less barrier-like. This would be more consistent with the historic setting. As designed, the building itself appears monolithic and will affect the setting of the other surrounding buildings as designed.

Massing

- The BMF's very large boat access door needs to blend in more compatibly with the building instead of dominating it.
- The proposed SAFR has over double the massing of existing buildings, and the pier foundations will elevate this largest building in the area above all the surrounding buildings, creating an island effect. The massive blind walls would benefit from being broken up with vertical bands similar to the gable ends found on Building S503. Walls planes need to have the appearance of projecting and receding sections.

Volume

- The BMF's large access door openings create a sense of a larger building volume, as they dominate the elevation. More fenestration would be beneficial on the second floor.
- For the SAFR building, the vertical use of different cladding materials would also be beneficial, along with receding and projecting wall planes. The building's current volume is box-like.

Roof Profile

- URS questions whether the SAFR entry, classroom vestibule, and locker rooms need to be 2-stories in height. If not, reducing the height or changing the roof profile in these areas could break up the box-like volume of current design.

Materials

- The BMF garage door color should be lightened -- perhaps using a color similar to standing-seam metal roof. This will help to de-emphasize the size of this element, in relation to the size of the elevations.
- SAFR Building materials should be more varied to help to break up wall planes. URS suggests application of different color and/or materials in an irregular, rather than regularly spaced, manner.

Fenestration Pattern

- The MMB window and door lintel height is disproportionate. The lintel heights should be reduced by one-third to one-half. Remove internal vertical surround of grouped windows or change to match metal sash frame or wall cladding color. Stairs should access main entry door, and employ a switch-back with landing. Suggest that stairs be integrated into accessibility ramp.
- The new BMF's large boat access door- openings need vertical surrounds that provide for some articulation and integration into the building's design. The off-center location of the massive doors creates a sense of door surrounded by a building, not a building with a door. The unattached bands of clerestory windows on the sides do not relate to the wall plane and seem isolated. The building appears large in overall volume, and these small windows appear disproportionate and make the side elevations appear wider. Lintels over the few windows are disproportionately high, and need to be shortened. See remark regarding MMB lintel height in above comment.

Architectural Features

- URS recommends that the MMB window and door lintel height be reduced. Also reconsider window grouping vertical surrounds, main entrance location or door type and orientation of exterior entry stair.
- For the BMF, provide surrounds of light stone/masonry finish to large door openings. If possible, add windows on second floor, and consider use of new clerestory lights that are integrated into the wall plane and break up sense of monolithic volume.
- As designed, the SAFR building appears out of context with the historic district. Exterior stairs should be redesigned to employ a switch-back design with landing, where possible. A relatively simple change would be to use the dark red brick only for the entire height of the recessed northeast corner and the small recessed area where the main entry is located on the east elevation, which would break up the sense of monolithic volume.

Based on these comments, and additional detailed input from USCG architects, engineers and planners who have responsibility for ensuring that the design for new construction achieves required architectural program goals, the design drawings were revised. The current set of design drawings reflect significant improvements, and better integrate the new buildings into the historic district. Specifically, the designs were modified in the following manner to better address historic preservation concerns.

Setting

- The BMF elevations now better articulate wall planes, as well as the openings and levels, creating a less monolithic appearance on the waterfront.

- The SAFR fire and emergency access road is thinner than the previous design for the drive and includes walkways to the building, creating less of a barrier look. The building plan and volume have been reevaluated. Wall planes are now more articulated, resulting in an appearance that is less monolithic than that shown in the previous design, which makes the building less dominate in the setting.

Massing

- The BMF garage doors have be articulated with surrounds and a row of clerestory light panels under the eaves helps make the door look less dominant on the elevation.
- The SAFR building is now broken up with vertical bands, and the section with classroom, entry and locker rooms has been lowered.

Volume

- The large BMF access door openings have been changed to a lighter color. Fenestration in the form of clerestory windows under the eaves has been added to second floor of west elevation and the top of east elevation appendage.
- The previous box-like appearance of the SAFR building has been mitigated by use of different colored cladding materials, lowering of the roof where possible, articulation of the entrance, and tighter incorporation of the stairs and ramp.

Roof Profile

- The height of the SAFR entry, classroom, and locker rooms roof has been reduced, helping to break up the box-like volume of the buildings.

Materials

- To mitigate the effect of use of a dark color for the BMF garage door shown in the first design, the color has been lightened, helping this large element blend into the wall plane more successfully.
- SAFR Building materials are now varied with irregular patterning that articulates different functions in different areas of the building.

Fenestration Pattern

- The MMB second floor window lintels and door lintels height has been reduced by 1/2 to 1/3. The internal vertical surround of grouped windows has also been changed to match the metal sash frame. Stairs that access main entry door now have a switch-back with landing, reflecting the treatment of the adjacent accessibility ramp.
- The new BMF's large access door type openings now have light colored vertical surrounds that provide for some articulation and integration into the building's design. The previous

isolated small bands of clerestory windows on the sides have been removed and are now light panels articulated by a stringcourse sill and roof eave. Disproportionately high window lintels have been shortened.

- The SAFR Building now has a glazed entry bay and stairs that are parallel with, instead of perpendicular, to the wall plane. One separate stair on the south elevation was removed and decking from east elevation wrapped around corner for door access.

Architectural Features

- The MMB lintel height has been reduced over the windows and doors. Grouped window surrounds have been re-worked to better blend in with the individual window elements.
- The BMF bay for large door openings does not dominate the wall plane, as it did in the previous design, due to the change in color and the introduction of surrounds. Addition of a clerestory level band of light panels help break up massiveness of wall planes and the building's overall sense of monolithic volume.
- The SAFR building is now more in context with the historic district. The wall planes are articulated into vertical sections, and the roof line is lowered on the north end. The east elevation continues the lowered height line across most of its length through the use of a different color, creating more visual interest. Exterior stairs have been changed from a perpendicular design projecting from the wall plane to a switch-back design with landing and parallel to the wall planes. The use of the dark red brick cladding for the small recessed area on the east elevation helps decrease the building's large sense of volume.

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
13 March 2014

National Park Service
National Historic Landmark Program
200 Chestnut Street
Philadelphia, PA 19106

Subj: Addendum to Project Review Request – Hurricane Sandy Proposed Recapitalization Project to Rebuild USCG Station Sandy Hook, New Jersey

To Whom It May Concern:

This letter has been prepared as an addendum to the initial United States Coast Guard (USCG) project review request for the proposed recapitalization work at Station Sandy Hook sent to your office on 3 December 2013. The USCG is in the process of preparing an Environmental Assessment for the proposal to rebuild shore facilities at USCG Station Sandy Hook in New Jersey due to damage sustained by Hurricane SANDY in October 2012. Since December, USCG has determined that demolition of Building 123, known as the Recreation Center, will also be required in order to establish the planned recapitalization design at the unit.

Building 123 was originally constructed in 1912 by the Army for use as St. Mary's Catholic Chapel. In later years the structure was used as a base Rod & Gun Club. Although Building 123 is considered a contributing structure to the National Historic Landmark District and appears on the nomination, the only original material remaining in the building is the wood framing. The portico and porch of the structure have been in-filled. In 1995, due to exterior building materials being badly deteriorated and numerous leaks throughout the building, an exterior repair project was executed that replaced all of the exterior building materials including asbestos siding; the trim, roofing and windows were also replaced with this project. In 1995-1996, an interior renovation project gutted and replaced the entire interior of the structure as well, down to the wall studs.

The structural integrity of Building 123 was lacking prior to Hurricane SANDY. The foundation system design suggests that the building was intended to be temporary; it consists of

brick piers reinforced with wooden beverage kegs filled with concrete. Hurricane Sandy displaced the building from its primitive foundation system when approximately one foot of water flooded through the structure. Additionally, sink holes around the exterior foundation indicate a compromised foundation and washout of surrounding soils. Following Hurricane SANDY, the interior of the structure has been stripped to the wall studs up to three feet due to water damage from flooding. Due to below freezing temperatures in winter 2014 paired with pressed fit pipe connections, a water pipe froze and broke under the structure, again filling the basement of Building 123 with several feet of water. Please see the photographs attached as Enclosure (1) for illustration of the structure's interior and exterior condition, primitive foundation, and sink holes around the perimeter of the structure.

Building 123 cannot be adequately repaired at a reasonable cost due to the extent of interior and exterior damage, and its inadequate foundation system. Additionally, a Recreation Center is no longer needed at Station Sandy Hook since there will no longer be collocated housing units on the site. The location of Building 123 is also the preferred location for the new Multi Mission Building due to floodplain elevation considerations, and therefore demolition of this structure would be required for the proposed new construction. USCG does not believe that Building 123 is a contributing part of the National Landmark District since the structure no longer retains any of its original building components beyond the wooden framing. Because of the extensive exterior and interior renovation work that has occurred at Bldg 123 over time, and because the building's features were heavily damaged as a result of Hurricane SANDY, USCG is of the opinion that this building has lost the following aspects of historic integrity: design, setting, materials, workmanship and feeling. Also, the structure's association has been degraded. With regard to the structure's former function as a chapel, the most important physical features denoting this function (the two crosses that once were set over the entry vestibule and on its roof) have been long removed, which has damaged the understanding of the former function of this once-historic building, and damaged its ability to convey its historic character. Physical integrity, which is also required for a structure to be listed or eligible for listing, has been extensively degraded since Hurricane SANDY. The structure's primitive foundation has been compromised and displaced, including sustaining flood waters multiple times in the basement and first floor levels. Sinkholes around the structure's perimeter indicate that soil washout has occurred as well.

USCG is in consultation with the New Jersey State Historic Preservation Officer (SHPO) to avoid, minimize and mitigate impacts to the historic district at USCG Station Sandy Hook due to the proposed recapitalization plan. For the reasons discussed above, USCG has requested that the SHPO consider the demolition of Building 123 as part of the proposed Hurricane SANDY Recapitalization Project.

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

Sincerely,

POLAND.
JOHN.
R.1049774717

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Date: 2014.03.13 13:21:59 -04'00'

John Poland
USCG SILC
Environmental Management Division Chief
By Direction

Enclosure: (1) Photographs of Building 123—USCG Station Sandy Hook, NJ Recreation Center

Copy: w/o Enclosures
CG SILC
NJ SHPO

State of New Jersey
DEPARTMENT OF ENVIRONMENTAL PROTECTION
Office of Dredging and Sediment Technology
P.O. Box 420, Mail Code #401-06C
Trenton, NJ 08625-0420
Fax # (609) 777-3656
www.state.nj.us/dep/landuse

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

BOB MARTIN
Commissioner

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

March 4, 2014

RE: Federal Consistency Determination / Water Quality Certification
File: 1317-13-0004.1 CDT 140001
Project: USCG Station Sandy Hook - Hurricane Sandy Recapitalization and Rebuilding Project
Location: 20 Crispin Road, Highlands – Monmouth County

Dear Mr. Poland:

This letter is forwarded in response to your request, received January 10, 2014, for a Federal Consistency (FC), as required by Section 307 of the federal Coastal Zone Management Act (16 USC 1451 et seq.) and Water Quality Certification (WQC) as required by Section 401 of the federal Clean Water Act (33 USC 1251 et seq.

The proposed project involves the following:

1. Dredging the boat basin to remove sand accumulations from Hurricane Sandy

2. Repair to, or replacement of, the wharf, piers, breakwaters, floating docks, groin, utilities and boat ramp to return them to pre-Hurricane Sandy conditions.

3. Demolish the existing Multi-Mission Building (MMB), Recreational Center Building 123, and Exchange/Electronic Support Detachment (ESD) Building 103 and construct a new MMB on the Exchange/ESD Building 103 site.

4. Demolish the existing Boat Maintenance Facility (BMF) and construct a new BMF in the same location.

5. Demolish the existing Small Arms Firing Range (SAFR) and construct a new indoor SAFR that would include space for administrative functions, classroom space, toilets/shower rooms, virtual range, ammunition/weapons storage, and facility support spaces.

6. Demolish 22 non-historic housing units abandoned after Hurricane Sandy.

At this time, information on the volume of material to be dredged and its final placement has not been provided to the Department. **Therefore, this Federal Consistency Determination/Water Quality Certificate shall be for items 2 through 6 above. Upon receipt of additional information regarding the dredging portion of this project that complies with NJDEP's Coastal Zone Management Rules, the Department shall modify this permit action to incorporate dredging of the boat basin.**

The Rules on Coastal Zone Management (N.J.A.C. 7:7E) constitute New Jersey's enforceable policies under its federally approved Coastal Zone Management Program. The USCG Station Sandy Hook project has been reviewed under the following Rules on Coastal Zone Management: Shellfish Habitat (7:7E-3.2), Navigation Channels (7:7E-3.7), Ports (7:7E-3.11), Submerged Infrastructure Routes (7:7E-3.12), Beaches (7:7E-3.22), Flood Hazard Areas (7:7E-3.25), Endangered or Threatened Wildlife or Plant Species Habitat (7:7E-2.28), Historic and Archaeological Resources (7:7E-3.36), Special Hazards Areas (7:7E-3.41), Maintenance Dredging (7:7E-4.6), Dredged Material Disposal in Water (7:7E-4.2(h)), Marine Fish and Fisheries (7:7E-8.2) and Water Quality (7:7-8.4). Based on the summary of details presented in the above noted request for a contract specific FC/WQC, **I have determined that the proposed activities noted in items 2 through 6 above are consistent with the Rules on Coastal Zone Management and New Jersey's federally approved Coastal Management Program.**

I have also reviewed this Contract for potential water quality impacts. Provided that the following conditions are met, I have determined that this project is not likely to cause a violation of New Jersey's Surface Water Quality Standards (N.J.A.C. 7:9B-1.1 et seq.). **Therefore, this determination includes the State's Water Quality Certification pursuant to Section 401 of the federal Water Pollution Control Act (33 USC 1251 et seq.) subject to the following conditions:**

1. All in-water work is prohibited from January 1 through May 31 in any given year to protect winter flounder.

2. All materials and equipment shall be staged on existing paved/developed areas. The beach north of the boat basin shall not be used for staging or accessing the boat basin.

3. Upon receipt of additional information regarding the dredging portion of this project that complies with NJDEP's Coastal Zone Management Rules, the Department shall modify this permit action to incorporate dredging of the boat basin. No dredging of the boat basin shall occur until issuance of the permit modification.

Should you have any questions regarding this determination and certification, please do not hesitate to contact Jeff Thein at (609) 633-1256.

Sincerely,

Suzanne U. Dietrick

Suzanne U. Dietrick, Chief
Office of Dredging and Sediment Technology

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
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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: Addendum to Consultation Initiation – Hurricane Sandy Proposed Recapitalization Project to Rebuild USCG Station Sandy Hook, Monmouth County, New Jersey, HPO Project #13-1346-3

Dear Mr. Saunders:

This letter has been prepared as an addendum to the initial United States Coast Guard consultation request for the proposed recapitalization work at Station Sandy Hook sent to your office on 17 June 2013. Since this time, USCG has determined that demolition of Building 123, known as the Recreation Center, will also be required in order to establish the planned recapitalization design at the unit.

Building 123 was originally constructed in 1912 by the Army for use as St. Mary's Catholic Chapel. In later years the structure was used as a base Rod & Gun Club. Although Building 123 is considered a contributing structure to the National Historic Landmark District and appears on the nomination, the only original material remaining in the building is the wood framing. The portico and porch of the structure have been in-filled. In 1995, due to exterior building materials being badly deteriorated and numerous leaks throughout the building, an exterior repair project was executed that replaced all of the exterior building materials including asbestos siding; the trim, roofing and windows were also replaced with this project. In 1995-1996, an interior renovation project gutted and replaced the entire interior of the structure as well, down to the wall studs.

The structural integrity of Building 123 was lacking prior to Hurricane SANDY. The foundation system design suggests that the building was intended to be temporary; it

consists of brick piers reinforced with wooden beverage kegs filled with concrete. Hurricane Sandy displaced the building from its primitive foundation system when approximately one foot of water flooded through the structure. Additionally, sink holes around the exterior foundation indicate a compromised foundation and washout of surrounding soils. Following Hurricane SANDY, the interior of the structure has been stripped to the wall studs up to three feet due to water damage from flooding. Due to below freezing temperatures in winter 2014 paired with pressed fit pipe connections, a water pipe froze and broke under the structure, again filling the basement of Building 123 with several feet of water. Please see the photographs attached as Enclosure (1) for illustration of the structure's interior and exterior condition, primitive foundation, and sink holes around the perimeter of the structure.

Building 123 cannot be adequately repaired at a reasonable cost due to the extent of interior and exterior damage, and its inadequate foundation system. Additionally, a Recreation Center is no longer needed at Station Sandy Hook since there will no longer be collocated housing units on the site. The location of Building 123 is also the preferred location for the new Multi Mission Building, and therefore demolition of this structure would be required for the proposed new construction. USCG does not believe that Building 123 is a contributing part of the National Landmark District since the structure no longer retains any of its original building components beyond the framing. For these reasons, USCG requests that SHPO consider the demolition of Building 123 as part of the proposed Hurricane SANDY Recapitalization Project.

If you have any further questions, please contact Mr. Jim Lewis of my staff at (757) 628-4168.

Sincerely,

POLAND.
JOHN.
R.1049774717

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DN: c=US, o=U.S. Government, ou=DoD, ou=PKI, ou=USCG, cn=POLAND.JOHN.R.1049774717
Date: 2014.01.15 14:56:34 -05'00'

John Poland
USCG SILC
Environmental Management Division Chief
By Direction

Enclosure: (1) Photographs of Building 123—Recreation Center.

Copy: w/o Encl
CG SILC
CG CEU Providence

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 Sandy Hook, Monmouth County, New Jersey

Dear Mr. Rosen:

The U.S. Coast Guard (USCG) is proposing to rebuild Station Sandy Hook 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 Sandy Hook. 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 1317-13-0004.1 (CDT 130001) dated December 5, 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 Sandy Hook is located in Monmouth 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:

- Repair and rebuild structures at the waterfront including repairs to or replacement of the wharf, piers, breakwaters, floating docks, groin, utilities, and boat ramp to return them to pre-Hurricane Sandy conditions.
- Dredge the boat basin within existing basin limits (maintenance dredging).
- Demolish the existing Multi-Mission Building (MMB), Recreational Center Building 123, and Exchange/Electronic Support Detachment (ESD) Building 103 and construct a new storm-resistant MMB on the Exchange/ESD Building 103 site.
- Demolish the existing Boat Maintenance Facility (BMF) and construct a new BMF in the same location with an expanded footprint.
- Demolish the existing Small Arms Firing Range (SAFR) and construct a new indoor SAFR that would include space for administrative functions, classroom space, toilet/shower rooms, virtual range, ammunition/weapon storage, and facility support spaces. The new SAFR would serve all USCG units located in the Sector New York Area of Operations and would have the capacity to serve operational partners.
- Demolish 22 non-historic housing units abandoned after Hurricane Sandy.

Enclosure 2 shows the location of existing buildings and the proposed project elements. Station operations would continue uninterrupted during construction of the new facilities because the USCG would operate out of temporary trailers, existing facilities at the Station, and other nearby USCG stations as needed (e.g., for vessel maintenance) until construction is complete. Because new buildings would be located within developed areas of the Station and would not result in an expansion of developed areas, disturbance of the terrestrial environment would be minimal.

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 Sandy Hook, 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 Sandy Hook 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 Action	NJDEP Permit Required?*	Notes
Demolition of existing MMB, Exchange/ESD Building 103, Recreational Center Building 123, Boat Maintenance Facility, Small Arms Firing Range, and	No	Demolition of structures is not a regulated activity in the CAFRA area.

Proposed Action	NJDEP Permit Required?*	Notes
22 damaged housing units.		
Expand the footprint of new BMF at the same location as the existing BMF.	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 BMF footprint would be built on an existing paved area. Action meets conditions of NJ Flood Hazard Area (FHA) permit-by-rule 7:13-7.2(a)3.
New MMB would be built in the same location of existing Exchange/ESD Building 103, but with larger and different 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 MMB would not impact Special Areas (7:7E-3), and would be built within a footprint of previously developed/disturbed areas. This action meets the conditions of NJ FHA permit-by-rule 7:13-7.2(a)3.
Build SAFR in a new location.	Yes	Outside of Federal Lands, an Individual CAFRA permit would be required for this action. As detailed below in the discussion on new and relocated facilities, the SAFR would be constructed in a manner consistent with applicable coastal policies.
Repair and replace waterfront structures including wharf, piers, breakwaters, floating docks, groin, utilities and boat ramp.	Yes	Because this is not a residential or public marina, it is consistent with Waterfront Development exemption 7:7-2.3(d)6. Actions meet the conditions of NJ Coastal permit-by-rule 7:7-7.2(a)15. Reconstruction of boat ramp waterward of mean high water would require an Individual In-Water Waterfront Development Permit.
Dredge boat basin.	Yes	Coastal General Permit 34 is applicable to authorize the proposed dredging. See additional discussion below. This would remove accumulated sand deposited as a result of Hurricane Sandy and would return the boat basin to pre-storm conditions. All applicable conditions of Coastal GP34 would be met, such as removal of sand only and dredging to pre-storm conditions.

*** 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 also 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 bulkhead repairs, dredging, and other 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

Because dredging of the boat basin would be conducted in accordance with all applicable conditions of NJDEP Coastal General Permit 34, it would be consistent with state coastal policies. The USCG would implement the following to comply with conditions of Coastal General Permit 34:

- Remove accumulated sand deposited as a result of Hurricane Sandy only;
- Post-dredging boat basin depth would match pre-storm conditions;
- Dredging would be limited to the existing boat basin;
- Sand shall be beneficially re-used, if feasible; and
- Sand placement would be at a NJDEP approved location.

The USCG would coordinate the dredging schedule with the National Marine Fisheries Service (NMFS) and based on NMFS input, would implement appropriate seasonal restrictions for protection of resources.

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 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 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)

The USCG has determined that following requirements under NJ Rules on Coastal Zone Management (N.J.A.C. 7:7E) are not applicable to the proposed project:

- Standards for Beach and Dune Activities (NJAC7:7E Subchapter 3A)
- Intertidal and Subtidal Shallows Mitigation Proposals (NJAC7:7E Subchapter 3B)
- Impervious Cover Limits and Vegetative Cover Percentages in the Upland Waterfront Development Area (NJAC7:7E Subchapter 5A)

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 Sandy Hook 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 Sandy Hook 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 National Park Service (NPS), U.S. Fish and Wildlife Service (USFWS), National Marine Fisheries Service (NMFS) Habitat Conservation Division and Protected Resources Division, and the NJDEP Natural Heritage Program (NHP). All agencies except NPS have responded.

USFWS responded in a letter dated November 15, 2013, that several species federally listed as threatened occur in the vicinity of Station Sandy Hook– piping plover (*Charadrius melodus*), northeastern beach tiger beetle (*Cicindela dorsalis dorsalis*), and seabeach amaranth (*Amaranthus pumilus*). USFWS noted that red knot (*Calidris canutus* subsp. *rufa*), federally protected under the Migratory Bird Treaty Act and state-listed as endangered, may also occur in the vicinity.

The NMFS Habitat Conservation Division responded in an e-mail dated December 2, 2013, that the project area at Station Sandy Hook 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 Sandy Hook Bay 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 the following state-listed endangered species have been documented on or in the vicinity of the project site: piping plover, red knot, northeastern beach tiger beetle, black skimmer (*Rynchops niger*), and least tern (*Sternula antillarum*), as well as the state-threatened osprey (*Pandion haliaetus*). Three species of federally and state-endangered whales may also occur in the vicinity of the project site: fin whale (*Balaenoptera physalus*), humpback whale (*Megaptera novaeangliae*), and north Atlantic right whale (*Eubalaena glacialis*).

NHP also noted that the Sandy Hook spit is classified as a Natural Heritage Priority Site; however, developed areas, including the USCG Station, are excluded from this habitat designation.

Within the Station property, the beach north of the boat basin could provide suitable habitat for piping plover, red knot, black skimmer, least tern, osprey, seabeach amaranth, and northeastern beach tiger beetle. The beach could also provide nesting areas for sea turtles. 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. Therefore, no impacts to protected species are anticipated.

Because the northeastern beach tiger beetle and seabeach amaranth may occur within the area surrounding the boat basin and may be affected by the project, the USCG will prepare a Biological Assessment to further evaluate the potential for the project to affect these species or their habitats. The USCG will also 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.

As a project conducted in aid of navigation in navigable waters of the U.S. 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 project 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,

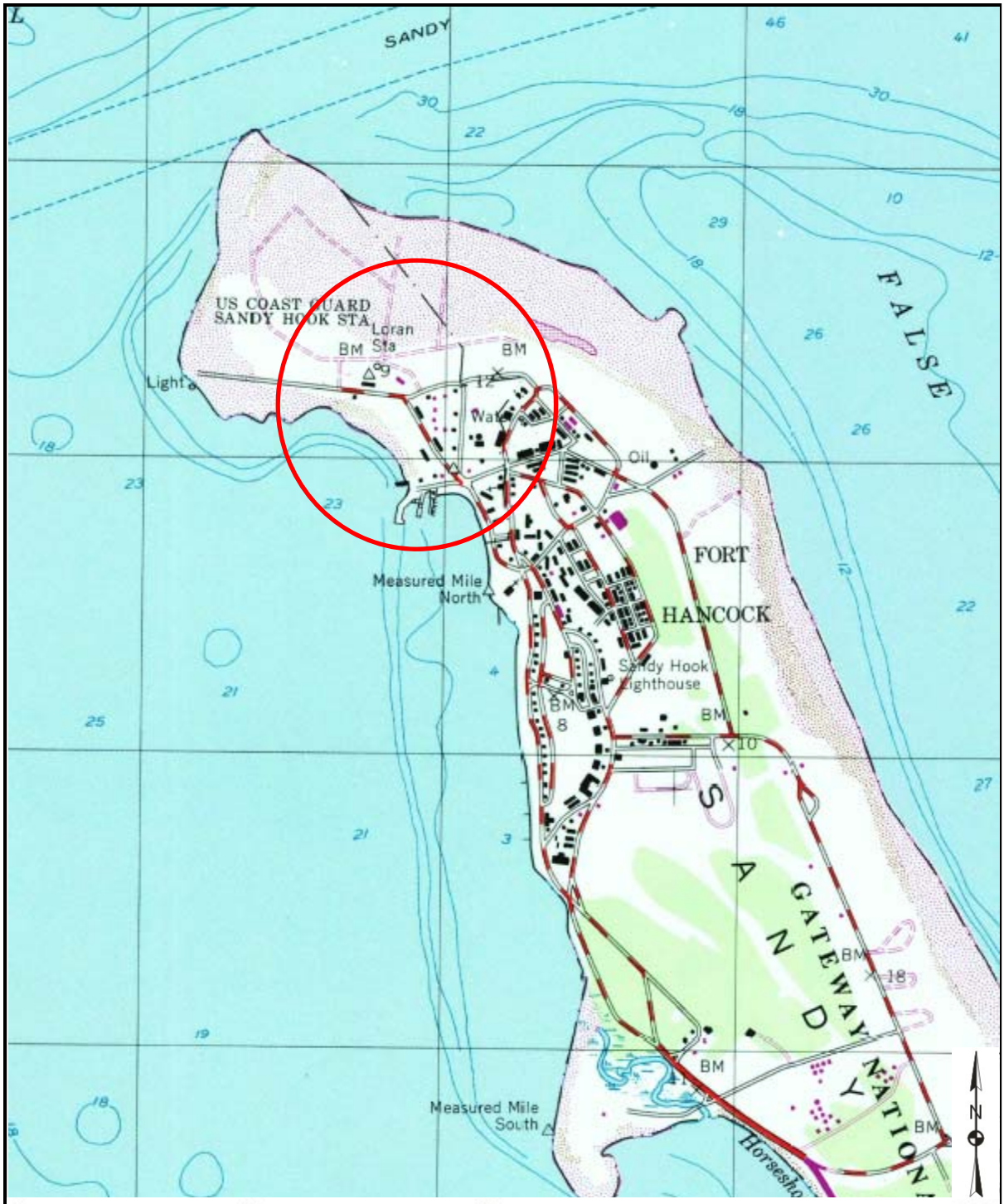
POLAND.JOHN.R.1049774717

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 08:17:16 -05'00'

John Poland
USCG SILC
Environmental Management Division Chief
By Direction

Enclosures:
(1) Topographic Map of USCG Station Sandy Hook
(2) Station Sandy Hook Proposed Project
(3) NJDEP Division of Land Use Regulation Application Form for Station Sandy Hook Federal Consistency

Copy: w/o Enclosures
CG SILC
CG CEU Providence



PROJECT	USCG Hurricane Sandy Recapitalization Projects	**Topographic Map of Station Sandy Hook**	
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. 01-5250932 Station Sandy Hook
SOURCE	USGS 7.5' Series, Sandy Hook, NJ, 1995		**Enclosure 1**

PROJECT	USCG Hurricane Sandy Recapitalization Projects	**Station Sandy Hook 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. 01-5250932 Station Sandy Hook
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: 20 Crispin Rd / Highlands, NJ 07732
   Municipality: Middletown Township
   County: Monmouth
   Block(s): 151
   Lot(s): 2.03
   N.A.D. 1983 State Plane Coordinates(feet) E (x): 628003 N(y): 597161 *Not Longitude/Latitude*
   Watershed: Raritan Bay / Sandy Hook Bay
   Subwatershed: Sandy Hook Bay (east of Thorns Ck)
   Nearest Waterway: Sandy Hook Bay
   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 Sandy Hook. 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): 1317-13-0004.1 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 08:16:36 -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:	**NOTARY:**
I agree to serve as agent for the above-referenced applicant:	Sworn to me, this day of: _____, 20____
_____ Signature of Agent	_____ Notary Public

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 / Gablons	$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

Poland 12/26/13

Jim 1/6/14

Lynn —

December 18, 2013

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 Sandy Hook
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 Sandy Hook. 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.

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 proposed Sandy Hook undertaking is located entirely within the boundaries of the Fort Hancock and Sandy Hook Proving Ground National Historic Landmark District. As proposed, none of the proposed activity will directly impact any of the contributing buildings within the historic district, with the exception of the removal of Small Arms Firing Range from Casemate Structure 541. All new construction resulting from the project will need to be compatible with the historic materials, features, size, scale, proportion, and setting of the historic district. The HPO has requested additional information from the USCG regarding the undertaking's potential effects upon archaeological resources. A copy of the HPO's review letter containing a more detailed discussion of the project is attached for your reference.

Natural Resources

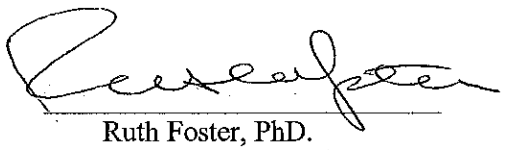
The Department's Division of Fish and Wildlife's (DFW) Endangered & Non-game Species Program will review the forthcoming EA in an effort to identify measures to minimize or eliminate any adverse impacts to plants, fish and wildlife. For additional information, please contact Kelly Davis at (908) 236-2118.

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 Sandy Hook. 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

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

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: (emd)
Phone: (757) 628-4790
Email: John.R.Poland@uscg.mil

5090
NOV 26 2013

The Honorable Sally Jewell
Secretary of the Interior
Department of the Interior
1849 C Street, N.W.
Washington, DC 20240

Subj: Notification of Proposed Undertaking – Hurricane Sandy Recapitalization Project to Rebuild USCG Station Sandy Hook, Monmouth County, New Jersey

Dear Mrs. Secretary:

The 2013 Disaster Assistance Supplemental Act (P.L. 113-2) appropriated funds to rebuild U.S. Coast Guard (USCG) shore facilities related to the consequences of Hurricane Sandy in October 2012. The project would replace damaged facilities with those that are more resilient to mitigate damage from future storms. To improve resilience, and reduce down time for mission critical facilities after future storms, new, hardened shore facilities will be constructed above the 500-year flood elevation, where practicable, and to hurricane resistant building codes. One of the projects would be at Coast Guard Station Sandy Hook, located in Middletown Township, Monmouth County. The project is subject to Sections 106 and 110 of the National Historic Preservation Act of 1966 as amended (NHPA) *36 CFR Part 800 Protection of Historic Properties and Part 800.10 Special requirements for protecting National Historic Landmark(c) Involvement of the Secretary.* Fort Hancock and Sandy Hook Proving Ground Historic District was designated a National Historic Landmark on November 9, 1982. The purpose of this letter is to inform you of this undertaking and notify you that formal Section 106 and 110 consultations will be initiated with a future letter providing more specific detail about the undertaking.

Below please find a summary regarding the proposed undertaking at Coast Guard Station Sandy Hook. A map showing the location of the station is enclosed.

> Proposed Action: The USCG proposes to repair and rebuild structures at the waterfront at USCG Station Sandy Hook, including repairs or replacement of the wharf, piers, breakwaters, floating docks, groin, utilities, and boat ramp to return them to pre-Hurricane Sandy conditions. The boat basin will also be dredged. The existing non-historic Multi-Mission Station Building (MMB) will be demolished and a new storm-resistant MMB will be constructed. A new Boat Maintenance Facility (BMF) will be constructed and the existing non-historic BMF will be demolished. The existing Small Arms Firing Range (SAFR) will be demolished and a new indoor SAFR constructed. The new SAFR will include space for administrative functions, classroom space, toilet/shower rooms, virtual range, ammunition/weapon storage, and facility support spaces. It will serve all

5090
NOV 26 2013

SUBJ: Notification of Proposed Undertaking – Hurricane Sandy Recapitalization Project to Rebuild USCG Station Sandy Hook, Monmouth County, New Jersey

USCG units located in the Sector New York Area of Operations (AOR) and will have the capacity to serve operational partners. Damaged non-historic housing units may also be demolished. Building 103 (Exchange/ESD) is also proposed for demolition to allow room for new construction. USCG will consult with the State Historic Preservation Officer to avoid and/or mitigate adverse effects on historic properties at the site.

USCG hereby extends the invitation to the Secretary of the Interior to participate in the consultation process with USCG, SHPO, Tribal Historic Preservation Officers and Tribal Representatives, and the public. Thank you for your consideration in this matter. If you have any further questions, please contact Mr. John Poland of my staff at (757) 628-4790.

Sincerely,

JAMES M. HEINZ
Captain, U.S. Coast Guard

Enclosure: (1) NJ SHPO Request for Additional Archaeological Information and Design Review of New Construction, USCG Sandy Hook Station, NJ, dated September 16, 2013
(2) USCG Letter to NJ SHPO to Initiate Consultation Regarding the Rebuilding of USCG Station Sandy Hook, NJ (with enclosures), dated June 20, 2013
(3) USGS Topographic Map of USCG Station Sandy Hook

Copy: w/o Enclosures
CGD ONE
COMDT (CG-47)
CG SILC
CG CEU Providence
NJ SHPO

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 Sandy Hook Rebuilding Project

Dear Ms. Antill:

Thank you for your data request regarding rare species information for the above referenced project site in Middletown Township, Monmouth 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 Monmouth 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.

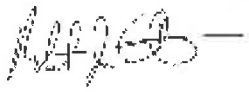
Status and rank codes used in the tables and lists are defined in EXPLANATION OF CODES USED IN NATURAL HERITAGE REPORTS, which can be downloaded from http://www.state.nj.us/dep/parksandforests/natural/heritage/nhpcodes_2010.pdf.

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. 13-4007348-4398

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

Rare Plants/Ecological Communities Possibly On Site:	Yes
Rare Plants/Ecological Communities On Site/Immediate Vicinity:	No
Natural Heritage Priority Sites On Site:	Yes
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

Possibly on Project Site Based on Search of Natural Heritage Database: Rare Plant Species and Ecological Communities Currently Recorded in the New Jersey Natural Heritage Database

Scientific Name	Common Name	Federal Protection	State Protection	Regional Status	Grank	Srank	Identified	Last Observed	Location
Vascular Plants									
Artemisia campestris ssp. caudata	Beach Wormwood			HL	G5T5	S2	Y - Yes	2011-05-09	Throughout Sandy Hook

Total number of records: 1

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								
	American Oystercatcher	Haematopus palliatus	Nesting Area	2	NA	Special Concern	G5	S3B,S3N
	Black Skimmer	Rynchops niger	Foraging	4	NA	State Endangered	G5	S1B,S1N
	Black Skimmer	Rynchops niger	Nesting Colony	4	NA	State Endangered	G5	S1B,S1N
	Common Tern	Sterna hirundo	Foraging	2	NA	Special Concern	G5	S3B,S4N
	Common Tern	Sterna hirundo	Nesting Colony	2	NA	Special Concern	G5	S3B,S4N
	Glossy Ibis	Plegadis falcinellus	Foraging	2	NA	Special Concern	G5	S3B,S4N
	Least Bittern	Ixobrychus exilis	Breeding Sighting-Confirmed	2	NA	Special Concern	G5	S3B,S3N
	Least Tern	Sternula antillarum	Foraging	4	NA	State Endangered	G4	S1B,S1N
	Least Tern	Sternula antillarum	Nesting Colony	4	NA	State Endangered	G4	S1B,S1N
	Osprey	Pandion haliaetus	Foraging	3	NA	State Threatened	G5	S2B
	Osprey	Pandion haliaetus	Nest	3	NA	State Threatened	G5	S2B

Class	Common Name	Scientific Name	Feature Type	Rank	Federal Protection	State Protection	Grank	Srank
	Piping Plover	Charadrius melodus	Nesting Area	5	Federally Listed Threatened	State Endangered	G3	S1B,S1N
	Red Knot	Calidris canutus	Non-breeding Sighting	4	NA	State Endangered	G4	S1N
	Sanderling	Calidris alba	Non-breeding Sighting	2	NA	Special Concern	G5	S3N
	Semipalmated Sandpiper	Calidris pusilla	Non-breeding Sighting	2	NA	Special Concern	G5	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
Insecta								
	Northeastern Beach Tiger Beetle	Cicindela dorsalis dorsalis	Occupied Habitat	5	Federally Listed Threatened	State Endangered	G4T2	S1

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

Rare Plants/Ecological Communities within the Vicinity:	Yes
Natural Heritage Priority Sites within the Vicinity:	Yes
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

Immediate Vicinity of the Project Site
Based on Search of Natural Heritage Database
Rare Plant Species and Ecological Communities Currently Recorded in the New Jersey Natural Heritage Database

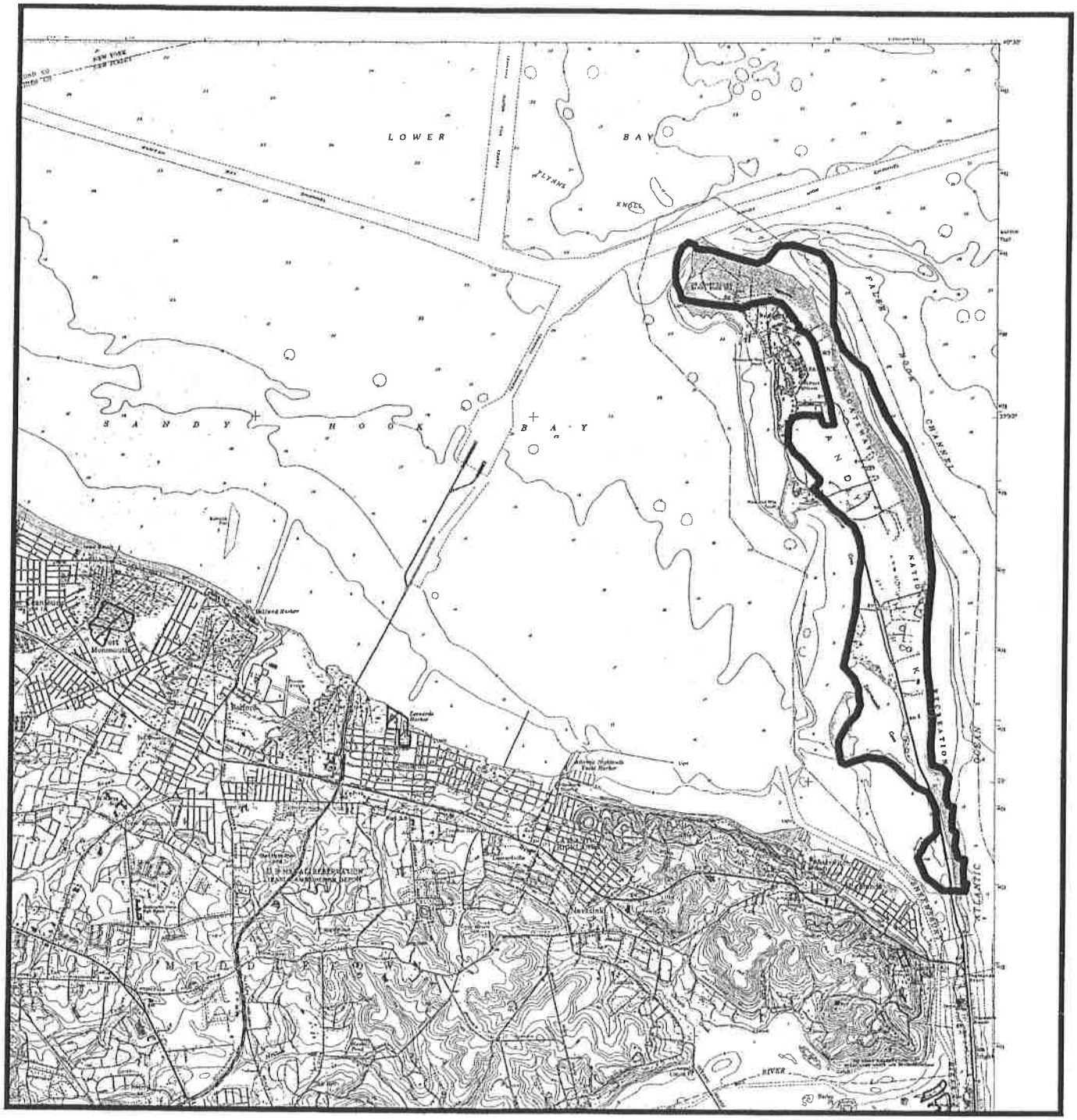
Scientific Name	Common Name	Federal Protection	State Protection	Regional Status	Grank	Srank	Identified	Last Observed	Location
Vascular Plants									
Artemisia campestris ssp. caudata	Beach Wormwood			HL	G5T5	S2	Y - Yes	2011-05-09	Throughout Sandy Hook

Total number of records: 1

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								
	American Oystercatcher	Haematopus palliatus	Nesting Area	2	NA	Special Concern	G5	S3B,S3N
	Black Skimmer	Rynchops niger	Foraging	4	NA	State Endangered	G5	S1B,S1N
	Black Skimmer	Rynchops niger	Nesting Colony	4	NA	State Endangered	G5	S1B,S1N
	Common Tern	Sterna hirundo	Foraging	2	NA	Special Concern	G5	S3B,S4N
	Common Tern	Sterna hirundo	Nesting Colony	2	NA	Special Concern	G5	S3B,S4N
	Glossy Ibis	Plegadis falcinellus	Foraging	2	NA	Special Concern	G5	S3B,S4N
	Least Bittern	Ixobrychus exilis	Breeding Sighting-Confirmed	2	NA	Special Concern	G5	S3B,S3N
	Least Tern	Sternula antillarum	Foraging	4	NA	State Endangered	G4	S1B,S1N
	Least Tern	Sternula antillarum	Nesting Colony	4	NA	State Endangered	G4	S1B,S1N
	Osprey	Pandion haliaetus	Foraging	3	NA	State Threatened	G5	S2B
	Osprey	Pandion haliaetus	Nest	3	NA	State Threatened	G5	S2B
	Piping Plover	Charadrius melodus	Nesting Area	5	Federally Listed Threatened	State Endangered	G3	S1B,S1N
	Red Knot	Calidris canutus	Non-breeding Sighting	4	NA	State Endangered	G4	S1N

Class	Common Name	Scientific Name	Feature Type	Rank	Federal Protection	State Protection	Grank	Srank
	Sanderling	Calidris alba	Non-breeding Sighting	2	NA	Special Concern	G5	S3N
	Semipalmated Sandpiper	Calidris pusilla	Non-breeding Sighting	2	NA	Special Concern	G5	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
Insecta								
	Northeastern Beach Tiger Beetle	Cicindela dorsalis dorsalis	Occupied Habitat	5	Federally Listed Threatened	State Endangered	G4T2	S1
Mammalia								
	Fin Whale	Balaenoptera physalus	Live Individual Sighting	5	Federally Listed Endangered	State Endangered	G3G4	S1
	Humpback Whale	Megaptera novaeangliae	Live Individual Sighting	5	Federally Listed Endangered	State Endangered	G4	S1
	North Atlantic Right Whale	Eubalaena glacialis	Live Individual Sighting	5	Federally Listed Endangered	State Endangered	G1	S1



Natural Heritage Priority Site

Sandy Hook

Monmouth County

NJ Department of Environmental Protection
Division of Parks and Forestry
Natural Lands Management

0.9 0 0.9 Miles

Priority Site
Public Land

N
W E
S

Natural Heritage Priority Site

Sandy Hook

Locational Information

Quad Name: Sandy Hook
County: Monmouth
Municipality: Middletown Twp

Description of Site

The site contains extensive beach and undeveloped dune natural communities along the Sandy Hook spit.

Boundary Justification

Secondary bounds include all undeveloped dune and beach communities on the Sandy Hook spit. Developed portions of Fort Hancock and marshes immediately north of Horseshoe Cove are excluded.

Biodiversity Rank B2

Contains excellent populations of a globally rare State Endangered bird species, good stands of two globally rare natural communities, populations of two additional State Endangered bird species, and a migratory shorebird concentration site.

Frequently Asked Questions About The Natural Heritage Priority Sites GIS File

What are Natural Heritage Priority Sites?
Through its Natural Heritage Database, the Office of Natural Lands Management (ONLM) identifies critically important areas to conserve New Jersey's biological diversity, with particular emphasis on rare plant species and ecological communities. The database provides detailed information on rare species and ecological communities to planners, developers, and conservation agencies for use in resource management, environmental impact assessment, and both public and private land protection efforts.

Using the database, ONLM has identified 343 Natural Heritage Priority Sites, representing some of the best remaining habitat for rare species and rare ecological communities in the state. Although the primary focus of these sites is rare plant species and ecological communities, the DEP Endangered and Nongame Species Program also provided key information and assisted with the delineation of a number of the sites that encompass significant habitats for rare animals. These areas should be considered to be top priorities for the preservation of biological diversity in New Jersey. If these sites become degraded or destroyed, we may lose some of the unique components of our natural heritage.

How are Natural Heritage Priority Sites used in conservation of biological diversity?
Natural Heritage Priority Site maps are used by individuals and agencies concerned with the protection and management of land. The maps have been used by municipalities preparing natural resource inventories; public and private conservation organizations preparing open space acquisition goals; land developers and consultants identifying environmentally sensitive lands; and public and private landowners developing land management plans. However, the coverage was not developed for regulatory purposes, and should not be used as a substitute for the on-site surveys and Natural Heritage Database searches required by regulatory agencies.

Natural Heritage Priority Sites contain some of the best and most viable occurrences of rare plant species and ecological communities, but they do not cover all known habitat for these elements or most rare animal species in New Jersey. Most of the state has not been surveyed for rare species and ecological communities. If information is needed on whether or not endangered or threatened species have been documented from a particular area, a Natural Heritage Database search can be requested by contacting the Office of Natural Lands Management.

What do the boundaries of the sites contain?
The boundaries of each Natural Heritage Priority Site are drawn to encompass critical habitat for the rare species or ecological communities. Often the boundaries extend to include additional buffer lands that should be managed to protect this critical habitat. A justification for the boundary is provided for each site.

Boundaries of site polygons may overlap. Site polygons may also be nested so that one site may be found entirely within a larger site. When viewing the shape file, a larger site may sometimes obscure a smaller site within it. Such confusion can be eliminated by highlighting the area of interest and checking the attribute table to reveal all sites within the selected area.

How was the GIS coverage developed?
The coverage was originally developed as lines on USGS topographic paper maps and subsequently edited to fit on either 1995/97 color infrared aerial imagery, 1991 black and white aerial imagery or scanned USGS 1:24,000 topographic maps as an ArcView shape file (NJ State Plane Coordinate System, NAD83). Within the Highlands Region the coverage was developed using the NJDEP 2002 Land use/Land cover: Highlands Study Area (DRAFT) coverage, and then subsequently edited using 2002 High Resolution Orthophotography, as well as scanned USGS 1:24,000 topographic maps, as references.

What attributes are included with the shape file?
(Note: Text fields in the attribute table are truncated at 254 characters. Therefore, some text may be deleted from the attribute table of some of the sites. The complete text for all the site records is contained in the **Prisites.rtf** file that is included in the Prisites Winzip distribution file.)
Identifying attributes – The Sitecode and Sitename fields are assigned by the Office of Natural Lands Management to track each site by a unique alphanumeric code and name. The Version field indicates the year and month of the current version of the Natural Heritage Priority Sites coverage.
Locational attributes – Information about where each

site is located can by found in the County, Quadname (US Geological Survey 7.5 minute topographic quadrangle map) and Municipali(ty) fields. More detailed information can be gathered by overlaying county and municipal coverages that are available from NJ DEP.

Descriptive attributes – A description of the site can be found in the Descriptio(n) field, while the Boundjust field contains a written justification for the site boundaries.

Significance attributes – The relative significance of each site is determined by assigning a biodiversity significance rank (Biodivrank). Justification for the rank can be found in the BiodivComm(ents) field. The Siteclass field indicates whether the site is categorized as a macrosite or a standard site. Standard sites are smaller in size (usually less than 3200 acres in size), while macrosites tend to be larger (usually greater than 3200 acres in size). It is not unusual to find several standard sites entirely contained within the boundaries of a macrosite.

What is the biodiversity significance rank and how is it used?

Each site is ranked according to its significance for biological diversity using a scale developed by The Nature Conservancy, the network of Natural Heritage Programs and the New Jersey Natural Heritage Program. The ranks can be used to distinguish between sites that are of global significance for conservation of biological diversity vs. those that are of state significance. The global biodiversity significance ranks range from B1 to B5. Within the Highlands Region the global biodiversity significance rank has been combined with a state biodiversity significance rank which provides information about the significance of the site on a state level. The state biodiversity significance ranks for sites in the Highlands Region range from V1 to V5. Therefore, all sites have been assigned a global biodiversity rank (B rank), but not all sites have been assigned a state biodiversity rank (V rank). The specific definitions for each rank are as follows:

B1 - Outstanding significance on a global level, generally the "last of the least" in the world, such as the only known occurrence of any element (species or ecological community), the best or an excellent occurrence of an element ranked critically imperiled globally, or a concentration (4+) of good or excellent occurrences of elements that are imperiled or critically imperiled globally. The site should be viable and defensible for the elements or ecological processes contained.

B2 - Very high significance on a global level, such as the most outstanding occurrence of any ecological community. Also includes areas containing other occurrences of elements that are critically imperiled globally, a good or excellent occurrence of an element that is imperiled globally, an excellent occurrence of an element that is rare globally, or a concentration (4+) of good occurrences of globally rare elements or viable occurrences of globally imperiled elements.

B3 - High significance on a global level, such as any other viable occurrence of an element that is globally imperiled, a good occurrence of a globally rare element, an excellent occurrence of any ecological community, or a concentration (4+) of good or excellent occurrences of elements that are critically imperiled in the State.

B4 - Moderate significance on a global level, such as a viable occurrence of a globally rare element, a good occurrence of any ecological community, a good or excellent occurrence or only viable state occurrence of an element that is critically imperiled in the State, an excellent occurrence of an element that is imperiled in the State, or a concentration (4+) of good occurrences of elements that are imperiled in the State or excellent occurrences of elements that are rare in the State.

B5 - Of general biodiversity interest.

V1 - Outstanding significance on a state level. Only known occurrence in the state for an element **or** Site with an excellent occurrence or the best occurrence in the state for an element ranked critically imperiled in the state **or** a concentration (4+) of good or excellent occurrences of elements that are imperiled or critically imperiled in the state.

V2 - Very high significance on a state level. Includes sites containing other occurrences of elements that are critically imperiled in the state **or** a concentration (4+) of other occurrences of state imperiled elements and/or good or excellent occurrences of state rare elements.

V3 - High significance on a state level. Includes sites containing the best occurrence in the state or an excellent occurrence of a state imperiled element **or** multiple (2+) other occurrences for state imperiled elements and/or excellent, good or moderate quality occurrences of state rare elements.

V4 - Moderate significance on a state level. Includes sites containing the best occurrence in the state or an excellent occurrence of a state rare element **or** any site with other occurrences of a state imperiled element **or** multiple (2+) other occurrences of state rare elements.

V5 - Any site with any other occurrence of a state rare element.

How can I obtain Natural Heritage Priority Site maps for an area of interest to me?

Natural Heritage Priority Site hard copy maps can be obtained by submitting a written request accompanied by a check or money order made payable to the Office of Natural Lands Management at the following address:

Office of Natural Lands Management
P.O. Box 404
Trenton, NJ 08625-0404
Phone: 609-984-1339; Fax: 609-984-1427

Individual 8.5" X 11" maps are available at the following rate:

1 - 10 site maps & reports:	$1.50/site
11 - 20 site maps & reports:	$1.00/site
> 20 sites:	$0.50/site

Digital GIS Coverage of Natural Heritage Priority Sites

A digital version of the ArcView GIS file of Natural Heritage Priority Sites is also available. The 2007 version of Natural Heritage Priority Sites will be sent as an email attachment upon request. There is no charge for emailing the GIS data.

How often are the maps updated?

The Natural Heritage Priority Site information is constantly being updated in the Natural Heritage Database. A new edition of the maps will be made available after significant revisions or additions to the Database.

May 17, 2007

NJ Department of Environmental Protection
Division of Parks and Forestry
Natural Lands Management

HPO Project# 13-1346-3
HPO-K2013-222

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

November 18, 2013

John R. Poland
Environmental Management Division Chief
U.S. Coast Guard SILC
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 40553-40555), I am providing continuing consultation comments on the following proposed undertaking:

Monmouth County, Middletown Township
Rebuilding United States Coast Guard Station Sandy Hook, New Jersey
Hurricane Sandy
HPO Project #13-1346-3

These comments were prepared in response to your letter of October 22, 2013, outlining the United States Coast Guard's public involvement plan in response to the HPO's request in our September 16, 2013 letter (HPO-I2013-079). The parties identified in your letter as consulting/interested parties are appropriate and should be involved in the Section 106 consultation process.

Consistent with 36 CFR § 800.10 – Special Requirements for Protecting National Historic Landmarks, the Coast Guard should add the National Park Service – National Historic Landmark Program, located in the Northeast Regional Office at 200 Chestnut Street Philadelphia, PA 19106 to the list of consulting parties.

In addition, the following entities should also be added to the list:

- National Park Service Gateway National Recreation Area
  210 New York Avenue
  Staten Island, New York 10305

- Middletown Township Historic Preservation Commission
  1 Kings Highway
  Middletown, NJ 07748

Thank you for providing the opportunity to review and comment on the submitted documentation. The HPO looks forward to continuing to work with the Coast Guard and the identified consulting/interested parties as the project moves forward. Please do not hesitate to contact Jonathan Kinney of my staff at (609) 984-0141 with any questions. Please reference the HPO project number 13-1346 in any future calls, emails, or written correspondence in order to expedite our review and response.

Sincerely,

Daniel D. Saunders
Deputy State Historic
Preservation Officer

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>

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
22 October 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: Public Participation Plan – Hurricane Sandy Proposed Recapitalization Project to Rebuild USCG Station Sandy Hook, Monmouth County, New Jersey, HPO Project #13-1346-1

Dear Mr. Saunders:

This letter has been prepared in response to your letter of 16 September 2013, requesting USCG to develop a public involvement plan for National Historic Preservation Act Section 106 consultation regarding the Hurricane Sandy Recapitalization Project for USCG Station Sandy Hook.

This public participation plan is prepared in accordance with 36 CFR Part 800.2, *Participants in the Section 106 process,* and provides the public with the opportunity to comment on the project's effects on historic properties. The following organizations have been identified as entities that likely have interest in the effects of this undertaking on historic properties:

Mr. David H. Knights, President
Preservation New Jersey
310 West State Street
Trenton, New Jersey 08618
(609) 392-6409

Nike Historical Society
P.O. Box 602
Alameda, California 94501-8602

Betsy Barrett
President
The Sandy Hook Foundation
Lighthouse Keeper's Quarters
84 Mercer Road
Fort Hancock, New Jersey 07732
(732) 291-7733

Monmouth County Historical
Association
Museum & Library
70 Court Street
Freehold, New Jersey 07728
(732) 462-1466

Fort Hancock 21st Century Advisory
Committee
Gateway National Recreation Area
210 New York Avenue
Staten Island, NY 10305

New Jersey Lighthouse Society
P.O. Box 332
Navesink, NJ 07752

Letters describing the project and location maps depicting the project area will be sent to these entities informing them of the opportunity to provide comments.

In addition, the following agencies have been identified as entities that are entitled to participate as consulting parties:

Mr. Jason A. Greenspan, Director
Planning and Community Development
Middletown Township
3 Penelope Lane
Middletown, New Jersey 07748
(732) 615-2098

Edward Sampson, Planning Director
Monmouth County Hall of Records
One East Main Street
P.O. Box 1255
Freehold, New Jersey 07728
(732) 431-7460

Letters and location maps depicting the project will be sent to both of these agencies informing them that they are entitled to participate as a consulting party.

General public participation will be solicited through the National Environmental Protection Act (NEPA) public scoping notification process. On 6 October 2013, USCG published a public notice in the *Asbury Park Press* regarding the notice of intent to prepare an Environmental Assessment for the Hurricane Sandy Proposed Recapitalization Project for USCG Station Sandy Hook. Written comments from the public are due to Lynn Keller, Project Manager, USCG, by 20 October 2013. A copy of the public notice is attached (Enclosure 1).

If you have any further questions, please contact Mr. Jim Lewis of my staff at (757) 628-4168.

Sincerely,

POLAND.JOHN.R.1049774717

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DN: c=US, o=U.S. Government, ou=DoD, ou=PKI, ou=USCG, cn=POLAND.JOHN.R.1049774717
Date: 2013.10.22 08:56:57 -04'00'

John Poland
USCG SILC
Environmental Management Division Chief
By Direction

Enclosure: (1) Notice of Intent to Prepare an Environmental Assessment, Hurricane Sandy Proposed Recapitalization Project, Rebuild USCG Station Sandy Hook, New Jersey

Copy: CG SILC
CG CEU Providence

HPO Project# 13-1346-1
HPO-I2013-079

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

J Poland 9/23/13
Jim 9/23/13.
Dean ——
Lynn ——

September 16, 2013

John R. Poland
Environmental Management Division Chief
U.S. Coast Guard SILC
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 40553-40555), I am providing initial consultation comments on the following proposed undertaking:

Monmouth County, Middletown Township
Rebuilding United States Coast Guard Station Sandy Hook, New Jersey
Hurricane Sandy
HPO Project #13-1346-1

These comments were prepared in response to your letter of June 20, 2013, requesting Historic Preservation Office (HPO) review and comment on the proposed undertaking pursuant to Section 106 of the National Historic Preservation Act.

800.3 Initiation of the Section 106 Process

The HPO staff concurs that the proposed Rebuilding United States Coast Guard Station Sandy Hook project constitutes a federal undertaking as defined in 36 CFR 800.16 and that it is the type of activity that has the potential to cause effects on historic properties.

The HPO recommends that, pursuant to 36 CFR § 800.3 (Initiation of the Section 106 Process), the United States Coast Guard (USCG), in consultation with the HPO, develop a list of consulting and interested parties that may wish to participate in the Section 106 process. These parties may have knowledge of or concerns with historic properties in the area and may be able

to identify issues relating to potential effects on historic properties. This list of consulting parties should include, but will not be limited to the Secretary of the Interior (consistent with 36 CFR § 800.10 - Special Requirements for Protecting National Historic Landmarks) as well as the National Park Service.

The USCG should also develop a plan for involving the public in the consultation process. As always, the documentation of public participation in the evaluation of historical properties and project effects will substantially enhance the quality, timeliness, and public value of the Section 106 process.

800.4 Identification of Historic Properties

Architecture

The proposed undertaking is located entirely within the boundaries of the Fort Hancock and Sandy Hook Proving Ground National Historic Landmark District (December 17, 1982).

As stated in your submission, Coast Guard Station Sandy Hook sustained significant damage as a result of Hurricane Sandy. In addition, the storm revealed larger deficiencies that could threaten operations during future storm events. Therefore, in order to repair the damaged buildings/structures and address these deficiencies, the USCG is proposing the following work:

- Repair/Replace the Waterfront – repairs/in-kind replacement of non-historic/non-contributing wharf, piers, breakwaters, floating docks, groin, utilities, lighting, shore ties, hand rails, and boat ramp to pre-Hurricane Sandy conditions.
- Demolish the existing Multi-Mission Building (MMB) - Building 20 – non-contributing building constructed in 1975.
- Demolish Building 103 (Electronics/Communication Repair Shop) – originally constructed in 1941 as part of Fort Hancock, but extensively altered and no longer a contributing structure within the historic district.
- Demolish 22 Borough Housing Units – non-contributing buildings constructed in 1994.
- Demolish the existing Small Arms Firing Range (SAFR) – the existing SAFR is a non-contributing resource to the historic district, however it is located within the contributing Casemate Structure 541, a section of the historic Fort Hancock Mine Casemate System. The SAFR, constructed in the 1960s, occupies the open courtyard between enclosed casemate areas. As outlined in the submitted documentation, every effort will be made to remove the bullet trap, baffles, and armory building that make up the SAFR with minimal disturbance to the contiguous historic casemate.
- Replace/Renovate the existing Boat Maintenance Facility (BMF) – The existing BMF is a non-contributing building constructed in 1975. A new BMF will be constructed in place of the existing BMF or, depending on the availability of funding, a 7,110 square foot addition will be constructed on the existing BMF.
- Construct a new Multi-Mission Building – The new MMB will be constructed on the current site of Building 103.

- Construct a new Small Arms Firing Range – The new SAFR will be constructed on the location of the former Sycamore Circle Townhouses which were demolished immediately after Hurricane Sandy.

The HPO concurs with the Coast Guard's determination that none of the proposed work, with the exception of the SAFR being removed from within the contributing Casemate Structure 541, will take place on buildings or structures that contribute to the Fort Hancock and Sandy Hook Proving Ground National Historic Landmark District. As stated in the submitted documentation, the design of all new buildings/structures proposed for construction will need to be compatible with the historic materials, features, size, scale, and proportion as well as the historic and architectural setting of the Fort Hancock and Sandy Hook Proving Ground National Historic Landmark District.

Archaeology

At this point in time, the Historic Preservation Office does not have enough information to properly assess the project's potential effects on archaeological historic properties. Additional information is necessary regarding the following aspects of the proposed undertaking:

- *Demolish 22 Borough Housing Units* – In order to properly assess the project's potential effects on archaeological historic properties, detailed information regarding the method of demolition will be necessary. Please note: the location of the 22 borough housing units is within an area of high archaeological sensitivity. Previous archaeological investigations have identified the remains of the lighthouse keeper's house, the Western Union marine observatory, and Fort Hancock within and around the location of the 22 borough housing units. Demolition of these structures will need to address the minimization of damage to potential archaeological historic properties present within the area of potential effects.
- *Construct a new Multi-Mission Building* – In order to properly assess the project's potential effects on archaeological historic properties, detailed project plans will be necessary. The location of existing Building 103 exhibits a high sensitivity for archaeological historic properties. If the footprint of the new Multi-Mission Building exceeds that of the existing Building 103, archaeological survey will be necessary to identify the presence of archaeological resources within the area of potential effects.
- *Replace/Renovate the existing Boat Maintenance Facility* – In order to properly assess the project's potential effects on archaeological historic properties, detailed project plans will be necessary. The location of existing Boat Maintenance Facility exhibits a high sensitivity for archaeological historic properties. If the footprint of the new Boat Maintenance Facility exceeds that of the existing, archaeological survey will be necessary to identify the presence of archaeological resources within the area of potential effects.
- *Construct a new Small Arms Firing Range* – In order to properly assess the project's potential effects on archaeological historic properties, detailed project plans will be necessary. The location of the previous Sycamore Circle Townhouses exhibits a high sensitivity for archaeological historic properties. If the footprint of the new Small Arms Firing Range exceeds that of the previous Sycamore Circle Townhouses, archaeological

survey will be necessary to identify the presence of archaeological resources within the area of potential effects.

For all other aspects of the proposed undertaking not discussed above, the HPO has no concern regarding their effects on potential archaeological historic properties.

The HPO looks forward to receiving the documentation requested in the Archaeology section above. This documentation will be required in order to conclude the identification of historic properties pursuant to 36 CFR § 800.4 and proceed to the evaluation of the project's effects pursuant to 36 CFR § 800.5.

Thank you for providing the opportunity to review and comment on the potential for the above-referenced project to affect historic properties. Please do not hesitate to contact Jonathan Kinney of my staff at (609) 984-0141 with any questions regarding historic architecture, historic districts and historic landscapes, or Jesse West-Rosenthal of my staff at (609) 984-6019 with any questions regarding archaeology. Please reference the HPO project number 13-1346 in any future calls, emails, or written correspondence in order to expedite our review and response.

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

June 20, 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 Sandy Hook, New Jersey

Dear Mr. Saunders:

The United States Coast Guard (Coast Guard) proposes to rebuild Coast Guard Station Sandy Hook, located at 20 Crispin Road, Highlands, New Jersey. Station Sandy Hook 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 Sandy Hook by replacing and repairing the waterfront, demolishing the existing Multi-Mission Building and constructing a new Multi-Mission Building, demolishing 22 Borough housing units, demolishing the existing Small Arms Firing Range (SAFR) and constructing a new SAFR, and replacing or renovating the existing Boat Maintenance Facility.

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 Sandy Hook. The Coast Guard Station Sandy Hook lies within the Fort Hancock and Sandy Hook Proving Ground National Historic Landmark District; however, the proposed action is not likely to have an adverse effect on historic resources. Of the proposed recapitalization efforts, only one structure is potentially historic, but upon further evaluation has been deemed not a contributing element to the historic district due to significant alterations to the structure throughout the years and lack of historic integrity. Underlying historic fortifications to the existing SAFR shall not be altered during proposed SAFR demolition activities.

Background

Coast Guard Station Sandy Hook is a multi-mission station located 45 miles south of New York City and approximately three-quarters of a mile northwest of Sandy Hook Light in Highlands, New Jersey. The Station is on 97 acres located near the north end of the Sandy Hook peninsula, surrounded on three sides by Sandy Hook Bay and the Atlantic Ocean. The Station is within the Gateway National Recreational Area, which is controlled by the National Park Service. The Station location is shown on the Site Location Maps and Plot Plans included as Enclosure (1).

Coast Guard Station Sandy Hook is the primary Coast Guard operational presence along the northeast coast of New Jersey. The Station missions include search and rescue, homeland security, and law enforcement including fisheries and recreational boating safety. The Station's small boat complement consists of two 47-foot Response Boat Mediums (Motor Life Boats) and two 25-foot Response Boat Smalls (RB-Ss). Cutters home ported at Sandy Hook include the CGC BAINBRIDGE ISLAND (110-foot Island Class Patrol Boat) and the CGC SAILFISH (87-foot Marine Protector Class Patrol Boat). Sandy Hook is home to Coast Guard Sector New York Detachment Sandy Hook, Coast Guard Sector New York Naval Engineering Function, Coast Guard ESDD Sandy Hook, and (formerly) the Coast Guard Exchange System.

The Coast Guard has identified the following major deficiencies at Station Sandy Hook (as detailed in the Coast Guard's four DD1391 Execution Proposals [EPs] for recapitalization of the Station):

- Coast Guard Station Sandy Hook waterfront sustained considerable damage during Hurricane SANDY, and is currently only operating at 20% of its capacity. Deficiencies due to normal wear and tear identified in the July 2011 Waterfront Facilities Inspection and Assessment have since been exacerbated by the storm;

- 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 current buildings proposed for demolition or renovations do not support efficient function of modern Coast Guard operations; and

- Currently Station Sandy Hook 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 Coast Guard on a recurring basis to mitigate wind and flood damage.

The planned reconstruction of Station Sandy Hook 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 Sandy Hook to meet the Department of Defense Anti-Terrorism/Force Protection criteria. Please see Enclosure (2) for additional information on the recapitalization plan.

The Coast Guard is also proposing major rebuilding of Station Manasquan Inlet and Station Atlantic City in New Jersey as a result of damage from Hurricane SANDY. Memoranda of Agreement with the New Jersey SHPO shall be pursued at these sites to mitigate impacts to historic resources; however, no adverse impacts to historic resources are anticipated at Station Sandy Hook.

Cultural Resources at Station Sandy Hook

Coast Guard Station Sandy Hook lies within the Fort Hancock and Sandy Hook Proving Ground National Historic Landmark District. The nearby Sandy Hook Lighthouse is listed on the National Register of Historic places. No work on contributing resources is proposed at Station Sandy Hook; demolition of one structure greater than fifty years old is proposed, and all other structures proposed for demolition or renovation were constructed in the 1970s or more recently. Please see Enclosure (3) for additional documentation on site structures and historic significance, and Enclosure (5) for the National Register of Historic Places Inventory Nomination Form for Fort Hancock and the Sandy Hook Proving Ground Historic District, revised in 1982.

Building 103 (Exchange/ESD) is no longer needed due to lack of housing at the Station that the Exchange would serve. Building 103 is a one story wood framed block, three bays wide and thirteen bays long (38 feet by 157 feet) with a gabled roof originally built in 1941. A wood framed shed with a gabled roof adjoins the southeast corner of the structure. The structure has been continually altered over time and retains few of its original finishes and details. The interior was extensively renovated for shop use at the time of the historic nomination in 1982. In 1983, a report was prepared by John Milner Associates, Inc. of West Chester, PA, in which Building 103 was evaluated and determined that, although it was originally a part of Fort Hancock, it had been significantly renovated for shop use and was determined to have no architectural or historic significance. Additionally, the siding and windows have been replaced, and the only remaining historic fabric of the building is the wood framing and sheathing. Building 103 does not meet the requirements for a structure of architectural or historical significance because it lacks association with an historic event or past significant person, does not embody the distinctive characteristics of a type, period or method of construction due to significant structural alterations since its construction, and is not likely to yield important historical information. Please see Enclosure (3) and Enclosure (4) for additional information on Building 103.

The existing SAFR at Sandy Hook, believed to have been constructed in the 1960s, is within Casemate Structure 541, a section of the Fort Hancock Mine Casemate system, which is a system of historic fortifications built by the Army in 1910 and altered in 1920-21. Mine casemates are a protected fortifications designed to act as a control center for detonating submerged mines. The submerged mines were tethered and connected to a fire control center in the mine casemate by submarine cables. The system was part of the defenses of New York Harbor, controlling minefields west of Ambrose Channel. Like most fortifications of its era, Casemate Structure 541 is concrete with a brick and steel beam ceiling acting as a formwork for concrete placed above enclosed spaces. Enclosed areas are partially buried, with earth fill and plantings acting as further protection and camouflage for the roof.

The SAFR occupies an open courtyard between enclosed casemate areas. In effect, the SAFR is below the surrounding grade, with concrete fortification walls forming the perimeter of the SAFR complex, and earth fill above the walls. In 2002-2003, the SAFR area was excavated and lead-contaminated soil was removed. The area beneath the bullet trap was excavated, and the fortification did not extend beneath that area. Storm drains or small tunnels may remain beneath other areas of the courtyard. For the proposed demolition of the existing SAFR, every effort will be made to remove the bullet trap, baffles, and armory building without disturbing any historic features of the casemate. This may require disassembled materials to be taken out through the entrance tunnel or lifted out by crane. The armory is a modular structure built on piers, so demolition should require minimal excavation. Therefore, no adverse impacts are anticipated on the historic casements due to demolition of the existing SAFR. Please see Enclosure (2), Enclosure (3), and Enclosure (6) for additional information on the SAFR.

Proposed Action at Station Sandy Hook

As a result of Hurricane SANDY, Station Sandy Hook sustained significant damage to the existing facilities. Mitigation measures at Coast Guard Station Sandy Hook have been employed in order to facilitate continued operations; however, several 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, new elevated hurricane resistant structures are proposed for construction on the site. The proposed project would adopt design standards similar to those from recent Coast Guard Station reconstruction along the Gulf Coast following Hurricanes KATRINA and IKE.

The proposed action provides for reconstruction to be broken into four distinct areas of work, in order to accommodate a potentially variable level of funding availability. The base scope of work would consist of:

- Waterfront Facilities: Recapitalization of the Sandy Hook waterfront is proposed, which was significantly damaged during Hurricane SANDY. Recapitalization shall include repairs to the non-historic wharf, piers, breakwaters, floating docks, groin, utilities, lighting, shore ties, hand rails, and boat ramp to pre-Hurricane SANDY conditions. The boat basin shall also be maintenance dredged to achieve pre-Hurricane water depths. The waterfront facilities at Sandy Hook are not contributing historic resources but, because they are within the historic district, all recapitalization work is proposed to be replacement in-kind, and to meet the same functional capabilities as prior to Hurricane SANDY.

- Multi-Mission Building: Demolition of the existing non-historic Multi-Mission Building (MMB) and construction of a new MMB is proposed. The existing MMB is two stories, 29,907 square feet, and was built in 1975. This building is not historic and was significantly damaged during Hurricane SANDY. A new MMB is proposed to replace this damaged structure. Demolition of Building 103 (Exchange/ESD) is also proposed under this area of work since Building 103 is no longer needed, lies above the 500 foot flood elevation, and the new MMB is proposed for construction on the site of the current Building 103. As described above, building 103 has been significantly renovated over its life time and no longer retains architectural or historic significance.

- Demolition of Borough Housing: The 22 non-historic Borough housing units on the northeast portion of Station Sandy Hook are proposed for demolition. All units were flooded extensively and repair costs exceed utility. The three historic Victorian housing units on the west side of Crispin Drive (Buildings 528, 504, and 526) are not included in the proposed housing demolitions, as they are contributing resources to the historic district and were minimally damaged during Hurricane SANDY.

- Construction of new Small Arms Firing Range: Construction of a new Small Arms Firing Range (SAFR) is proposed in the location of the former Sycamore Circle Townhouses, which were demolished immediately after Hurricane SANDY due to extensive damage incurred. The new SAFR would be indoor and include space for administrative functions, classrooms, toilet/shower facilities, a virtual shooting range, ammunition/weapon storage, and facility support spaces.

  Demolition of the existing SAFR is proposed due to extensive hurricane damage. The existing SAFR is a non-contributing resource to the historic district; however it is constructed within a casemate associated with Fort Hancock and therefore demolition would be conducted in a manner that is sensitive to the contiguous historic features. The SAFR armory building is not attached to the casemate. Similarly, the bullet trap is not attached to the casemate and sits on a slab. The overhead baffles are supported by heavy timber framing that is bolted to the concrete walls of the casemate on one side. The Coast Guard would patch the concrete upon removal of these attachments. While the concrete throughout the casemate structure exhibits extensive cracking and spalling, mainly from water damage, the structure remains structurally sound and would not require stabilization or rehabilitation following removal of the SAFR.

- Construction of a new Boat Maintenance Facility: A new Boat Maintenance Facility (BMF) would be constructed in place of the existing BMF or (funding dependent) a 7,110-foot addition to the existing BMF would be constructed in order to provide small boat accommodation capacity of up to 55 feet in length. The new facility or addition would include small boat maintenance functions and storage space for cutters. The existing BMF is located at 20 Crispin Road, is a two-story non-historic structure, 7,679 square feet in size, and was built in 1975.

Coast Guard Determinations

The Coast Guard has determined that the proposed action would result in no adverse effect to historic resources at Station Sandy Hook. The waterfront recapitalization effort shall be done in kind in order to achieve pre-Hurricane SANDY conditions; additionally, the waterfront itself is not a contributing resource to the historic district. Building 103, which is proposed for demolition, is a non-contributing resource to the historic district, as the structure has been significantly altered from its original condition. The existing Multi-Mission Building, Boat Maintenance Facility, and (22) Borough housing units are non-historic; therefore, demolition will not alter the historic integrity of the district. Demolition of the existing SAFR shall be conducted such that no historic resources are affected. New structures proposed for construction shall be of a design compatible with the surrounding historic resources at Sandy Hook. The Coast Guard respectfully requests your consideration of the proposed action and concurrence with the Coast Guard's determination that it would result in no adverse effect to historic resources at Station Sandy Hook.

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
US Coast Guard SILC
Environmental Management Division Chief
By Direction

Enclosure:
(1) Station Sandy Hook, Site Location
(2) Station Sandy Hook, Site Photographs and Recapitalization Project Plans
(3) Station Sandy Hook Building Descriptions & Historic Significance
(4) Station Sandy Hook Building #103 Board of Survey
(5) National Register of Historic Places Inventory—Nomination Form, Revised 9 November 1982
(6) Station Sandy Hook, Small Arms Firing Range Site Photos and Drawings

Copy:
CGD5
CG SILC
CG CEU Providence
ACHP

Appendix D
Biological Assessment

U.S. Department of Homeland Security

United States Coast Guard

Commander
United States Coast Guard
Shore Infrastructure Logistics Center

DHS – US Coast Guard
1301 Clay Street, Suite 700N
Oakland, CA 94612-5203
Staff Symbol: SILC/lk
Phone: (510) 637-5532
Fax: (510) 637-5513
Email: Lynn.M.Keller@uscg.mil

16475

August 7, 2014

Mr. Carlo Popolizio
U.S. Fish and Wildlife Service
New Jersey Field Office Ecological Services
927 North Main Street, Building D
Pleasantville, New Jersey 08232

Dear Mr. Popolizio,

The U.S. Coast Guard (USCG) is proposing to rebuild Station Sandy Hook, New Jersey, 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.

Enclosed please find the USCG's Biological Assessment for the proposed recapitalization project at Station Sandy Hook. In compliance with Section 7 of the Endangered Species Act (ESA) and its implementing regulations at 50 CFR Part 402, the USCG has determined that the proposed recapitalization may affect, but is not likely to adversely affect the piping plover (*Charadrius melodus*), northeastern beach tiger beetle (*Cicindela dorsalis dorsalis*), and sea-beach amaranth (*Amaranthus pumilus*), which are federally listed as threatened, and the red knot (*Calidris canutus rufa*), which is proposed for federal listing as threatened. As described in the attached BA, the Coast Guard has included a number of best management practices in the proposed action in order to avoid or minimize the potential for effects to these species. The USCG respectfully requests the US Fish and Wildlife Service's concurrence with this determination.

Your prompt reply would be appreciated so that the USCG may meet the Congressional mandate to obligate these Hurricane Sandy recapitalization funds by September 2014. If you have any additional questions, please contact Ms. Lynn Keller at the address listed above.

Sincerely,

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DN: c=US, o=U.S. Government, ou=DoD, ou=PKI, ou=USCG, cn=AMUNDSON.DEANJAY.1274011862
Date: 2014.08.07 14:31:22 -07'00'

Dean Amundson
USCG SILC
Environmental Planning Program Manager
By Direction

Enclosures: (1) Final Biological Assessment, Recapitalization Project USCG Station Sandy Hook, New Jersey

BIOLOGICAL ASSESSMENT

RECAPITALIZATION PROJECT USCG STATION SANDY HOOK 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

U.S. Coast Guard
Facilities Design and Construction Center
5505 Robin Hood Road, Suite K
Norfolk, Virginia 23513

Prepared by:

12420 Milestone Center Drive, Suite 150
Germantown, Maryland 20876

1255 Broad Street, Suite 201
Clifton, NJ 07013

August 2014

Table of Contents

1. INTRODUCTION

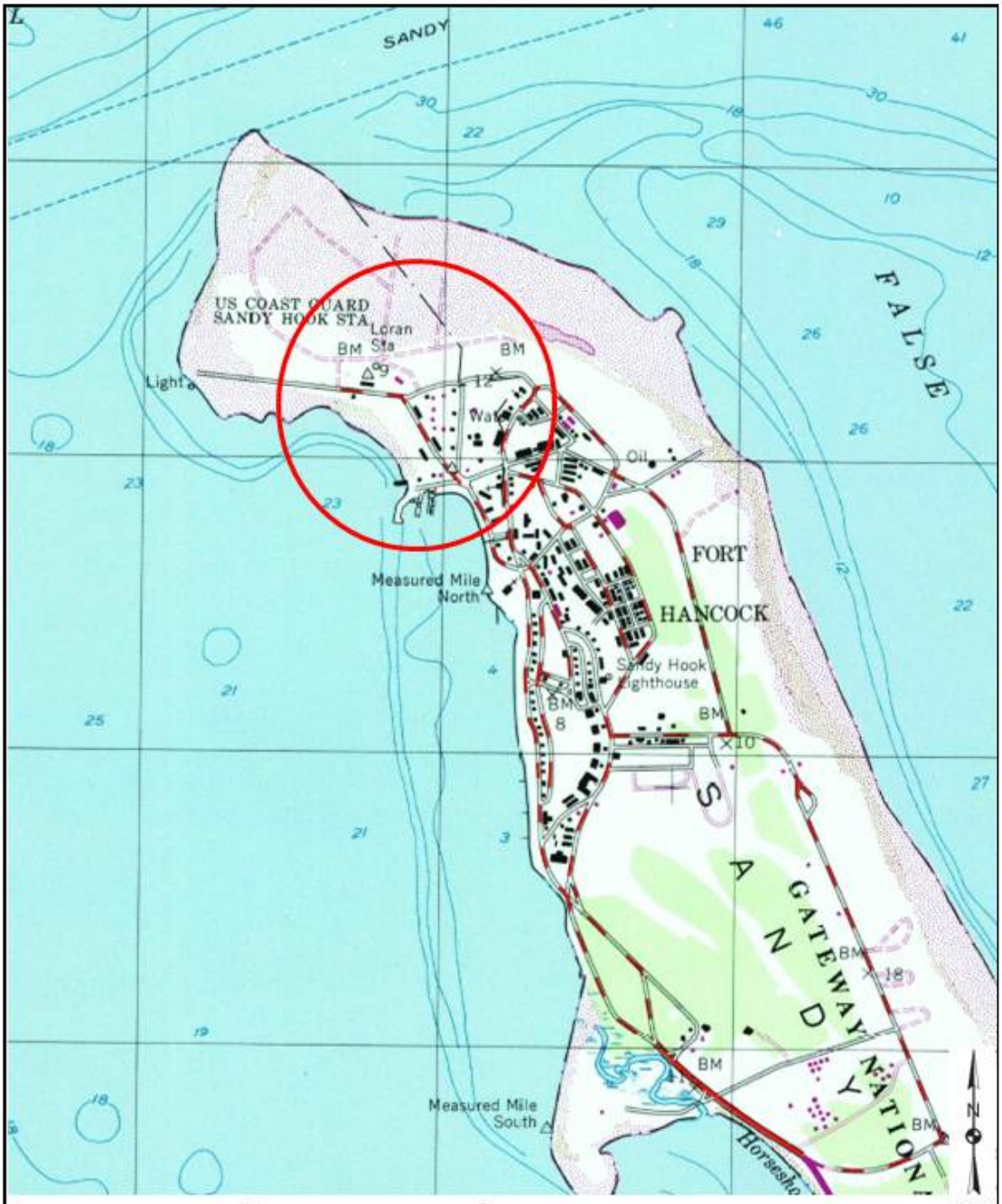
The U.S. Coast Guard (USCG) is proposing to rebuild Station Sandy Hook under the 2013 Disaster Assistance Supplemental Act (P.L. 113-2), which appropriated funds to replace USCG shore facilities damaged by Hurricane Sandy in October 2012 with hurricane- and flood-resilient structures.

Station Sandy Hook plays a vital role in ensuring public safety and providing port/waterway security and environmental protection along the New Jersey and New York coastlines. The Boat Maintenance Facility (BMF), Multi-Mission Building (MMB), Small Arms Firing Range (SAFR), and waterfront at the Station were damaged by Hurricane Sandy and required immediate repairs after the storm to allow Station operations to continue. However, these facilities are not designed for nor can reasonably be retrofitted to resist anticipated future storm and flood conditions. 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 demolishing storm-damaged buildings, constructing new, hurricane-resistant facilities, and making repairs/improvements to the waterfront.

2. PROJECT AREA

The project area for this Biological Assessment (BA) includes the Station Sandy Hook property on Sandy Hook Bay, in Monmouth County, New Jersey (Figure 1). Most of the Station is developed; vegetated areas include mowed lawns, scattered areas of scrub/shrub vegetation, open spaces with coastal vegetation, and beaches. Common wildlife species in the more developed areas of the Station include squirrels, rabbits, raccoon, opossum, songbirds, and herptiles, crabs, insects, shore birds, and plant species adapted for more saline environments are found in the beach areas.

Aquatic biota such as barnacles and a variety of fish species are found in the marine environment surrounding the Station. The benthic (bottom-dwelling) ecosystem in the boat basin and surrounding underwater area is populated by organisms commonly found on muddy, sandy bottoms including invertebrates such as clams and other shellfish, crustaceans (e.g., crabs and shrimp), annelids (e.g., worms), and echinoderms (e.g., starfish). There is no submerged aquatic vegetation in the shallow marine environment within or surrounding the boat basin.



PROJECT	USCG Hurricane Sandy Recapitalization Projects	Station Sandy Hook	
SCALE	As shown	U.S. Department of Homeland Security United States Coast Guard	Contract No. HSCG83-07-D-3WF170 Order No. HSCG47-13-JA17010 Project No. 01-6260822 Station Sandy Hook
SOURCE	USGS 7.5' Series, Sandy Hook, NJ, 1995		Figure 1

3. PROJECT DESCRIPTION

The USCG plans to rebuild USCG Station Sandy Hook facilities damaged by Hurricane Sandy to include the following (Figure 2):

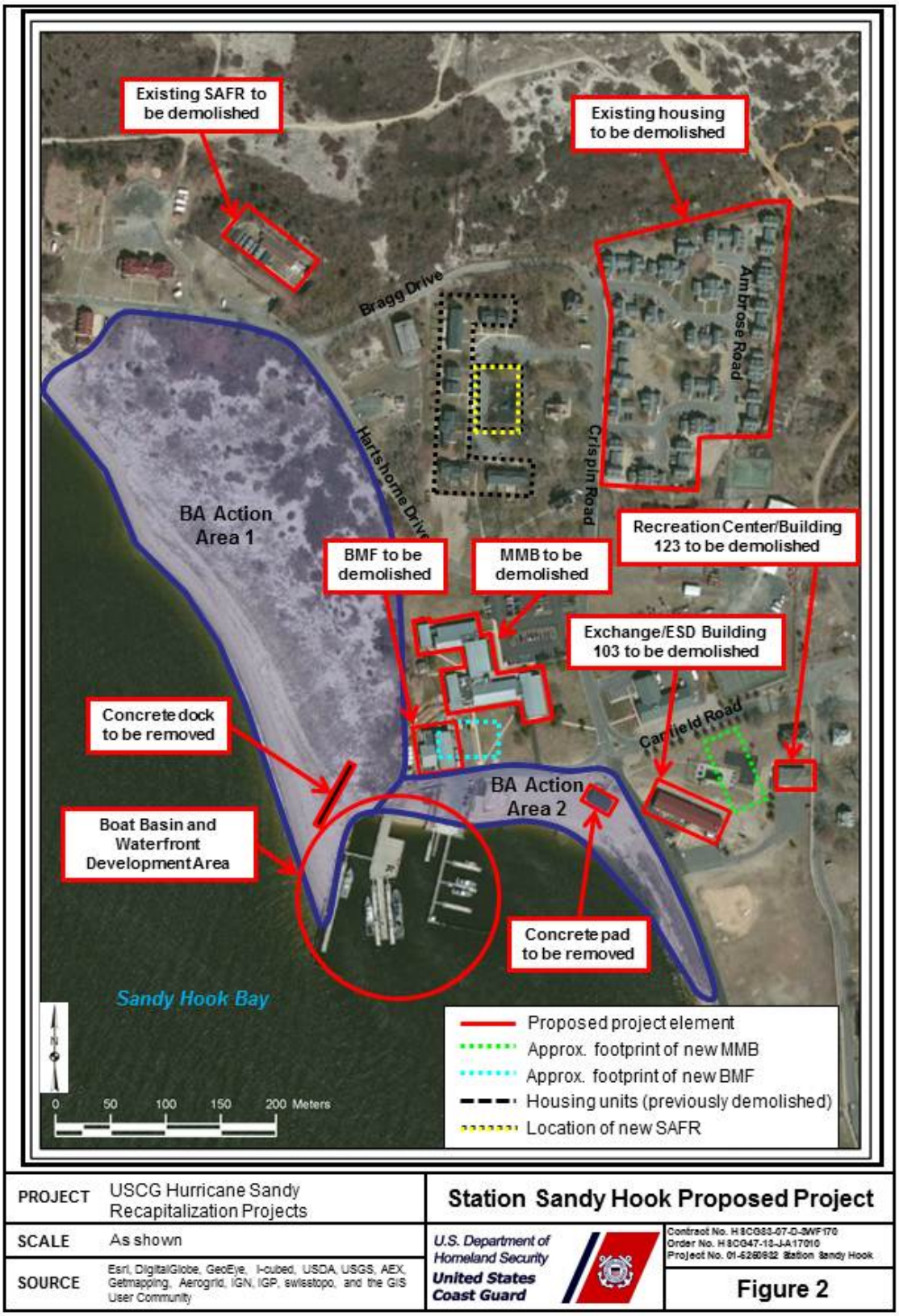
- Demolish the existing Boathouse and replace with a new BMF in the same location as the existing Boathouse;
- Demolish the existing Building #103 (Former Exchange/ Electronic Support Detachment [ESD] Building);
- Demolish the existing Building #123 (Former Recreation Building);
- Demolish the existing Station Building and replace with a new MMB located in the area of the existing Building #103 and Building #123 structures;Demolish the existing SAFR and construct a new SAFR in the area of the former Sycamore Circle Housing Units and playground, which were demolished immediately following Hurricane Sandy;
- Demolish 22 Borough Housing Units;
- Dredge the boat basin to maintenance depths (see below);
- Reconstruct the waterfront area, including the repair or replacement of the wharf, piers, breakwaters, floating docks, groin, utilities, and boat ramps to return them to pre-Hurricane Sandy conditions; and
- Remove a beached concrete floating dock that had washed up on the beach area to the north of the boat basin and remove a concrete pad located on the beach on the east side of the boat basin.

Onshore and nearshore construction activities associated with the project may include, but are not limited to, dismantling and removing existing structures by mechanical and/or physical means, constructing new buildings, and driving new piles for the docks and supporting structures.

The boat basin will be dredged to remove recent and accumulated sands and sediments. Dredging will be within the existing boat basin footprint to maintenance depths only. Periodic maintenance dredging is regularly conducted in the boat basin, with the last dredging occurring in 2007/2008. The NJDEP has previously determined that waterfront repairs and maintenance dredging at Station Sandy Hook are consistent with the Rules on Coastal Zone Management and New Jersey's federally approved Coastal Management Program. The exact dredging areas have not been determined, but dredging is expected to remove up to a maximum of 12,423 cubic yards of material which is greater than 90% sand and contains no contaminants (USCG 2014). The maintenance dredging will return the water depths in the boat basin to design depths which range from 10 to 14 feet deep at mean lower low water.

A closed clamshell environmental bucket dredge will be used for all mechanical dredging. The dredge will be operated to maximize the bite of the clamshell and reduce the amount of free water in the dredged material and the number of bites required to complete the dredging. The clamshell will be lifted slowly through the water column, generally at a rate of 2 feet per second or less. All dredged material will be placed in a barge of solid hull construction or sealed with concrete to prevent spillage of material. Dredge material will either be used as fill for construction activities on the Station or trucked off-site.

At present, the USCG does not know the construction period for the recapitalization work at Station Sandy Hook. The majority of the construction is likely to occur during the summer


Existing SAFR to be demolished
Existing housing to be demolished
Bragg Drive
Ambrose Road
Hartshorne Drive
Crispin Road
BA Action Area 1
BMF to be demolished
MMB to be demolished
Recreation Center/Building 123 to be demolished
Exchange/ESD Building 103 to be demolished
Concrete dock to be removed
Canfield Road
BA Action Area 2
Boat Basin and Waterfront Development Area
Concrete pad to be removed
Sandy Hook Bay
0 50 100 150 200 Meters
Proposed project element
Approx. footprint of new MMB
Approx. footprint of new BMF
Housing units (previously demolished)
Location of new SAFR
PROJECT USCG Hurricane Sandy Recapitalization Projects
SCALE As shown
SOURCE Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community
Station Sandy Hook Proposed Project
U.S. Department of Homeland Security
United States Coast Guard
Contract No. HSCG83-07-D-3WF170
Order No. HSCG47-13-JA17010
Project No. 01-6260932 Station Sandy Hook
Figure 2

months; however, for purposes of the effects analysis in this BA, it is assumed that elements of the proposed recapitalization work could occur at any time during the year.

The USCG would implement a number of best management practices to avoid or minimize potential effects to sensitive species. These include:

- Prohibit workers from accessing or driving across the beach in Action Area 1, although some worker/equipment access may be necessary remove the beached concrete dock.
- All construction materials and equipment would be staged on existing paved/developed areas.
- During all nearshore and in-water activities, the USCG would implement appropriate erosion and sediment control measures to minimize sediment released into marine waters; implement spill prevention and control measures to minimize potential for and impacts of a spill of pollutants such as fuel; and minimize the time working in the water to the maximum extent practicable.
- All construction materials which may come into contact with the water will be free of toxic materials (no creosote-coated or pressure-treated timber will be used).

4. ACTION AREA

4.1 Action Area 1

Action Area 1 consists of the sand beach adjacent to and northwest of the boat basin, and the foredune and backdune habitats. The intertidal zone and sand beach is devoid of plant life and consists of drift material and bare sand. The foredune is the most prevalent habitat.

Action Area 1 beach looking northwest from docks; photograph taken in the tidal zone during low tide to show low beach layout. (Note beached concrete dock in upper right corner of photograph.)

Beached concrete dock to be removed, looking northwest from docks.

The herbaceous vegetation within the foredune habitat consists of scattered, dense groupings of saltmeadow cordgrass (*Spartina patens*), scattered occurrences of seaside goldenrod (*Solidago sempervirens*), and eastern prickly pear cactus (*Opuntia compressa*). The backdune habitat consists of scattered tree-of-heaven (*Ailanthus altissima*), poison-ivy (*Toxicodendron radicans*) and sumac (*Rhus* sp.). The scrub/shrub habitat of the backdune area is the edge habitat between the beach and the developed areas of the base. This area is dominated by beach plum (*Prunus maritima*) with inclusions of sumac, tree-of-heaven, and poison-ivy.

Action Area 1 looking northwest from the MMB showing the back dune area vegetative cover

4.2 Action Area 2

Action Area 2 is the beach immediately adjacent to the north and east of the boat basin. The tidal zones of the beach are comprised of medium grain sand, tidal debris and cobble-gravel material. The foredune area directly adjacent to Canfield Road and Crispin Road is sparsely vegetated

with saltmeadow cordgrass and seaside goldenrod. Action Area 2 is subject to regular foot traffic because of its location between the boat basin and other station operations.

Action Area 2 beach; the concrete pad underneath the picnic tables is to be removed.

5. SPECIES/CRITICAL HABITAT CONSIDERED

On October 21, 2013, the USCG submitted a letter to the U.S. Fish and Wildlife Service (USFWS) requesting project review for the Environmental Assessment being prepared for this project. The USFWS responded with a letter dated November 15, 2013, with a list of species which occur in the vicinity of Station Sandy Hook (Appendix). URS biologists reviewed the habitat requirements of each species and conducted a site visit on January 17, 2014. Formal field surveys were not conducted, but the biologists did not observe any of the listed species discussed in this BA during the site visit.

For the purposes of this BA, suitable habitat is defined as the area that contains natural features associated with known habitat for the species and that could reasonably be expected to be occupied by the species in the reasonably foreseeable future.

Action Areas 1 and 2 provide suitable habitat for four protected species under USFWS jurisdiction: three federally listed as threatened: piping plover (*Charadrius melodus*), northeastern beach tiger beetle (*Cicindela dorsalis dorsalis*), and seabeach amaranth (*Amaranthus pumilus*); and the red knot (*Calidris canutus rufa*), which has been proposed for federal listing as threatened, is protected under the Migratory Bird Treaty Act, and is state-listed as endangered. Resources under National Marine Fisheries Service jurisdiction, including Essential Fish Habitat and protected species, are addressed in the Environmental Assessment being prepared for this project.

According to the USFWS critical habitat mapper and critical habitat data portal, no critical habitat has been designated within the project area (USFWS 2014a).

5.1 Piping Plover

The piping plover is a small, sparrow-sized shore bird with a sandy colored back, white chest, yellow legs, and a short neck which typically has a black band. In New Jersey, piping plovers

breed on Atlantic Coast beaches along the coast from Sandy Hook to Cape May. These migratory shorebirds nest and forage in the high dune areas but favor foraging in the intertidal zone for small invertebrates like crustaceans, worms, and insects. Atlantic Coast plovers arrive on area beaches from mid to late March to early April and the males establish territories and begin courting the females. Once a mating pair establishes a territory and nest, the female will typically lay a clutch of four eggs that will hatch in about 25 days. Soon after hatching, the young are able to follow their parents onto the beach where they will forage for food. Populations of plovers have been severely affected by water level changes, development, and predation by domestic and feral cats, as well as natural predators. The presence of human activities on beaches can cause nesting pairs to abandon nests or drive them away from the nest long enough for the eggs to be permanently damaged from excessive exposure to the sun. The Atlantic Coast plover nesting season extends from March 15 to August 15. The birds normally depart in early September (NPS 2004). During fall migration, females depart from the breeding grounds first, followed by males and then juveniles.

According to piping plover nesting activity data collected by Natural Resource Management Specialists at Gateway National Recreation Area, Sandy Hook Unit, since 2000, the number of nesting pairs on the NPS property has increased steadily from 29 to 50 pairs in 2012; the number of eggs has approximately doubled from 124 eggs in 2000 to 238 in 2012; the number of eggs hatched has decreased from 92 in 2000 to 37 in 2007, and then increased steadily back to 164 eggs hatched in 2012; and the fledge rate has fluctuated throughout the 12 year period, beginning with a rate of 1.76 in 2000, hitting a low of 0.70 in 2007 and rising again to a fledge rate of 1.04 in 2012. At Station Sandy Hook, nesting piping plovers were last recorded as present on the beach in Action Area 1 in 2012, when five pairs of birds nested, fledging a total of 4 chicks (NPS 2012).

5.2 Red Knot

The red knot is a small, robin-sized shore bird with a mosaic of natural colors on the back, red-orange chest in the spring (white-gray in winter), dark legs, and a short beak that tapers to the tip. Small numbers of red knots may occur in New Jersey year-round, but most migrate from as far away as the southern tip of South America to nesting grounds north of the Arctic Circle, foraging on Atlantic Coast beaches and other similar habitats along their spring (mid-May through early June) and fall (late-July through November) migration routes . Red knots will feed on invertebrates like crustaceans, worms, and insects, although studies have shown this species is heavily dependent upon the availability of horseshoe crab eggs during migration. Horseshoe crab eggs, unlike any other food resource, are quickly metabolized into fat that allows red knots to double their body weight in about 2 to 3 weeks. This weight gain is critical for survival because Delaware Bay is the last stop before red knots reach still-frozen arctic breeding grounds where insect food is not immediately available. The fat reserves allow red knots to survive and continue courtship, mating, and egg laying until food (primarily insects) becomes available. Populations of red knot have been severely affected by overharvesting of horseshoe crabs, beach development, and beach recreation (NJDEP 2010).

5.3 Northeastern Beach Tiger Beetle

This insect belongs to the Cicindelidae family of beetles, which is characterized by large eyes, three-toothed mandibles, and a sizable head. The northeastern beach tiger beetle has a bronze-

green colored head and white to cream colored elytra (the hardened forewings) that typically have several dark lines. This beetle spends its entire life cycle on beaches and adult tiger beetles are present on New Jersey beaches from early June through early September. The adults are diurnal hunters that actively chase down their prey, which includes ants, flies, fleas, and other small invertebrates. Adults will also feed on dead crabs, fish, and other carrion that washes up on shore. The adults lay eggs on the beach during the summer (Knisley et al. 1987, Terwilliger and Tate 1995) in shallow burrows typically found within the mid to high tide zones of beach habitat. Once the eggs hatch, the larvae will establish themselves in vertical burrows. The larvae are sedentary, ambush predators and can spend up to 2 years in these burrows until they have completed three larval cycles and emerge as adults. However, some larvae that hatch early and catch an abundance of food may develop and emerge after only 1 year (USFWS 1994).

The northeastern beach tiger beetle is affected by both human and natural events. Recreational use of beaches can alter habitat and disturb the adults, driving them away from the beaches. The larvae are very susceptible to the impacts of recreational use due to their sedentary nature; impacts include compaction from motorized vehicles, disturbance/compaction from foot traffic, and alteration of habitat.

In 1994, in partnership with the USFWS, the NPS reintroduced the northeastern beach tiger beetle to its historic range on the Sandy Hook peninsula. The single known extant population in New Jersey is a result of this reintroduction of larval beetles to the Gateway National Recreation Area. According to data collected by Natural Resource Management Specialists at Gateway National Recreation Area, Sandy Hook Unit, from 1994 to 2011, northeastern beach tiger beetles were recorded on the NPS property every year from 1995 through 2008. NPS has not recorded this species as occurring on the USCG Station Sandy Hook beach in Action Area 1 during the same survey years (NPS 2012).

5.4 Seabeach Amaranth

Seabeach amaranth is an annual beach plant that exhibits a sprawling growth habit. The plant has fleshy, rounded, green leaves with indented veins. The leaves are arranged in clusters which emerge from pink- reddish stems that are prostrate in form. During the flowering season, seabeach amaranth will produce yellow flowers that originate on the leaf axils. This plant typically occurs in the zone between the high tide line and the toe of the primary dunes, but it can also occur in the back dune area. The seabeach amaranth inhabits areas of very sparse vegetation because it is extremely sensitive to competition for resources from other plants. In northern New Jersey, the core growing season of seabeach amaranth is May through October, but may extend as late as December in some years (USFWS 2005). Threats to this species include habitat alteration and destruction caused by recreational beach use.

In 2000, seabeach amaranth was documented in Monmouth County after being absent from New Jersey since 1913 (USFWS 2004). According to data collected from 2000 to 2012 by Natural Resource Management Specialists at Gateway National Recreation Area, Sandy Hook Unit, seabeach amaranth was recorded on the NPS property every year during that time. At Station Sandy Hook, seabeach amaranth was recorded as present on the beach in Action Area 1 for 7 of the 12 years surveyed, with the number of plants recorded ranging from 1 to 15 (NPS 2012).

6. EFFECTS ANALYSIS

Project activities have the potential to affect the species addressed in this BA if they are present within Action Areas 1 or 2. All of these activities will be conducted within and in the areas immediately adjacent to the boat basin (the southernmost tip of Action Area 1 and all of Action Area 2), which currently experience significant human disturbances associated with daily station operations.

Effects to protected species from onshore demolition and construction activities would include human disturbance and noise during demolition and reconstruction of the BMF and MMB, and removal of the beached concrete dock. These effects would be temporary and limited to the immediate vicinity of the construction areas. As described above, the USCG would prohibit workers from accessing or driving across the beach in Action Area 1, although some worker/equipment access to remove the beached concrete dock on the southern tip of Action Area 1 may be necessary. All construction materials and equipment would be staged on existing paved/developed areas. The USCG would also implement erosion and sediment controls on land to minimize sediment reaching the water during removal of the dock.

Nearshore and in-water project activities include repair or replacement of the wharf, piers, breakwaters, floating docks, groin, utilities, and boat ramps, and maintenance dredging of the boat basin. These activities could cause increased turbidity in nearshore waters and deposition of suspended sediments on the beaches within Action Areas 1 and 2 during high tide. As described above, during all nearshore and in-water activities, the USCG would implement appropriate erosion and sediment control measures to minimize sediment released into marine waters; implement spill prevention and control measures to minimize potential for and impacts of a spill of pollutants such as fuel; and minimize the time working in the water to the maximum extent practicable.

Options under consideration for disposal of the dredged material include:

- Fill material for construction activities. Use of dredged material for fill would occur in the immediate vicinity of the BMF, MMB, and the Exchange/ESD Building 103. All of these buildings are located in upland areas and outside of Action Areas 1 and 2.
- Truck off-site. All dredged materials would be removed from the Station property for proper disposal or reuse.

The USCG initially considered another disposal option to use the dredged materials for beach nourishment in Action Area 1. However, the USCG dismissed this option because of its potential to adversely affect the protected species addressed in this BA.

6.1 Piping Plover

The open beach of Action Area 1 provides suitable foraging and nesting habitat for piping plovers. Potential effects on piping plovers include temporary disruptions of foraging, roosting, courting, and nesting activities from nearby project activities.

Temporary noise and human disturbance during demolition and reconstruction of the nearby BMF and MMB and removal of the beached concrete dock could affect plover foraging and nesting activities in Action Area 1. In-water work during repair or replacement of the wharf, piers, breakwaters, floating docks, groin, utilities, and boat ramps, and dredging could cause temporary increased turbidity in waters adjacent to the beach and deposition of suspended

sediments on beach areas during high tide, which could disrupt foraging activities for a short while.

Removal of the concrete floating dock that has washed up onto the beach just northwest of the boat basin would occur in an area that is not likely to be used for plover nesting. Piping plovers typically nest on the stretch of beach between the dunes and the high-tide line. The area which contains the beached dock is vegetated with beach plum, sumac, tree-of-heaven, and poison-ivy and is within 150 feet of the docks. Plover nesting is more likely to occur north of where the beached dock is located where there are more suitable open dune areas and where there is less human activity associated with USCG waterfront facilities. The USCG would use existing disturbed areas for staging and execution of the dock removal, and would prohibit any vehicle or equipment access onto the dune area. Pedestrian access to this area of the beach may be required. If the dock removal is done during the nesting season, the USCG would require that a biologist survey the site prior to removal of the dock to ensure that no nesting plovers are nearby. Should any nesting plovers be found, the USCG would delay removal of the dock until the young have fledged and left the nest. The biologist would also be present to ensure that no plovers, either adult or fledged young, are within the area when the removal action occurs.

Although Action Area 2 provides potential habitat for piping plovers, it is unlikely that the birds would use this small area of beach due to the disturbance caused by daily station activities; therefore, project activities on or near Action Area 2 are not likely to cause additional disturbance to piping plovers.

6.2 Red Knot

The open beach of Action Area 1 provides suitable habitat for red knots. Potential effects on red knots within Action Area 1 would include temporary disruptions of foraging and roosting activities from nearby project activities.

Temporary noise and human disturbance during demolition and reconstruction of the nearby BMF and MMB and removal of the beached concrete dock could affect red knot foraging and roosting activities in Action Area 1. In-water work during repair or replacement of the wharf, piers, breakwaters, floating docks, groin, utilities, and boat ramps, and dredging could cause temporary increased turbidity in waters adjacent to the beach and deposition of suspended sediments on beach areas during high tide, which could disrupt foraging activities for a short while.

Removal of the concrete floating dock that has washed up onto the beach just northwest of the boat basin would occur in an area that is not likely to be used for foraging by red knots, because it is vegetated with beach plum, sumac, tree-of-heaven, and poison-ivy. Red knots typically forage along the waterline of the beach. The biologist present during the dock removal would ensure that no red knots are within the area when the removal action occurs.

Although Action Area 2 provides potentially suitable foraging habitat for red knots, it is unlikely that the birds would use this small beach due to the disturbance caused by daily station activities; therefore, project activities on or near Action Area 2 are not likely to cause additional disturbance to red knots.

6.3 Northeastern Beach Tiger Beetle

Action Area 1 provides suitable habitat for tiger beetles. Effects on adult tiger beetles within Action Area 1 would be temporary disruptions of foraging and mating/egg laying activities. Effects on larval stages would be temporary disruptions of foraging activities and an increased risk of mortality.

In Action Area 1, temporary noise and human disturbance during demolition and reconstruction of the nearby BMF and MMB and removal of the beached concrete dock could disrupt foraging by adults and larvae and may also cause larvae to burrow deeper or relocate; relocation increases their risk of mortality from foot traffic or predation by crabs or birds.

In-water work during repair or replacement of the wharf, piers, breakwaters, floating docks, groin, utilities, and boat ramps, and dredging could cause temporary increased turbidity in waters adjacent to the beach and deposition of suspended sediments on beach areas during high tide, which could disrupt foraging activities by adults and larvae for a short time.

The area which contains the beached concrete dock to be removed is not likely to be used by the beach tiger beetle, because it is vegetated and is within 150 feet of the docks. The beetles are more likely to occur in open dune areas and where there is less human activity associated with USCG waterfront facilities. The USCG would use existing disturbed areas for staging and execution of the dock removal, and would prohibit any vehicle or equipment access onto the dune area. Pedestrian access to this area of the beach may be required. However, foot traffic in this area could pose a risk to adults (accidental trampling) or larvae (accidental compaction) if present. Prior to removal of the concrete dock, a biologist will survey the area within 150 feet of the beached dock for the presence of adults or larvae. The biologist will monitor the removal of the dock to ensure any adults or larvae present are avoided. The biologist will collect data on any specimens found including photo documentation, apparent health, and location.

Although Action Area 2 provides some foraging habitat for adult tiger beetles, it is unlikely that adults would use the area on a regular basis or deposit eggs there due to the disturbance caused by daily station activities. Project activities on or near Action Area 2 are not likely to cause additional disturbance to tiger beetles.

6.4 Seabeach Amaranth

Action Area 1 provides suitable habitat for seabeach amaranth in the sparsely vegetated areas located primarily between the high tide line and the dunes. Nearby demolition and construction activities and dredging in the boat basin would have no effect on the seabeach amaranth.

The removal of the beached concrete dock in the southern portion of the beach in Action Area 1 is not likely to support seabeach amaranth, as this area is vegetated with beach plum, sumac, tree-of-heaven, and poison-ivy. Prior to removal of the concrete dock, a biologist will survey the area within 150 feet the dock for the presence of seabeach amaranth. Any plants present will be fenced off for protection. The biologist will monitor the removal of the dock to ensure any plants present are avoided. The biologist will collect data on any specimens found including photo documentation, apparent health, size, location and number of plants. The fenced areas will be avoided to the greatest extent practicable to prevent damaging or destroying the plants.

Action Area 2 is heavily vegetated with saltmeadow cordgrass, seaside goldenrod, eastern prickly pear cactus and beach plum; seabeach amaranth does not compete well with these plants and is not likely to occur in Action Area 2.

7. SECTION 7 DETERMINATION

Based on the location and type of onshore activities proposed for this project, and in consideration of species' habits and habitat requirements, the USCG has determined that, with the mitigation measures described in Section 6, the project activities may affect, but are not likely to adversely affect the piping plover, red knot, northeastern beach tiger beetle, and seabeach amaranth.

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Personal communications:

Carlo Popolizio, Biologist, USFWS New Jersey Ecological Field Office. Telephone conversation with Brad Burford, Biologist, URS Group, Inc. February 18, 2014.

Jeanne McArthur-Heuser, Natural Resource Management Specialist, Gateway National Recreation Area, Sandy Hook Unit. Fort Hancock, NJ. Electronic mail correspondence with Regina LaCaruba, Biologist, URS Group, Inc. August 6, 2014.

Appendix
Agency Correspondence

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

Appendix E
Memorandum of Agreement

Preserving America's Heritage

July 22, 2014

Mr. Dean Amundson
Environmental Planning Program Manager
United States Coast Guard
Shore Infrastructure Logistics Center
300 East Main Street, Suite 800, EMD(da)
Norfolk, VA 23510-9104

REF: Proposed Hurricane Sandy Proposed Recapitalization Project
U.S. Coast Guard Station Sandy Hook
Highlands, New Jersey

Dear Mr. Amundson:

Enclosed is your copy of the fully executed Memorandum of Agreement for the referenced project. By carrying out the terms of the agreement, you will fulfill your responsibilities under Section 106 of the National Historic Preservation Act and the regulations of the Advisory Council on Historic Preservation. The original agreement will remain on file at our office.

We commend the United States Coast Guard for working closely with the New Jersey State Historic Preservation Officer, the National Park Service, and the Advisory Council on Historic Preservation toward the preservation of this important National Historic Landmark. We are confident that the Communications Plan the U.S. Coast Guard develops will enhance timely consultation for future undertakings.

If we may be of further assistance as the agreement is implemented, please contact Mr. Brian Lusher at (202) 517-0221, or via e-mail at blusher@achp.gov.

Sincerely,

Caroline D. Hall
Assistant Director
Office of Federal Agency Programs
Federal Property Management Section

Enclosure

MEMORANDUM OF AGREEMENT
AMONG THE UNITED STATES COAST GUARD,
THE NEW JERSEY STATE HISTORIC PRESERVATION OFFICE,
AND THE ADVISORY COUNCIL ON HISTORIC PRESERVATION

REGARDING

THE HURRICANE SANDY RECAPITALIZATION PROJECT AT COAST GUARD STATION SANDY HOOK, MONMOUTH COUNTY, NEW JERSEY

WHEREAS the United States Coast Guard (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 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, and the rebuilding of USCG facilities to improve resiliency constitutes 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 undertaking consists of rebuilding facilities at the damaged USCG Station Sandy Hook, New Jersey to include the following:

- Demolish the existing non-historic Boathouse and replace with a new Boat Maintenance Facility (BMF) in the same location as the existing Boathouse;
- Demolish the existing non-historic Building #103 (Former Exchange/ESD Building);
- Demolish the existing historic Building #123 (Former Recreation Building), which is a contributing structure to the Fort Hancock and Sandy Hook Proving Ground National Historic Landmark District;
- Demolish the existing non-historic Station Building and replace with a new Multi-Mission Building (MMB) located in the area of the existing Building #103 and Building #123 structures;
- Demolish the existing non-historic Small Arms Firing Range (SAFR), which was constructed on top of and around the historic Casemate Structure 541, in a way that shall not damage the historic casemate structure;
- Construct a new SAFR in the area of the former Sycamore Circle Housing Units and playground, which were demolished immediately following Hurricane SANDY;
- Demolish twenty-two non-historic Borough Housing Units;
- Dredge and reconstruct the waterfront area; and

WHEREAS the USCG is operating within the following constraints and requirements for the planned rebuilding of USCG Station Sandy Hook:

- Following Hurricane SANDY, the mission critical need to restore the form and function of the USCG Station Sandy Hook facility at its present location, within a National Historic Landmark (NHL) District in order to support Search and Rescue and Law Enforcement in and around the Sandy Hook Bay;
- Rebuild three mission critical structures (BMF, MMB and SAFR) to support modern USCG mission requirements and meet Department of Defense Anti-Terrorism/Force Protection criteria;
- All new structures must be built to meet the FEMA 500-year flood plain elevation, requiring all new structures to be elevated above existing site structures, such that critical equipment and facilities remain at the proper elevation to sustain hurricanes, floods and storms;
- Due to the location of Station Sandy Hook within FEMA Flood Zone V and A and the associated foundational requirements to support hurricane-prone structures, it is cost prohibitive to construct new facilities that are one story high in order to reduce the height of the new structures;
- All new structures and rebuilt facilities must comply with the Office of Management and Budget Memo M-12-12 of 11 May 2012, mandating that all Federal agencies freeze their real estate footprint; therefore planning and space allowances for the new Station Sandy Hook structures are of the most efficient configuration and design to reduce space and associated costs;
- Rebuild the BMF on the site of the existing Boathouse, which is the only suitable location at USCG Station Sandy Hook, due to waterfront access and pier locations, proximity to the boat basin, and existing utilities;
- Rebuild the MMB on the site currently occupied by Buildings #103 and #123, since it is the only site available at Station Sandy Hook that provides a view of the waterfront, piers, and BMF, which is a mission requirement for the operations center, and is in close proximity to the BMF and waterfront, which is a mission requirement for time critical deployments;
- Rebuild the Station in a manner to reduce overall disturbance to the site by reusing utility lines, parking lots, sidewalks and other structures to the extent practical as well as avoiding construction in undisturbed areas and areas known to have archaeological and/or environmentally sensitive resources;
- Site and orient the new structures in locations that allow reuse of the existing geothermal well system, which allows USCG to utilize a renewable energy resource and reduce the overall energy footprint of the facility;
- Repair the waterfront in a timely manner, which currently is operating at 20% capacity due to damage sustained by Hurricane SANDY, resulting in USCG vessels being relocated until facilities can be restored and in USCG being unable to meet time critical deployments while construction awaits;
- USCG must obligate recapitalization funds by September 2014, as mandated by Congress; and

WHEREAS the Sandy Hook Request for Proposal (RFP) solicitation was issued to the design-build contractors on 14 May 2014, an advance copy of the draft RFP dated 27 March 2014 was made available on 03 April 2014 to the design-build contractors to ensure their interest. The draft RFP included the building elevation drawings that were provided to SHPO on 13 March 2014 for comment, two months prior to the issuance date of the solicitation. Since the contract is for a design-build, the RFP did not include a 30% design; rather the RFP included performance and prescriptive specifications; and

WHEREAS, USCG defined an Area of Potential Effect (APE) for both Architectural and Archaeological resources; and

WHEREAS the APE is within the Fort Hancock and Sandy Hook Proving Ground Historic District, which was previously listed on the New Jersey and National Registers of Historic Places, and designated as a National Historic Landmark; and

WHEREAS, USCG identified the presence of archaeological site 28-MO-409 within the APE during an archaeological survey conducted in April of 2014, pursuant to 36 C.F.R. Part 800.4: Identification of Historic Properties of the NHPA; and

WHEREAS USCG has determined that the undertaking will have an adverse effect on the Fort Hancock and Sandy Hook Proving Ground National Historic Landmark District, and has consulted with the New Jersey State Historic Preservation Officer (SHPO) pursuant to 36 C.F.R. Part 800, of the regulations implementing Section 106 of the NHPA (16 U.S.C. § 470f); and

WHEREAS USCG has agreed to avoid, minimize and mitigate impacts to historic resources by employing careful planning, communication, and construction measures throughout the recapitalization effort and beyond; and

WHEREAS 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, USCG has consulted with the Advisory Council on Historic Preservation (ACHP), pursuant to 36 C.F.R. Part 800.10 (b) regarding resolution of adverse effects on National Historic Landmarks, and the ACHP has agreed to participate in the consultation; and

WHEREAS, USCG has consulted with the National Park Service (NPS) regarding the effects of the undertaking on historic properties per the NHPA Section 106 regulations for

National Historic Landmarks, 36 CFR 800.10; and NPS has agreed to participate in the consultation; and

WHEREAS the USCG held an interagency meeting at USCG Station Sandy Hook to continue historic consultation between USCG, ACHP, SHPO and NPS stakeholders and discuss the planned recapitalization effort, issues with compatibility of the new construction to the NHL district, and identify mitigation measures as detailed in this Memorandum of Agreement (MOA); and

WHEREAS the USCG sent notification letters regarding the proposed project to multiple municipal and historic groups such as Middletown Township, Monmouth County, Monmouth County Historical Association, Fort Hancock 21st Century Advisory Committee, New Jersey Lighthouse Society, Preservation New Jersey, Sandy Hook Foundation, and the Nike Historical Society; and no comments were received; and

WHEREAS, the USCG shall continue to consult with the public about this Project as a part of the ongoing Section 106 process; and

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

STIPULATIONS

USCG shall ensure that the following negotiated measures are carried out in order to avoid, minimize and mitigate impacts to historic resources. USCG and the SHPO agree to work cooperatively and efficiently in order to complete all Stipulations within five years of the execution date of this MOA.

I. USCG shall shift the foundation of the new MMB further west to avoid, to all practical extents, archaeological site 28-MO-409, as identified during the USCG April 2014 Archaeological Survey, and the existing geothermal wells. USCG shall re-orient the shipping/receiving paved area from the northern corner to the southeast corner of the new MMB structure to avoid archaeological site 28-MO-409; refer to the Site Plan included with this MOA as Appendix A. USCG shall submit Preliminary Civil Site Plans for the new MMB structure to SHPO, with archaeological site 28-MO-409 depicted on the plans relative to the structure footprint. USCG and SHPO shall then have a teleconference within seven (7) days to discuss the proposed layout and identify any concerns and room for flexibility. If SHPO and USCG believe there is room for flexibility at this point to adjust the MMB site plan in order to better address archaeological concerns, SHPO may provide an onsite representative to Station Sandy Hook while the design-build contractor is laying out foundation plan for the MMB. SHPO will be provided with one (1) week's notice of the onsite meeting at Station Sandy Hook. A copy of the as-built civil site plans will be made available to SHPO.

II. In consultation with SHPO, USCG shall prepare an Archaeological Resources Avoidance Plan with the design-build contractor in order to address potential impacts to archaeological

resources at Station Sandy Hook. This Avoidance Plan shall build on the USCG April 2014 Archaeological Survey and detail avoidance of areas identified by SHPO as potentially archaeologically significant or not yet surveyed for archaeological historic properties. At a minimum, this plan shall include the following: 1) A description of the purpose and need for the avoidance plan; 2) An outline and description of any physical barriers to be employed and observed during project implementation. This shall include descriptions of the proposed methodology for installation of these barriers; 3) An outline and description of any construction/demolition techniques and minimization measures to be observed during project implementation; 4) A description of how this avoidance plan will be implemented as part of this undertaking; and 5) A graphical representation of where avoidance and minimization measures are to be observed.

As part of the Archaeological Resources Avoidance Plan, a component for discovery of additional archaeological resources and appropriate protocol shall be included. At a minimum, a plan for unanticipated discoveries shall include: 1) A stipulation for training contractors to recognize potential archaeological historic properties; 2) A description of procedures for stoppages of work, including stoppage durations; 3) An outline of notification procedures, including a chain-of-command outlining the contact information and responsibilities of each party involved; 4) Provisions for the discovery of human remains, including information on all necessary regulations that apply; and 5) Provisions for documentation and final reporting of all unanticipated discoveries.

USCG shall prepare a Draft Archaeological Resources Avoidance Plan and submit it to SHPO; SHPO shall review the Draft Archaeological Resources Avoidance Plan and provide any comments back to USCG within thirty (30) days. The Archaeological Resources Avoidance Plan shall be finalized and implemented prior to USCG conducting any ground disturbing work at the site.

III. In consultation with SHPO, USCG shall relocate the proposed communications tower from the east side of the new MMB to the northwest corner of the new MMB, where there are no archaeological concerns. Refer to the Site Plan included with this MOA as Appendix A.

IV. USCG shall prepare a demolition plan, for SHPO review, to remove non-historic SAFR components from the historic casemate structure. The new SAFR shall be constructed in the former Sycamore Circle housing area, away from the historic casemate structure and in a previously disturbed area with no archaeological concerns. USCG will prepare a Draft SAFR Demolition Plan and submit to SHPO for review. SHPO shall provide any comments back to USCG within thirty (30) days. The SAFR Demolition Plan shall be finalized and implemented prior to USCG starting SAFR demolition.

V. In addition to the architectural design components included in the preliminary design-build RFP drawings, USCG shall continue to work with SHPO and NPS in order to make the new structures more compatible with the surrounding National Historic Landmark district. These items will include a lowering of the MMB building height by reducing the roof pitch, appropriate architectural finishes for the screening of the pilings for the new structures, and a mutually acceptable landscaping plan.

Furthermore, after the USCG awards the Design Build contract in September 2014, the USCG will consult with SHPO and NPS on the possibility of changing the MMB roof design to a flat roof. The USCG will provide ACHP, NPS, and SHPO the related contract schedule, after receipt from the Design Build contractor. USCG will make a good faith effort to make changes to the roof design within the Design Build contract cost. The USCG will document and implement all changes resulting from these consultations.

VI. USCG has included a requirement in the design-build contract for the contractor to have a qualified Historical Architect on staff. The design-build contractor shall retain the services of a qualified Historical Architect meeting the Secretary of Interior's Professional Qualification Standards as authorized by NHPA Section 101(h), and described on the National Park Service's Archaeology and Historic Preservation Professional Qualifications Standards web page: http://www.nps.gov/history/local-law/arch_stnds_9.htm

VII. As mitigation for the proposed demolition of Building # 123 (former Recreation Center), USCG shall perform Level II historic recordation of the contributing structure in accordance with Historic American Buildings Survey (HABS) Standards, which include the HABS Guidelines for Historical Reports and the Guide to Preparing HABS/HAER Photographic Documentation (July 2007 and November 2011, respectively). All materials submitted as documentation will follow the most recent requirements and review time lines as stated by the Heritage Documentation Program. Parties will make a good faith effort to meet the requirements of the NPS Northeast Regional Office's schedule of documentation. The draft historic recordation documents shall be provided to SHPO and NPS for concurrent review; SHPO and NPS shall provide any comments to USCG within thirty (30) days. USCG shall revise the documents, if needed, and resubmit to SHPO and NPS; SHPO and NPS shall provide a determination that the documentation is adequate within one (1) week, or detail required changes needed to the documentation. The USCG shall finalize the documentation and submit the final package to the NPS for acceptance. No demolition work shall be conducted on Building # 123 until the documentation is accepted by the NPS, or the USCG, NPS, and SHPO have mutually agreed that documentation of Building #123 has been satisfactorily completed to a level to allow demolition to proceed prior to finalization of the full documentation package. All parties acknowledge that the recordation of Building #123 needs to be completed by January of 2015 and will make all good faith efforts to meet this time frame.

VIII. USCG shall continue to work with the NPS GNRA to minimize disruptions to GNRA operations during USCG construction work. NPS will be invited to periodic onsite meetings with the contractor, and together, prior to the commencement of construction, USCG and GNRA shall: create guidelines for appropriate work hours, routes of ingress/egress for hauling materials, site restrictions on weekend work during 15 May – 15 September each year (or during special events), and develop a road condition monitoring plan to help prevent and correct as necessary damage sustained to NPS roads from USCG construction activities.

IX. USCG shall develop a vibratory monitoring plan for seven historic structures near the proposed new construction work. The seven historic structures that shall be included in the Vibratory Monitoring Plan include the following:

- Bldg #109 (USCG structure, former Chem Lab, near proposed new MMB)
- Bldg # 108 (NPS structure, across the street from proposed new MMB)
- Bldg # 102 (NPS structure, across the street from proposed new MMB)
- Bldg # 528 (USCG structure, historic Victorian house near proposed new SAFR)
- Bldg # 504 (USCG structure, historic Victorian house near proposed new SAFR)
- Bldg # 526 (USCG structure, historic Victorian house near proposed new SAFR)
- Bldg # 503 (USCG structure, former Railroad Bldg)

USCG shall prepare a Draft Vibratory Monitoring Plan for Station Sandy Hook Recapitalization Construction Activities and submit to SHPO and NPS for review. SHPO and NPS shall provide any comments to USCG within thirty days. The Vibratory Monitoring Plan shall be finalized and implemented prior to construction work starting at Station Sandy Hook.

X. In consultation with SHPO, ACHP and NPS, USCG shall develop a collaborative Communications Plan for Station Sandy Hook to better facilitate future work, and mutual coordination of projects and planning efforts, as well as foster better agency partnership and preservation of historic resources through early Section 106 consultation. This Communications Plan shall include points of contact, chains of command, addresses, phone numbers, electronic mail addresses, and a requirement for periodic stakeholder meetings. The Draft Communications Plan shall be submitted to GNRA, SHPO and ACHP for review; GNRA, SHPO, and ACHP shall provide any comments to USCG within thirty (30) days. USCG shall finalize the Communications Plan within five years of the MOA execution date, and/or before any new demolition or construction projects are developed, other than those covered in this MOA, and shall distribute copies to GNRA, SHPO and ACHP. The USCG Station Sandy Hook Communications Plan shall be implemented as part of the USCG Station Sandy Hook Cultural Resources Management Plan (CRMP), as addressed in Stipulation XI. The Communications Plan shall be updated periodically by USCG as needed.

XI. In consultation with SHPO, ACHP and NPS, USCG shall create a CRMP for USCG Station Sandy Hook, given its designation as a National Historic Landmark District. This CRMP shall evaluate all USCG historic structures and prioritize the best candidate structures to promote for reuse/rehabilitation/stabilization, as well as provide a basis to make better educated development choices and funding decisions for future projects. This CRMP shall incorporate requirements for USCG to consult early on NHPA Section 106 and Section 110, and shall include the USCG Station Sandy Hook Communications Plan as components. The Draft CRMP shall be submitted to SHPO, ACHP and NPS for comments; SHPO, ACHP and NPS shall provide any comments to USCG within thirty (30) days. USCG shall finalize and implement the CRMP within five years of the MOA execution date, and/or before any new demolition or construction projects are developed, other than those covered in this MOA, and shall distribute copies to GNRA, SHPO and ACHP. The CRMP shall be updated periodically by USCG as needed.

XII. USCG will initiate early Section 106 consultation with SHPO and NPS for future USCG Station Sandy Hook projects, prior to project selection and prioritization. This requirement shall be incorporated into the USCG Station Sandy Hook Communications Plan and the USCG Station Sandy Hook CRMP, which USCG shall develop in accordance with Stipulations X and XI.

XIII. 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.

XIV. **DURATION**

This MOA will be null and void if its terms are not carried out within five (5) years from the date of its execution. Prior to such time, USCG may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation XVIII below. All milestone dates for Stipulations refer to calendar days, not business days.

XV. **POST-REVIEW DISCOVERIES**

If additional historic properties are discovered all work shall cease in the vicinity of the discovery and USCG shall implement the unanticipated discovery plan developed as part of Stipulation II of this MOA.

XVI. **MONITORING AND REPORTING**

Each year following the execution of this MOA until it expires, all Stipulations are complete, or is terminated, USCG shall provide all parties to this MOA a summary report detailing work undertaken pursuant to its terms. Such report shall include any scheduling changes proposed, any problems encountered, and any disputes and objections received in USCG's efforts to carry out the terms of this MOA.

XVII. **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, USCG shall consult with such party to resolve the objection. If USCG determines that such objection cannot be resolved, USCG will:

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

response. 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) calendar day time period, USCG may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, 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. USCG's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged provided they may be suspended if execution of one or more acts is contingent on the outcome of a dispute being resolved.

XVIII. **AMENDMENTS**

This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ACHP.

XIX. **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 XVIII, 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, 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. USCG shall notify the signatories as to the course of action it will pursue.

Execution of this MOA by the USCG, SHPO, and ACHP, and implementation of its terms evidence that USCG has met all responsibilities under the National Historic Preservation Act for this undertaking and has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

SIGNATORIES:

UNITED STATES COAST GUARD

INGALSBE.JAMES.K.1064401714 Digitally signed by INGALSBE.JAMES.K.1064401714
DN: c=US, o=U.S. Government, ou=DoD, ou=PKI, ou=USCG, cn=INGALSBE.JAMES.K.1064401714
Date: 2014.07.20 09:50:59 -04'00'

Date: 20 Jul 2014

James K. Ingalsbe, Captain
Chief, Office of Civil Engineering, Commandant (CG-43)

NEW JERSEY HISTORIC PRESERVATION OFFICE

Date: 7/21/2014

Daniel Saunders
New Jersey Deputy State Historic Preservation Officer

ADVISORY COUNCIL ON HISTORIC PRESERVATION

Date: 7/22/14

John M. Fowler, Executive Director

CONCURRING SIGNATORY:

NATIONAL PARK SERVICE

M. Gerbauckas Date: 07-21-14

Maryanne Gerbauckas, Associate Regional Director, Resource Stewardship
Northeast Region

Appendix A: Site plan with revised MMB and Communications Tower locations

Appendix F
Public Involvement

PUBLIC NOTICE

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

The United States Coast Guard (USCG) intends to prepare an environmental assessment (EA) for the proposal to rebuild shore facilities at Station Sandy Hook, 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 repair and rebuild structures at the waterfront at USCG Station Sandy Hook, including repairs or replacement of the wharf, piers, breakwaters, floating docks, groin, utilities, and boat ramp to return them to pre-Hurricane Sandy conditions. The boat basin will also be dredged. The existing non-historic Multi-Mission Station Building (MMB) will be demolished and a new storm-resistant MMB will be constructed. A new Boat Maintenance Facility (BMF) will be constructed and the existing non-historic BMF will be demolished. The existing Small Arms Firing Range (SAFR) will be demolished and a new indoor SAFR constructed. The new SAFR will include space for administrative functions, classroom space, toilet/shower rooms, virtual range, ammunition/weapon storage, and facility support spaces. It will serve all USCG units located in the Sector New York Area of Operations (AOR) and will have the capacity to serve operational partners. Damaged non-historic housing units may also be demolished. Building 103 (Exchange/ESD) is also proposed for demolition to allow room for new construction. USCG will consult with the State Historic Preservation Officer to avoid and/or mitigate adverse effects on historic properties at the site. The Proposed Action includes options to construct additional housing and a combined Exchange and Community Center.

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
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10/06/13

Kathleen A. Gibson
Notary Public State of New Jersey
My Commission Expires Dec. 18, 2014

A.D. **2013**

Sworn and subscribed before me, this
6 day of **October, 2013**

Kathleen A Gibson
Notary Public of New Jersey

OTHER HEADINGS

PUBLIC NOTICE

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

The United States Coast Guard (USCG) intends to prepare an environmental assessment (EA) for the proposal to rebuild shore facilities at Station Sandy Hook, 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.

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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
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Environmental Protection Specialist

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($112.50)

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PUBLIC NOTICE

Notice of Availability of the Draft Environmental Assessment
Hurricane Sandy Proposed Recapitalization Project
Rebuild USCG Station Sandy Hook, 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 Sandy Hook, 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 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:

- Demolish the existing non-historic Boathouse and replace with a new Boat Maintenance Facility in the same location as the existing Boathouse;
- Demolish the existing non-historic Building #103 (Former Exchange/ESD Building);
- Demolish the existing historic Building #123 (Former Recreation Building), which is a contributing structure to the Fort Hancock and Sandy Hook Proving Ground National Historic Landmark District;
- Demolish the existing non-historic Station Building and replace with a new Multi-Mission Building located in the area of the existing Building #103 and Building #123 structures;
- Demolish the existing non-historic Small Arms Firing Range (SAFR), which was constructed on top of and around the historic Casemate Structure 541, in a way that shall not damage the historic casemate structure;
- Construct a new SAFR in the area of the former Sycamore Circle Housing Units and playground, which were demolished immediately following Hurricane Sandy;
- Demolish twenty-two non-historic Borough Housing Units;
- Dredge and reconstruct the waterfront area.

The USCG has consulted with the State Historic Preservation Officer to avoid and/or mitigate adverse effects on historic properties at the site and a Memorandum of Agreement has been executed.

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 Middletown Township Public Library located at 55 New Monmouth Road, Middletown, NJ, 07748, during normal business hours (Monday through Thursday 9:00 a.m. to 9:00 p.m., and Saturday 9:00 a.m. to 5:00 p.m.).

The comment period for the Draft EA will end 15 days after the initial notice publication date of August 17, 2014. Written comments on the Draft EA may be submitted no later than August 30, 2014, via USPS mail, fax, or electronic mail to:

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