

United States Coast Guard
CATEGORICAL EXCLUSION DETERMINATION FOR
FAST RESPONSE CUTTER SUPPORT (SFRL No. 07-3581208)
COAST GUARD SECTOR SAN JUAN – SAN JUAN, PUERTO RICO

COAST GUARD SECTOR SAN JUAN, PUERTO RICO; FAST RESPONSE CUTTER SUPPORT
(SFRL No. 07-3581208):

Four new piers (25' x 190'), with new travel lift operations, would be constructed to replace the existing Alpha, Bravo, Charlie, and Delta, allow for maximum spacing between piers. Echo pier would be repaired to support the mission requirements of the FRC. Potable water, sewage, communications, fire protections, refueling, and other pier services would be provided to support the FRC and other vessels. Shore facilities necessary to support the FRC will be constructed on the southern tip of La Puntilla.

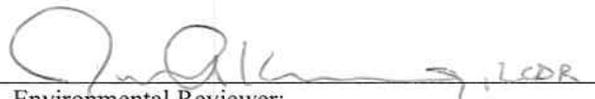
This action is not expected to result in any significant adverse environmental impacts as described in the National Environmental Policy Act of 1969 (NEPA). The proposed action has been thoroughly reviewed by the USCG, and the undersigned have determined this action to be categorically excluded under the revised list 67 FR, No. 141, 48245, Appendix, categorical exclusions # 2.h, 2.o, (3), and (8) from further environmental documentation, in accordance with Chapter 2.B.2. of the National Environmental Policy Act Implementing Procedures and Policy for Considering Environmental Impacts, COMDTINST M16475.1D, since implementation of this action will not result in any:

1. Significant cumulative impacts on the human environment;
2. Substantial controversies or substantial change to existing environmental conditions;
3. Impacts which are more than minimal on properties protected under Section 106 of the National Historic Preservation Act; or,
4. Inconsistencies with any Federal, State, or local laws or administrative determinations relating to the environment.

2/16/2011
Date

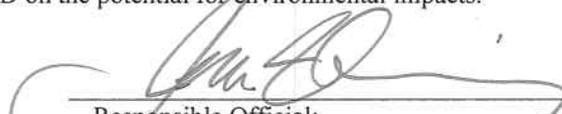

Preparer:
Marjorie C. Winemiller, P.E., Environmental Engineer,
U.S. Coast Guard, FDCC

2/16/2011
Date


Environmental Reviewer:
Jason A. Kremer, LCDR, Director of Planning and Management,
U.S. Coast Guard FDCC

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

2/22/2011
Date


Responsible Official:
James M. Heinz, PE
Captain, U.S. Coast Guard
Commanding Officer, FDCC

Environmental Checklist

For:

FAST RESPONSE CUTTER SUPPORT (SFRL No. 07-3581208)

COAST GUARD SECTOR SAN JUAN – SAN JUAN, PUERTO RICO

Project Description:

The FRC is the replacement for the WPB 110 of which five (5) are currently stationed at San Juan. Along with the five (5) 110's, San Juan is also home port to the WPB 87' *Reef Shark* which will not be replaced by the FRC. Therefore with the anticipated arrival of FRCs, San Juan would serve as Homeport for seven (7) cutters in addition to the other support the base provides. Required activities to support homeporting of the FRC will be accomplished in two phases.

PHASE I: FRC WATERFRONT

Except for some limited dredging near existing piers Alpha and Bravo, critical factors such as channel and mooring water depths are adequate for the FRC, however, existing facilities are simply inadequate to service the FRC.

ALTERNATIVE 1: IDENTIFICATION: Complete reuse of existing facilities. Renovate/Reconfigure/Reuse all existing cutter waterfront assets available.

- Piers Alpha and Bravo do not meet minimum water depths, thus considered non-viable for FRC use. Both Alpha and Bravo will continue to be utilized for the WPB 87' *Reef Shark*, and the other small vessels docked in San Juan.
- Pier Charlie (1-2 FRC) – At one-hundred ninety feet (190'), pier Charlie requires only minimal structural modifications for berthing of FRCs. The "L" shape design of the pier would require removal of the leg at the tip of the pier to accommodate mooring on both sides of the pier. Spacing between piers Charlie and Delta are not sufficient under FRC standards, but an additional FRC could potentially moor between the two piers if desired. All utilities will require some level of updating, with electrical upgrades to higher amps and voltage being the most extensive.
- Pier Delta (1 FRC) – At one-hundred fifty feet (150'), pier Delta will require some structural modifications to berth the FRC. The pier will need to either be extended a minimum of twenty feet (20'), or a mooring dolphin will need to be placed off the pier tip. All utilities will require some level of updating, with electrical upgrades to higher amps and voltage being the most extensive. Vertical load requirements cannot be met at pier delta. Horizontal loads and vertical loads could not be established during this review and would need to be verified through structural engineering analysis. Docking along the south side of the pier is less than desirable due to wake action from ships entering and exiting San Juan Harbor.
- Pier Echo (3-4 FRCs) – At three hundred sixty-six feet (366') in length, pier Echo has sufficient length and water depths to accommodate two FRCs against the wharf face. An additional two could then be breasted along those two cutters. Existing utility stations will need to be updated, with electrical upgrades to higher amps and voltage being the most extensive. While docking along the quay wall is the only option available at pier Echo, it is not desirable due to extreme wake action from ships entering and exiting San Juan Harbor.

ALTERNATIVE 2: NEW CONSTRUCTION: New configuration and construction of piers for all waterfront infrastructure needs.

Alternative 2 provides means to lessen the impacts on base mission and attempts to provide the maximum amount of slip width spacing between the FRC to meet as closely as possible the recommended standards. Piers Alpha, Bravo, Charlie and Delta would be demolished in their entirety with only the travel lift operations remaining along the east wharf wall of the base. A new parallel wall and pier system would be constructed to provide mooring areas for all existing base water assets as well as six (6) FRC. Cutter docking would be parallel to the existing wall as well as both sides of the new pier wall. Travel lift operations would remain where presently located and would be accessed from the basin formed by the new construction.

ALTERNATIVE 3: NEW CONSTRUCTION: New configuration and construction of piers for all waterfront infrastructure needs. (PROPOSED ALTERNATIVE)

Alternative 3 provides another arrangement of piers to lessen the impacts on base mission and attempts to provide the maximum amount of spacing between the FRC and retain similar pier arrangements as is current along the eastern shoreline. All pier infrastructure along the existing wharf wall would be demolished and replaced with new facilities. Four new piers would be constructed to replace the existing Alpha, Bravo, Charlie, and Delta, and new travel lift operations would need to be constructed to allow for maximum spacing between piers. New piers would be constructed with infrastructure necessary to meet the optimum requirements of the FRC, however, slip spacing widths will not be able to be obtained.

ALTERNATIVE 4: NEW CONSTRUCTION: New configuration and construction of piers for waterfront infrastructure needs meeting base mission and FRC standards.

Alternative 4 provides another arrangement of piers to lessen the impacts on base mission but is designed to provide FRC berthing at recommended specifications rather than for a specific projected number of cutters. Pier arrangements along the eastern shoreline are similar to what is existing, but after demolition only three piers and a reconfigured travel lift operation will be replaced. Three new piers would be constructed along the east wharf wall. Travel lift operations would remain in the same location but one of the piers would be improved to allow docking of one of the base's smaller vessels.

PHASE II: FRC SHORE FACILITIES

The existing facilities on base, capable of supporting the mission requirements of the FRC, are all occupied and operating at, or above capacity levels. In order to fulfill the mission requirements of the FRC, alterations or new construction of facilities will be necessary. Two alternatives were developed to address these needs.

ALTERNATIVE 1: STATUS QUO: Execute minor renovations within existing facilities to support FRC shore requirements.

For example, Building 101 was designed as a cutter support unit for six (6) WPB 110's. Currently it provides MAT, storage, shop and administrative office space for five (5) 110's and the WPB 87' stationed at San Juan. Generally, Alternative 1 would not provide adequate space for mission essential requirements such as Parts/Tool Storage, Hazmat and Flammable Storage. Additionally, it utilizes facilities designed and constructed for other purposes, and forces operational work-arounds which increase mission risk and decrease effectiveness.

ALTERNATIVE 2: NEW CONSTRUCTION: With the full assignment of six (6) cutters, new construction is required to provide for various storage needs. Due to the demolition, the new construction size must accommodate the lost square footage.

Under the six (6) cutter scenario, available land for construction becomes a primary concern, as Base San Juan is compact and tightly designed. Buildings 110 (Facilities Shop) and Building 111 (HazMat/Flammable Storage) are two older small block structure buildings that could best be used by recapitalizing the land underneath. It is recommended that the two structures be demolished and a new facility of approximately 9,000gsf be constructed to house the existing uses currently in this location (3,000gsf and provide for all the storage needs of the cutters 6,000gsf). No other construction would be required as the cutter MAT needs could be addressed in Building 101. Since demolition of existing buildings will be necessary for acquisition of available land, use of the area under buildings 110 and 111 were considered most viable. Considerations were given to building 105 (Facilities Engineering Building) and 106 (Multi Storage/Paint Locker) however operational disruptions generated by temporarily relocating an administrative facility were determined much greater than the storage and shop space of buildings 110 & 111.

Irrespective of which set of alternatives are selected to support the FRC at San Juan, the resulting project will:

- comply with the Energy Policy Act, 2005 - the goal is to achieve LEED Silver Certification, version 3.0 - 2009 by the U.S. Green Building Council (USGBC).
- meets the provisions of the Anti-Terrorism/Force Protection (AT/FP) setback design criteria of UFC 4-010.

Activity Year: FY2011

Berthing Alternative 3

New Construction / Not to FRC Standards

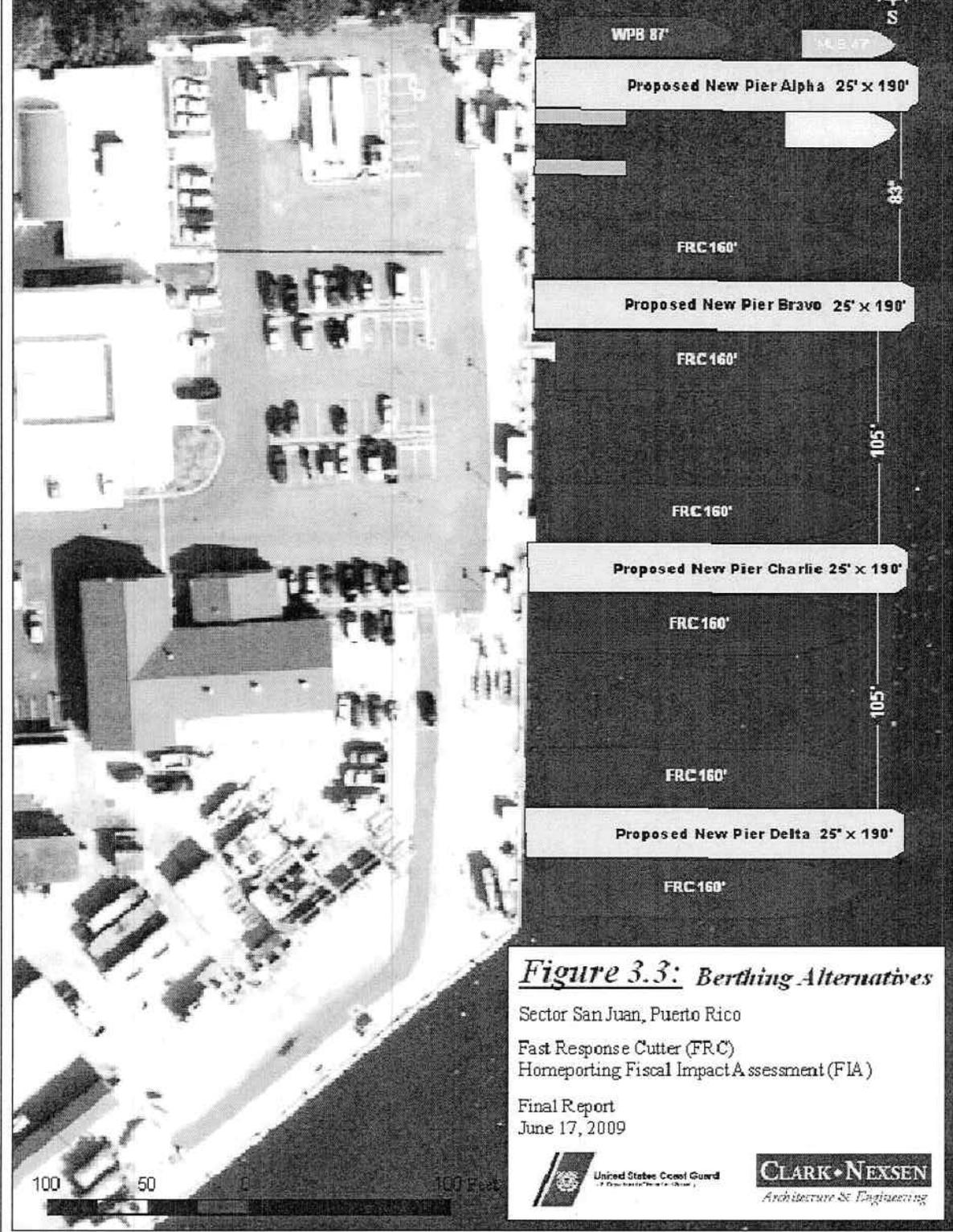


Figure 3.3: Berthing Alternatives

Sector San Juan, Puerto Rico
Fast Response Cutter (FRC)
Homeporting Fiscal Impact Assessment (FIA)
Final Report
June 17, 2009



Part I. Checklist Analysis.

YES NO NEED

DATA

1. Is there likely to be a significant effect on public health or safety? (p. 5)		X	
2. Does the proposed action occur on or near a unique characteristic of the geographic area, such as a historic or cultural resource, park land, prime farmland, wetland, wild and scenic river, ecologically critical area, or property requiring special consideration under 49 U.S.C. 303(c)? (p. 5-6)			X
3. Is there a potential for effects on the quality of the environment that are likely to be highly controversial in terms of scientific validity or public opinion? (p. 7)		X	
4. Is there a potential for effects on the human environment that are highly uncertain or involve unique or unknown risks? (p. 7)		X	
5. Will the action set a precedent for future actions with significant effects or a decision in principle about a future consideration? (p. 7)		X	
6. Are the action's impacts individually insignificant, but cumulatively significant when considered along with other past, present, and reasonably foreseeable future actions? (p. 7-8)		X	
7. Is the proposed action likely to have a significant impact on a district, site, highway, structure, or object that is listed in or eligible for listing in the National Register of Historic Places, or to cause the loss or destruction of a significant scientific, cultural, or historic resource? (p.8)		X	
8. Will the proposed action have a significant effect on species or habitats protected by Federal law or Executive Order? (p. 9)		X	
9. Is there a potential or threatened violation of a Federal, State, or local law or requirement imposed for the protection of the environment? (p. 9-10)		X	
10. Is the action likely to have other significant effects on public health and safety or on any other environmental media or resources that are not specifically identified in this checklist? (p. 10)		X	

Part II. Comments or Additional Information Related to Part I:

Permits will be required for storm water construction and soil erosion and sediment control, and waterfront activities.

USCG is drafting Federal Consistency package for submittal to the Coastal Zone Management Program, managed by the Department of Natural and Environmental Resources.

Previous Agency coordination with PRSHPO has determined that the facilities to be affected are not eligible for listing on the NRHP. Additionally, the land upon which the shore facilities are to be constructed was first created with dredge spoils sometime around 1890, around the same time the US Naval Station was founded on the location. The station has remained active since that time. **This project will be coordinated with the PRSHPO.**

Prior Environmental Assessments have identified no significant impact for any of the construction activities proposed, however due to the age of the documentation, the USCG has initiated agency coordination with the USFWS, NMFS, the National Heritage Division of the Department of Natural and Environmental Resources to identify any concerns. Per initial contact, **USCG will conduct a coral survey to support in water work.**

Historical records indicate several possible areas of localized contamination within the area of construction. If contamination is discovered incidental to construction, the contractor will be required to take appropriate precautions and manage any generated waste in accordance with local, state, and federal law.

Part III. Conclusions.

1. A CE is recommended for this proposed action. [X]
Comments:

Action to be categorically excluded under the revised list 67 FR, No. 141, 48245, Appendix, categorical exclusions # 2.h (*Coast Guard new construction upon, or improvement of, land where all of the following conditions are met*):

- *The structure and proposed use are substantially in compliance with prevailing local planning and zoning standards.*
- *The site is on heavily developed property and/or located on a previously disturbed site in a developed area.*
- *The proposed use will not substantially increase the number of motor vehicles at the facility.*
- *The site and scale of construction are consistent with those of existing, adjacent, or nearby buildings.*

2.o (*Demolition of buildings, structures, or fixtures and disposal of subsequent building, structure, or fixture waste materials*);

#2.q (*Minor renovations and additions to buildings, roads, airfields, grounds, equipment, and other facilities that do not result in a change in functional use of the real property, (e.g., realigning interior spaces of an existing building, extending an existing roadway in a developed area a short distance, installing a small antenna on an already existing antenna tower, adding a small storage shed to an existing building, etc.)*);

and Chapter 2.B.2. of the National Environmental Policy Act Implementing Procedures and Policy for Considering Environmental Impacts, COMDTINST M16475.1D, and #8 (*Minor renovations and additions to waterfront facilities, including mooring piles, fixed floating piers, existing piers, and unburied power cables, which do not require special, site-specific regulatory permits*).

2. An EA is recommended for this proposed action. []
Comments: _____

3. An EIS is recommended for this proposed action. []
Comments: _____

2/16/2011
Date



Preparer:
Marjorie C. Winemiller, Environmental Engineer,
U.S. Coast Guard FDCC

2/16/2011
Date



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