



Figure 1:

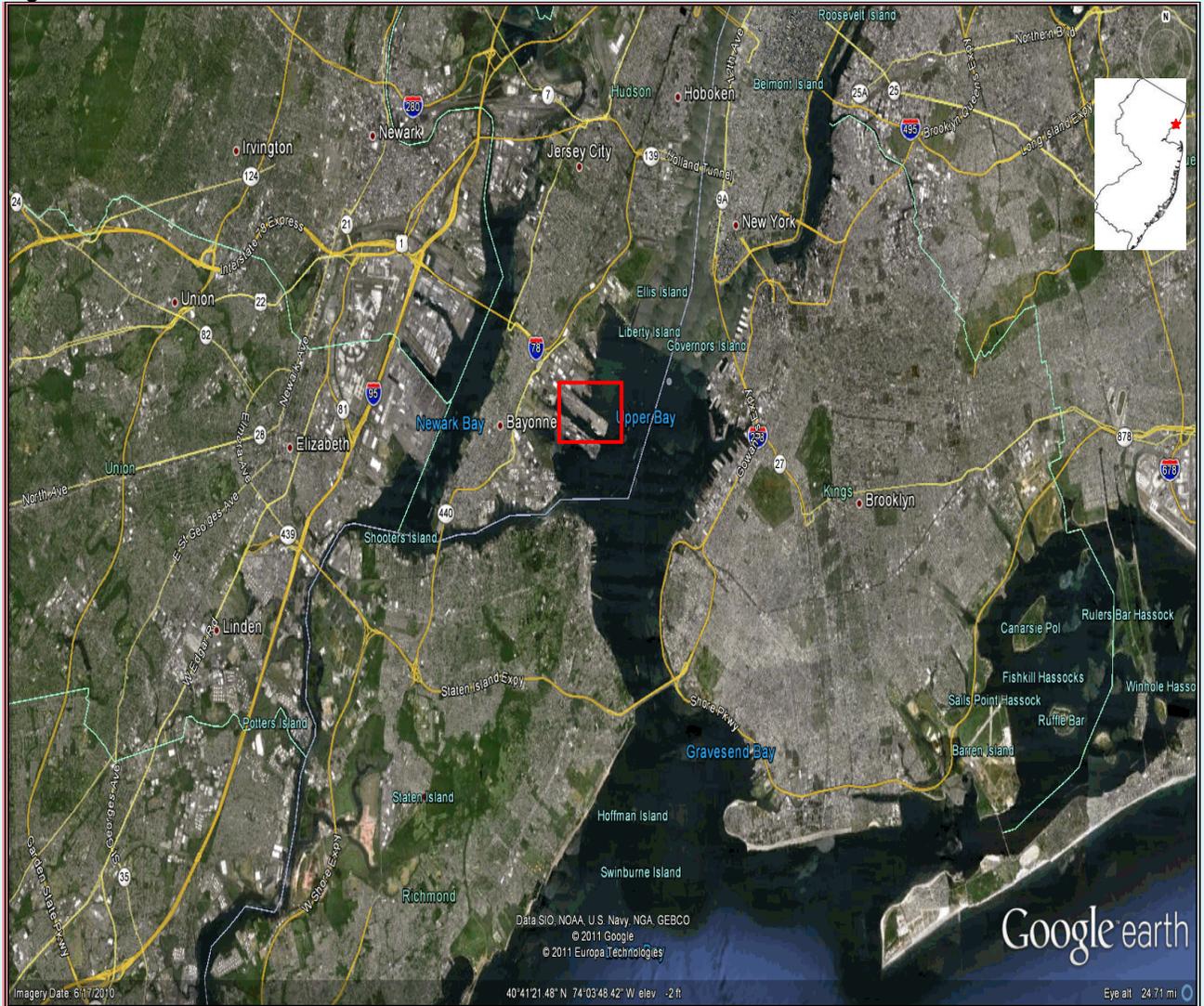


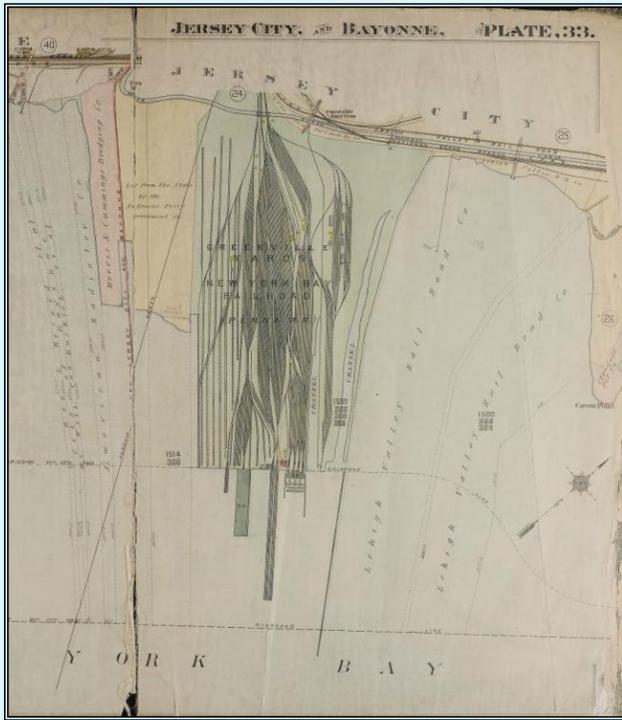
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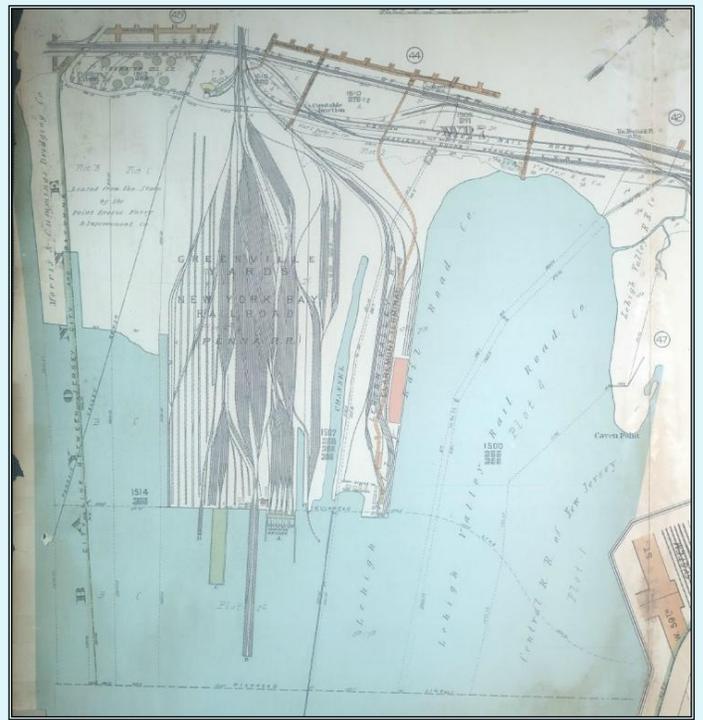
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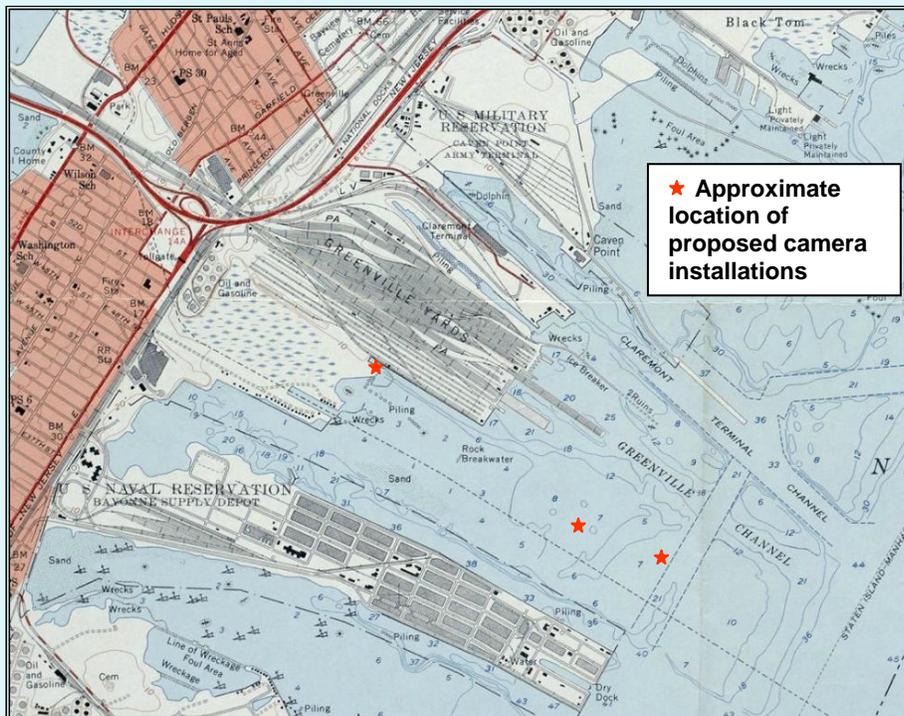
Aerial photo of Global Terminal and Container Services, LLC



**Figure 4:** 1919 Plat Map Plate 33 (*Plat Book of Jersey City and Bayonne, N. J. published by G.M. Hopkins, Philadelphia*)



**Figure 5:** 1928 Plat Map Plate 46 (*Plat Book of Jersey City, Hudson County, N. J. published by G.M. Hopkins Co., Philadelphia*)



**Figure 6:** 1955 USGS topographical map

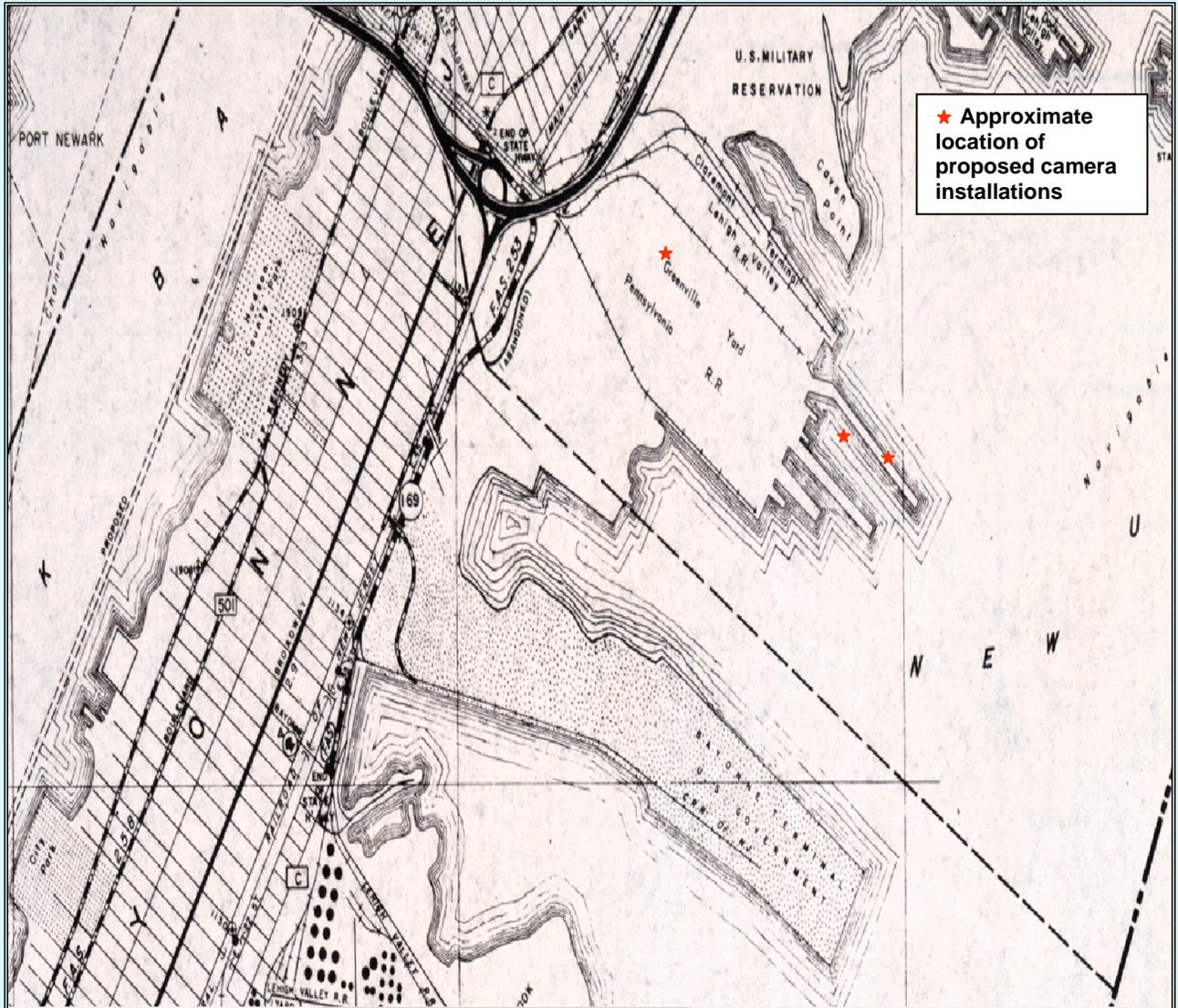
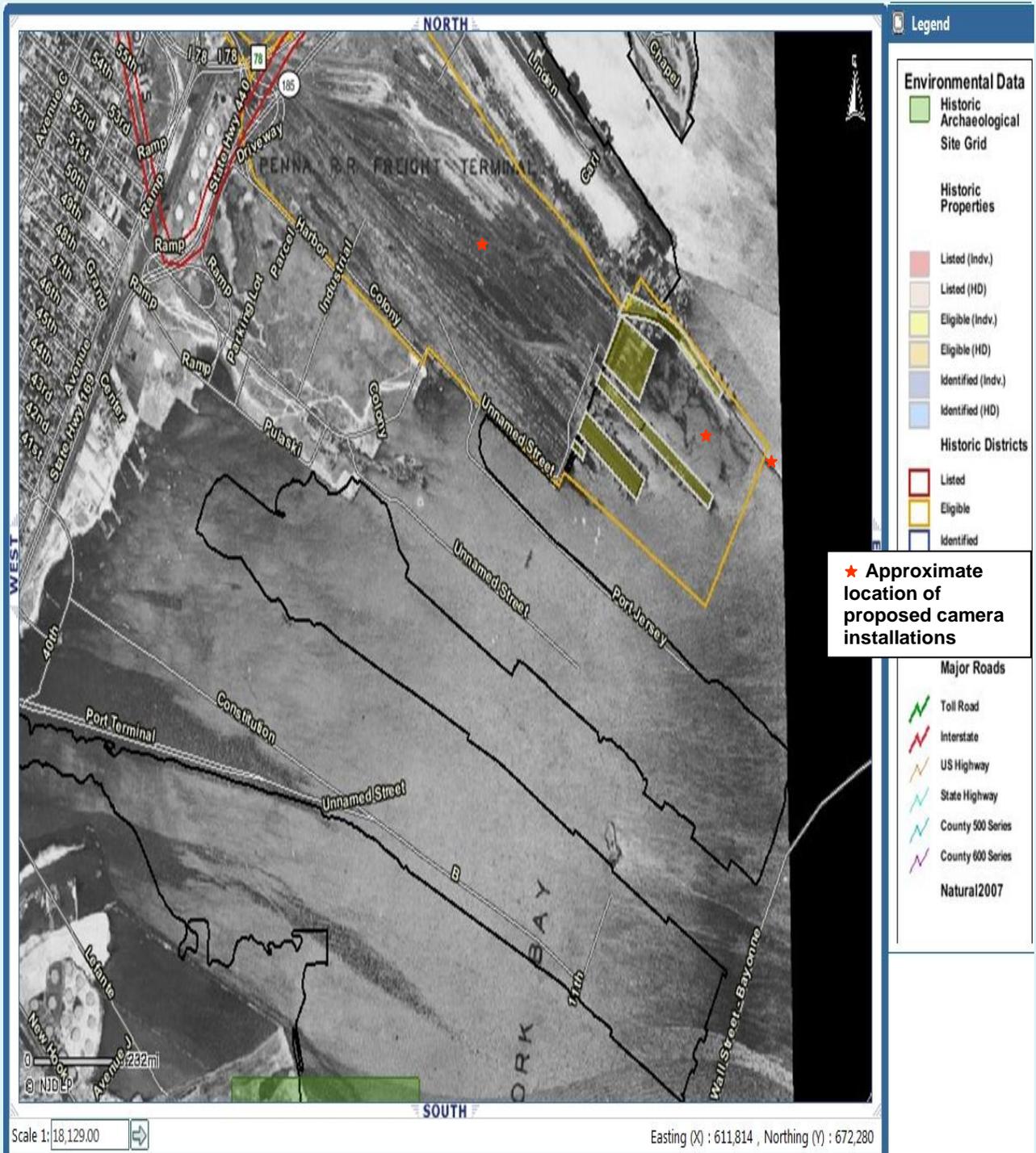


Figure 7: 1965 Sheet 1 General County Map Hudson County, N.J. (prepared by New Jersey Highway Department – Planning Division)



**Figure 8:** 1930 aerial photograph with contemporary land mass overlay

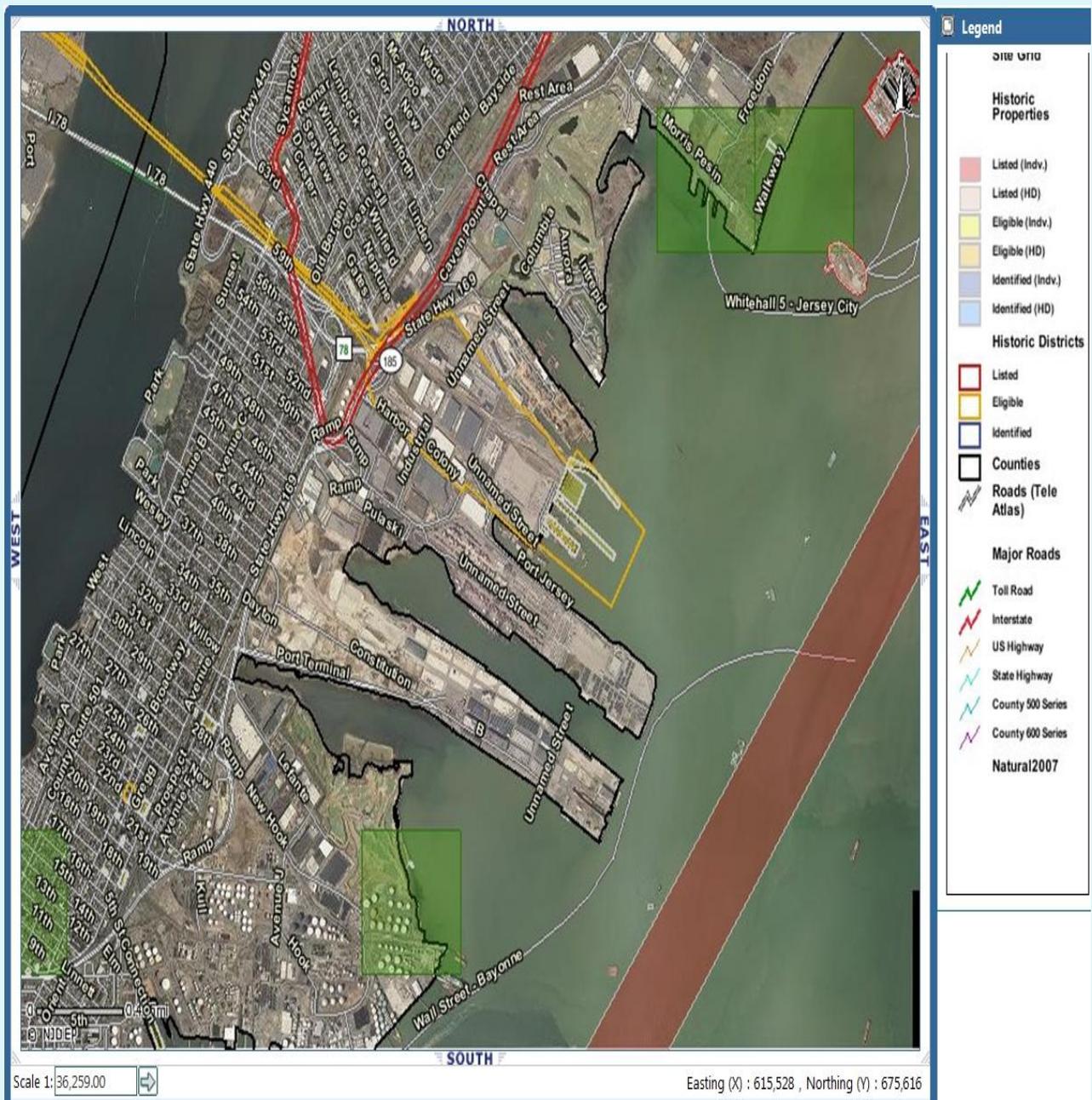


Figure 9: NJDEP GeoWeb map

Figure 10:

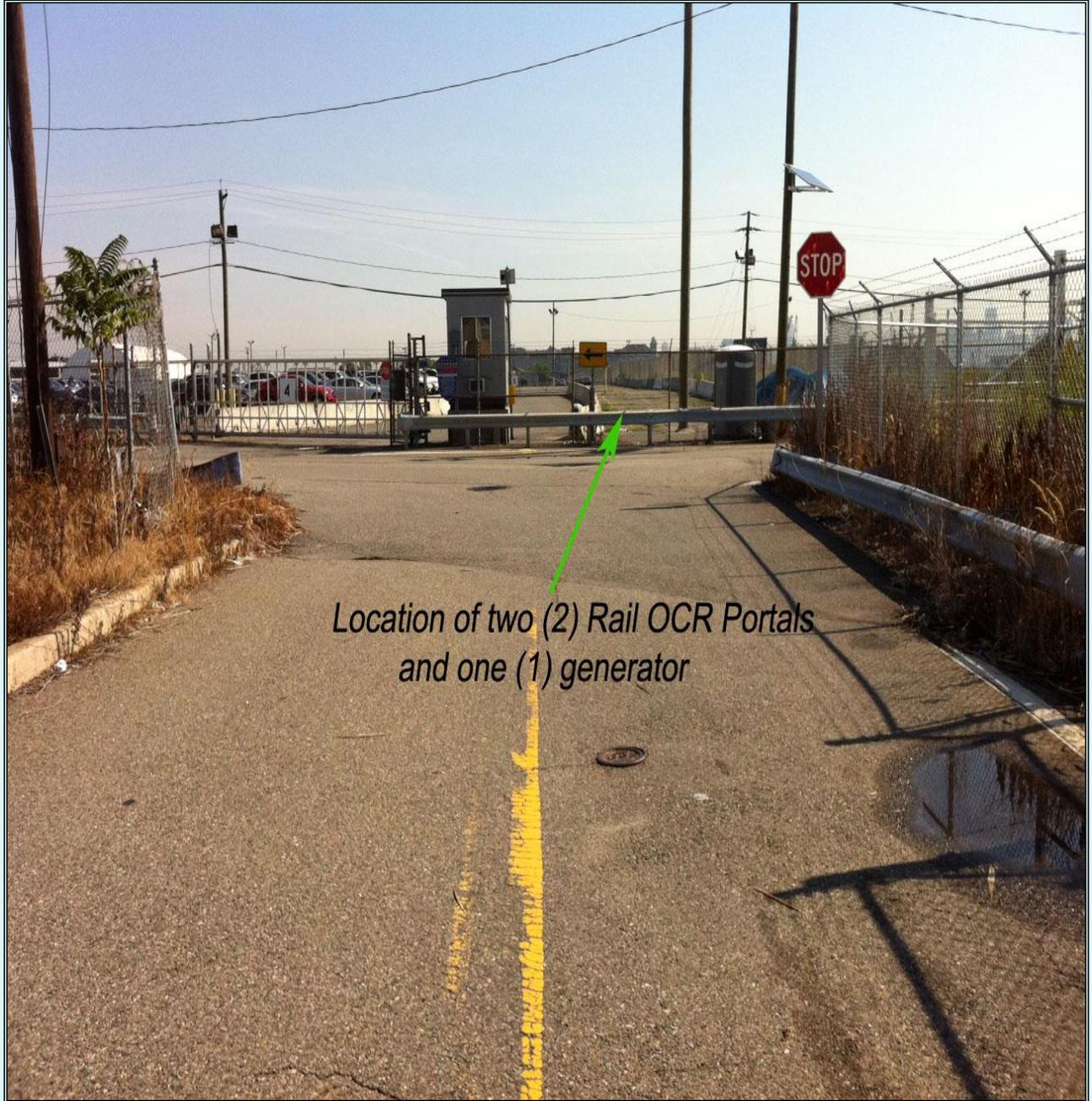


*Location of two (2) Inbound OCR  
Portals and one (1) generator*

Figure 11:

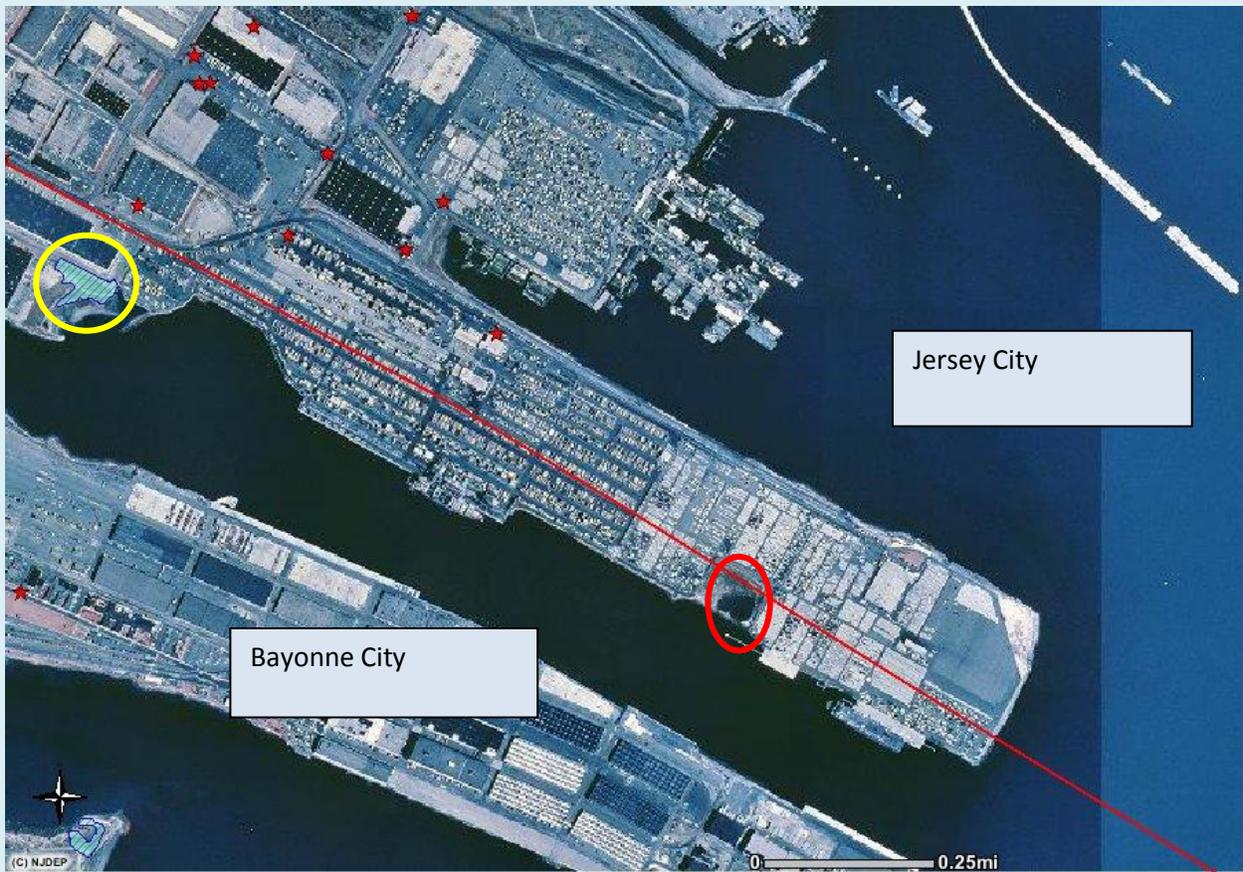


Figure 12:



**Appendix B**

**Resource Mapping**



**Figure 13:** Source: i-map NJ DEP \*Yellow ring - encircles a wetland mapped by DEP (Notice the red ring, the ring encircles a wetland that is mapped through wetland National Wetland inventory). \*Red star - Known Contaminated sites \* Red line - Municipality border for Jersey City and Bayonne City

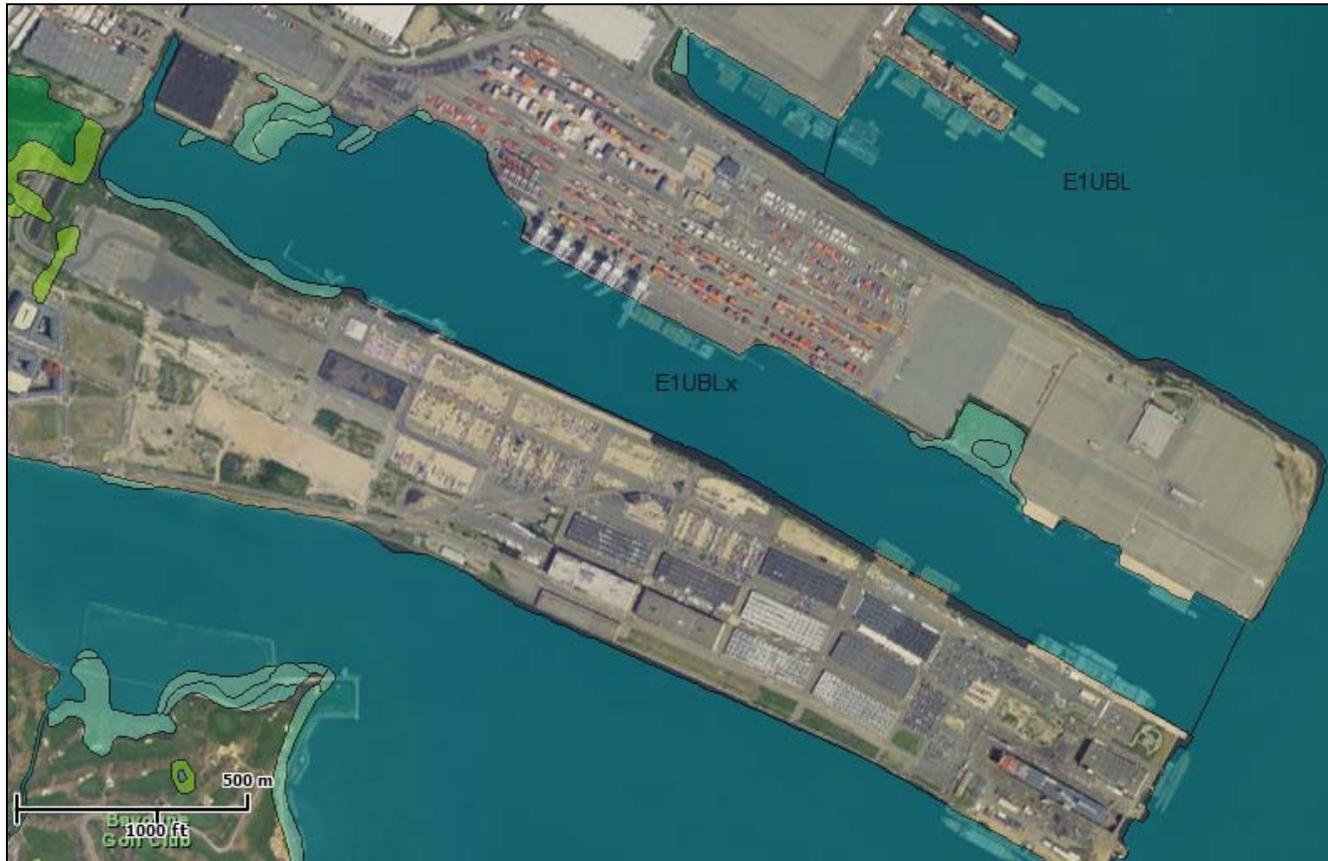




# U.S. Fish and Wildlife Service National Wetlands Inventory

Figure 14 NWI Map

May 15, 2012



## Wetlands

- Freshwater Emergent
- Freshwater Forested/Shrub
- Estuarine and Marine Deepwater
- Estuarine and Marine
- Freshwater Pond
- Lake
- Riverine
- Other

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

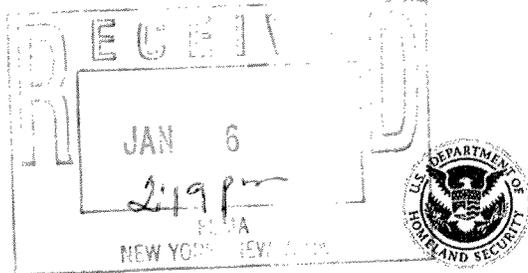
User Remarks:

**Appendix C**

**Correspondence**

*Megan*

U.S. Department of Homeland Security  
Region II  
Jacob K. Javits Federal Office Building  
Mitigation Division  
26 Federal Plaza, 13<sup>th</sup> Floor  
New York, NY 10278-0002



**FEMA**

*12-0461-1 JK*

*HPO-L2011-120*

**RECEIVED**

*DEC*  
*NOV 14 2011*

**HISTORIC PRESERVATION OFFICE**

14 December 2011

Mr. Daniel Saunders  
Acting Administrator and Deputy State Historic Preservation Officer  
New Jersey Department of Environmental Protection  
Historic Preservation Office  
Mail-code 501-04B  
P.O. Box 420  
Trenton, NJ 08625-0404

Re: Section 106 Consultation for Department of Homeland Security, FEMA  
Global Terminal and Container Services – installation of physical security  
enhancements  
302 Port Jersey Boulevard, Jersey City, Hudson County, NJ, 07305  
2008-GB-T8-K020(39)(10128)

Dear Mr. Saunders:

The Federal Emergency Management Agency (FEMA) proposes to provide grant funding from its Grants Program Directorate (GPD) Port Security Grant Program (PSGP) to the New Jersey Office of Emergency Management for the installation of security camera systems at the in gate, out gate and rail transfer gates at the Global Terminal and Container Services facility, Jersey City, Hudson County, New Jersey. The information contained in this document is considered sensitive and should not be released to any external parties without prior consultation with FEMA.

**Proposed Project Design:**

The proposed undertaking for this project involves the installation of truck imaging portals consisting of two area scan cameras and five line scan cameras with associated mounting hardware as well as electrical power generators at each of the following locations at the Global facility: in gate, outbound gate and entrance/exit to the rail facility. All work will be done at the transshipment facility located on fill added after 1965. The area of potential effect (APE) encompasses the facility property.

Because the proposed undertaking is adjacent to an historic district eligible for listing in the National Register of Historic Places and because there will be ground disturbing actions, DHS-FEMA is initiating Section 106 consultation per 36 CFR Part 800.

**Resources Consulted:**

Research was conducted using NJ-GeoWeb, USDA soil maps, Historic Map Works and Rutgers University on-line mapping resources. Maps and photographs describing the precise location of the proposed undertaking were provided by the applicant.

**Archaeological findings:**

An archaeological assessment was conducted to determine the APE's sensitivity to below ground archaeological resources. To determine the sensitivity, several aspects of the project were analyzed: the project's proximity to known archaeological resources, waterways, historic properties, the site's environmental characteristics such as soil analysis and the APE's previous ground disturbance activities. Based on that information and predictive modeling analyses, an assessment can determine if the site has a high, moderate or low sensitivity to both historical and prehistoric archaeological resources.

**Proximity to Known Archaeological Resources:**

According to NJGeo-Web, no part of the APE is located within an archaeologically sensitive area. Review of historic maps and aerial photographs indicates that the project area is fill postdating the 1965 Hudson County Road map prepared by the New Jersey Highway Department Planning Division.

**Proximity to Waterways:**

The APE lies on the east side of the peninsula bordered on the east by Upper New York Bay and the west by Newark Bay. The project area is immediately adjacent to the Greenville Channel.

**Environmental Factors:**

Portions of the APE are located within the 100-year floodplain. The APE is entirely composed of previously hardened areas built on fill.

**Current and Previous Ground Disturbing Activities:**

All activities associated with the undertaking will take place on the the Global Container Terminal and Container Service facility on the pier at the end of Port Jersey Boulevard. The perimeter of the grounds is delineated by chain link fencing topped with barbed wire. Several light industrial structures are within the APE but none have attained sufficient age nor are they of significant importance to be considered for listing in the National Register of Historic Places. Project activities will be confined to previously disturbed ground. Trenching to a depth of 48" is proposed as a component of the installation but will take place along industrial roadways and parking/processing areas. No ground disturbance is planned for the construction on fill of the inbound and outbound portals; the rail portal will be constructed without ground disturbance on a site established as a rail hub between 1889 and 1911.

**Historic Properties and Historic Map Research:**

There are no properties listed in the National Register of Historic Places within 0.5 mile of the proposed installations. The Bayonne Truck House #1 at 12 W. 47<sup>th</sup> Street is separated from the project area by State Route 440 and several blocks of residential infill west of Global Terminal's operations. Robbins Reef Light Station is located off Constable Hook on the west side of Main Channel in Upper New York Bay approximately 0.8 miles southeast of the proposed outbound and inbound portals. A transportation corridor encompassing the former Greenville Yards of the Pennsylvania Railroad has been determined eligible for listing in the National Register of Historic Places. The proposed rail portal abuts the south east edge of district boundary but has no potential to affect the characteristics that define the district as the rail lines have been removed and the surface hardened.

**Determination:**

The proposed installation of the OCR portals at the Global Terminal facility will be located on fill material. The trenching associated with the project therefore will have a negligible potential to disturb previously unknown archaeological resources.

The closest resources listed in the National Register of Historic Places are geographically separated from the proposed project site by a four lane divided highway to the west and by an expanse of Upper New York Bay to the east.

DHS-FEMA therefore finds, per 36 CFR 800.4(d)(1), that no historic properties will be affected by the installation of portal buildings, cameras and associated mounting hardware and generators at three locations on the Global Container Terminal and Container facility at 302 Port Jersey Boulevard, Jersey City, Hudson County.

We appreciate your continued cooperation in reviewing FEMA's grant funding projects and look forward to your response within 30 days of receipt of this correspondence. If you have any questions, please contact Lois Coulter at 732-918-4128 or via email at [lois.coulter@dhs.gov](mailto:lois.coulter@dhs.gov). I can be reached at 212-680-3635 or by e-mail at [megan.jadrosich@dhs.gov](mailto:megan.jadrosich@dhs.gov).

Sincerely,



Megan Jadrosich  
Regional Environmental Officer

HPO Project# 12-0461-1  
HPO-L2011-120

Enclosures

[www.fema.gov](http://www.fema.gov)

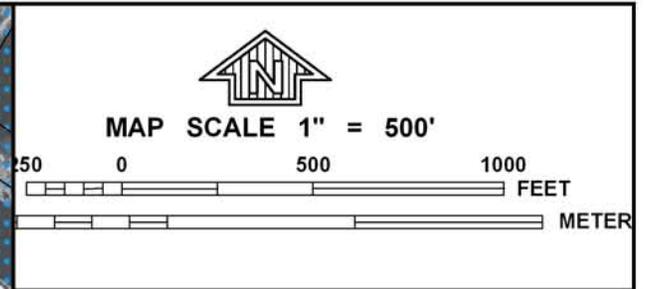
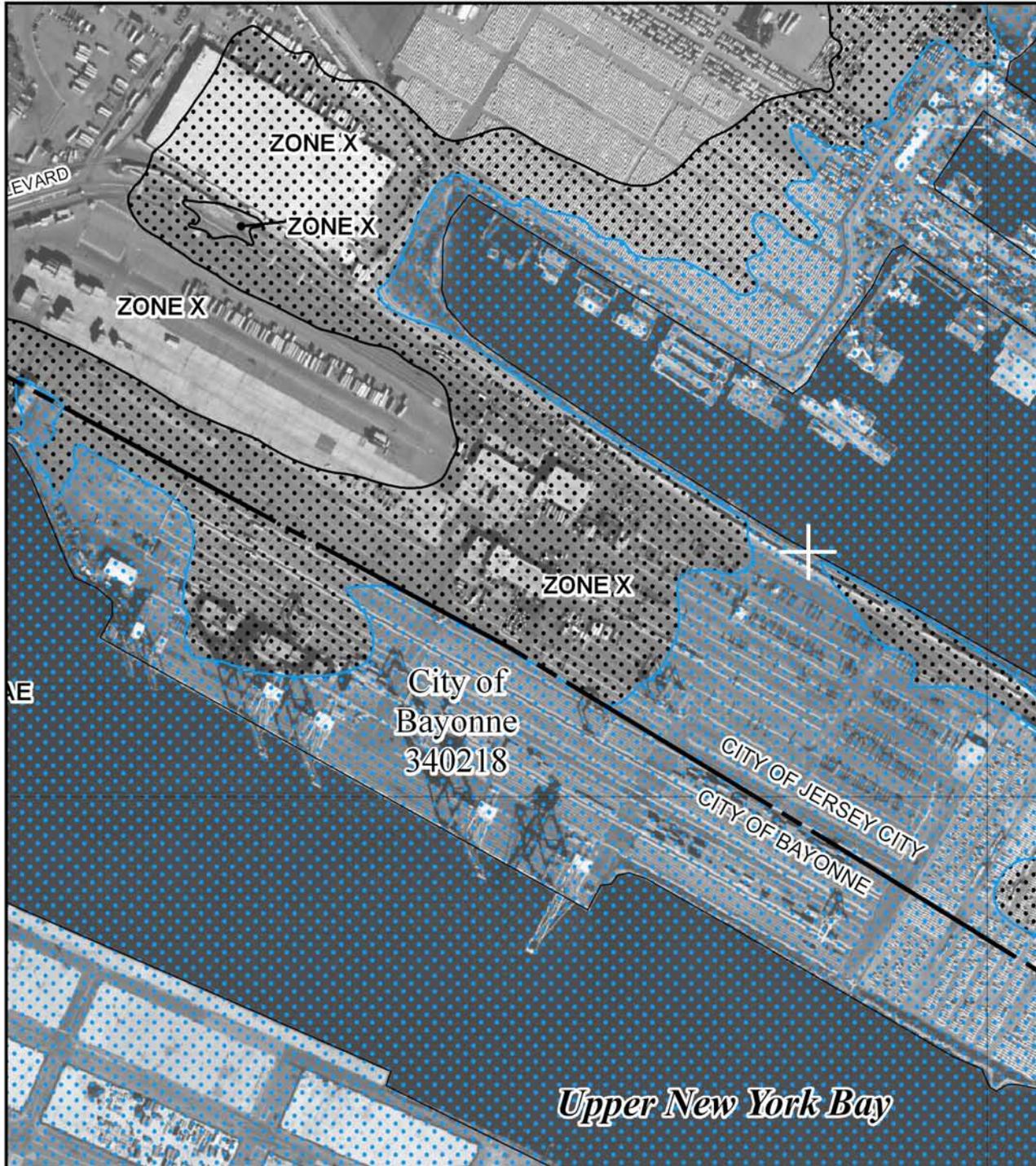
I concur with your finding that there are no historic properties affected within the project's area of potential effects. Consequently, pursuant to 36 CFR 800.4(d)(1), no further Section 106 consultation is required unless additional resources are discovered during project implementation pursuant to 36 CFR 800.13.



**DANIEL D. SAUNDERS**  
Deputy State Historic Preservation Officer

12/20/11  
Date

**APPENDIX D**  
**EO 11988 Eight-Step**  
**Decision Making Process**



NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0112D

**FIRM**  
FLOOD INSURANCE RATE MAP

HUDSON COUNTY,  
NEW JERSEY  
(ALL JURISDICTIONS)

PANEL 112 OF 118

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
BAYONNE, CITY OF	340218	0112	D
JERSEY CITY, CITY OF	340223	0112	D

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.



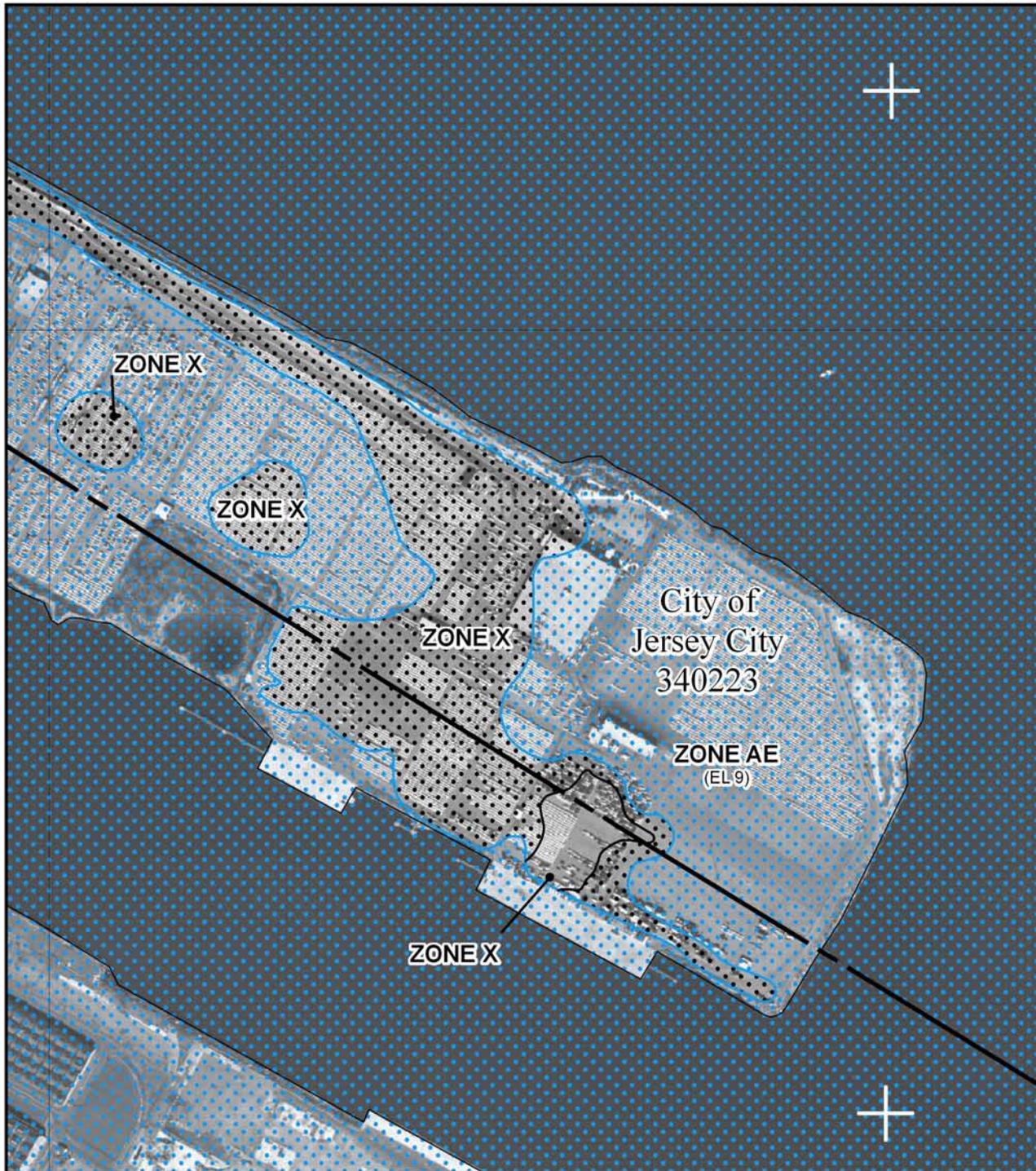
MAP NUMBER  
34017C0112D

EFFECTIVE DATE  
AUGUST 16, 2006

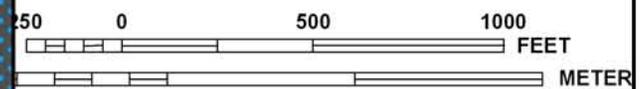
Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at [www.msc.fema.gov](http://www.msc.fema.gov)

**FIGURE 15**



MAP SCALE 1" = 500'



NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0112D

**FIRM**  
FLOOD INSURANCE RATE MAP

HUDSON COUNTY,  
NEW JERSEY  
(ALL JURISDICTIONS)

PANEL 112 OF 118

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
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EFFECTIVE DATE  
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Federal Emergency Management Agency

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**FIGURE 16**

**Global Terminal and Container Services Imaging System  
Port Facility Security Enhancements  
Executive Order 11988 – Floodplain Management  
Eight-Step Decision Making Process**

Executive Order 11988 (Floodplain Management) requires federal agencies “to avoid to the extent possible the long and short term adverse impacts associated with the occupancy and modification of the floodplain and to avoid direct or indirect support of floodplain development wherever there is a practicable alternative.” FEMA’s implementing regulations are at 44 CFR Part 9, which includes an eight step decision making process for compliance with this part. This eight step process is applied to the proposed port security enhancement project at Global Terminal and Container Services. The existing project area is partially located within the 100-year floodplain of the Upper Bay of New York & New Jersey Harbor in Jersey City/Bayonne, Hudson County, New Jersey. The street address is 302 Port Jersey Boulevard, Jersey City, Hudson County, NJ, 07305. The PSGP grant number is 2008-GB-T8-K020(39)(10128). The steps in the decision making process are as follows:

***Step 1 Determine if the proposed action is located in the Base Floodplain.***

The proposed project is partially located within the 100-Year Floodplain designated as Zone AE, which is within the Special Flood Hazard Area (SFHA), as illustrated on the National Flood Insurance Program’s Flood Insurance Rate Map (Community-Panel Number 34017C0112D). The Base Flood Elevation (BFE) is 9 feet (NGVD 1929). The site is also partially located within the 500-Year Floodplain and outside the 500-Year Floodplain.

***Step 2 Early public notice (Preliminary Notice)***

A public notice concerning the proposed project will be published in the FEMA Website. The notice will serve as Step 2 and also as Notice of Availability of the Environmental Assessment (DEA) document, for public review and comment. The EA will be made available for a 15-day public review and comment period.

***Step 3 Identify and evaluate alternatives to locating in the base floodplain.***

The project purpose and need would not be met with the No Action alternative. The No Action Alternative would not bring the Port into compliance with security standards.

There are no practicable alternatives to locating the proposed security operations center outside the SFHA to address floodplain management and EO 11988 compliance. The security operations must be located at the outbound gate to fulfill the project’s purpose and function in the design capacity. The new non-residential facility must be alternatively floodproofed or elevated to at/above the Base Flood Elevation to comply with 44CFRPart9, the National Flood Insurance Program and any local or state requirements for freeboard (additional elevation requirements).

FEMA reviewed the definitions of a critical facility and critical action with Global Terminal. The Port of New York/New Jersey Authority determined that their facility was not a critical facility; therefore, alternative analysis would be focused on the 100-Year Floodplain, not the added 500-Year Floodplain elevation requirements for critical facilities.

***Step 4 Identify impacts of proposed action associated with occupancy or modification of the floodplain.***

The proposed project will not adversely impact natural habitat values or other functions of the floodplain. The site is already developed. Similarly, the proposed project would not promote further development, since the site is already used for marine industrial purposes. The proposed project is not anticipated to induce flooding on any other downstream or upstream facilities or properties. The proposed project would invest federal and non-federal monies into construction of a new trucking imaging system within the SFHA; and, therefore the facility would be at risk to future flood damage.

The proposed project enhances safety of port operations.

***Step 5 Design or modify the proposed action to minimize threats to life and property and preserve its natural and beneficial floodplain values.***

In order to minimize risk of future floodplain damage to the new structure and to comply with EO 11988, 44CFRPart9, and the National Flood Insurance Program, the non-residential facility and computer equipment funded by this grant must be elevated or flood-proofed to at or above the 100-year Base Flood Elevation. One of the three 30 x 60 foot prefabricated portals will need to be elevated or flood-proofed at or above the Base Flood Elevation (BFE) of 9 feet. The area to be disturbed due to excavation to install a 15,840 linear foot utility trench (48" deep) should be returned to pre-project ground elevations after utility infrastructure is placed. The equipment such as the generator and cameras will need to be elevated above the BFE of 9 feet.

Global Terminal is responsible to obtain a permit/authorization for construction from a local floodplain manager through the building permit or other identified local process for approval. Additional elevation requirements (freeboard) may require elevation/flood-proof to elevation above the BFE. The sub-grantee must submit a completed Elevation Certificate of Flood Proofing Certificate to either the local or the state floodplain manager, when the facility is elevated or flood-proofed.

The stormwater runoff at the site would be collected by existing drainage infrastructure for discharge to the River. Best Management Practices would be used during construction for sedimentation and erosion control, and to handle any contaminated soil or groundwater in accordance with local, state and federal laws, regulations and executive orders.

***Step 6 Re-evaluate the proposed action.***

The proposed project will not aggravate the current flood hazard because the facilities would not impede or redirect flood flows. The project will not disrupt floodplain values because it will not change water levels in the floodplain, and will not reduce habitat in the floodplain. Therefore, it is still practicable to construct the proposed project within the floodplain. Alternatives consisting of locating the project outside the floodplain or taking "no action" are not practicable. The portals must be located at their designed locations. The public good of the project's purpose and function outweighs the risk of floodplain occupancy.

### ***Step 7 Findings and Public Explanation (Final Notification)***

After evaluating alternatives, including impacts and minimization opportunities, FEMA and the grantee/sub-grantee determined that the proposed project is the most practicable alternative. It is our determination that there is no practicable alternative to locating the proposed project outside the 100-Year Floodplain of the Hudson River because:

1. The proposed facility must be located at their designed locations.
2. A “no action” plan would not resolve security vulnerabilities.

After Step 2 and the early 15-day public review and comment period, it is anticipated that FEMA will issue a Finding of No Significant Impact (FONSI). The public will have a second opportunity to comment on the FONSI and proposed action to be located in the floodplain. A second 15-day public review and comment period will be accommodated prior to approval of the grant for obligation. If any substantive comments are received from the public, FEMA will address in a Final Environmental Assessment or other supplemental documentation.

### ***Step 8 Implement the action***

The proposed project will be constructed in accordance with applicable floodplain development requirements described in Step 5. Minimization measures will be a condition of grant award.