PORT OF GUAM
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Eddie Baza Calvo
Governor of Guam
Ray Tenorio
Lieutenant Governor

June 1, 2018

Mr. Edwin Reyes
Administrator
Guam Coastal Management Program
Bureau of Statistics and Plans
Government of Guam
P.O. Box 2950
Hagatna, Guam 96932

Re: Federal Consistency Review for the Port Authority of Guam Hotel Wharf and Access Road Maintenance and Repair Project on Cabras Island, Guam

Dear Mr. Reyes:

The Port Authority of Guam (PAG) is proposing maintenance and repair of the existing Hotel Wharf and adjacent access roadway near Apra Harbor on Cabras Island, Guam to fully functional status (Attachment A, Figures 1 and 2). The entire island of Guam has been designated a "coastal zone" within the context of the Coastal Zone Management Act (CZMA). In accordance with the CZMA, the Bureau of Statistics and Plans (BSP), as the lead agency of the Guam Coastal Management Program (GCMP), is responsible for conducting federal consistency review for activities requiring a federal permit. The proposed Hotel Wharf and Access Road Maintenance and Repair Project (project) will require a Clean Water Act (CWA) Section 404 permit from the U.S. Army Corps of Engineers (USACE) to authorize fill in navigable waters. Therefore, a federal consistency determination is required for the proposed project.

The PAG has reviewed the GCMP objectives and policies established by Executive Order 78-37, and certifies that the proposed project *complies with Guam's approved coastal management program and will be conducted in a manner consistent with such program*. This consistency certification statement, coupled with the detailed project description in this letter and the attached GCMP Objectives and Policies Assessment, serve as PAG's federal consistency determination for the proposed project.

The GCMP Objectives and Policies Assessment for the proposed project is included as Attachment B to this letter. A copy of the request for the federal permit for the proposed project is included as Attachment C.

1.0 PROJECT BACKGROUND

Hotel Wharf consists of an aging seawall structure with concrete decking and an asphalt center section (Figure 3). In past years, the PAG leased the facility for various commercial activities including cruise ship operations, administrative functions, fishing support operations, and recreational activities. It has also been used directly by the PAG for scrap metal handling, and vehicle import operations when space at the Jose D. Leon Guerrero Commercial Port of Guam facility was temporarily restricted.

Hotel Wharf has recently transitioned from being a leased facility to one that will be used directly by the PAG. The PAG anticipates that future construction in the Commercial Cargo Terminal will create an increased need for overflow and contingency operations at Hotel Wharf during Commercial Port reconfiguration and potential increase in cargo flow as a result of the impending military buildup. Consequently, maintenance and repair of Hotel Wharf is now a high priority project for the PAG.

Currently, the wharf is not in use as the facility is structurally unsound. The purpose of the proposed project is to restore valuable PAG property to safe and efficient operational status. The objective of the project is to maintain and repair the existing Hotel Wharf and adjacent roadway to support overflow and emergency "break bulk" and "bulk" cargo handling operations, potential military mobilization, and cruise vessel mooring and passenger screening operations.

2.0 EXISTING CONDITIONS

The centerline of the project construction footprint is located west of Route 11 and the power plant at approximately 13°27'52.12" North latitude and 144°39'19.52" East longitude. The existing roadway is a partially paved, unnamed driveway used for access to PAG facilities; the roadway is not a Guam Department of Public Works maintained road.

The existing Hotel Wharf is a 500-ft long waterfront structure originally constructed in 1948, and has progressively deteriorated over the years since it was transferred to the PAG. It is not known whether the existing facility was designed for earthquake loading, but it is located in Universal Building Code Seismic Zone 3 and sustained earthquake damage in 1993. The original draft depth of the wharf was approximately -34 ft mean lower low water (MLLW). The existing mudline along the bulkhead varies between -28.6 and -33.6 MLLW (Figure 4).

The entire project footprint is designated in the PAG Master Plan Update Report as "Marine Industrial" (August 2013) and is currently developed with commercial and industrial uses, an above ground pipeline, a roadway lined with boulder riprap, and beaches. Thus, the project site is largely devoid of vegetation.

The proposed project is located entirely on Cabras Island, which is a manmade breakwater consisting of Urban land-Ustorthents complex soils. Ustorthents consist of quarried fill material, commonly with crushed coral gravel and cobbles. In areas bordering the roadway and other developments, the overall vegetation community includes primarily upland species within *Leucaena leucocephala* (tangantangan) and *Casuarina equisetifolia* (ironwood) forests. The common coastal strand species in the area include:

- banalo (*Thespesia populnea*)
- Indian camphorweed (*Pluchea indica*)
- nanaso (*Scaevola taccada*)
- gasoso (*Colubrina asiatica*)
- lodugao (*Clerodendrum inerme)*

The vegetation along the south side of the roadway is interrupted by rock riprap, which divides the roadway from the sandy beach and nearshore environment. No species in the project area are special-status plant species. In addition, there are no mangrove stands or wetlands located on or adjacent to the project site. According to a Delineation of Jurisdictional Waters conducted by AMEC Environment & Infrastructure, Inc. (AMEC) in December 2011, the nearest wetland is over 1,000 feet (ft) from the western terminus of the proposed project.

A Marine Survey and Essential Fish Habitat (EFH) Assessment were conducted for the proposed project in November 2013. According to the Marine Survey and EFH Assessment Report (included in Attachment C), the marine environment in the project area consists of three habitat types including a 35-ft wide fossilized reef flat along the eastern and western portions of Hotel Wharf that extends to a steep slope, the wharf face itself, and the shipping channel approximately 70 ft from shore. Bottom composition of the reef shelf consists of scattered coral and algae-covered boulders and rubble fragments. Generally, the wharf face supports bivalves, algae, and encrusting invertebrates such as sponges, tunicates, and some corals (less than 3 percent cover). Debris is prevalent along the entire base of the wharf and shipping channel. The shipping channel consists of predominantly muddy sand bottom with scattered boulders and large rubble fragments. In addition, coral patch reefs exist within the channel approximately 80 to 100 feet from the wharf bulkhead.

The nearshore habitat along the roadway consists of a reef platform that supports similar species as those near the wharf. The reef platform is separated from the roadway by existing riprap and sandy or coral rubble beach.

Four species listed under the Endangered Species Act (ESA) are known to occur in the project vicinity including:

- the threatened green sea turtle (*Chelonia mydas*);
- the endangered hawksbill turtle (*Eretmochelys imbricata*);
- the Napoleon/humphead wrasse (*Cheilinus undulatus*), a species of concern, and
- the humphead parrotfish (*Bolbometopon muricatum*), also a species of concern.

Based on informal consultation with the Guam Department of Agriculture Division of Aquatic and Wildlife Resources (DAWR), three green sea turtle nests have been documented on the sandy beach near the eastern terminus of the project since approximately 2009. No sea turtle nests or listed species were observed during the Marine Survey and Essential Fish Habitat Assessment for the proposed project.

3.0 PROJECT DESCRIPTION

The proposed project involves maintenance and repair of the existing Hotel Wharf and adjacent access roadway on PAG property (Figure 2). Approximately 1 mile of the existing roadway will be repaired to improve access to Hotel Wharf and other Cabras Island facilities. While the roadway

and shoulder areas will be improved in the same location, there will be minor adjustments to grade and alignment of both to achieve better performance for traffic and the environment. The proposed project will not increase capacity or vehicle miles traveled on the access roadway.

In the process of repairing the road, storm water management components will be installed that do not currently exist. In total, seven new storm water outfalls will be installed in the project construction footprint to discharge surface water runoff into Apra Harbor (Figure 2). Surface runoff from the Hotel Wharf will be treated through two oily water separators and a filtration system before discharging into Apra Harbor via two outfalls. In addition, surface runoff from the roadway will be directed to a drainage ditch on the north side of the road for natural filtration prior to being discharged into Apra Harbor through a series of underground storm water pipes and five outfalls on the south side of the road. These five outfalls will be installed adjacent to the roadway and will discharge runoff onto existing energy-dissipating riprap. The easternmost outfall (S-107) will also have an oily water separator to pre-treat storm water prior to discharge. No new riprap will be installed in waters of Apra Harbor.

Both the wharf and roadway maintenance and repair activities will involve the placement or replacement of underground utilities. Utilities in the road will include water line replacement, storm water piping, and empty data transmission conduit and sanitary sewer. Utilities in the wharf will include electrical for power and lighting, potable water with capped stubouts to support future construction, a fire main with supporting tank and pump station, storm water pipes with two oily water separators, sanitary lines with holding tank and manholes to support future construction, and empty data communications conduit terminating in handholes to support future construction. Site electrical will originate from existing roadway power poles and proceed underground to a new load center situated on the wharf close to the access road. Underground electrical lines from the load center will feed low mast perimeter wharf lighting and site power requirements. Conduit and manholes will be positioned to support future construction at both the northwest and northeast corners of the wharf adjacent to the access road.

Hotel Wharf maintenance and repair activities include construction of a new sheet pile bulkhead retaining wall at a 4-ft offset from the existing sheet pile bulkhead wall (Figure 3). The new bulkhead wall will increase the size of the in-water wharf footprint by approximately 4,065 square feet, which will increase the area of shading by 3,180 square feet. The new bulkhead wall will be constructed to accommodate new structural components without causing the existing wharf to collapse during construction. Wharf structural components will include new sheet pile retaining wall bulkheads held in place by new sheet pile "deadman" walls, batter piles, and tie-rods. Cross sections of demolition and construction are included in Figure 4.

As described in the Marine Survey and EFH Assessment Report (Attachment C), coral patch reefs were observed approximately 100 feet from the wharf face, except in one area where a coral patch reef was observed approximately 80 feet from the eastern end of the wharf face. The contractor will install a turbidity curtain between the existing bulkhead and the coral patch reefs (Figure 2). The contractor will remove debris between the existing bulkhead and the turbidity curtain to accommodate sheet pile driving only to the extent necessary to drive the sheet pile. Debris will be lifted and will not be dragged along the soft bottom to minimize disturbance to

sediment. In-water construction activities will begin with installation of the turbidity curtain, debris removal, driving of sheet piles, backfill, then capping. Clean material from an upland source will be used to backfill the area between the existing and new bulkhead walls, for a total of 6,680 cubic yards of fill material. Fill material placed between the existing bulkhead and the new sheet pile wall will be contained, and will not be in contact with open water, thereby minimizing impacts.

Additional structural components include mooring bollards on the wharf, two mooring bollards along the roadway's edge east and west of the wharf, and concrete decking/pavement for the first 100 feet adjacent to the pierhead line in the ship unloading zone. Structural fill will be placed in the area between the existing and new bulkheads. All parts of the Hotel Wharf surface will be impervious with the area outside the 100-ft ship unloading zone consisting of asphalt pavement (Figure 3).

No dredging is proposed as part of project activities; however, sheet piles will be thicker and deeper than the original in order to allow for future dredging along the pierhead line. The depth of sheet pile driving is a design consideration to allow for deeper draft vessels to utilize the wharf in the decades ahead.

Project demolition components include the removal of surface facilities and dilapidated structures such as fencing, cleats, rubber fenders, and mooring bollards. It also includes the removal of asphalt and concrete pavement, and the partial demolition of the concrete cap atop the existing sheet pile bulkhead.

The proposed project would be funded by PAG through a 5-year tariff and by a Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant to PAG from United States Maritime Administration (MARAD), and will begin once permits have been authorized. Construction activities are expected to commence in Summer 2018 and continue for 24 months.

4.0 POTENTIAL IMPACTS

The proposed project is a maintenance and repair project of existing facilities on PAG property. The proposed project involves fill in Apra Harbor and potential to impact biological resources, but will not impede beach accessibility, change any planned land uses, impact cultural resources, or detract from the aesthetic and environmental quality of Cabras Island.

4.1 Vegetation

Vegetation within the project footprint will be removed as necessary to accommodate construction activities such as inland excavation and repair of existing wharf and roadway facilities, installation of new underground utilities, and installation of a new storm water management system. New hardscape features permanently impacting vegetated areas include minor adjustments to the grade and alignment of the roadway and portions of the drainage ditch that will be concrete lined. Temporarily impacted areas will be revegetated with a native seed mix.

4.2 Water Quality

In-water activities will be limited to pile driving and fill, which will result in permanent impacts to 0.09 acres of navigable waters. No dredging is proposed as part of the project. In-water construction activities will begin with installation of the turbidity curtain, continue with debris removal, then driving of sheet piles, backfill, and capping. Fill material placed between the existing bulkhead and the new sheet pile wall will be contained, and will not be in contact with open water, thereby minimizing impacts. This sequence of construction activities will minimize ecological disturbance by preventing the level of disturbance and cleanup that would be associated with removing existing piles first.

Storm water quality will be improved with implementation of the proposed project, as surface runoff will be treated by oily water separators and a filtration system or a drainage ditch before entering Apra Harbor. No new riprap will be installed in waters of Apra Harbor during installation of the five new outfalls along the roadway. Overall, the project will improve water quality in the area due to implementation of storm water treatment facilities that do not currently exist.

4.3 Biological Resources

According to the Marine Survey and EFH Assessment Report, no species listed or with potential to be listed on the *Marine Protected Species of the Mariana Islands* (NMFS 2012) were observed on the existing wharf bulkhead, within 100 feet of the wharf, or in the nearshore environment of the proposed outfall locations during the surveys (AMEC 2014, included in Attachment C).

In addition, coral patch reefs exist approximately 100 feet from the existing wharf bulkhead, just along the fringe of the project area ,except in one area where a coral patch reef was observed approximately 80 feet from the eastern end of the wharf face (AMEC 2014, included in Attachment C). With installation of a turbidity curtain between the coral patch reefs and the project construction footprint, in-water pile driving activities are not likely to affect the reef (Figure 2).

No storm water management facilities currently exist at the project site. Seven new outfalls are proposed to discharge storm water runoff into Apra Harbor as result of the proposed project. Two outfalls will discharge runoff into Apra Harbor via the wharf structure and will be treated by oily water separators and a filtration system. Five outfalls will be located along the roadway, and will dissipate runoff onto existing riprap before discharging into Apra Harbor waters. Based on the Marine Survey Report, no corals exist within 30 feet of the shoreline. Therefore, freshwater inputs at the outfall locations are not likely to affect sensitive biological resources.

Three green sea turtle nests have been documented in the past on the sandy beach east of Sea Plane Ramp near the proposed location of Outfall S-108, which was originally the easternmost outfall location for the proposed project. Based on informal coordination with Guam Department of Agriculture, although this outfall was proposed to be located 60 feet from the known nest sites, the entire stretch of beach is considered a potential nesting area. In order to avoid impacting this nesting beach, Outfall S-108 has been eliminated from the project, and storm water that was proposed to be discharged at this location will now be directed farther west and discharged at Outfall S-107, which is located west of Sea Plane Ramp. Guam Department of Agriculture has confirmed that sea turtle nesting has not been documented at the Outfall S-107 location, and has

concurred with this revision. Due to the avoidance of storm water discharges and construction activities at the nesting beach, and with implementation of the sea turtle Best Management Practices (BMPs) described in Section 5.0, the proposed project is not likely to affect sea turtles or their the turtle nesting area.

4.4 Air Quality

The proposed project does not include expansion of capacity or increased vehicular traffic; no new point source emissions or operational emissions will result from implementation of the project. Emissions of pollutants such as fugitive dust and heavy equipment exhaust would be generated only during construction activities and are expected to be minimal, temporary, and concentrated within the immediate vicinity of the project site. With implementation of standard BMPs to control dust and particulates including diesel particulate emissions generated from project construction, the proposed project is not likely to adversely affect air quality.

4.5 Cultural Resources

The July 1977 walk-through survey of Cabras Island produced one historic site, which are the remains of the quarantine station. This area is not threatened by the proposed project. Only one structure is currently located atop the Hotel Wharf, which is an abandoned metal trailer and concrete building that used to be owned and operated by a tenant of the PAG. The structure is less than 25 years old, thus is not eligible for listing on the National Register of Historic Places.

4.6 Land Use

The proposed project activities will be limited to the existing PAG facility area and are consistent with the existing development and land uses. Implementation of the proposed project will not introduce a new land use that would conflict with the designated "Marine Industrial" land use of the site. The site layout will remain open and suitable for future planned "Marine Industrial" usage of the site, including cruise vessel operations.

No existing surrounding views will be obstructed with implementation of the proposed project. Further, the proposed removal of dilapidated structures and surface facilities will enhance the surrounding coastal aesthetics.

Recreational activity adjacent to the project site is currently limited, as PAG property is not accessible to the public for recreational use without a permit. Access to Family Beach located west of the project site would not be restricted or disrupted during construction or operation of the project; one lane of the access road will remain open at all times during construction of the project.

5.0 AVOIDANCE AND MINIMIZATION MEASURES

The following avoidance and minimization measures will be implemented to reduce potential environmental impacts from the proposed project to less than significant:

The PAG will follow standard conditions and implement BMPs listed in the U.S. Environmental Protection Agency's (USEPA) National Pollutant Discharge Elimination System (NPDES) Multi-Sector General Permit (MSGP) for stormwater discharges associated with industrial activity. Prior to construction of the outfalls, an electronic Notice of Intent will be filed online.

One lane of the access road will remain open at all times during construction of the project to provide access to Family Beach.

Temporarily impacted areas where vegetation is removed will be revegetated with native seed to pre-construction conditions.

Excavation to install new tied rods and utilities and to make roadway drainage improvements is not currently expected to result in the disposal of unsuitable materials. However, in the event unsuitable materials are detected once construction begins, proper disposal and replacement with clean materials and structural fill will be required.

The following BMPs will be implemented to minimize impacts to air quality from construction activities:

- Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas.
- Suspend grading and earth moving when wind gusts exceed 25 miles per hour (mph) unless the soil is wet enough to prevent dust plumes.
- Cover all trucks hauling dirt when traveling at speeds greater than 15 mph.
- Stabilize the surface of dirt piles if not removed within 2 days.
- Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.
- Minimize unnecessary vehicular and machinery activities.
- Sweep paved streets at least once per day where there is evidence of dirt that has been carried onto the roadway.
- Revegetate disturbed land, including vehicular paths created during construction.
- Use newer diesel-burning construction equipment (newer than 1996).
- Properly maintain construction equipment according to manufacturers' specifications.

A turbidity curtain will be installed approximately 80 feet from the existing bulkhead to protect the existing coral patch reefs.

Debris in the area will be removed to accommodate sheet pile driving only to the extent necessary to drive the sheet piles.

Debris will be lifted and will not be dragged along the sea floor in order to minimize disturbance to sediment.

Fill material placed between the existing bulkhead and the new sheet pile wall will be contained, and will not be in contact with open water, thereby minimizing impacts.

The following BMPs will be implemented to avoid impacts to nesting turtles:

- The construction contractor will implement a construction education program to ensure that contractors and all construction personnel are informed of the biological constraints associated with the construction site. The education program shall focus on (a) the purpose of resource protection, (b) contractor identification of sensitive resource areas in the field such as areas delineated on maps and by flags or fencing, (c) sensitive construction practices, (d) protocol to resolve conflicts that may arise at any time during the construction process, and (e) ramifications of non-compliance.
- To avoid direct impacts to nesting sea turtles, construction activities near the potential nesting areas shall occur during non-nesting periods. The concentrated nesting season for the sea turtle in Guam is May through August.
- Reasonable setbacks shall be established between the ocean and any permanent buildings to protect both the nesting beach and coastal infrastructure. Contractors shall be informed of the importance of these setbacks, and of preserving native vegetation within a buffer zone.
- Exterior lighting shall avoid bright white light, such as metal halide, halogen, fluorescent, mercury vapor, and incandescent lamps – and never use where such light could be visible from the beach.
- With the exception of authorized patrol or emergency vehicles (which should drive below the high tide line), motorized vehicles shall be prohibited from driving on sandy beaches.
- Minimize removal of beachfront vegetation and revegetate impacted areas with native plant species.
- Actions that damage seagrass or coral shall be prohibited.
- All marine vessels shall be moored or docked.
- Anchoring shall be restricted to non-sensitive marine areas.
- Minimize the discharge of sedimentation and pollution.

No rip rap will be installed within waters of the United States.

All debris removed to accommodate new sheet piles will be lifted, and not dragged, to prevent disturbance of sediments. Prior to the start of the in-water pile driving construction activities, the water will be scanned for debris or other obstruction. Any debris encountered during the in-water pile driving activities will be completely removed from the work area and disposed of in an appropriate upland site.

All debris will be transported to, and disposed of, at an appropriate upland site.

6.0 AGENCY COORDINATION

On 1 November 2013, AMEC on behalf of the PAG, provided notification letters with request for information regarding permitting requirements for the proposed project to the following agencies:

- GCMP BSP

- DAWR
- USACE
- U.S. Fish and Wildlife Service (USFWS)
- National Oceanic and Atmospheric Administration (NOAA), National Marine Fisheries Service (NMFS)
- Guam Environmental Protection Agency (GEPA), with a copy to the USEPA
- Department of Parks and Recreation, State Historic Preservation Office, Guam Historic Resources Division
- Government of Guam, Department of Land Management, Land Planning Division, Guam Seashore Protection Commission

AMEC, in conjunction with Parsons Brinckerhoff, conducted a site visit on 11-15 November 2013 to coordinate on potential environmental opportunities and constrains of the proposed project. On 14 November 2013, AMEC and Parsons Brinckerhoff conducted an agency coordination meeting at the GCMP office to discuss potential impacts from the proposed project and permitting requirements. Representatives from almost every agency listed above were in attendance, including BSP, GEPA, NMFS, DAWR, and USACE. In addition, resource agency members were offered a guided tour of the project site following the meeting. On December 4, 2017, WSP (formerly Parsons Brinkerhoff) and Duenas, Camacho & Associates, Inc. (DCA) presented the project at a group meeting to representatives from the agencies listed above (except Department of Land Management). WSP conducted a site visit on December 5, 2017 with USACE. In January 2018, DAWR expressed its concerns with the discharge of storm water at the S-108 outfall onto the sea turtle nesting beach and conducted a site visit with DCA. WSP conducted a design review and proposed the shifting of the outfall slightly and addition of riprap and a concrete apron. Further coordination with DAWR did not resolve their concerns since the discharge was still proposed on the turtle nesting beach. A follow-up site visit was conducted on April 4, 2018 by DAWR, PAG and DCA, during which the alternative of discharging to the S-107 outlet was proposed. PAG and WSP provided a revised design modifying the flow of the concrete-lined ditch to allow stormwater to flow to S-107 instead of S-108 and eventually into Apra Harbor; DAWR concurred with this revision on April 19, 2018.

7.0 PERMITTING

The proposed project involves activities in Apra Harbor waters, which is under jurisdiction of the USACE. An Application for Department of the Army permit will be submitted to the USACE to request a Nationwide Permit for the project to comply with CWA Section 404 requirements. Based on coordination with the USACE during the November 2013 resource agency meeting, the proposed project qualifies for coverage under Nationwide Permit 3 Maintenance. A copy of the application is included as Attachment C, which contains the Marine Survey and EFH Assessment Report for the proposed project. Upon receipt of the permit application, the USACE will coordinate directly with NOAA NMFS regarding potential impacts to federally listed species from implementation of the proposed project.

The proposed project will also require a CWA Section 401 Water Quality Certification (WQC) from the GEPA for discharges of fill material into waters of the U.S. A copy of the GEPA Form 401C for Section 401 WQC is included as Attachment D. In addition, GEPA requires that their Environmental Impact Assessment (Short Form) be completed for the proposed project to receive a Section 401 WQC since a separate National Environmental Policy Act document is not required for the project to receive Nationwide Permit 3 from the USACE. A copy of the GEPA Environmental Impact Assessment (Short Form) is included in Attachment D.

On 13 December 2013, Maricar Quezon of the GEPA confirmed via email communication with AMEC that installation of the seven new outfalls will be covered under the NPDES MSGP authorized by the USEPA.The PAG will apply to USEPA for coverage under this permit.

The PAG appreciates this opportunity to submit a request for federal consistency determination from the GCMP. Please contact Dora Cruz Perez, PAG Planner, at (671) 477-5931 ext. 213 or email dcperez@portguam.com with any questions or comments on the proposed project and this application for Department of the Army permit.

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Respectfully submitted,

Port Authority of Guam

Joe G. Javellana III
Chief Planner

Reviewed by:

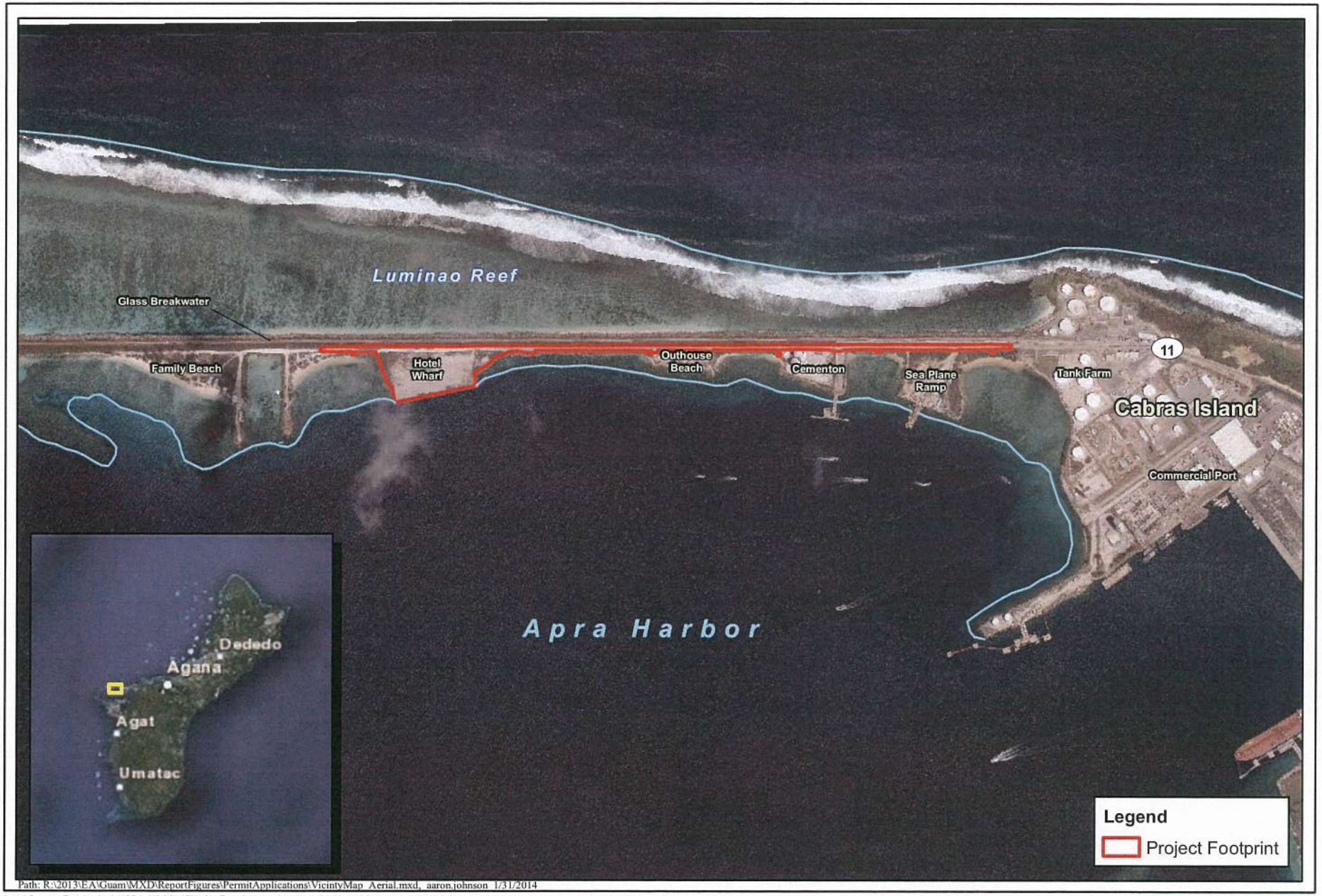
Joanne M. Brown
General Manager

Attachments:

Attachment A. Figures
Attachment B. GCMP Objectives and Policies Assessment
Attachment C. Application for Department of the Army Permit
Attachment D. Application Form 401C for CWA Section 401 Water Quality Certification and Environmental Impact Assessment (Short Form)

ATTACHMENT A
FIGURES

Figure 1. Regional Vicinity



Path: R:\2013\EA\Guam\MXD\ReportFigures\PermitApplications\VicintyMap_Aerial.mxd, aaron.johnson 1/31/2014

Aerial Source: Esri, i-cubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

amec

Regional Vicinity
Hotel Wharf and Access Road Maintenance and Repair Project
Port Authority of Guam

1 inch = 800 feet
0 400 800 Feet

N

FIGURE
1

Figure 2. Project Features

(A)

Path: R:\2013\EA\Guam\MXD\ReportFigures\PermitApplications\ProjectFeatures.mxd, aaron.johnson 2/6/2014

Aerial Source: Esri, i-cubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

amec

Project Features
Hotel Wharf and Access Road Maintenance and Repair Project
Port Authority of Guam

1 inch = 200 feet
0 100 200 Feet

N

FIGURE
2a

Figure 2. Project Features

(B)

Path: R:\2013\EA\Guam\MXD\ReportFigures\PermitApplications\ProjectFeatures.mxd, aaron.johnson 2/6/2014

Aerial Source: Esri, i-cubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

amec

Project Features
Hotel Wharf and Access Road Maintenance and Repair Project
Port Authority of Guam

1 inch = 200 feet
0 100 200 Feet

N

FIGURE
2b

Figure 2. Project Features

(C)

Path: R:\2013\EA\Guam\MXD\ReportFigures\PermitApplications\ProjectFeatures.mxd, aaron.johnson 2/6/2014

Aerial Source: Esri, i-cubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

amec

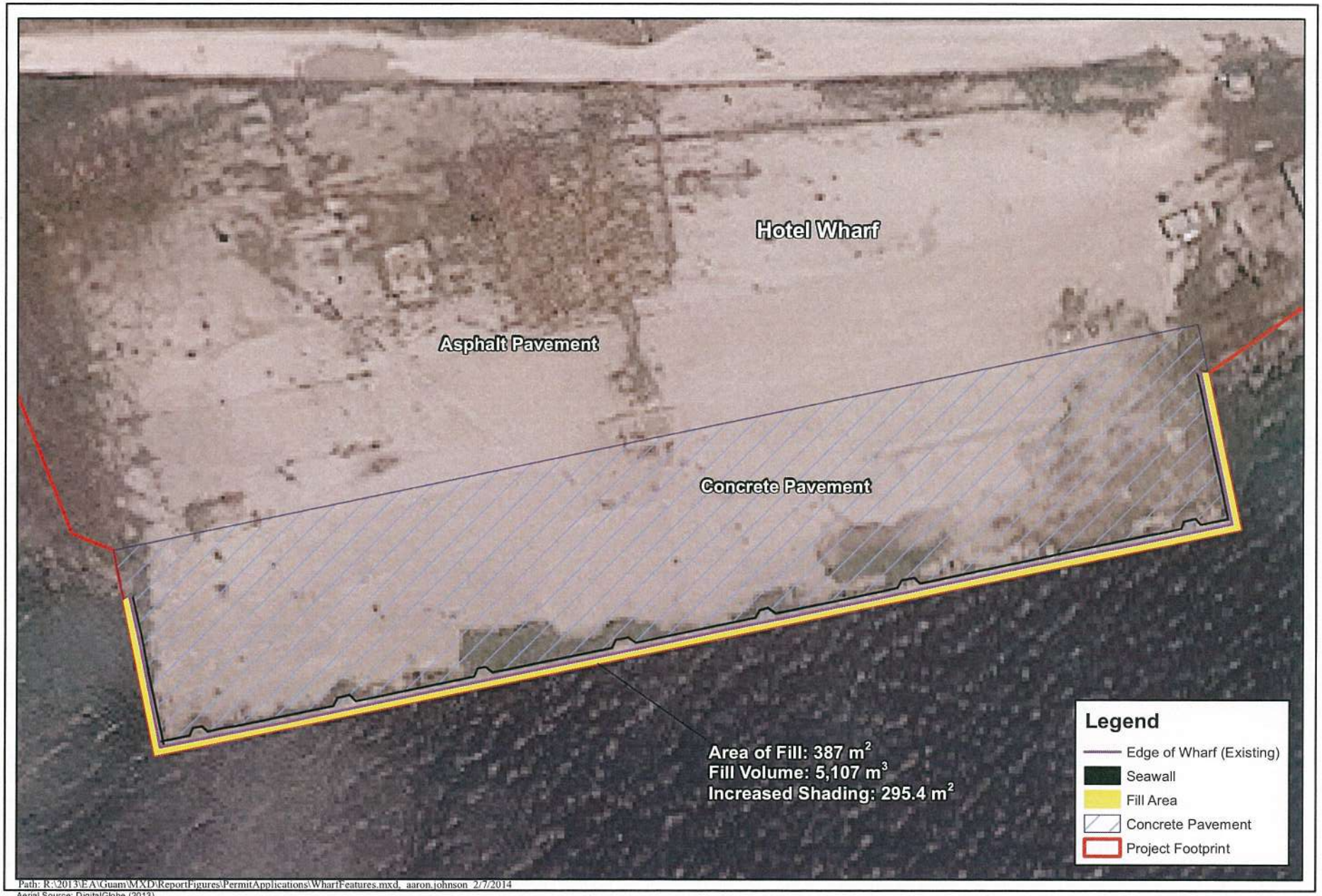
Project Features
Hotel Wharf and Access Road Maintenance and Repair Project
Port Authority of Guam

1 inch = 200 feet
0 100 200 Feet

N

FIGURE
2c

Figure 3. Hotel Wharf Detail



Path: R:\2013\EA\Guam\MXD\ReportFigures\PermitApplications\WharfFeatures.mxd, aaron.johnson 2/7/2014
Aerial Source: DigitalGlobe (2013)

amec

Hotel Wharf Detail
Hotel Wharf and Access Road Maintenance and Repair Project
Port Authority of Guam

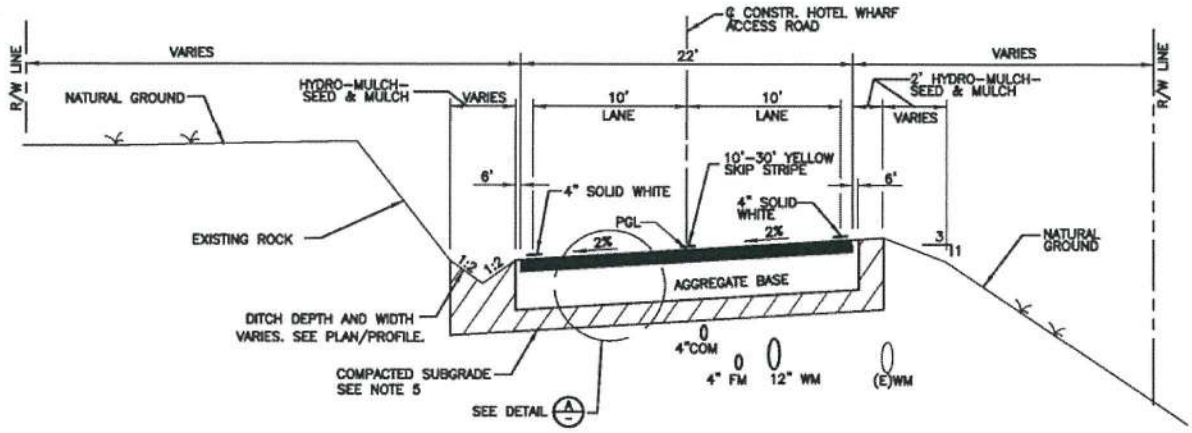
1 inch = 60 feet
0 30 60 Feet

N

FIGURE
3

Figure 4a. Typical Access Road Cross Section

Figure 4b. Existing Bulkhead Demolition Cross Section



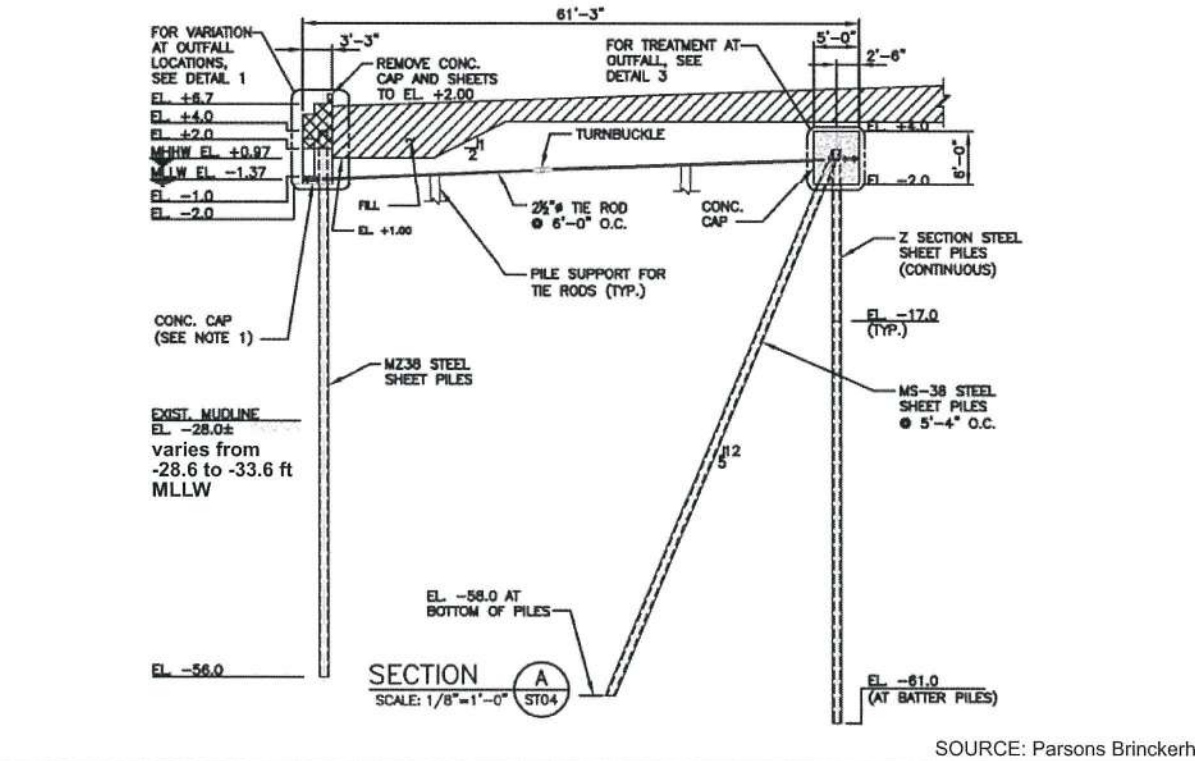
TYPICAL SECTION
STA. 18+00 TO STA. 44+20

SOURCE: Parsons Brinckerhoff, 2014

FIGURE

Typical Access Road Cross Section

4a



SOURCE: Parsons Brinckerhoff, 2014

FIGURE

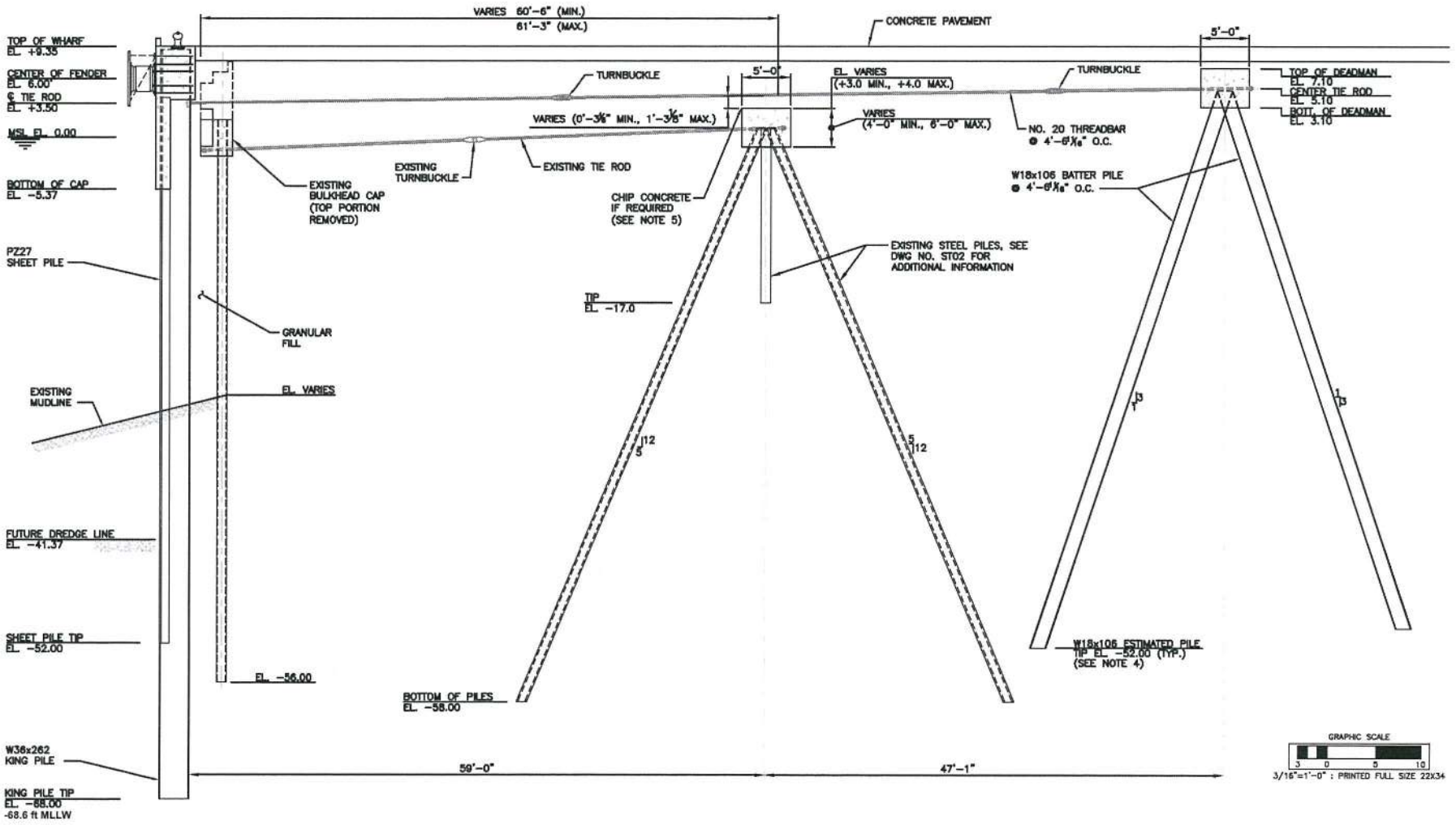
Existing Bulkhead Demolition Cross Section

4b

amec

Graphics/Planning/Apra Harbor Hotel Wharf/3a and 3b.ai

Figure 4c. Proposed Bulkhead Cross Section



SOURCE: Parsons Brinckerhoff, 2014

FIGURE

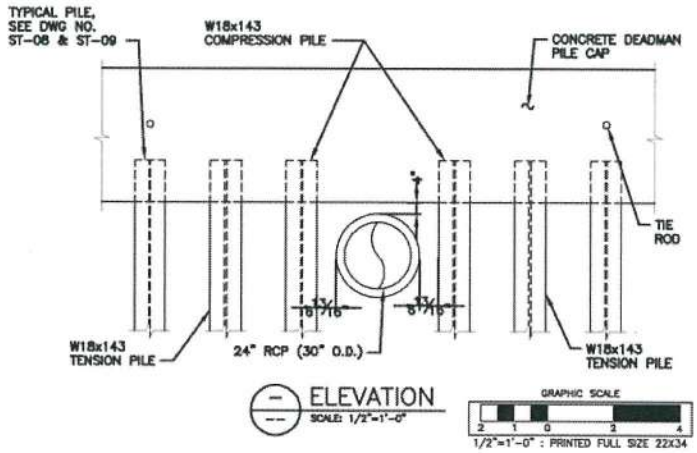
Proposed Bulkhead Cross Section

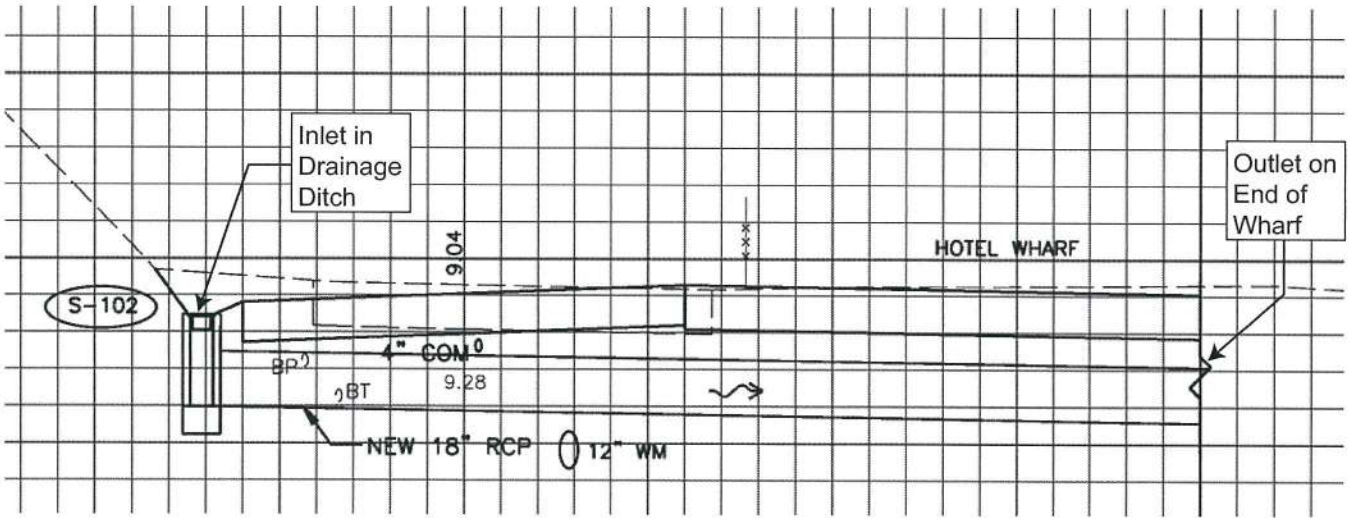
4c

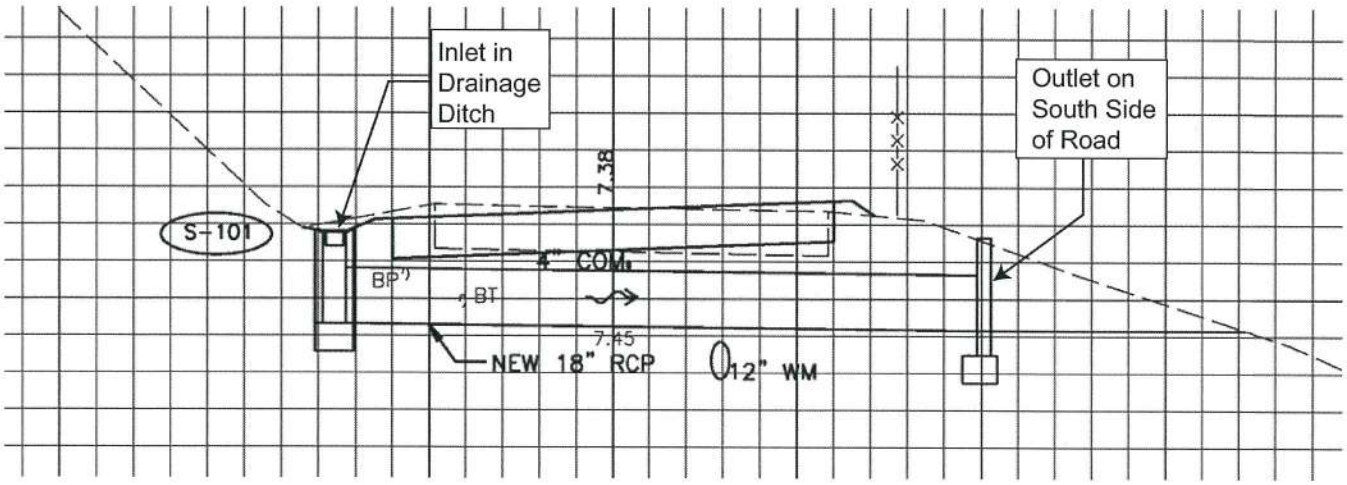
amec

Graphics/Planning/Apra Harbor Hotel Wharf/3c.ai

Figure 4d. Typical Outfall Cross Sections







SOURCE: Parsons Brinckerhoff, 2014

Typical Outfall Cross Sections

FIGURE 4d

Graphics/Planning/Apra Harbor Hotel Wharf/3d.ai

Figure 5. Stormwater Outfall Plan and Cross-Section Design Drawings

GENERAL

1. ALL CONSTRUCTION WORK SHALL BE DONE IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS, THESE DRAWINGS, APPLICABLE FEDERAL AND LOCAL LAWS, CODES, ORDINANCES AND OTHER REGULATIONS OF THE GOVERNMENT OF GUAM AND APPROPRIATE AGENCIES.
2. THE CONTRACTOR SHALL VERIFY FIELD CONDITIONS AND COORDINATE THE DIMENSIONS AMONG ALL DRAWINGS PRIOR TO PROCEEDING WITH ANY WORK.
3. INFORMATION ON THE EXISTING CONDITIONS SHOWN ON THE DRAWINGS IS BASED ON TOPOGRAPHIC AND HYDROGRAPHIC SURVEYS PERFORMED IN 2011 (SEE REFERENCE DRAWINGS). ACTUAL CONDITION AS AT TIME OF CONSTRUCTION MAY DEVIATE FROM THOSE SHOWN ON THE DRAWINGS. THE CONTRACTOR IS RESPONSIBLE FOR CONDUCTING HIS/HER OWN INSPECTION PRIOR TO CONSTRUCTION.
4. CONTRACTOR SHALL BRING ANY DISCREPANCIES IN DRAWINGS, SPECIFICATIONS, AND FIELD CONDITIONS TO THE ATTENTION OF THE ENGINEER, FOR RESOLUTION. THE RESOLUTION OF DISCREPANCIES MAY INVOLVE FURTHER FIELD INVESTIGATION AND A PROPOSED CHANGE TO THE WORK. CONTRACTOR SHOULD NOT PROCEED WITH ORIGINAL OR CHANGED WORK UNTIL PRIOR RESOLUTION IS AGREED UPON.
5. PROJECT DATUM: DESIGN SITE ELEVATIONS AND TOPOGRAPHIC ELEVATIONS BASED ON MEAN SEA LEVEL DATUM (SEE REFERENCE DRAWINGS). TIDAL DATA AND RELATIONSHIP OF DATUM PLANES IS AS FOLLOWS:

LEVEL	ELEVATION (FEET)
MEAN HIGHER HIGH WATER (MHHW)	+0.97
MEAN HIGH WATER (MHW)	+0.85
MEAN SEA LEVEL (MSL)	0.00
MEAN LOW WATER (MLW)	−0.77
MEAN LOWER LOW WATER (MLW)	−1.37

6. THE CONTRACTOR IS RESPONSIBLE FOR THE PRESERVATION OF ALL SURVEY CONTROL MONUMENTS. IN THE EVENT MONUMENTS ARE DAMAGED OR DESTROYED BY THE CONTRACTOR, THE CONTRACTOR WILL REPLACE THE MONUMENT SOLELY AT THE CONTRACTOR'S EXPENSE.
7. ALL AREAS DISTURBED/DAMAGED BY THE CONTRACTOR WITHOUT AUTHORIZATION BY THE ENGINEER SHALL BE IMMEDIATELY RESTORED BY THE CONTRACTOR AT NO EXPENSE TO THE OWNER.
8. NO FIELD CHANGES WILL BE PERMITTED WITHOUT DIRECT WRITTEN AUTHORIZATION FROM THE ENGINEER.
9. CONTRACTOR SHALL COORDINATE WORK WHICH AFFECTS ADJACENT PROPERTY OWNERS. ANY QUESTIONS OR AGREEMENTS BETWEEN ADJACENT PROPERTY OWNERS AND CONTRACTOR SHALL BE MADE IN WRITING.
10. CONTRACTOR TO REFER TO THE PROJECT TECHNICAL SPECIFICATIONS FOR ADDITIONAL EROSION CONTROL DETAILS. NPDES STORM WATER POLLUTION PREVENTION PERMIT SHALL BE SUBMITTED BY CONTRACTOR BASED ON CONTRACTOR'S EROSION CONTROL PLANS UPON APPROVAL OF ENGINEER
11. THE CONTRACTOR SHALL ADHERE TO ALL APPLICABLE NAVIGATION AND ANCHORING REQUIREMENTS AS SET FORTH BY THE COAST GUARD AND OTHER AGENCIES AS NECESSARY. THE CONSTRUCTION WORKS UNDER THIS CONTRACT SHALL BE CARRIED OUT IN A MANNER THAT DOES NOT IMPEDE, RESTRICT, OR PREVENT THE SAFE PASSAGE OF MARINE TRAFFIC INTO AND OUT OF THE EXISTING PORT.

CODE INFORMATION

1. INTERNATIONAL BUILDING CODE, 2009 EDITION.
2. UNIFORM BUILDING CODE, 2009 EDITION.
3. AMERICANS WITH DISABILITIES ACT, CURRENT EDITION.
4. MINIMUM DESIGN LOADS FOR BUILDING AND OTHER STRUCTURES, ASCE 7-05.
5. AMERICAN CONCRETE INSTITUTE, ACI 318-08.
6. PRECAST CONCRETE INSTITUTE DESIGN HANDBOOK, CURRENT EDITION.
7. INTERNATIONAL MECHANICAL CODE, CURRENT EDITION.
8. INTERNATIONAL PLUMBING CODE, CURRENT EDITION.
9. INTERNATIONAL FIRE CODE, CURRENT EDITION.
10. NFPA STANDARDS, CURRENT EDITION.
11. UNIFORM FIRE CODE, CURRENT EDITION.
12. GUAM DEPARTMENT OF PUBLIC WORKS STANDARD PLANS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION.
13. GUAM DEPARTMENT OF PUBLIC WORKS RULES AND REGULATIONS, CURRENT EDITION.

UTILITIES

1. THE EXISTING UNDERGROUND UTILITIES SHOWN HEREIN ARE BASED UPON EXISTING RECORD DRAWINGS AND ARE NOT GUARANTEED TO BE ACCURATE, OR ALL INCLUSIVE. THE VERTICAL LOCATION OF THE EXISTING UTILITIES SHOWN IS AN ESTIMATE ONLY. SUBSURFACE UTILITY EXPLORATION WAS NOT PERFORMED. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE EXISTING UTILITIES.
2. EXISTING UTILITIES WILL NEED TO BE ADJUSTED FOR THIS PROJECT. EXISTING UTILITY OWNER INFORMATION IS LOCATED IN THE CONTRACT SPECIFICATIONS.
3. IT IS THE RESPONSIBILITY OF THE CONTRACTOR WHEN IN THE VICINITY OF ANY UTILITY LINES TO NOTIFY ALL UTILITIES/AGENCIES WHEN CONSTRUCTION WORK BEGINS AND TO ARRANGE FOR A REPRESENTATIVE OF THE UTILITY/AGENCY TO BE PRESENT. THE CONTRACTOR SHALL COORDINATE ITS ACTIVITIES WITH ALL UTILITIES/AGENCIES. REFER TO CONTRACT SPECIFICATIONS.
4. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROTECT, IN PLACE, ALL UTILITIES AND/OR THEIR STRUCTURES WHETHER SHOWN ON THE PLANS OR DISCOVERED DURING CONSTRUCTION. ONCE THE UTILITY IS ENCOUNTERED, FAILURE TO PROTECT SHALL BE REMEDIED IN ACCORDANCE WITH GOVERNING AGENCY STANDARDS AT CONTRACTOR EXPENSE.

PROTECTION

1. DISPOSAL OF WASTE MATERIALS: UPON COMPLETION OF THE INSTALLATION, ALL WASTE MATERIALS, TEMPORARY FACILITIES AND OTHER DEBRIS, SHALL BE DISPOSED IN COMPLIANCE WITH AUTHORITIES HAVING JURISDICTION AND THE OWNER'S BUILDING MANAGEMENT. DO NOT BURN OR BURY WASTE MATERIALS ON OWNER'S PROPERTY. DO NOT DISCHARGE VOLATILE, HARMFUL, DANGEROUS MATERIALS AND WASTE OILS INTO THE DRAINAGE OR SEWER SYSTEM.
2. SURPLUS MATERIALS: SURRENDER USABLE SURPLUS MATERIALS TO OWNER. IF DEEMED UNUSABLE AND/OR UNACCEPTABLE BY OWNER DISPOSE SURPLUS MATERIALS IN A MANNER SIMILAR TO DISPOSAL OF WASTE MATERIALS.
3. PROVIDE FIRE FIGHTING APPARATUS AT THE SITE WITHIN EASY ACCESS TO ANY LOCATION ON THE SITE, INCLUDING BUT NOT LIMITED TO THE STORAGE AND STAGING AREA, AND AREAS CONTAINING INFLAMMABLE MATERIALS. COMPLY WITH THE REQUIREMENTS OF AUTHORITIES HAVING JURISDICTION AND THE FIRE DEPARTMENT.
4. PROVIDE TEMPORARY PROTECTION, MEMBRANES AND/OR OTHER APPROPRIATE PROTECTIVE ELEMENTS TO MAINTAIN SATISFACTORY JOB CONDITIONS AND/OR TO ENSURE THE COMPLETE DRYING AND/OR CURING OF THE WORK. DO NOT PROCEED UNTIL THE WORK IS FULLY DRIED AND/OR CURED. ANY AND/OR ALL DAMAGE TO THE WORK AS A RESULT OF NOT ALLOWING THE WORK TO FULLY DRY AND/OR CURE SHALL BE REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.

DRAWING REVISIONS

REVISION	DATE	BY	DESCRIPTION

MATTHEW P. CASS — PROFESSIONAL (CIVIL) ENGINEER — 4/29/18
THIS WORK WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION

DESIGNER: K.SOMERDER
DETAILER: J.PEREZ
CHECKER: M.SMITH
DATE: JANUARY 2018

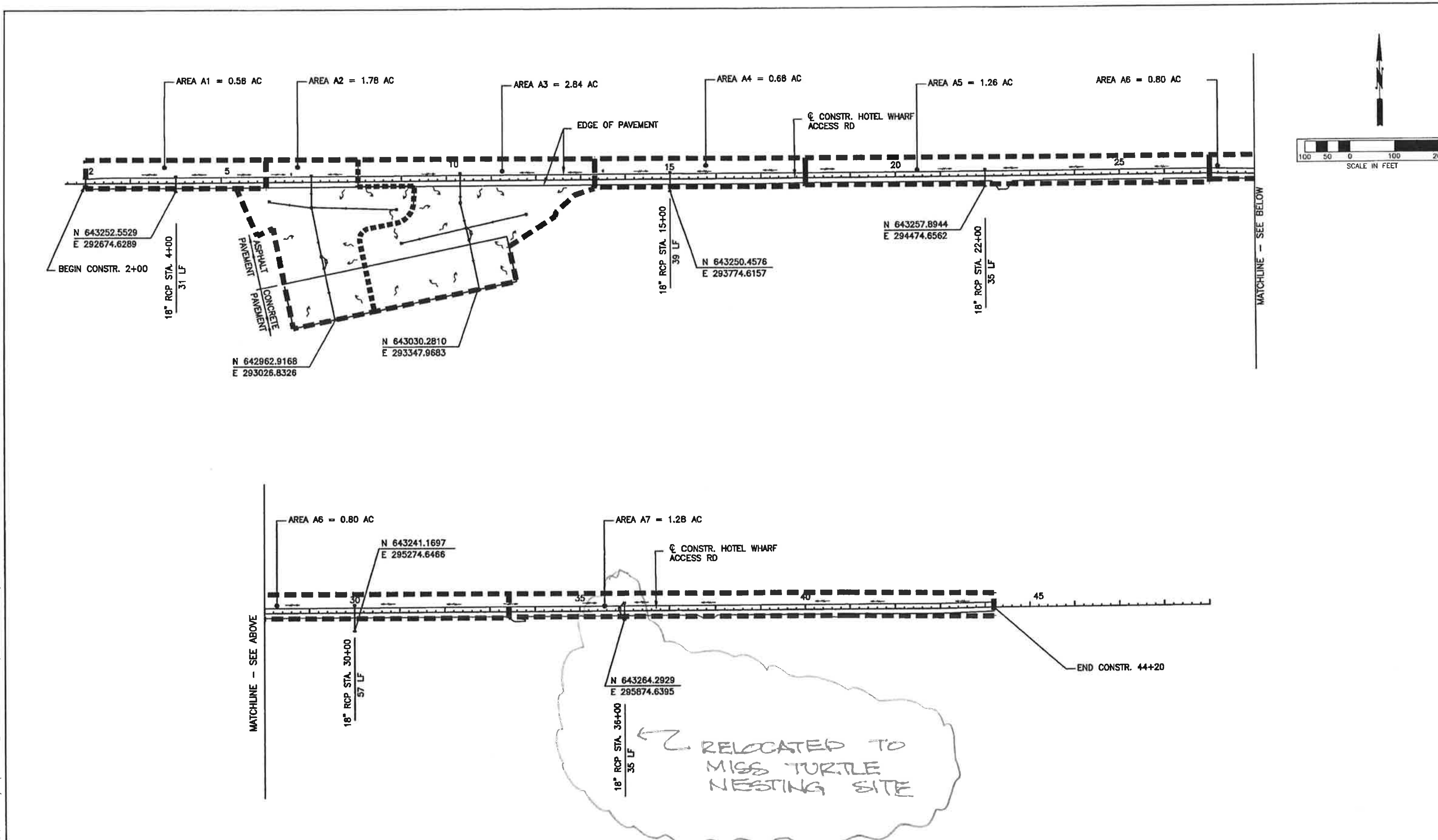
WSP USA, Inc.

PORT OF GUAM

HOTEL WHARF AND ACCESS ROAD MAINTENANCE AND REPAIR PROJECT
PORT AUTHORITY OF GUAM

GENERAL NOTES

DRAWING NO. GN-03
SHEET NO. 3
TOTAL SHEETS 114



REVISION	DATE	BY	DESCRIPTION

DRAWING REVISIONS

DESIGNER A.GREENWOOD
DETAILER J.PEREZ
CHECKER M.SMITH
DATE APRIL 16, 2018

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wsp USA, Inc.

PORT OF GUAM

HOTEL WHARF AND ACCESS ROAD MAINTENANCE AND REPAIR PROJECT PORT AUTHORITY OF GUAM

DRAINAGE MAP

DRAWING NO. GN-07
SHEET NO. 7
TOTAL SHEETS 114

THIS SHEET IS FULL SIZE 22"X34". CHECK GRAPHIC SCALES BEFORE USING.

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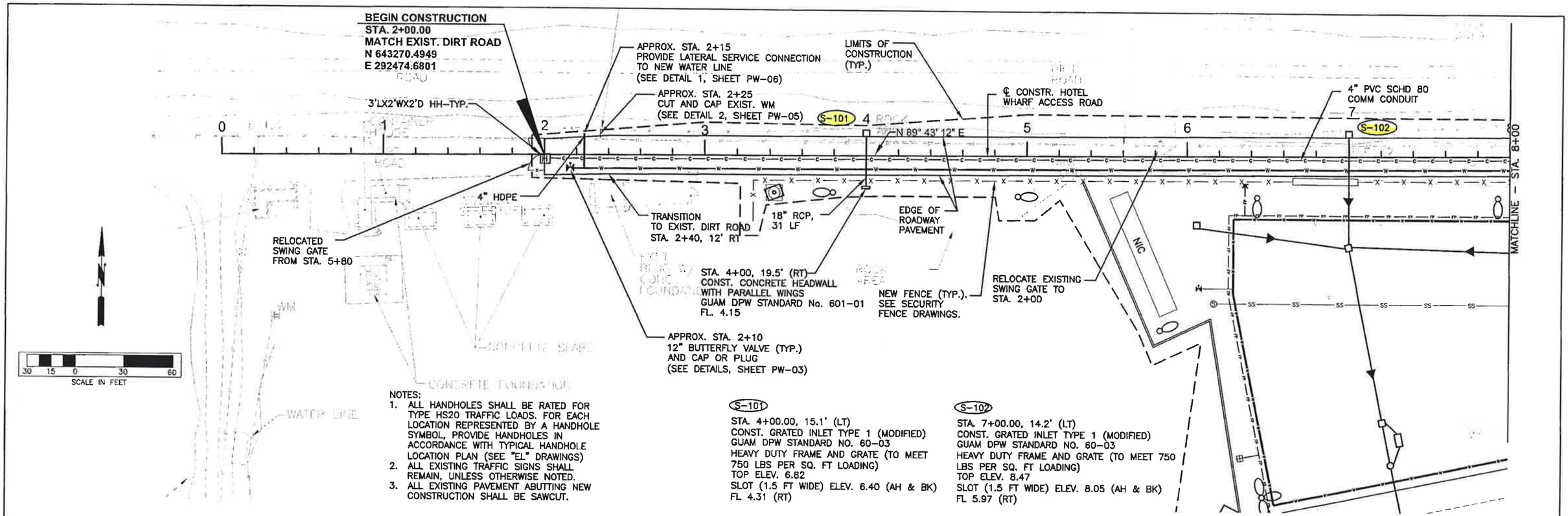
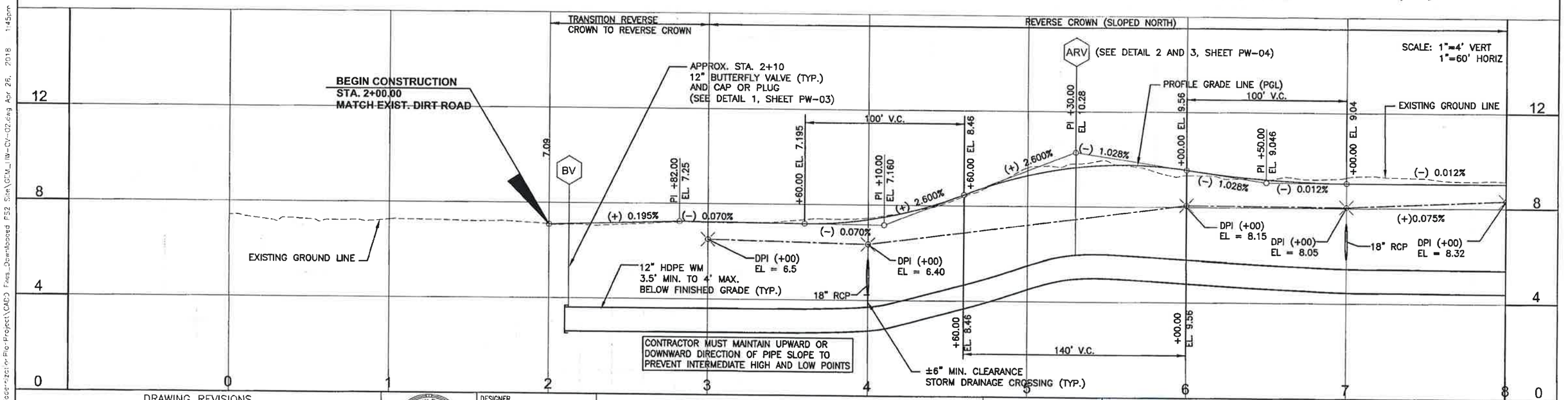


NOTES:
1. ALL HANDHOLES SHALL BE RATED FOR TYPE HS20 TRAFFIC LOADS. FOR EACH LOCATION REPRESENTED BY A HANDHOLE SYMBOL, PROVIDE HANDHOLES IN ACCORDANCE WITH TYPICAL HANDHOLE LOCATION PLAN (SEE "EL" DRAWINGS)
2. ALL EXISTING TRAFFIC SIGNS SHALL REMAIN, UNLESS OTHERWISE NOTED.
3. ALL EXISTING PAVEMENT ABUTTING NEW CONSTRUCTION SHALL BE SAWCUT.

S-101
STA. 4+00.00, 15.1' (LT)
CONST. GRATED INLET TYPE 1 (MODIFIED)
GUAM DPW STANDARD NO. 60-03
HEAVY DUTY FRAME AND GRATE (TO MEET 750 LBS PER SQ. FT LOADING)
TOP ELEV. 6.82
SLOT (1.5 FT WIDE) ELEV. 6.40 (AH & BK)
FL 4.31 (RT)

S-102
STA. 7+00.00, 14.2' (LT)
CONST. GRATED INLET TYPE 1 (MODIFIED)
GUAM DPW STANDARD NO. 60-03
HEAVY DUTY FRAME AND GRATE (TO MEET 750 LBS PER SQ. FT LOADING)
TOP ELEV. 8.47
SLOT (1.5 FT WIDE) ELEV. 8.05 (AH & BK)
FL 5.97 (RT)



DRAWING REVISIONS

REVISION	DATE	BY	DESCRIPTION

THIS WORK WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION. 4/18/18

DESIGNER	K. SOMERDER
DETAILER	J. PEREZ
CHECKER	M. SMITH
DATE	JANUARY 2018

WSP USA, Inc.

PORT OF GUAM

HOTEL WHARF AND ACCESS ROAD MAINTENANCE AND REPAIR PROJECT
PORT AUTHORITY OF GUAM
PLAN AND PROFILE 1

DRAWING NO. CV-02
SHEET NO. 15
TOTAL SHEETS 114

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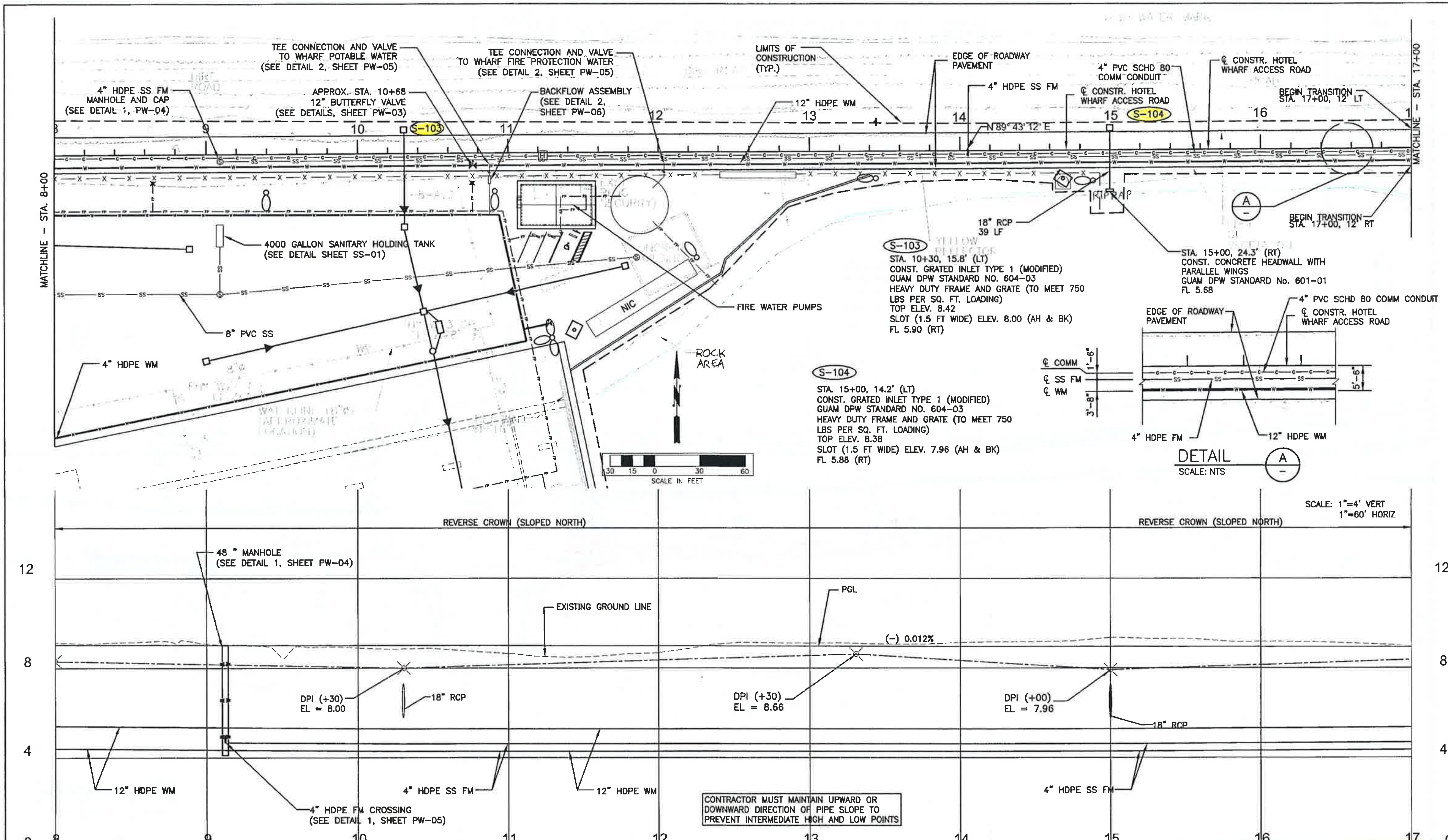

DRAWING REVISIONS			
REVISION	DATE	BY	DESCRIPTION

DESIGNER K.SOMERDER
DETAILER J.PEREZ
CHECKER M.SMITH
DATE JANUARY 2018

WSP USA, Inc.

PORT OF GUAM

HOTEL WHARF AND ACCESS ROAD MAINTENANCE AND REPAIR PROJECT
PORT AUTHORITY OF GUAM
PLAN AND PROFILE 2

DRAWING NO. CV-03
SHEET NO. 16
TOTAL SHEETS 114

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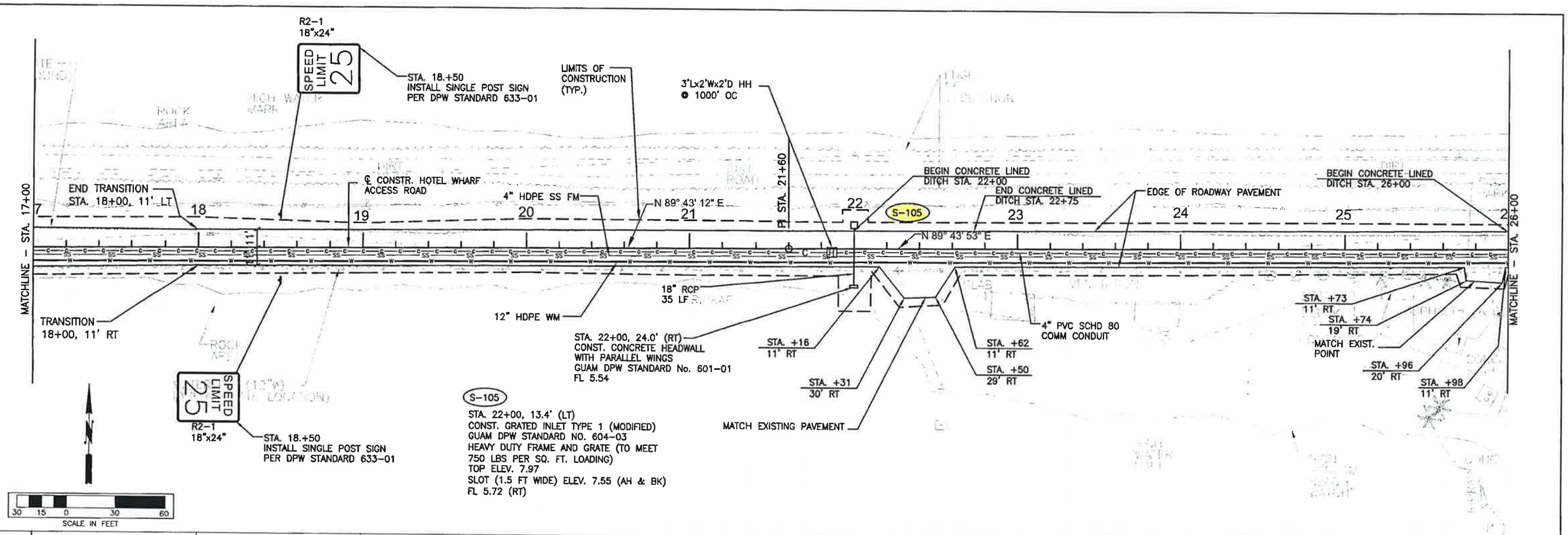

DRAWING REVISIONS

REVISION	DATE	BY	DESCRIPTION

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DESIGNER	K. SOMERDER
DETAILER	J. PEREZ
CHECKER	M. SMITH
DATE	JANUARY 2018

WSP USA, Inc.

GUAM

HOTEL WHARF AND ACCESS ROAD MAINTENANCE AND REPAIR PROJECT
PORT AUTHORITY OF GUAM
PLAN AND PROFILE 3

DRAWING NO.	CV-04
SHEET NO.	17
TOTAL SHEETS	114

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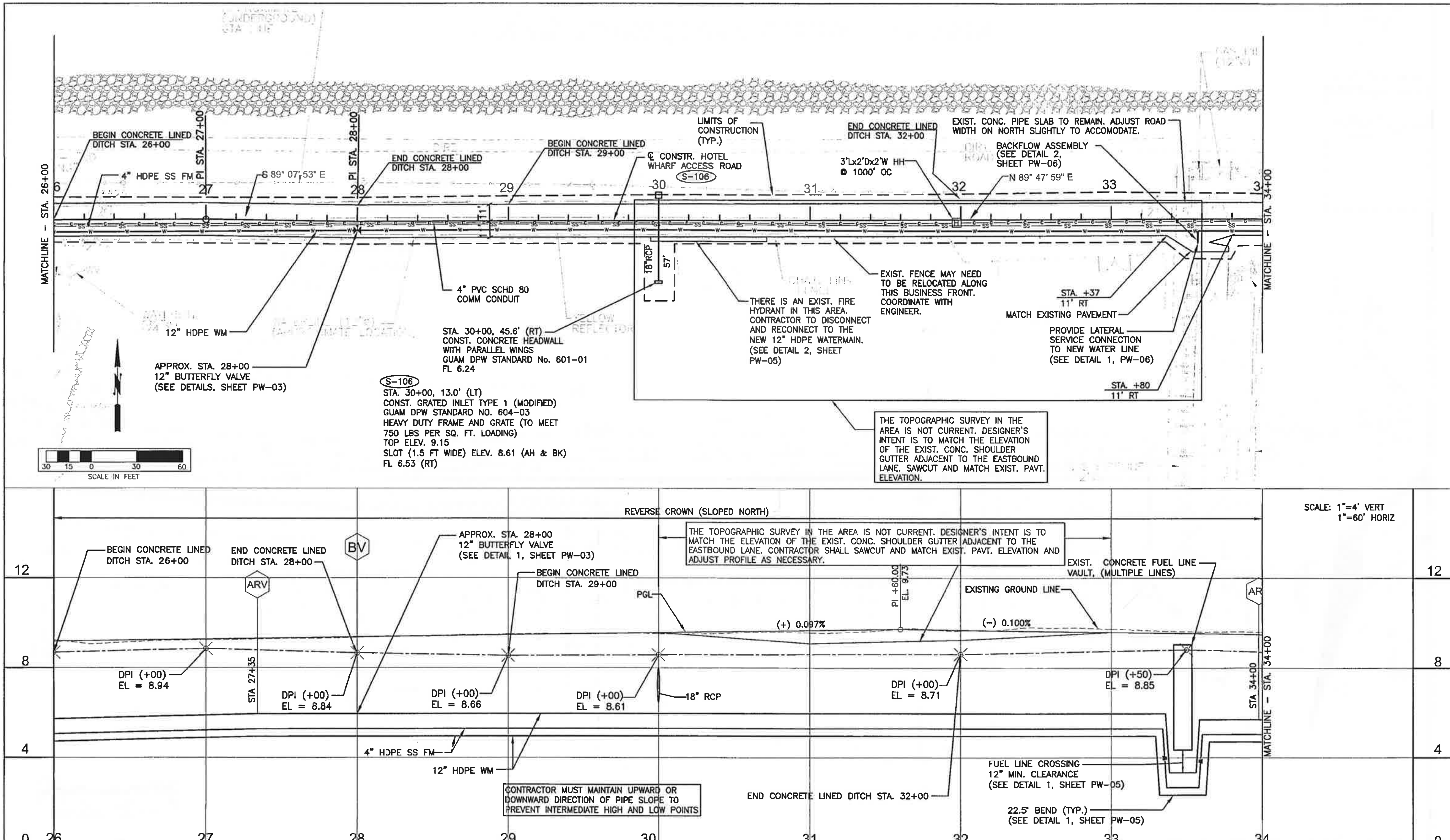

DRAWING REVISIONS			
REVISION	DATE	BY	DESCRIPTION

DESIGNER K. SOMERDER
DETAILER J. PEREZ
CHECKER M. SMITH
DATE JANUARY 2018

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PLAN AND PROFILE 4

DRAWING NO. CV-05
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TOTAL SHEETS 114

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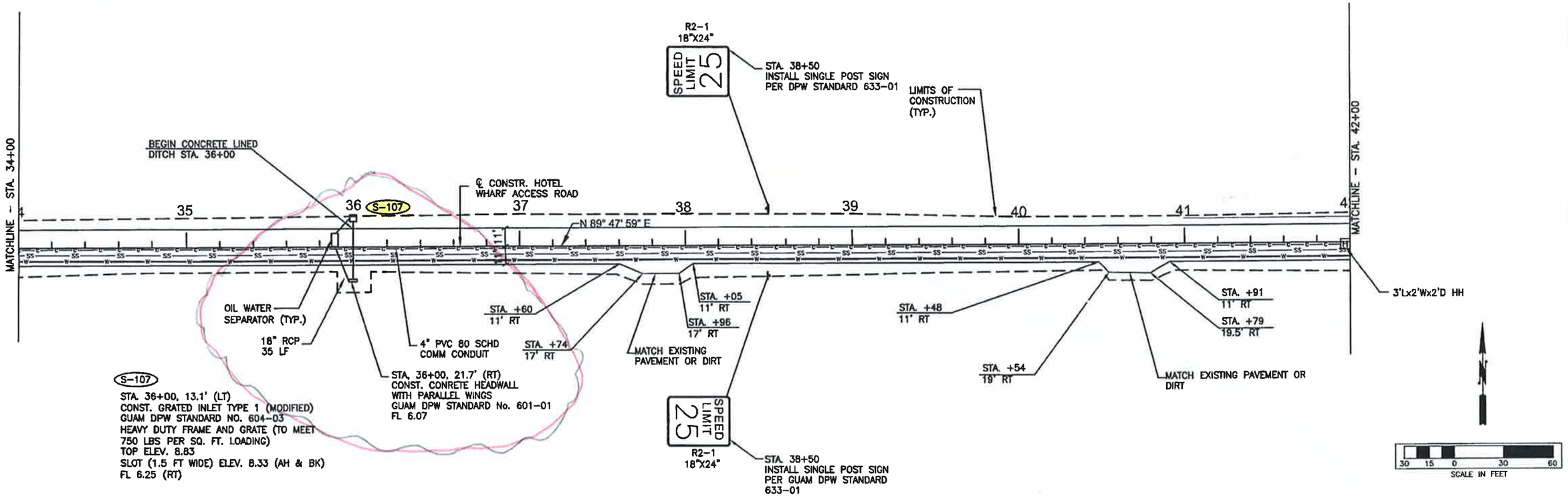

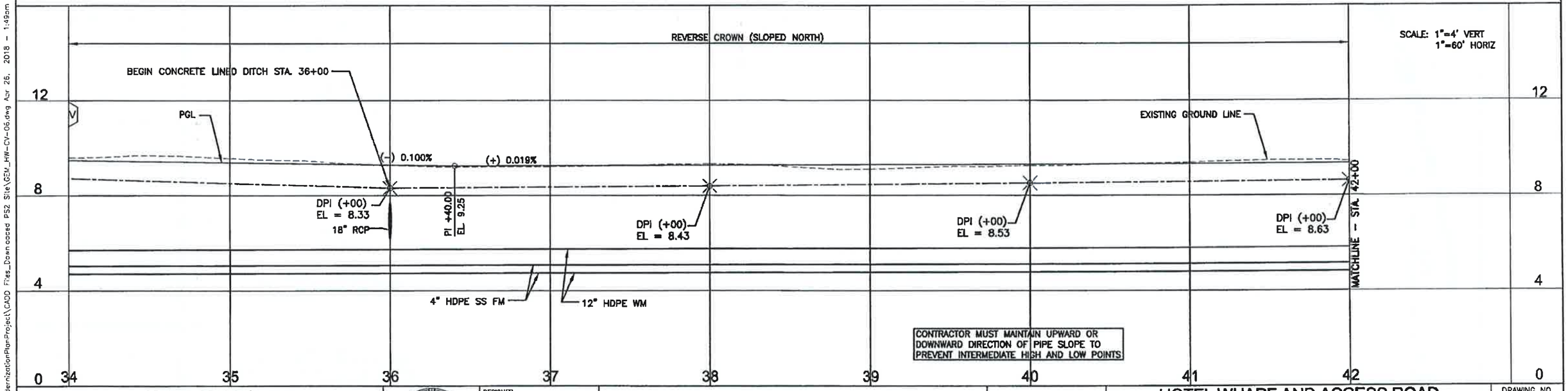

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DESIGNER	K. SOMERDER
DETAILER	J. PEREZ
CHECKER	M. SMITH
DATE	APRIL 16, 2018

WSP USA, Inc.

PORT OF GUAM

HOTEL WHARF AND ACCESS ROAD MAINTENANCE AND REPAIR PROJECT PORT AUTHORITY OF GUAM

PLAN AND PROFILE 5

DRAWING NO.	CV-06
SHEET NO.	19
TOTAL SHEETS	114

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℄ CONSTR. HOTEL WHARF ACCESS ROAD

EXISTING GROUND LINE

9.29

BP

4" COM

12" WM

BT

9.62

5+00.00

EXISTING GROUND LINE

NEW SECURITY FENCE (TYP.)

7.38

S-101

4" COM

BP

BT

7.45

NEW 18" RCP

31 LF

12" WM

MHHW

+2.17 ft

MHW 4+00.00

+0.85 ft

SCALE: 1" = 10' HORIZ.
1" = 5' VERT.

℄ CONSTR. HOTEL WHARF ACCESS ROAD

DRAWING REVISIONS			
REVISION	DATE	BY	DESCRIPTION

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DESIGNER	K. SOMERDER
DETAILER	J. PEREZ
CHECKER	M. SMITH
DATE	JANUARY 2018

WSP USA, Inc.

GUAM

HOTEL WHARF AND ACCESS ROAD MAINTENANCE AND REPAIR PROJECT PORT AUTHORITY OF GUAM

CROSS SECTION 3

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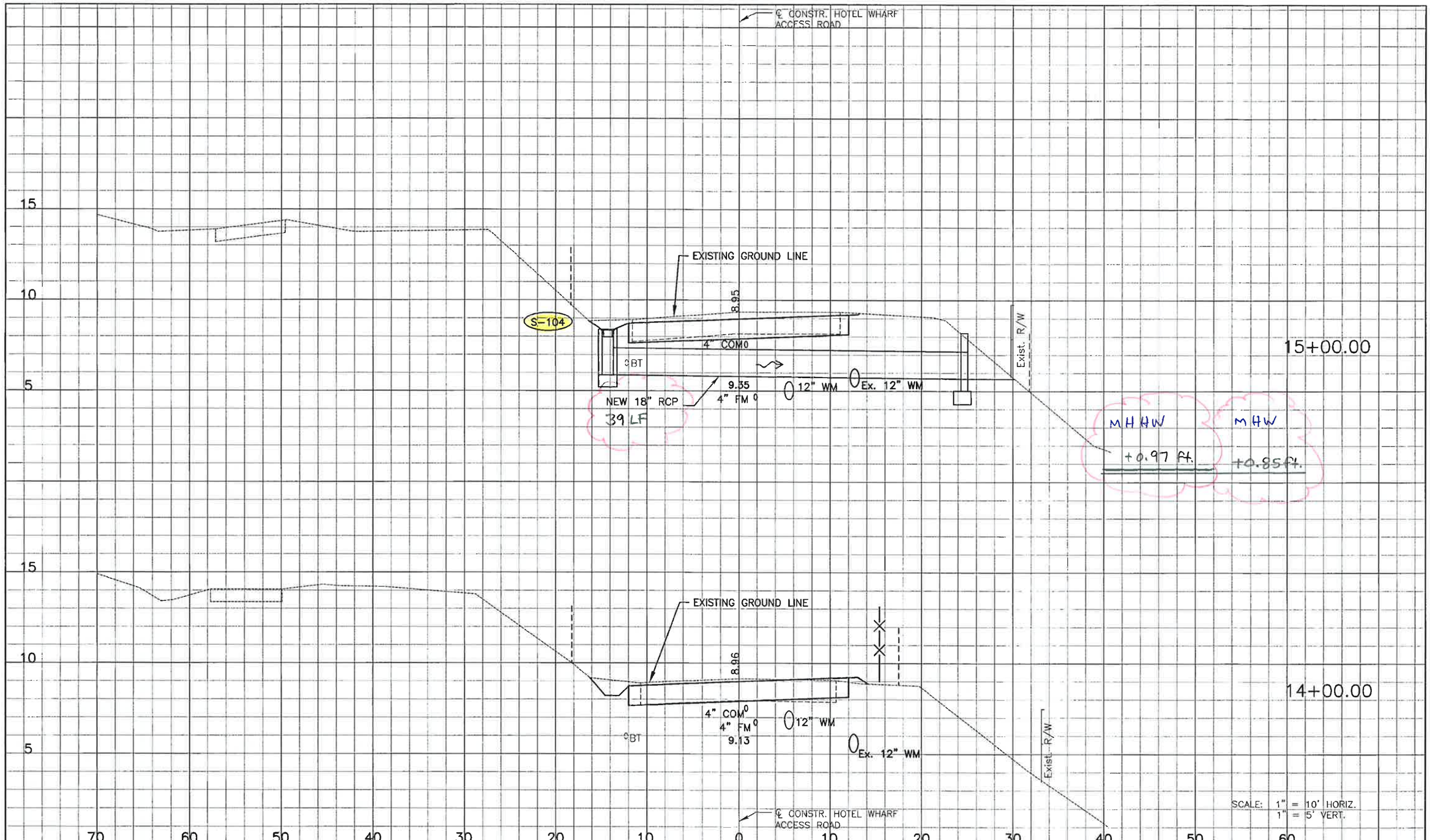
SHEET NO.	23
TOTAL SHEETS	114



DRAWING REVISIONS			
REVISION	DATE	BY	DESCRIPTION

DESIGNER	K. SOMERDER
DETAILER	J. PEREZ
CHECKER	M. SMITH
DATE	JANUARY 2018

WSP USA, Inc.

GUAM

HOTEL WHARF AND ACCESS ROAD MAINTENANCE AND REPAIR PROJECT PORT AUTHORITY OF GUAM

CROSS SECTION 8

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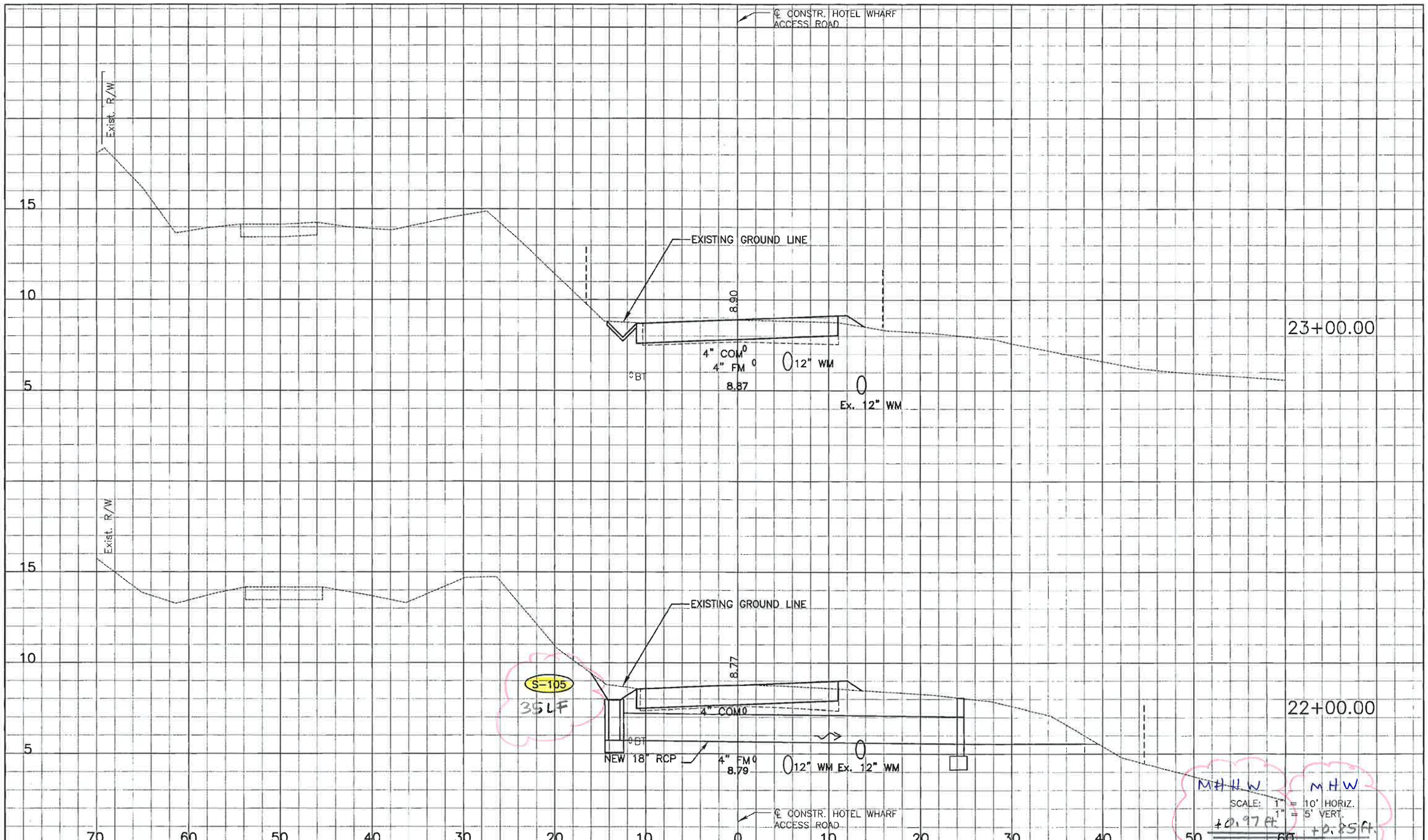

SCALE: 1" = 10' HORIZ.
1" = 5' VERT.

DRAWING REVISIONS			
REVISION	DATE	BY	DESCRIPTION

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DESIGNER	K. SOMERDER
DETAILER	J. PEREZ
CHECKER	M. SMITH
DATE	JANUARY 2018

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GUAM

HOTEL WHARF AND ACCESS ROAD MAINTENANCE AND REPAIR PROJECT
PORT AUTHORITY OF GUAM

CROSS SECTION 12

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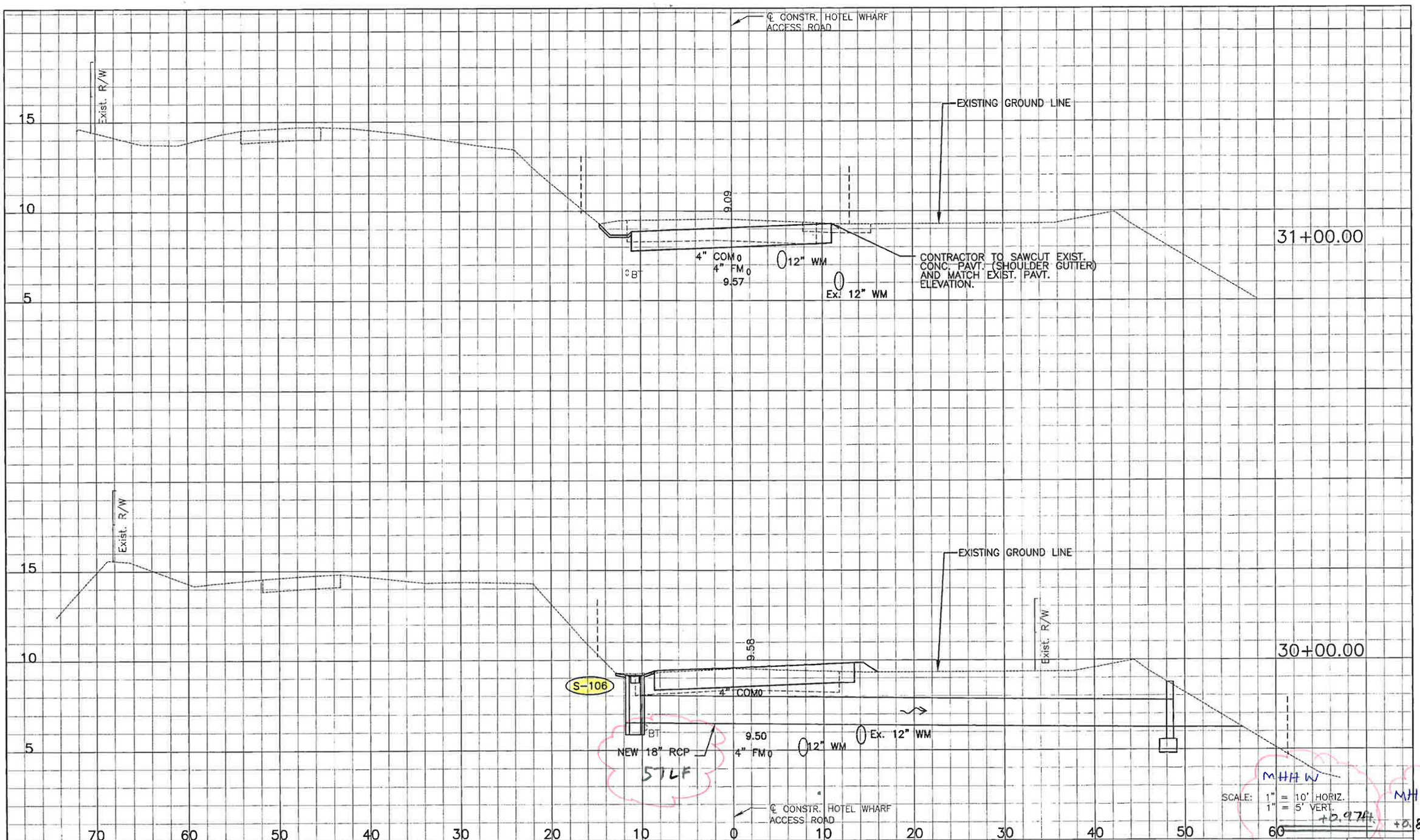

DRAWING REVISIONS			
REVISION	DATE	BY	DESCRIPTION

DESIGNER	K. SOMERDER
DETAILER	J. PEREZ
CHECKER	M. SMITH
DATE	JANUARY 2018

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CROSS SECTION 16

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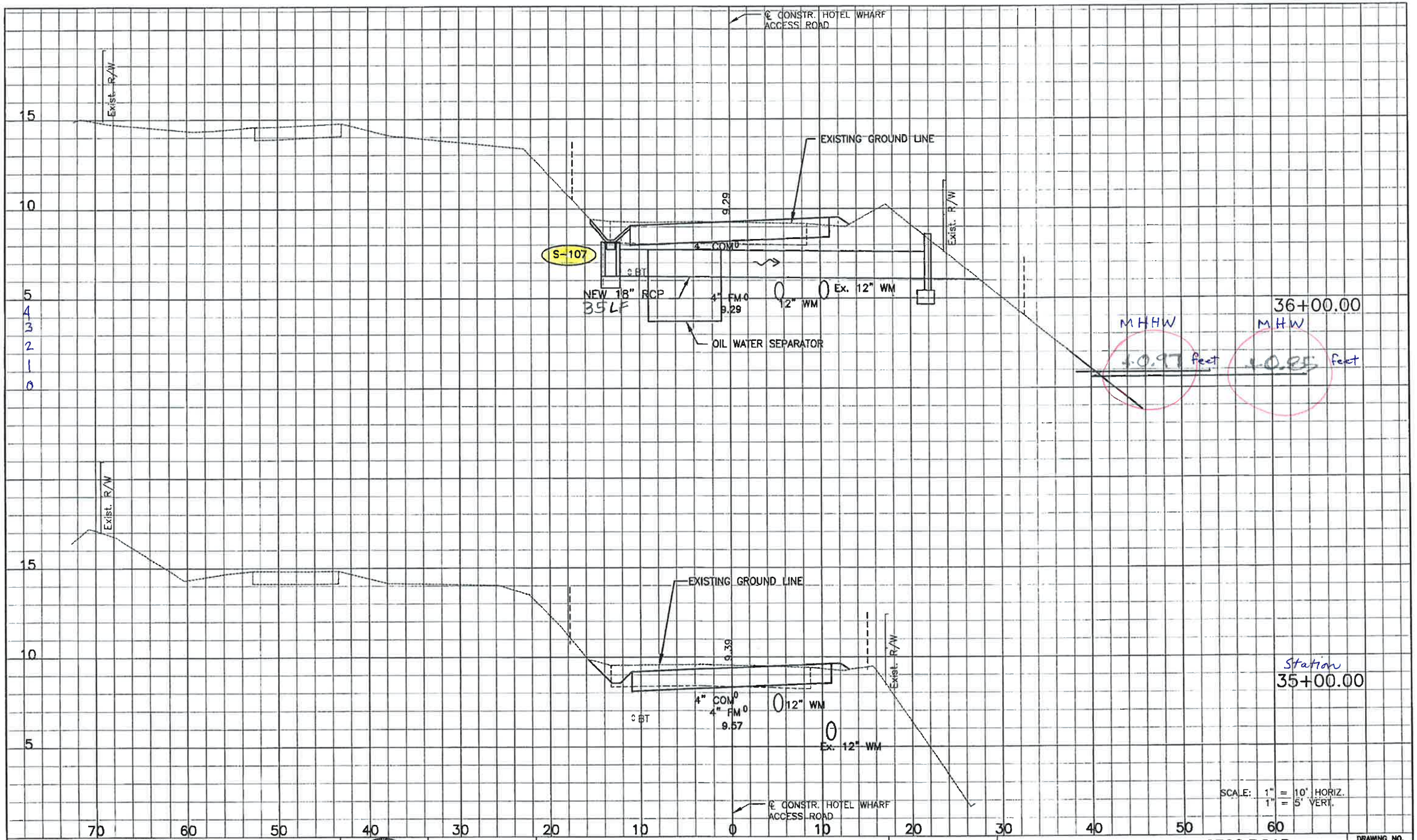

SCALE: 1" = 10' HORIZ.
1" = 5' VERT.

DRAWING REVISIONS			
REVISION	DATE	BY	DESCRIPTION

THIS WORK WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION

DESIGNER	K. SOMERDER
DETAILER	J. PEREZ
CHECKER	M. SMITH
DATE	APRIL 16, 2018

WSP USA, Inc.

GUAM

HOTEL WHARF AND ACCESS ROAD MAINTENANCE AND REPAIR PROJECT PORT AUTHORITY OF GUAM

CROSS SECTION 19

DRAWING NO.	CV-26
SHEET NO.	39
TOTAL SHEETS	114

ATTACHMENT B

GCMP OBJECTIVES AND POLICIES ASSESSMENT

ATTACHMENT B. GUAM COASTAL MANAGEMENT PROGRAM OBJECTIVES AND POLICIES ASSESSMENT

DATE OF APPLICATION: April 2018
NAME OF APPLICANT: Joanne M. Brown, General Manager, Port Authority of Guam
ADDRESS: 1026 Cabras Highway, Suite 201, Piti, 96925
TELEPHONE NO. (671) 477-5931 Fax No. _____ Cell No: _____
E-MAIL ADDRESS: jbrown@portguam.com

TITLE OF PROPOSED PROJECT:
Hotel Wharf and Access Road Maintenance and Repair Project

COMPLETE FOLLOWING PAGES

FOR BUREAU OF STATISTICS AND PLANS ONLY:

DATE APPLICATION RECEIVED: _____
OCRM NOTIFIED: _____ LIC. AGENCY NOTIFIED: _____
APPLICANT NOTIFIED: _____ PUBLIC NOTICE GIVEN: _____
OTHER AGENCY REVIEW REQUESTED:

_____

_____

DETERMINATION:
( ) CONSISTENT ( ) NON-CONSISTENT ( ) FURTHER INFORMATION REQUESTED

OCRM NOTIFIED: _____ LIC. AGENCY NOTIFIED: _____
APPLICANT NOTIFIED: _____
ACTION LOG:

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____

DATE REVIEW COMPLETED: _____

DEVELOPMENT POLICIES (DP):

DP 1. Shore Area Development

Intent: To ensure environmental and aesthetic compatibility of shore area land uses.

Policy: Only those uses shall be located within the Seashore Reserve which:

- enhance, are compatible with or do not generally detract from the surrounding coastal area's aesthetic and environmental quality and beach accessibility; or
- can demonstrate dependence on such a location and the lack of feasible alternative sites.

Discussion:

The proposed project involves maintenance and repair of the existing Hotel Wharf and adjacent roadway on Port Authority of Guam (PAG) property on Cabras Island adjacent to Apra Harbor, Guam (Figure 1). Currently, the wharf is not in use as the facility is structurally unsound. The purpose of the proposed project is to restore valuable PAG property to safe and efficient operational status. The objective of the project is to maintain and repair the existing roadway and Hotel Wharf facilities to support overflow and emergency "break bulk" and "bulk" cargo handling operations, potential military mobilization, and cruise vessel mooring and passenger screening operations.

The proposed project will not impede beach accessibility, change any planned land uses, or detract from the aesthetic and environmental quality of Cabras Island. The site is designated as "Marine Industrial" in the Port Master Plan Update (August 2013). According to the Port Master Plan Update, the facility in its current condition is structurally suspect due to extensive corrosion of the underlying sheet piling. The Port Master Plan Update recommended that Hotel Wharf be re-built in place and include new sheetpile, sheetpile tieback system, replacement pile cap with bollards, and a suitable fender system to return the facility to operational conditions (PAG 2013). The proposed project is limited to the existing Hotel Wharf facility and adjacent roadway. Therefore, there are no feasible alternative sites for the proposed project.

The proposed maintenance and repair project activities will be limited to the existing PAG facility area and are consistent with the existing development and land uses. Implementation of the proposed project will not introduce a new land use that would conflict with the designated land use of the site. No existing surrounding views will be obstructed with implementation of the proposed project. Further, the proposed removal of dilapidated structures and surface facilities will enhance the surrounding coastal aesthetics. The site layout will remain open and suitable for future planned "Marine Industrial" usage of the site, including cruise vessel operations.

The proposed project involves maintenance and repair of existing facilities and will enhance the dilapidated structures, will not impede beach accessibility, change any planned land uses, or detract from the aesthetic and environmental quality of Cabras Island. The proposed project is dependent on this location as these are existing facilities. Therefore, the proposed project is consistent with and would not conflict with Policy DP1.

DP 2. Urban Development

Intent: To cluster high impact uses such that coherent community design, function, infrastructure support and environmental compatibility are assured.

Policy: Commercial, multi-family, industrial and resort-hotel zone uses and uses requiring high levels of support facilities shall be concentrated within appropriate zone as outlined on the Guam Zoning Code.

Discussion:

The proposed project will maintain and repair existing facilities located on PAG property designated in the Port Master Plan Update as "Marine Industrial." Hotel Wharf has been used historically as a commercial berth to support various vessel services. Currently, the wharf is not in use as the facility is structurally unsound. To return the facility to safe and efficient operational status, the project proposes to reconstruct Hotel Wharf in-place and improve an approximately 1-mile segment of the adjacent access road within their existing geographical locations (Figure 2). Aging wharf structural components will either be repaired or replaced to accommodate the planned usage of Hotel Wharf, which include: support overflow and emergency "break bulk" and "bulk" cargo handling operations, potential military mobilization, and cruise vessel mooring and passenger screening operations. The proposed improvements and planned uses of Hotel Wharf will not conflict with the land use designation or zoning for the property. Therefore, the project is consistent with and will not conflict with Policy DP2.

DP 3. Rural Development

Intent: To provide a development pattern compatible with environmental and infrastructure support suitability and which can permit traditional lifestyle patterns to continue to the extent practicable.

Policy: Rural districts shall be designated in which only low density residential and agricultural uses will be acceptable. Minimum lot size for these uses should be one-half acre until adequate infrastructure including functional sewering is provided.

Discussion:

The proposed project is located on existing facilities on PAG property, which was historically used for commercial operations. The site does not include rural district designations; therefore, Policy DP3 does not apply to the proposed project.

DP 4. Major Facility Siting

Intent: To include the national interest in analyzing the siting proposals for major utilities, fuel and transport facilities.

Policy: In evaluating the consistency of proposed major facilities with the goals, policies, and standards of the Comprehensive Development and Coastal Management Plans, Guam shall recognize the national interest in the siting of such facilities, including those associated with electric power production and transmission, petroleum refining and transmission, port and air installations, solid waste disposal, sewage treatment, and major reservoir sites.

Discussion:

The proposed project involves the maintenance and repair of the existing wharf and adjacent roadway structures to increase safety and efficiency of PAG operations at Hotel Wharf. The proposed project would serve the national interest, as proposed repairs and maintenance of the wharf and access road would be able to accommodate potential military mobilization, cargo, and cruise ships at the repaired port installation, as needed.

DP 5. Hazardous Areas

Intent: Development in hazardous areas will be governed by the degree of hazard and the land use regulations.

Policy: Identified hazardous lands, including flood plains, erosion-prone areas, air installations' crash and sound zones and major fault lines shall be developed only to the extent that such development does not pose unreasonable risks to the health, safety or welfare of the people of Guam, and complies with the land use regulations.

Discussion:

Portions of the project site are within areas designated as Zones A and X of the Flood Insurance Rate Maps (FIRM) maintained by the Federal Emergency Management Agency (FEMA). The wharf area is primarily located within the FEMA Flood Zone A (area subject to inundation by the 1-percent annual chance flood event), which is considered a Special Flood Hazard Area – High Risk. The access road is located in FEMA Flood Zone X (area outside of the 1-percent and 0.2-percent annual chance floodplains), which is considered an area of minimal flood hazard risk. The proposed repairs and maintenance of the wharf and adjacent access road will essentially occur within the existing locations, and does not include elements that would pose

unreasonable risks to the health, safety, or welfare of the people of Guam. In addition, the project site is not within an erosion-prone area, air installation crash and sound zones, or located along a major fault line. Furthermore, the proposed project is consistent with the "Marine Industrial" land use in the area. Therefore, the project would not conflict with Policy DP5.

DP 6. Housing

Intent: To promote efficient community design placed where the resources can support it.

Policy: The government shall encourage efficient design of residential areas, restrict such development in areas highly susceptible to natural and manmade hazards, and recognize the limitations of the island's resources to support historical patterns of residential development.

Discussion:

The proposed project does not include residential uses; therefore, Policy DP6 does not apply.

DP 7. Transportation

Intent: To provide transportation systems while protecting potentially impacted resources.

Policy: Guam shall develop an efficient and safe transportation system, while limiting adverse environmental impacts on primary aquifers, beaches, estuaries, coral reefs and other coastal resources.

Discussion:

The proposed project will repair an approximately 1-mile segment of the existing access road to improve safety and access to the wharf and other Cabras Island facilities. Minor adjustments to grade and alignment of both the roadway and shoulder areas are proposed to improve traffic performance. Since roadway repairs will primarily occur within the existing footprint of the access road, adverse environmental impacts will be minimized. Furthermore, the proposed project will improve water quality conditions in the area as it will install storm water treatment facilities that do not currently exist. For example, a drainage ditch for natural filtration of storm water and two oily water separators on the wharf will be installed to treat storm water before discharging into Apra Harbor (Figure 2). The proposed project does not involve dredging and will not result in discharges to the Philippine Sea where protected coral reefs are located. Further, a turbidity curtain will be installed approximately 100 feet from the existing wharf bulkhead to protect the existing coral patch reefs. Fill material placed between the existing bulkhead and the new sheet pile wall will be contained, and will not be in contact with open water, thereby minimizing impacts during construction. No rip rap will be installed within waters of the United States. The proposed project will improve the existing transportation system and protect water quality from potential storm water impacts. Therefore, the project is in conformance with Policy DP7.

DP 8. Erosion and Siltation

Intent: To control development where erosion and siltation damage is likely to occur.

Policy: Development shall be limited in areas of 15% or greater slope by requiring strict compliance with erosion, sedimentation, and land use regulations, as well as other related land use guidelines for such areas.

Discussion:

Construction of the project will require clearing of ornamental vegetation and minor grading to adjust the profile and alignment of the existing access road. The site will be reseeded with a native seed mix post-construction to return the area to pre-construction conditions or better. Source control Best Management Practices (BMPs) or treatment control BMPs will be implemented during construction to ensure that sediment does not erode and/or disperse from the project site. Therefore, the project will not result in unprotected erodible soils or development of steep slopes that would result in erosion and siltation damage, and is consistent with Policy DP8.

RESOURCES POLICIES (RP):

RP 1. Air Quality

Intent: To control activities to insure good air quality.

Policy: All activities and uses shall comply with all local air pollution regulations and all appropriate Federal air quality standards in order to ensure the maintenance of Guam's relatively high air quality.

Discussion:

The proposed project involves the repair and maintenance of an existing wharf and access road. The proposed project does not include expansion of capacity or increased vehicular traffic. No point source emissions are proposed as part of the project. Therefore, operational impacts are not anticipated with the implementation of the proposed project. Emissions of pollutants such as fugitive dust and heavy equipment exhaust would be generated only during construction activities associated with the 24-month timeframe for the proposed project. These emissions are expected to be minimal, temporary, and concentrated within the immediate vicinity of the project site. The following BMPs would be implemented during construction to control dust and particulates, including diesel particulate emissions, generated from the project construction, to the extent feasible:

- Limit land disturbance to previously disturbed land.
- Use watering trucks to minimize dust; watering should be sufficient to confine dust

plumes to the project work areas.

- Suspend grading and earth moving when wind gusts exceed 25 miles per hour (mph) unless the soil is wet enough to prevent dust plumes.
- Cover all trucks hauling dirt when traveling at speeds greater than 15 mph.
- Stabilize the surface of dirt piles if not removed within 2 days.
- Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.
- Minimize unnecessary vehicular and machinery activities.
- Sweep paved streets at least once per day where there is evidence of that that has been carried onto the roadway.
- Revegetate disturbed land, including vehicular paths created during construction.
- Use newer diesel-burning construction equipment (newer than 1996).
- Properly maintain construction equipment according to manufacturers' specifications.

Therefore, the proposed project is consistent with Policy RP1.

RP 2. Water Quality

Intent: To control activities that may degrade Guam's drinking, recreational, and ecologically sensitive waters.

Policy: Safe drinking water shall be assured and aquatic recreation sites shall be protected through the regulation of uses and discharges that pose a pollution threat to Guam's waters, particularly in estuaries, reef and aquifer areas.

Discussion:

The proposed project will be limited to existing facilities on land owned and operated by the PAG. No public recreational areas exist on or near the project site; any recreational activities that occur in the area are limited and permitted by the PAG. The proposed project does not involve changes to Guam's drinking or recreational waters, and will not impact ecologically sensitive waters, including estuaries or aquifers and reefs such as those located in the Philippine Sea.

The proposed project involves fill into Apra Harbor approximately 4 ft outside of the existing bulkhead wall at the Hotel Wharf. A Marine Survey and Essential Fish Habitat Assessment Report was prepared for the proposed project, which identified coral patch reefs of moderate habitat quality approximately 100 feet from the existing wharf, except in one area where a coral patch reef was observed approximately 80 feet from the eastern end of the wharf face (AMEC 2014). The proposed project includes installation of a turbidity curtain between the existing bulkhead and the coral patch reefs to avoid any impacts to the coral patch reefs. Fill material placed between the existing bulkhead and the new sheet pile wall will be contained, and will not

be in contact with open water, thereby minimizing impacts during construction.

In addition, the proposed project involves installation of a drainage ditch, two oily water separators, and seven new storm water outfalls to treat storm water runoff that is not currently being treated before discharging into Apra Harbor. Therefore, the proposed project would result in beneficial effects on water quality compared to existing conditions. No storm water treatment systems currently exist at the project site. All runoff entering Apra Harbor from the repaired roadway will be treated naturally in a drainage ditch before entering the new storm drain system; additionally, an oily water separator will be installed at Outfall S-107 to treat runoff before it enters Apra Harbor. Surface runoff captured on the wharf will be treated onsite through two oily water separators and a filtration system prior to being discharged into Apra Harbor.

Furthermore, the appropriate water quality permits will be obtained for the proposed project prior to construction. For example, Water Quality Certifications will be obtained from the Guam Environmental Protection Agency (GEPA) to ensure that the project is compliant with Clean Water Action Section 401 requirements. Furthermore, GEPA confirmed that installation of the seven new outfalls will be covered under the National Pollutant Discharge Elimination System Multi-Sector General Permit authorized by the U.S. Environmental Protection Agency. Finally, a Nationwide Permit 3 for maintenance will be obtained from the U.S. Army Corps of Engineers for the project to comply with Clean Water Act Section 404 requirements. Therefore, the proposed project is consistent with Policy RP2.

RP 3. Fragile Areas

Intent: To protect significant cultural areas, and natural marine and terrestrial wildlife and plant habitats.

Policy: Development in the following types of fragile areas including Guam's Marine Protected Areas (MPA) shall be regulated to protect their unique character.

- historical and archeological sites
- wildlife habitats
- pristine marine and terrestrial communities
- limestone forests
- mangrove stands and other wetlands
- coral reefs

Discussion:

Historical and Archaeological Sites

The Area of Potential Effect (APE) for the proposed project is the Project Footprint as shown on Figure 2. Identification of historic properties within the APE included consulting a number

of sources, including:

- Consultation with the Guam Historic Preservation Officer (GHPO)
- GIS files of historic site locations on Guam
- Soil Survey of Territory of Guam of 1988 by the U.S. Department of Agriculture
- Cultural Resources Reconnaissance. Cabras Island, Apra Harbor. Territory of Guam. July 1977

A notification and request for information letter describing the proposed project was sent on 1 November 2013 to the Guam Historic Preservation Officer (GHPO), Lynda Bordallo Aguon, to confirm that no historic properties exist on Cabras Island. The GHPO was also invited to an agency coordination meeting held at the Guam Coastal Management Office on 14 November 2013. However, no response from the GHPO was received and no representative was present at the agency coordination meeting.

The project site is located entirely on Cabras Island, which is a manmade breakwater consisting of Urban land-Ustorthents complex soils. Ustorthents consist of quarried fill material, commonly with crushed coral gravel and cobbles, which does not hold potential for significant subsurface deposits. No archaeological sites are documented within or adjacent to the proposed project. Further, it is unlikely that the project site holds undocumented sites, as most of the area is developed with commercial and industrial uses, an above ground pipeline, a roadway lined with boulder riprap, and beaches. Regardless, standard BMPs will be implemented during construction activities to ensure that there is no impact to cultural resources. For example, the services of an archaeologist will be acquired if there is an inadvertent discovery of historic or archaeological resources during the project undertaking.

The July 1977 walk-through survey of Cabras Island produced one historic site, which are the remains of the quarantine station. This area is not threatened by the proposed project. Only one structure is currently located atop the Hotel Wharf, which is an abandoned metal trailer attached to a concrete building that used to be owned and operated by a tenant of the PAG. The structure is less than 25 years old, thus is not eligible for listing on the National Register of Historic Places.

Wildlife Habitats, Pristine Marine and Terrestrial Communities, Limestone Forests, Mangrove Stands and Other Wetlands.

The project site is located entirely on Cabras Island, which is a manmade breakwater consisting of Urban land-Ustorthents complex soils. Ustorthents consist of quarried fill material, commonly with crushed coral gravel and cobbles. The project area is developed with commercial and industrial uses, an above ground pipeline, a roadway lined with boulder riprap, and beaches. Thus, the project site is largely devoid of vegetation. In areas bordering the roadway and other developments, the overall vegetation community includes primarily upland species within *Leucaena leucocephala* (tangantangan) and *Casuarina equisetifolia* (ironwood) forests. The common coastal strand species in the area include:

- banalo (*Thespesia populnea*)
- Indian camphorweed (*Pluchea indica*)
- nanaso (*Scaevola taccada*)
- gasoso (*Colubrina asiatica*)
- lodugao (*Clerodendrum inerme*)

None of the species observed in the project area are special-status plant species. In addition, there are no mangrove stands or wetlands located on or adjacent to the project site.

Vegetation will be cleared where needed to repair the road, implement the bioswale, and reconstruct the wharf. These areas will be reseeded with native species to preconstruction conditions as a sediment and erosion control BMP.

Coral Reefs

Coral patch reefs exist approximately 100 feet from the existing wharf bulkhead, just along the fringe of the project area, except in one area where the coral patch reefs are approximately 80 feet from the eastern end of the wharf face. With installation of a turbidity curtain between the coral patch reefs and the project construction footprint, in-water pile driving activities are not likely to affect the coral patch reefs.

RP 4. Living Marine Resources

Intent: To protect marine resources in Guam's waters.

Policy: All living resources within the waters of Guam, particularly fish, shall be protected from over harvesting and, in the case of corals, sea turtles and marine mammals, from any taking whatsoever.

Discussion:

Coral patch reefs exist approximately 100 feet from the existing wharf bulkhead, just along the fringe of the project area, except in one area where the coral patch reefs are approximately 80 feet from the eastern end of the wharf face. With installation of a turbidity curtain between the coral patch reefs and the project construction footprint, in-water pile driving activities are not likely to affect the coral patch reefs.

Based on communication with Guam Department of Agriculture Division of Aquatic and Wildlife Resources Assistant Chief Jay Gutierrez, three green sea turtle nests have been documented on the sandy beach east of Sea Plane Ramp near the proposed location of Outfall S-108, which was originally the easternmost outfall location of the proposed project. Based on informal coordination with Guam Department of Agriculture, although this outfall was

proposed to be located 60 feet from the known nest sites, the entire stretch of beach is considered a potential nesting area. In order to avoid impacting this nesting beach, Outfall S-108 has been eliminated from the project, and storm water that was proposed to be discharged at this location will now be directed farther west and discharged at Outfall S-107, which is located west of Sea Plane Ramp. Guam Department of Agriculture has confirmed that sea turtle nesting has not been documented at the Outfall S-107 location, and has concurred with this revision. No sea turtles or sea turtle nests were observed during the marine survey (AMEC, 2014). To ensure that no impacts will occur to turtle nests, the following sea turtle protection BMPs will be implemented to reduce potentially significant environmental impacts:

- Construction contractors shall implement a construction education program to ensure that contractors and all construction personnel are informed of the biological constraints association with any particular construction site. The education program shall focus on (a) the purpose of resource protection, (b) contractor identification of sensitive resource areas in the field such as areas delineated on maps and by flags or fencing, (c) sensitive construction practices, (d) protocol to resolve conflicts that may arise at any time during the construction process, and (e) ramifications of non-compliance.
- To avoid direct impacts to nesting sea turtles, construction activities shall occur during non-nesting periods. The concentrated nesting season for the sea turtle in Guam is May through August.
- Reasonable setbacks shall be established between the ocean and any permanent buildings to protect the both the nesting beach and coastal infrastructure. Contractors shall be informed of the importance of these setbacks, and of preserving native vegetation within a buffer zone.
- Exterior lighting shall avoid bright white light, such as metal halide, halogen, fluorescent, mercury vapor, and incandescent lamps – and never use where such light could be visible from the beach.
- With the exception of authorized patrol or emergency vehicles (which should drive below the high tide line), motorized vehicles shall be prohibited from driving on sandy beaches.
- Minimize removal of beachfront vegetation and revegetate impacted areas with native plant species.
- Actions that damage seagrass or coral shall be prohibited.
- All marine vessels shall be moored or docked.
- Anchoring shall be restricted to non-sensitive marine areas.
- Minimize the discharge of sedimentation and pollution.

No marine mammals were observed during the marine survey and none are anticipated within the project area during construction.

Therefore, with the implementation of the above BMPs, potential impacts to living marine resources will be less than significant, and the proposed project is consistent with Policy RP4.

RP 5. Visual Quality

Intent: To protect the quality of Guam's natural scenic beauty

Policy: Preservation and enhancement of, and respect for the island's scenic resources shall be encouraged through increased enforcement of and compliance with sign, litter, zoning, subdivision, building and related land-use laws. Visually objectionable uses shall be located to the maximum extent practicable so as not to degrade significant views from scenic overlooks, highways and trails.

Discussion:

No scenic overlooks, highways, or public trails are located onsite. All project activities are limited to PAG property, which is not accessible to the public. The proposed project will require the demolition and removal of surface facilities and dilapidated structures, construction of new wharf structural components, and minor adjustment to roadway grade and alignment on land designated for "Marine Industrial" uses. These new and repaired elements will occur in-place and have a similar profile to what currently exists. This maintenance and repair project also involves revegetation using native seed, which will improve the visual quality of the area.

Therefore, the overall visual character and quality of the wharf and adjacent roadway will not change substantially, and the proposed project is consistent with Policy RP5.

RP6. Recreation Areas

Intent: To encourage environmentally compatible recreational development.

Policy: The Government of Guam shall encourage development of varied types of recreational facilities located and maintained so as to be compatible with the surrounding environment and land uses, adequately serve community centers and urban areas and protect beaches and such passive recreational areas as wildlife, marine conservation and marine protected areas, scenic overlooks, parks, and historical sites.

Developments, activities and uses shall comply with the Guam Recreational Water Use Management Plan (RWUMP).

Discussion:

The proposed project involves the maintenance and repair of the existing Hotel Wharf and adjacent roadway, which does not include recreational facilities. Access to Family Beach, a recreational facility located west of the project site, would not be restricted or disrupted during construction or operation of the project. Furthermore, recreational activity adjacent to the project site is restricted, as PAG property is not accessible to the public for recreational use without a permit. Therefore, the proposed project is consistent with Policy RP6.

RP 7. Public Access

Intent: To ensure the right of public access.

Policy: The public's right of unrestricted access shall be ensured to all non-federally owned beach areas and all Guam recreation areas, parks, scenic overlooks, designated conservation areas and their public lands. Agreements shall be encouraged with the owners of private and federal property for the provision of releasable access to and use of resources of public nature located on such land.

Discussion:

Recreational activity adjacent to the project site is restricted, as PAG property is not accessible to the public for recreational use without a permit. Access to Family Beach located west of the project site would not be restricted or disrupted during construction or operation of the project; one lane of the access road on the Cabras Island Glass Breakwater will remain open at all times during construction of the project. Therefore, the project will be consistent with Policy RP7.

RP 8. Agricultural Lands

Intent: To stop urban types of development on agricultural land.

Policy: Critical agricultural land shall be preserved and maintained for agricultural use.

Discussion:

The proposed project is located on existing PAG property with commercial and industrial uses. The site does not involve development on critical agricultural land; therefore, Policy RP8 does not apply to the proposed project.

FEDERAL CONSISTENCY SUPPLEMENTAL INFORMATION FORM
Date: April 2018

Project/Activity Title or Description:: Hotel Wharf and Access Road Maintenance and Repair Project

Location Port Authority of Guam property on Cabras Island adjacent to Apra Harbor

Other applicable area(s) affected, if appropriate:

Not Applicable

Est. Start Date: Summer 2018 Est. Duration: 24 months

APPLICANT

Name & Title: Joanne M. Brown, General Manager

Agency/Organization: Port Authority of Guam

Address: 1026 Cabras Highway, Suite 201

Piti Zip Code 96925

Telephone No. during business hours:

A/C (671) 477-5931

A/C ( )

Fax ( )

E-mail Address: jbrown@portguam.com

AGENT

Name & Title:

Agency/Organization:

Address:

Zip Code

Telephone No. during business hours:

A/C ( )

A/C ( )

Fax ( )

E-mail Address:

CATEGORY OF APPLICATION (check one only)

( ) I - Federal Agency Activity

(X) II - Federal Permit or License

( ) III - Federal Grants & Assistance

TYPE OF STATEMENT (check one only)

(X) Consistency

( ) General Consistency (Category I only)

( ) Negative Determination (Category I only)

( ) Non-Consistency (Category I only)

APPROVING FEDERAL AGENCY (Categories II & III only)

Agency: USACE

Contact Person: Karen Urelius, USACE Honolulu District, Guam Field Office

Telephone No. during business hours:

Area Code: (671) 339-2108

Area Code: ( )

FEDERAL AUTHORITY FOR ACTIVITY

Title of Law Clean Water Act Section 404

OTHER GUAM APPROVALS REQUIRED:

Agency	Type of Approval	Date of Application	Status
GEPA	CWA Section 401 WQC	May 2018	In progress
USACE	CWA Section 404 NWP	May 2018	In progress
USEPA	CWA Section 402 NDPES	May 2018	In progress

ATTACHMENT C

APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT

U.S. Army Corps of Engineers (USACE)

APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT

33 CFR 325. The proponent agency is CECW-CO-R.

Form Approved - OMB No. 0710-0003 Expires: 01-08-2018

PRIVACY ACT STATEMENT

Authorities: Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research, and Sanctuaries Act, Section 103, 33 USC 1413; Regulatory Programs of the Corps of Engineers; Final Rule 33 CFR 320-332. Principal Purpose: Information provided on this form will be used in evaluating the application for a permit. Routine Uses: This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public and may be made available as part of a public notice as required by Federal law. Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can a permit be issued. One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and/or instructions) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned. System of Record Notice (SORN). The information received is entered into our permit tracking database and a SORN has been completed (SORN #A1145b) and may be accessed at the following website: http://dpcld.defense.gov/Privacy/SORNsIndex/DOD-wide-SORN-Article-View/Article/570115/a1145b-ce.aspx

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETE
POH-2017-253			

(ITEMS BELOW TO BE FILLED BY APPLICANT)

5. APPLICANT'S NAME	8. AUTHORIZED AGENT'S NAME AND TITLE (agent is not required)
First - Joanne Middle - M. Last - Brown	First - Claudine Middle - Last - Camacho
Company - PORT AUTHORITY OF GUAM, Government of Guam	Company - Duenas, Camacho & Associates, Inc.
E-mail Address - jbrown@portguam.com	E-mail Address - cmcamacho@dcaguam.com
6. APPLICANT'S ADDRESS:	9. AGENT'S ADDRESS:
Address- 1026 Cabras Highway, Suite 201	Address- 238 E. Marine Corps Dr. Suite 201 Diamond Plaza
City - Piti State - GU Zip - 96915 Country - USA	City - Hagatna State - GU Zip - 96910 Country - USA
7. APPLICANT'S PHONE NOs. w/AREA CODE	10. AGENTS PHONE NOs. w/AREA CODE
a. Residence b. Business c. Fax	a. Residence b. Business c. Fax
n/a (671) 477-5931	n/a (671) 477-7991 (671) 479-6315

STATEMENT OF AUTHORIZATION

11. I hereby authorize, Duenas, Camacho & Associates to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

SIGNATURE OF APPLICANT — DATE: June 1, 2018

NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY

12. PROJECT NAME OR TITLE (see instructions)

Hotel Wharf and Access Road Maintenance and Repair Project

13. NAME OF WATERBODY, IF KNOWN (if applicable)	14. PROJECT STREET ADDRESS (if applicable)
Apra Harbor, which empties into Philippine Sea	Address n/a
15. LOCATION OF PROJECT	City - State- Zip-
Latitude: ◦N 13°27'50.19" North Longitude: ◦W 144°39'6.05" East	

16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (see instructions)

State Tax Parcel ID n/a Municipality Piti

Section - Township - Range -

17. DIRECTIONS TO THE SITE

The project is located along an unnamed access road, approximately 1.3 miles west of the western terminus of Guam Highway (GH)-11 (Route 11) on the Glass Breakwater on Cabras Island, Piti, Guam. Hotel Wharf is located on the south side of the access road, and extends south into Apra Harbor. The Wharf is approximately 0.5 mile west of Sea Plane Ramp, and approximately 0.4 mile west of the Cementon Micronesia facility.

18. Nature of Activity (Description of project, include all features)

Hotel Wharf is proposed for repair and maintenance to provide overflow berthing capacity in support of commercial, cruise ship, and military multi use. Demolition will consist of the removal of surface facilities and dilapidated structures (fencing, cleats, rubber fenders, and mooring bollards); the removal of asphalt and concrete pavement; and the partial demolition of the concrete cap atop the existing sheet pile bulkhead. The wharf repair will consist of removing and replacing the existing cap, installing new tie rods and anchoring, driving new sheet pile approximately 1.2 meters (4 feet) outside of the existing structure, backfilling the new sheet pile, and capping. Approximately 1.6 kilometers (1 mile) of the adjacent roadway will be repaired and replaced, including installation of a total of seven storm water outfalls that will discharge in Apra Harbor. Two of these outfalls will drain the refurbished wharf area and be subject to pretreatment prior to discharge from the wharf. (see Block 4 on continuation sheet).

19. Project Purpose (Describe the reason or purpose of the project, see instructions)

Currently, the wharf is not in use as the facility is structurally unsound. The purpose of the proposed project is to restore Hotel Wharf, a valuable PAG property, to safe and efficient operational status. The objective of the project is to maintain and repair the existing Hotel Wharf and adjacent roadway to support overflow and emergency "break bulk" and "bulk" cargo handling operations, potential U.S. military mobilization, and cruise vessel mooring and passenger screening operations. Construction activities are expected to commence in Summer 2018 and continue for 24 months.

USE BLOCKS 20-23 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED

20. Reason(s) for Discharge

Dredging is not proposed as part of the project. The project involves the discharge of 6,680 cubic yards of clean upland fill material into waters of the U.S. to provide structural support of a new sheet pile bulkhead retaining wall 4 ft seaward of the existing bulkhead. This includes the sheet pile, tie rods and anchoring. The fill would occupy an area of 0.09 acres (4,065 sq. ft.) of waters of the U.S. in Apra Harbor. The new bulkhead wall will be constructed to accommodate new structural components without causing the existing wharf to collapse during construction.

21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards:

Type Amount in Cubic Yards	Type Amount in Cubic Yards	Type Amount in Cubic Yards
New aggregate backfill (6,680 cy)	Sheet pile, tie rods, anchor (part of 6,680 cy)	

22. Surface Area in Acres of Wetlands or Other Waters Filled (see instructions)

Acres 0.09 acres of backfill material (aggregate and structural fill) in Apra Harbor for new sheet pile bulkhead retaining wall

or

Linear Feet

23. Description of Avoidance, Minimization, and Compensation (see instructions)

Based on marine surveys, the project would affect scattered and isolated corals but would avoid extensive coral habitat, which was only observed outside of the project area and will not be impacted by the project. Prior to construction, a turbidity curtain will be installed between the project footprint and coral patch reefs on the fringe of the survey area. No work shall be conducted outside the turbidity curtain. Fill material will be contained behind sheet pile wall, and not in contact with open water, thereby minimizing impacts. The project has been redesigned to avoid stormwater discharge to a green sea turtle nesting beach. With implementation of Best Management Practices, the proposed project is not likely to adversely effect sensitive resources. Therefore, no mitigation is proposed. (see continuation sheet)

24. Is Any Portion of the Work Already Complete? ☐ Yes ☒ No IF YES, DESCRIBE THE COMPLETED WORK

25. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody (if more than can be entered here, please attach a supplemental list).

a. Address- Johnson Ma, President, Cementon Micronesia (Port Lessee), P.O. Box 3918

City - Hagatna State - GU Zip - 96932

b. Address- Charles Ewart, President, Mobil Oil Guam, Inc. (Port Lessee), 642 East Marine Corps Drive

City - Hagatna State - GU Zip - 96910

c. Address- Albert Smith, President, Smithbridge Guam (Port Lessee), P.O. Box 11700

City - Yigo State - GU Zip - 96929

d. Address-

City - State - Zip -

e. Address-

City - State - Zip -

26. List of Other Certificates or Approvals/Denials received from other Federal, State, or Local Agencies for Work Described in This Application.

AGENCY	TYPE APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED
Guam EPA	401 WQC	TBD	May 2018		
Guam BSP	Federal Consistency	TBD	May 2018		
U.S. EPA	NPDES MSGP	GUR050000	May 2018		
Guam DPW	Building Permit	TBD	TBD		

* Would include but is not restricted to zoning, building, and flood plain permits

27. Application is hereby made for permit or permits to authorize the work described in this application. I certify that this information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.

SIGNATURE OF APPLICANT DATE SIGNATURE OF AGENT DATE

The Application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than $10,000 or imprisoned not more than five years or both.

ATTACHMENT D

GUAM ENVIRONMENTAL PROTECTION AGENCY APPLICATION FORM 401C FOR CWA SECTION 401 WATER QUALITY CERTIFICATION AND ENVIRONMENTAL IMPACT ASSESSMENT (SHORT FORM)

ATTACHMENT B1. GUAM ENVIRONMENTAL PROTECTION AGENCY APPLICATION FORM 401C FOR CWA SECTION 401 WATER QUALITY CERTIFICATION AND ENVIRONMENTAL IMPACT ASSESSMENT (SHORT FORM)

Revised 6/02

FOR OFFICIAL USE ONLY
Prepared By: _____
Title: _____
Date Prepared: _____
Application No.: _____
Date Received: _____

DISCHARGES FROM DREDGED MATERIAL OR FILL IN WETLANDS AND OTHER INLAND SURFACE WATERS

Instructions

1. Activities covered by this application request form include wetland dredging, filling, construction of bridges, walkways, culverts and other structures in wetlands, streams or rivers, mitigation/creation projects, restoration activities, utility trenching and pole placements, and other similar activities in wetlands.
2. When addressing the following items, be sure to answer all questions. If the item is not applicable or the response is none, indicate as much and provide a brief explanation why. If there are incomplete items the application will be returned.
3. When references are made to supporting documents, studies, previous permit actions or other information, they must be identified by document name and date. All pertinent references used to support this application request must be provided.
4. The applicant should use this form; however, a similar format may be used and must include each question (item) found in this form.
5. If additional space is required, use extra sheets or the back side of this form. This form is available on diskette.

Applicant Information

1. **Application Information**
   a. **Applicant and Address:**

      Joanne M. Brown, General Manager, Port Authority of Guam

      1026 Cabras Highway, Suite 201, Piti, Guam 96915

   b. **Agent/Representative and Address:**

      Dueñas, Camacho, & Associates, Inc. (DCA)

238 Marine Corps Drive, Suite 201, Hagatña, Guam 96910

2. **Project Name and Location:**

The proposed "Hotel Wharf and Access Road Maintenance and Repair Project" is located on land owned and managed by the Port Authority of Guam on the Glass Breakwater access road, approximately 1.3 miles west of GH-11 (Route 11), Cabras Island, Apra Harbor, Guam (13° 27' 50.19" East; 144° 39' 6.05" North) (Figure 1).

3. **Associated Federal Permit or File No.:**

The applicant is submitting a Department of the Army application [File No. POH-2017-253] to the U.S. Army Corps of Engineers (USACE) for coverage under Clean Water Act (CWA) Section 404 using Nationwide Permit 3 Maintenance. The permit application is being submitted concurrently with this application for CWA Section 401 Water Quality Certification (WQC).

The applicant will also be submitting a Notice of Intent (NOI) to apply for coverage under the U.S. Environmental Protection Agency (USEPA) National Pollutant Discharge Elimination System (NPDES) for use of the Multi-Sector General Permit (MSGP). The NOI will be filed electronically on the USEPA's website prior to construction activities.

4. **Provide a copy of the Guam Wetland Development Permit for this project or a statement from the Department of Land Management as to the reasons why a permit was otherwise not required.**

Not applicable. No activities are proposed in wetlands.

5. **If this project is mitigation (restoration, enhancement, or creation), explain how existing wetland functions/uses will be improved or maintained. What benefits will result from this project with regard to existing wetland functions (especially water quality)?**

Not applicable. The proposed project is not a wetland mitigation action.

6. **Are there any special environmental protection requirements identified at this time?**

Yes. The following avoidance and minimization measures will be implemented to reduce potential environmental impacts from the proposed project to less than significant:

- The PAG will follow standard conditions and implement BMPs listed in the USEPA NPDES MSGP for stormwater discharges associated with industrial activity. Prior to construction of the outfalls, an electronic NOI will be filed online.
- One lane of the access road will remain open at all times during construction of the project to provide access to Family Beach.
- Temporarily impacted areas where vegetation is removed will be revegetated with native seed to pre-construction conditions.

- Excavation to install new tie rods and utilities and to make roadway drainage improvements is not currently expected to result in the disposal of unsuitable materials. However, in the event unsuitable materials are detected once construction begins, proper disposal and replacement with clean materials and structural fill will be required.
- The following BMPs will be implemented to minimize impacts to air quality from construction activities:
  - Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas.
  - Suspend grading and earth moving when wind gusts exceed 25 miles per hour (mph) unless the soil is wet enough to prevent dust plumes.
  - Cover all trucks hauling dirt when traveling at speeds greater than 15 mph.
  - Stabilize the surface of dirt piles if not removed within 2 days.
  - Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.
  - Minimize unnecessary vehicular and machinery activities.
  - Sweep paved streets at least once per day where there is evidence of dirt that has been carried onto the roadway.
  - Revegetate disturbed land, including vehicular paths created during construction.
  - Use newer diesel-burning construction equipment (newer than 1996).
  - Properly maintain construction equipment according to manufacturers' specifications.
- A turbidity curtain will be installed approximately 80 feet from the existing bulkhead to protect the existing coral patch reefs.
- Debris in the area will be removed to accommodate sheet pile driving only to the extent necessary to drive the sheet piles.
- Debris will be lifted and will not be dragged along the sea floor in order to minimize disturbance to sediment.
- Fill material placed between the existing bulkhead and the new sheet pile wall will be contained, and will not be in contact with open water, thereby minimizing impacts.
- The following BMPs will be implemented to avoid impacts to nesting turtles:
  - The construction contractor will implement a construction education program to ensure that contractors and all construction personnel are informed of the biological constraints associated with the construction site. The education program shall focus on (a) the purpose of resource protection, (b) contractor identification of sensitive resource areas in the field such as areas delineated on maps and by flags or fencing, (c) sensitive construction practices, (d) protocol to resolve conflicts that may arise at any time during the construction process, and (e) ramifications of non-compliance.

  - To avoid direct impacts to nesting sea turtles, construction activities near the potential nesting areas shall occur during non-nesting periods. The concentrated nesting season for the sea turtle in Guam is May through August.
  - Reasonable setbacks shall be established between the ocean and any permanent buildings to protect both the nesting beach and coastal infrastructure. Contractors shall be informed of the importance of these setbacks, and of preserving native vegetation within a buffer zone.
  - Exterior lighting shall avoid bright white light, such as metal halide, halogen, fluorescent, mercury vapor, and incandescent lamps – and never use where such light could be visible from the beach.
  - With the exception of authorized patrol or emergency vehicles (which should drive below the high tide line), motorized vehicles shall be prohibited from driving on sandy beaches.
  - Minimize removal of beachfront vegetation and revegetate impacted areas with native plant species.
  - Actions that damage seagrass or coral shall be prohibited.
  - All marine vessels shall be moored or docked.
  - Anchoring shall be restricted to non-sensitive marine areas.
  - Minimize the discharge of sedimentation and pollution.
- No rip rap will be installed within waters of the United States.
- All debris removed to accommodate new sheet piles will be lifted, and not dragged, to prevent disturbance of sediments. Prior to the start of the in-water pile driving construction activities, the water will be scanned for debris or other obstruction. Any debris encountered during the in-water pile driving activities will be completely removed from the work area and disposed of in an appropriate upland site.
- All debris will be transported to, and disposed of, at an appropriate upland site.

Project Description and Potential Effects

7. Describe the structure(s) and/or activity, and proposed dredging, discharge or fill required in wetlands, streams or rivers. Include an accurate description of the physical, biological, chemical, thermal, and any other characteristics of the discharge, and the location or locations at which such discharge may enter Guam Waters.

a. description of structure(s) or activity (provide a facility/project site plan):

The Port Authority of Guam (PAG) is proposing maintenance and repair of the existing Hotel Wharf and adjacent access roadway along Apra Harbor to fully functional status

(Figure 1). The project involves replacement of the existing wharf and roadway in their current locations (Figure 2).

Hotel Wharf consists of an aging seawall structure with concrete decking and an asphalt center section (Figure 3). In past years, the PAG leased the facility for various commercial activities including cruise ship operations, administrative functions, fishing support operations and recreational activities. It has also been used directly by the PAG for scrap metal handling, and vehicle import operations when space at the Jose D. Leon Guerrero Commercial Port of Guam facility was temporarily restricted.

Hotel Wharf has recently transitioned from being a leased facility to one that will be used directly by the PAG. The PAG anticipates that future construction in the Commercial Cargo Terminal will create an increased need for overflow and contingency operations at Hotel Wharf during Commercial Port reconfiguration and potential increase in cargo flow as a result of the impending military buildup. Consequently, maintenance and repair of Hotel Wharf is now a high priority project for the PAG.

Currently, the wharf is not in use as the facility is structurally unsound. The purpose of the project is to restore valuable marine property to safe and efficient operational status. The project will not increase the capacity of the existing Hotel Wharf and roadway, and will not result in new or different land use operations from the existing facility; the site is currently designated as "Marine Industrial" and will remain open and suitable for multi-purpose use to support overflow and emergency break-bulk and bulk cargo handling operations, potential military mobilization, and cruise vessel mooring and passenger screening.

b. description of construction actions, methodology, and operation of the project:

Project demolition components include the removal of surface facilities and dilapidated structures such as fencing, cleats, rubber fenders, and mooring bollards. It also includes the removal of asphalt and concrete pavement, and the partial demolition of the concrete cap atop the existing sheet pile bulkhead.

Wharf replacement involves construction of a new sheet pile bulkhead retaining wall approximately 4 feet (ft) outside of the existing sheet pile bulkhead wall, which will increase the wharf footprint by approximately 4,065 square feet (ft^2) (Figure 2). The new bulkhead wall will be constructed to accommodate new structural components without causing the existing wharf to collapse during construction. Wharf structural components will include new sheet pile retaining wall bulkheads held in place by new sheet pile "deadman" walls, batter piles, and tie-rods (Figure 4).

In-water construction involves debris removal, pile-driving, and fill to install the structural components necessary to support the new bulkhead retaining wall. In-water construction activities will begin with installation of a turbidity curtain along the perimeter of the project footprint, debris removal as necessary to accommodate the in-water barge and sheet piles, driving of the sheet piles, backfilling using clean material from an upland source, then concrete capping of the fill to provide the foundation of the wharf. Additional

structural components include mooring bollards on the wharf, two mooring bollards along the roadway's edge east and west of the wharf, and concrete decking/pavement for the first 100 feet adjacent to the pierhead line in the ship unloading zone. Structural fill will be placed in the area between the existing and new bulkheads. Fill material placed between the existing bulkhead and the new sheet pile wall will be contained, and will not be in contact with open water, thereby minimizing impacts. All parts of the Hotel Wharf surface will be impervious with the area outside the 100-ft ship unloading zone consisting of asphalt pavement.

No dredging is proposed as part of project activities; however, sheet piles will be thicker and deeper than the original in order to allow for future dredging along the pierhead line. The depth of sheet pile driving is a design consideration to allow for deeper draft vessels to utilize the wharf in the decades ahead.

Both the wharf and roadway maintenance and repair activities will involve the placement or replacement of underground utilities. Utilities in the road will include water line replacement, storm water piping, and empty data transmission conduit and sanitary sewer. Utilities in the wharf will include electrical for power and lighting, potable water with capped stubouts to support future construction, a fire main with supporting tank and pump station, storm water pipes with two oily water separators, sanitary lines with holding tank and manholes to support future construction, and empty data communications conduit terminating in handholes to support future construction. Site electrical will originate from existing roadway power poles and proceed underground to a new load center situated on the wharf close to the access road. Underground electrical lines from the load center will feed low mast perimeter wharf lighting and site power requirements. Conduit and manholes will be positioned to support future construction at both the northwest and northeast corners of the wharf adjacent to the access road.

The existing access roadway will be repaired, including minor adjustments to the grade and alignment of the roadway, and installation of storm water management features that do not currently exist. A drainage ditch will be constructed on the north side of the roadway, which will direct storm water under the road. The storm water will be discharged into Apra Harbor via seven outfalls, two of which will be located on the wharf. Runoff from the wharf and road will be treated by two oily water separators on the wharf before entering Apra Harbor by two outfalls. Runoff from the roadway will be treated by the drainage ditch and dissipated onto existing riprap before entering Apra Harbor via five outfalls; the easternmost outfall (S-107) will have an oily water separator to treat runoff before it enters Apra Harbor. The proposed outfalls will be constructed along the roadway per Guam Department of Public Works Standards using general construction equipment such as in-water or land-based pile-driving rigs. The inlets along the north side of the roadway will be installed as heavy duty frame and grate to meet loading requirements, and the outfalls along the south side of the roadway will be 18-inch diameter reinforced concrete pipes (RCPs) within a concrete headwall with parallel wings. The roadway outfalls will be constructed above the water line in the existing riprap. No work will be conducted in Apra Harbor for the roadway outfalls. The 24-inch

diameter RCP wharf outfalls will be constructed after sheet pile driving activities at the wharf face. All in-water activities will be conducted within a containment boom and/or turbidity curtain to protect marine resources in the area.

c. description of physical, biological, chemical, quantity and other characteristics of dredge material, discharge or fill:

No dredging is proposed as part of project activities. Wharf structural components will include new sheet pile retaining wall bulkheads held in place by new sheet pile "deadman" walls, batter piles, and tie-rods. Cross sections of demolition and construction are included in Figure 4. Clean aggregate material from an upland source will be used to backfill the area between the existing and new bulkhead walls, for a total of 6,680 cubic yards of fill material.

d. location(s) at which such activities will occur in Guam Waters (Note: Provide in site plan):

Hotel Wharf maintenance and repair activities include construction of a new sheet pile bulkhead retaining wall at a 4-ft offset from the existing sheet pile bulkhead wall in Apra Harbor (Figure 3). Structural fill will be placed in the area between the existing and new bulkheads (Figure 2). The new bulkhead wall will increase the size of the in-water wharf footprint by approximately 4,065 square feet.

8. Describe any alternative(s) considered for the project and the reasons for not selecting those alternatives. Would any of the alternatives pose fewer or less intense environmental impact(s) or consequences?

The PAG considered the No Project alternative during design of the proposed project. The No Project alternative involves leaving the existing Hotel Wharf and access roadway structures in place without maintenance or repair. The existing Hotel Wharf is a 500-ft long waterfront structure originally constructed in 1948, and has progressively deteriorated over the years. It is not known whether the existing facility was designed for earthquake loading, but it is located in Universal Building Code Seismic Zone 3 and sustained earthquake damage in 1993. The PAG anticipates that future construction in the Commercial Cargo Terminal will create an increased need for overflow and contingency operations at Hotel Wharf during Commercial Port reconfiguration and potential increase in cargo flow as a result of the impending military buildup. However, the existing wharf and access roadway are damaged and it would not be safe for future overflow and contingency operations if the Commercial Cargo Terminal reaches capacity. Currently, the wharf is not in use as the facility is structurally unsound. Consequently, maintenance and repair of Hotel Wharf is now a high priority project for the PAG. The purpose of the proposed project is to restore valuable PAG property to safe and efficient operational status. The objective of the project is to maintain and repair the existing Hotel Wharf and adjacent roadway to support overflow and emergency "break bulk" and "bulk" cargo handling operations, potential military mobilization, and cruise vessel mooring and passenger screening operations. The No Project alternative would not only render the existing facilities unsafe, but it would also

negatively affect water quality in the area, as the project site does not currently contain storm water management features. Therefore, the No Project alternative was rejected.

The proposed maintenance and repair activities were designed to meet the purpose and need for the project while avoiding and minimizing environmental impacts to the maximum extent practicable. In fact, implementation of the proposed project will result in a net benefit to water quality in that it involves treatment of runoff before discharging into Apra Harbor.

Water Quality Maintenance and Treatment

9. Provide a description of the function(s) and operation of all equipment, facilities, or activities employed to contain or treat material being removed or placed in wetlands. Specify the degree of or level of treatment expected to be attained.

a. describe the function(s) of equipment, protection measures or facility employed to control or treat dredge or fill material:

Fill material will be placed between the existing bulkhead and the new sheet pile wall will be contained, and will not be in contact with open water, thereby minimizing impacts. A turbidity curtain will be installed approximately 80 feet from the existing bulkhead to protect the existing coral patch reefs.

b. specify the degree or level of control, protection or treatment expected:

All in-water activities will be conducted within a containment boom and/or turbidity curtain to protect marine resources in the area. With installation of a turbidity curtain between the coral patch reefs and the project construction footprint, in-water pile driving activities are not likely to affect the reef (Figure 2). Once it is installed, the new sheet pile wall will contain the structural fill material such that the fill will not be in contact with open water, thereby minimizing impacts to water quality.

10. Provide the date(s) on which the activity will begin and end (estimate if necessary), and the dates on which discharge or fill will take place. (Note: A project or construction schedule would be useful)

a. Date(s) on which the activity will begin and end:

The PAG is proposing to construct the project in Summer 2018. The project duration is 24 months and is anticipated to end in 2020.

b. Date(s) on which discharges will take place:

The fill activity will occur within the 24-month construction period, starting in Summer 2018.

Water Quality Monitoring

11. Provide a description and location(s) (plan) of the methods being used or proposed to monitor water quality and characteristics of the discharge and the operation of

equipment or facilities employed in the treatment, protection or/and control of wastes, erosion sediment or effluent.

a. Describe the methods to be used to monitor water quality:

The specific methods to be used to monitor water quality will be outlined in the Water Quality Monitoring Plan to be prepared for the proposed project.

b. Description of methods used to monitor characteristics of the discharge or fill:

The specific methods to be used to monitor the characteristics of the fill will be outlined in the Water Quality Monitoring Plan to be prepared for the proposed project.

c. Describe the operation of equipment used:

The operation of the specific equipment to be used for monitoring will be outlined in the Water Quality Monitoring Plan to be prepared for the project.

12. Identify the individual(s) responsible for monitoring plan development, implementation and monitoring:

The PAG will be responsible for developing and implementing the Water Quality Monitoring Plan, and reporting the monitoring results to the Guam EPA.

Water Classification, Assurances and Beneficial Uses

13. Describe the classification of the Guam's Waters and the associated recreational uses, if any, at the location(s) of discharge or fill and state whether the basic water quality criteria and the application water quality standards will be met.

a. Describe the classification and recreational uses of Guam's Water at the discharge:

The project proposes to discharge stormwater runoff to Apra Harbor. To protect the designated uses of surface waters of the U.S., Guam has adopted water quality standards for marine waters depending on the level of protection required. GEPA classifies Apra Harbor as "Good" quality marine water (M–2 category). According to the USEPA, Apra Harbor is assigned four beneficial uses, one of which is listed as impaired on the CWA Section 303(d) list. The designated beneficial uses and status assigned to Apra Harbor include:

1. Aesthetic Enjoyment (Aesthetic Value) – not assessed
2. Aquatic Life (Fish, Shellfish, And Wildlife Protection And Propagation) – "Good"
3. Consumption (Aquatic Life Harvesting) – "Impaired"
4. Whole Body Contact Recreation (Recreation) – "Good"

The cause of impairment of the consumption beneficial use for reporting years 2008 and 2010 was based on an advisory of Polychlorinated Biphenyls (PCBs) in fish tissue. A

Total Maximum Daily Load (TMDL) has not currently been developed for this water body, and is listed as low priority.

b. State whether the basic water quality criteria and applicable water quality standards will or are expected to be met (if criteria and standards will be met complete item c. below):

Given the control measures described in this document that will be implemented during construction, the discharge of structural fill associated with the maintenance and repair of the wharf and access roadway is not likely to exceed basic water quality criteria and applicable water quality standards.

c. **Provide a signed assurance statement by the applicant that "There is reasonable assurance that the activity will be conducted in such a manner which will not violate applicable water quality standards".**

The signed cover letter provides the statement by the applicant that "*There is reasonable assurance that the activity will be conducted in such a manner which will not violate applicable water quality standards.*"

Supporting Documentation

14. Check and submit all applicable supporting plans and documents as identified below. <u>The Agency may require additional documentation prior to Section 401 issuance or as condition of issuance which may include any of the following</u>

a. ✓ Construction Drawing/Plans

b. ☐ Wetland Delineation map with site of project components included

c. ☐ Specifications

d. ✓ Environmental Baseline Survey (marine, freshwater aquatic, or adjacent upland)

e. ☐ Environmental Protection Plan (EPP)

f. ☐ Water Quality Monitoring Plan (WQMP)

g. ✓ Environmental Impact Assessment/Statement (EIA/EIS)

h. ☐ Mitigation/restoration plans

Comments on the status of the above documents:

Construction Drawing/Plans are included in this Application for CWA Section 401 WQC as Figure 4 (Attachment A). The Environmental Baseline Survey is the Marine Survey and Essential Fish Habitat Assessment Report prepared for the project, which is included in the Application for Department of the Army Permit package (Attachment C). Document g. is the Environmental Impact Assessment (Short Form) prepared for the project (Attachment B).

15. Explain any irregularities, recent disturbances (natural or man caused), unique features and/or expected cumulative effects that may influence water quality conditions adjacent to or within the project site:

Not Applicable

If you require assistance in completing this application form you may call Guam EPA at (671) 475-1662 or fax (671) 477-9402.