Environmental Impact Assessment

for

Sunset Park Boat Ramp Improvement Project

Green Acres Funding Application

This is a conceptual rendering of the proposed project and the final design will vary

Borough of Harvey Cedars

Ocean County, New Jersey

February 6, 2026

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DESCRIPTION OF THE PROPOSED PROJECT

Sunset Park is comprised of 9.02 acres and provides a children's playground as well as an open ball field, basketball courts, a volleyball area, tennis courts, and two pickleball courts. A permanent restroom building is also available for public use at the center of the site. This park area encompasses more than three full blocks between West Burlington and West Salem Avenues and along the Barnegat Bay and within a predominately residential area.

The Borough proposes improvements to Sunset Park consisting of dredging the adjacent waterway to restore navigable depth and constructing a new boat ramp at the site of the existing hand-launch area. The current launch area is an unimproved dirt surface intended solely for kayaks and paddleboards and is not designed or structurally capable of accommodating trailered vessels. The proposed project will formalize and upgrade this access point to safely support boat launching activities. The proposed project will include construction of a stabilized boat ramp, associated access improvements, shoreline stabilization, and limited dredging to provide safe and functional water access.

The boat ramp will be approximately 30 feet in width to accommodate two-way trailer movement. extending from the upland staging area into the water at a slope consistent with safe launching standards (generally 12%–15%). The ramp will extend waterward to a depth sufficient to allow vessel launching at mean low water, anticipated to be approximately –4 to –5 feet below mean low water, subject to final hydrographic survey and permitting requirements. The ramp will be comprised of ArmorFlex cellular concrete blocks to ensure erosion control and to provide structural stability and prevent settlement.

A vinyl or composite bulkhead will be installed landward and/or laterally adjacent to the ramp to stabilize the shoreline, reduce lateral erosion, and provide structural reinforcement. The bulkhead will also serve to diffuse wave energy generated by vessel activity and tidal action, minimizing scour at the ramp edges and protecting adjacent parkland. Riparian toe protection (stone riprap) may be installed at the base of the bulkhead and ramp interface to further prevent undermining.

The existing dirt access surface will be removed and replaced with a stabilized clamshell surface to provide durable, permeable access for vehicles and trailers while maintaining a natural aesthetic consistent with the park setting. The clamshell material will be compacted over a prepared subgrade and geotextile separation layer to enhance load-bearing capacity and reduce rutting. This improvement will significantly reduce sediment tracking and erosion associated with the current unimproved surface.

Pedestrian walkways or docks will be constructed adjacent to the launch area to separate foot traffic from vehicular movements and will be approximately 2 to 2.5 FT feet in width.

Dredging of the adjacent waterway will likely be performed using a barge-mounted excavator with sediment removed to achieve the required navigable depth. All dredging activities will comply with applicable NJDEP and U.S. Army Corps of Engineers permit conditions, including proper disposal or beneficial reuse of dredged material.

Collectively, these improvements will formalize the launch facility, enhance public safety, reduce shoreline erosion, improve storm resilience, and provide long-term, environmentally responsible access to the waterway.

It's anticipated that this new boat ramp will accommodate users from all six municipalities that comprise Long Beach Island including the Boroughs of Beach Haven, Ship Bottom, Surf City, and Barnegat Light as well as Long Beach Township and nearby mainland communities such as Stafford and Barnegat Townships.

The objective of the proposed project is to enhance the existing park by providing additional recreational opportunity and public access to tidal waterway not only for the residents and vacationers of Harvey Cedars, but for all those who spend time and enjoy Long Beach Island and its surrounding areas. This project will be completed within 6 months of Notice to Proceed by the contractor.

DESCRIPTION OF THE ENVIRONMENT

Vegetation

The site is characterized primarily by sandy, sparsely vegetated upland and shoreline areas typical for a coastal park setting. Vegetation consists predominantly of low-growing dune grasses and herbaceous groundcover interspersed with patches of beach shrub species. Several small to medium-sized trees are present which provide limited canopy coverage. Portions of the area are minimally vegetated with exposed sand and compacted surfaces especially near the existing launch area.

Wildlife

Long Beach Island is part of a dynamic barrier island ecosystem that supports a wide range of coastal and estuarine wildlife, underscoring the environmental importance of projects undertaken within this region. The island's bayfront areas provide critical habitat for migratory shorebirds, wading birds, and waterfowl, including protected and state-monitored species such as piping plovers and ospreys. The adjacent Barnegat Bay estuary serves as an essential nursery for finfish, shellfish, and blue crabs, supporting both ecological health and the local economy. Tidal wetlands, dune grasses, and maritime shrub communities contribute to shoreline stabilization while providing habitat for small mammals, reptiles, and pollinators.

According to NJDEP GeoWeb mapping, no threatened or endangered species or designated critical habitats are present within the project site. While the proposed project includes dredging activities that will temporarily disturb the existing area, no impacts to protected wildlife resources are anticipated based on current mapping and available data. The project is not expected to adversely affect sensitive species or habitats.

Geology, Topography and Soils

The majority of the site is classified as Psammaquents, sulfidic substratum (PstAt) which is 0 to 2 percent slopes, and frequently flooded. To the west of the site is Urban land-Hooksan complex (USHOOB) which is 2 to 10 percent slopes. Along the Barnegat Bay is the demas fine sand (WDe1) which is 0 to 1 meter water depth. The proposed improvements will not alter the soil composition, site geology and any changes to topography will be minor in nature to support project construction.

Water Resources/Hydrology

Sunset Park is located on a narrow section of the barrier island bordered by the Atlantic Ocean to the east and Barnegat Bay to the west, creating a dynamic coastal hydrologic system influenced by tidal fluctuations, storm surge, and groundwater movement. Surface waters are primarily tidal, with daily

exchanges that support estuarine habitats and influence shoreline conditions. The island's shallow groundwater system is sensitive to recharge, saltwater intrusion, and coastal flooding. Storm events and sea level rise further affect drainage patterns, shoreline stability, and water quality. As a result, this project will be designed while considering tidal hydraulics, sediment transport, groundwater conditions, and stormwater management to protect both natural resources and built infrastructure.

Historic/Archeological Resources

According to NJDEP Digital GIS Data, the site is not located within a designated historical area nor is it impacted by any archeological resources.

Transportation/Access to Site

Sunset Park is readily accessible from Ocean County Road 607 (Long Beach Boulevard) and is situated adjacent to Salem Avenue, Burlington Avenue, Hudson Avenue, and Passaic Avenue, all of which function as residential collector streets with posted speed limits of 25 MPH. The park includes an on-site parking area that adequately accommodates existing recreational users, including vehicles with boat trailers. The parking layout allows for safe maneuvering, staging, and circulation of trailered vessels without impacting adjacent residential streets. The proposed boat ramp improvements will utilize the existing parking footprint and circulation pattern and are not anticipated to create additional parking demand or traffic conflicts. In addition, many visitors access the park by foot or bicycle from the surrounding residential neighborhood. Harvey Cedars is a highly walkable community with established sidewalks and bicycle lanes, further supporting safe, multimodal access to the park.

Adjacent Land Uses

As depicted in Attachment G, the project site is located within the Public Zoning District and is directly adjacent to the RA – Residential Zoning District. The southwest corner of the block is occupied by the Harvey Cedars Water Department facility, while the southeast corner and all other surrounding properties are developed for residential use. The surrounding neighborhood is therefore predominantly residential in character. As a seasonal resort community, Harvey Cedars experiences a substantial increase in population during the summer months, resulting in heightened demand for public recreational facilities and waterfront access.

ENVIROMENTAL IMPACT ANALYSIS OF PROPOSED ACTION

Affected Resources and the Significance of Each Impact

Since the project is located within an area previously disturbed by development of the existing paddleboard/kayak launch, recreational fields, and playground, the proposed boat ramp and associated improvements are not expected to result in significant adverse impacts. The site's existing level of disturbance and recreational use demonstrates that the project will not negatively affect sensitive or undisturbed natural resources.

No significant impacts to ecological, water quality, or other environmental resources are anticipated as a result of the proposed improvements. On the contrary, the project will provide a positive community benefit by enhancing public access, safety, and utility of Sunset Park's waterfront facilities.

All construction activities, including boat ramp installation, shoreline stabilization, and dredging, will be conducted in full compliance with applicable regulatory requirements. Required approvals are expected to include, but may not be limited to: the NJDEP Waterfront Development Permit, Coastal Wetlands Permit (if applicable), and any necessary U.S. Army Corps of Engineers authorizations. All work will adhere to the conditions and mitigation measures outlined in these permits to ensure protection of water quality, critical habitats, and other environmental resources.

Short-term and Long-term Project Impacts

Short-term impacts associated with the proposed project will primarily occur during the construction phase. These may include temporary roadway disruptions related to equipment mobilization, minor traffic delays, construction noise, dust, and visual disturbance to nearby residents and park users. In-water work associated with dredging may result in temporary turbidity; however, appropriate sediment control measures, including turbidity curtains and compliance with permit conditions, will be implemented to minimize impacts. All construction-related disturbances will be temporary in nature and limited to the duration of active work, after which the site will be restored and stabilized.

Long-term impacts of the project are anticipated to be predominantly beneficial. The boat ramp will be structurally engineered to withstand coastal conditions, including tidal fluctuations, wave action, storm events, and regular vehicular use, thereby ensuring durability and extended service life. The incorporation of Armortech concrete blocks and appropriate shoreline stabilization measures will minimize erosion, reduce scour at the ramp interface, and enhance overall structural integrity. These improvements will provide a stabilized, resilient shoreline condition, improve public safety, and ensure reliable, low-maintenance operation of the facility over time, while reducing the potential for ongoing sediment disturbance and shoreline degradation.

Anticipated Increase in Recreation and Overall Use

The proposed boat ramp will address the Borough's need for improved access to accommodate small pleasure boats, as well as kayaks and paddleboards, thereby expanding the range of waterfront recreational opportunities available to residents and visitors. Located within an established public park and situated more than 200 feet from the nearest residential dwelling, the project is compatible with surrounding land uses and is appropriately buffered from adjacent neighborhoods.

Construction of the boat ramp is anticipated to increase recreational activity and overall park utilization by providing safe, dependable, and clearly defined access to the adjacent waterway. While the waterway is presently navigable, moderate dredging will improve depth and usability, enhancing the boating experience and reducing operational limitations. By formalizing and upgrading access to an existing recreational resource, the project will encourage greater participation in boating and passive waterfront activities, support seasonal tourism, and strengthen the park's role as a community amenity—without creating new land-use conflicts or substantially altering the character of the area.

Adjacent Environmental Features Affected

Environmental features in the vicinity include open tidal waters and maintained upland parkland consisting of sandy soils and landscaped vegetation. The shoreline in this area has been previously disturbed and is

actively used for recreational access, and it does not contain undisturbed dune systems, freshwater wetlands, or forested habitat within the immediate footprint of the proposed improvements.

Potentially affected environmental features are limited to the nearshore aquatic environment where minor dredging and ramp installation will occur. These activities may temporarily disturb bottom sediments and benthic habitat within a confined area. However, the project will be designed to minimize encroachment beyond the existing disturbed shoreline and will incorporate shoreline stabilization measures to reduce long-term erosion and sediment transport. No significant impacts to threatened or endangered species habitat, wetlands, or critical coastal resources are anticipated. All work will be conducted in accordance with applicable NJDEP and federal permit conditions to ensure protection of adjacent environmental features and water quality.

Permits Required for Project

This park improvement project will likely require NJDEP Waterfront Development Individual Permit as well as federal and state dredging authorizations.

Natural Heritage Data Request Form

As shown in Attachment I, the proposed improvements are situated on a presently developed site and there are no mapped T&E species present on site according to NJDEP Digital GIS Data (Geoweb). As such, the proposed project is not anticipated to impact any threatened and endangered species and a Natural Heritage Data Request form was not required.

If/How the Project may be Impacted by Sea Level Rise

The site lies within the FEMA Special Flood Hazard Area and faces the same exposure to sea level rise as other structures and community amenities within the Borough. The NJDEP Strategic Climate Action Plan states flooding and storm events are becoming more frequent and severe in New Jersey, and as a result, Sunset Park may experience increased flooding conditions. To address these risks, the project will incorporate resilient design elements, including structurally engineered concrete ramp construction, shoreline stabilization, and erosion control measures capable of withstanding projected coastal conditions. Consideration of anticipated tidal changes and adaptable maintenance strategies will help ensure the facility remains functional and safe under evolving sea level conditions.

ALTERNATIVES OF THE PROPOSED ACTION

An alternatives analysis was conducted to evaluate potential locations and design options for the proposed boat ramp. Due to the Borough's limited bayfront frontage, existing development patterns, and site constraints, Sunset Park represents the only viable location for a municipally accessible boat ramp within the Borough. Other waterfront areas are either privately owned, environmentally constrained, or lack sufficient upland area to accommodate safe vehicular access and trailer maneuvering.

The existing launch area at Sunset Park is not developed to support trailered vessels and functions solely as an unimproved hand-launch site. Given site size limitations and surrounding land uses, no alternative ramp configurations or locations were determined to be feasible.

Accordingly, the only practical alternative to the proposed action is the "no-build" option. Under this scenario, no boat ramp would be constructed, and the current unimproved launch area would remain in place, continuing to limit safe and reliable public access to the waterway. The no-build alternative would not address the Borough's documented need for improved boating access and would forgo the safety, shoreline stabilization, and recreational benefits associated with the proposed improvements.

For these reasons, the proposed project represents the only feasible and practical alternative.

MITIGATING MEASURES

The proposed project will comply with all applicable Green Acres Program requirements for park development which includes the addition of a public boat ramp within an existing municipal recreation area. The project footprint is confined to a previously disturbed portion of the park and adjacent shoreline in order to avoid unnecessary impacts to undisturbed natural resources.

As with any construction activity, temporary impacts such as noise, dust, equipment emissions, and minor traffic disruptions may occur during the construction phase. These impacts will be minimized through implementation of best management practices, including limiting construction hours, utilizing properly maintained equipment, applying dust control measures as needed, and maintaining safe traffic circulation patterns. In-water work will incorporate turbidity controls and sediment management measures consistent with NJDEP and U.S. Army Corps of Engineers permit conditions to protect water quality and aquatic habitat.

Shoreline stabilization elements, including reinforced ramp construction and erosion control measures, have been incorporated into the design to reduce long-term scour, sediment transport, and shoreline degradation. By formalizing and stabilizing an existing disturbed launch area, the project will ultimately reduce ongoing erosion associated with the current unimproved surface.

Harvey Cedars Borough is a fully developed coastal community with substantial experience implementing infrastructure and shoreline improvement projects, particularly following Superstorm Sandy. The Borough has demonstrated its ability to effectively manage construction activities in sensitive coastal environments and to implement mitigation strategies for projects of similar and greater complexity. Accordingly, the proposed project will be constructed in a manner that avoids, minimizes, and mitigates potential impacts to the maximum extent practicable.

ATTACHMENTS

Attachment A: Site Location Map

Attachment B: USA Topography Map

Attachment C: USGS Imagery Topography Map

Attachment D: Soil Classification Map

Attachment E: FEMA Flood Mapping

- Location FIRMette
- Effective FIRM Map
- Preliminary FIRM Map

Attachment F: Tax Map

Attachment G: Zoning Map

Attachment H: Color Photos

Attachment I: Historic Districts

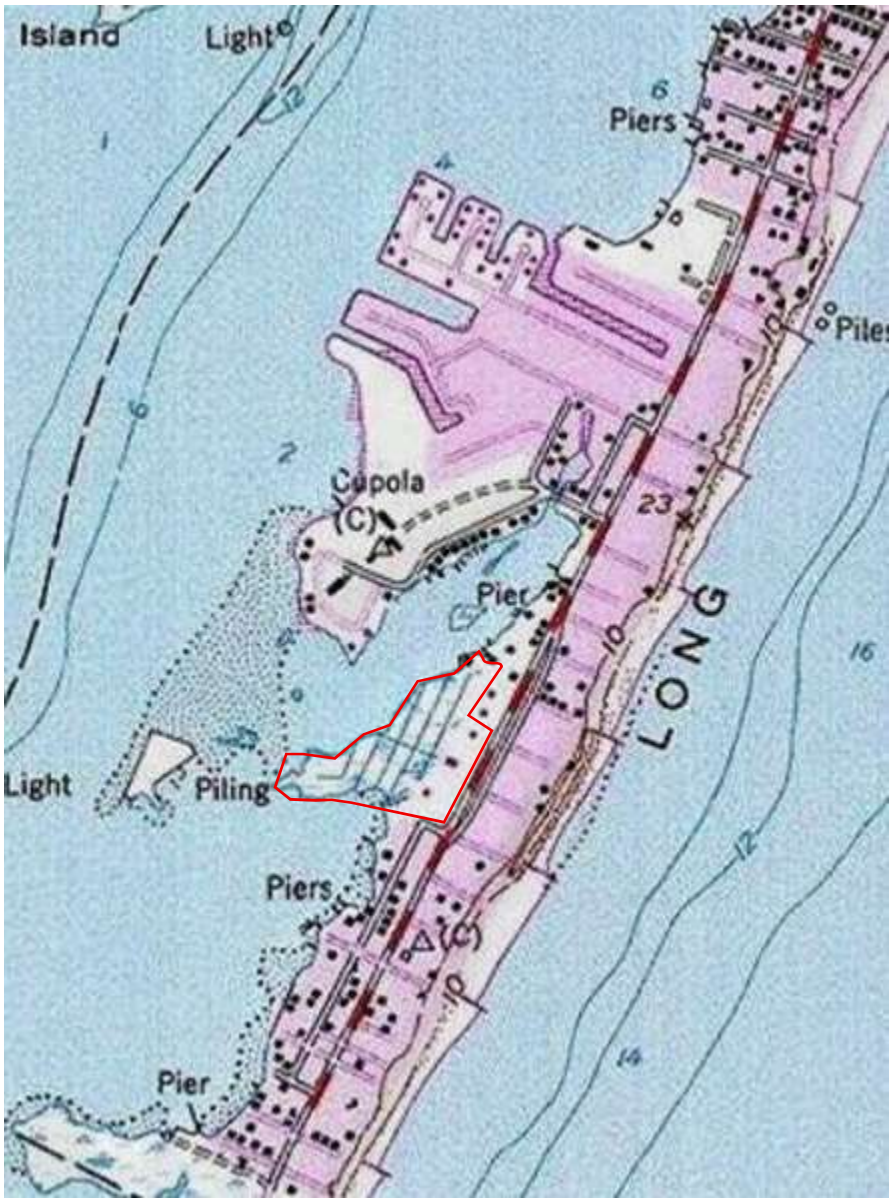
Attachment J: Qualifications of Preparer

Attachment A: Site Location Map

Source: Google Maps


Proposed Boat Ramp Location
Harvey Cedars Beach Volleyball Court
P

Attachment B: Harvey Cedars Topography Map
Source: USGS



Attachment C: USGS Imagery Topo

Source: USGS

Attachment D: Soil Classification Map

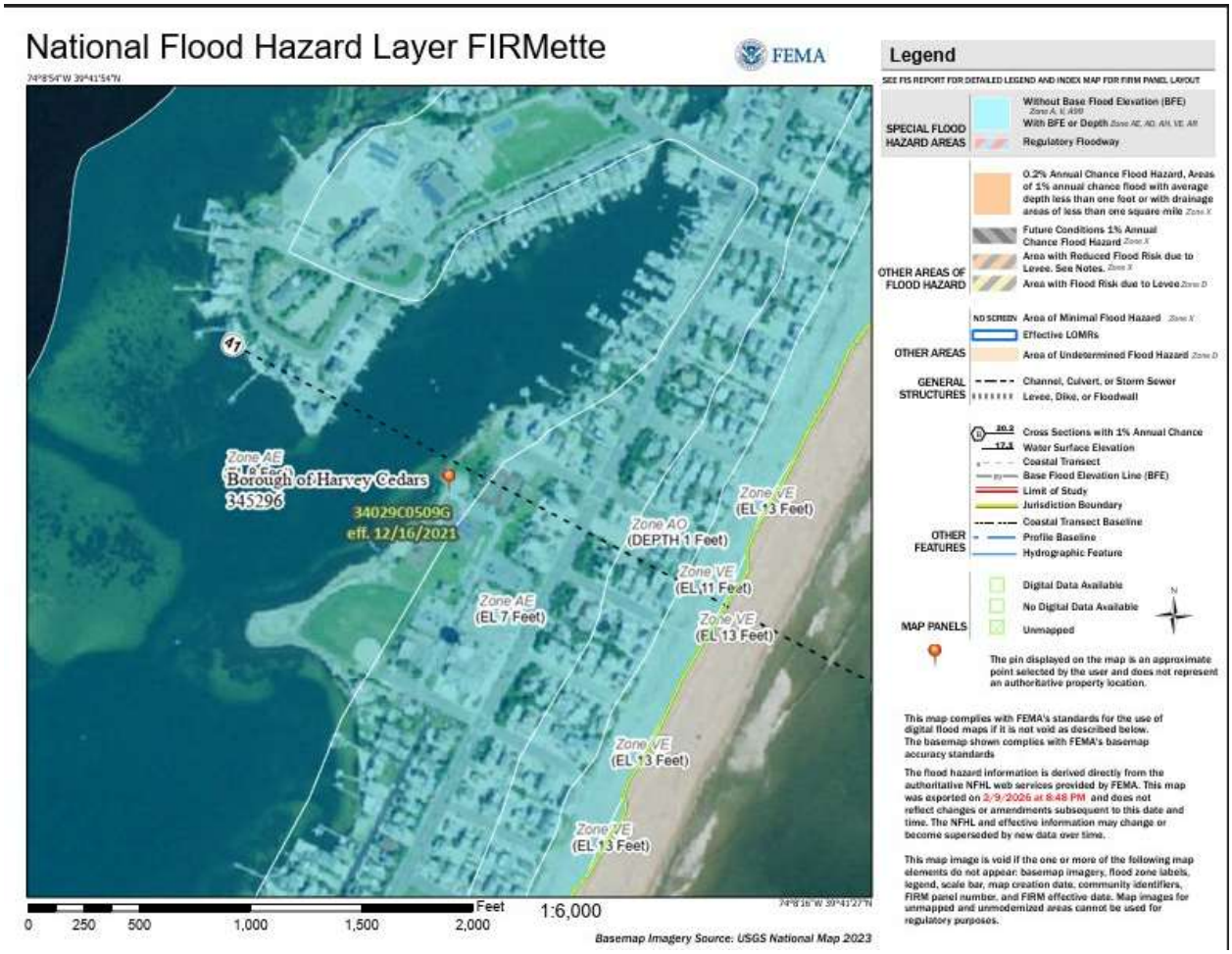
Source: Web Soil Survey, National Cooperative Soil Survey

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
PstAt	Psammaquents, sulfidic substratum, 0 to 2 percent slopes, frequently flooded	8.1	95.0%
USHOOB	Urban land-Hooksan complex, 2 to 10 percent slopes	0.4	4.8%
WDe1	Demas fine sand, 0 to 1 meter water depth	0.0	0.1%
Totals for Area of Interest		**8.5**	**100.0%**

Attachment E: FEMA Flood Mapping
Source: FEMA Map Service Center
Effective 34029C0509G
Preliminary 34029C0509H

FIRMette



NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations tables in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross-sections and interpolated between cross-sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was New Jersey State Plane (FIPS Zone 2900). The **horizontal datum** was North American Datum 1983 (NAD 83), Geodetic Reference System 1980 (GRS 80) spheroid. Differences in datum, spheroid, projection or State Plane zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at http://www.ngs.noaa.gov or contact the National Geodetic Survey at the following address:

NGS Information Services
NOAA, N/NGS12
National Geodetic Survey
SSMC-3, #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (**301**) **713-3242** or visit its website at http://www.ngs.noaa.gov.

Base map information shown on this FIRM was derived from New Jersey Office of Information Technology (NJOIT), Office of Geographic Information Systems (OGIS). This information was derived from digital orthophotos produced at a scale of 1:2400 (1"=200') with a 1 foot pixel resolution from photography dated 2015.

Based on updated topographic information, this map reflects more detailed and up-to-date **stream channel configurations and floodplain delineations** than those shown on the previous FIRM for this jurisdiction. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study Report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map. Also, the road to floodplain relationships for unnamed streams may differ from what is shown on previous maps.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a listing of Communities Table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

The AE Zone category has been revised to a **Limit of Moderate Wave Action (LiMWA)**. The LiMWA represents the approximate landward limit of the 1.5-foot breaking wave. The effects of wave hazards between the VE Zone and the LiMWA or between the shoreline and the LiMWA for areas where VE Zones are not identified will be similar to, but less severe than those in the VE Zone.

Contact the **FEMA Map Information eXchange** at 1-877-336-2627 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FEMA Map Information eXchange may also be reached by Fax at 1-800-358-9620 and their website at http://www.msc.fema.gov.

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call **1-877-FEMA MAP** (1-877-336-2627) or visit the FEMA website at http://www.fema.gov/business/nfip.

NOTE TO MAP USERS

The December 16, 2021, map revision only updated flood hazard data within the Township of Bedford.

LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A — No Base Flood Elevations determined.

ZONE AE — Base Flood Elevations determined.

ZONE AH — Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.

ZONE AO — Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.

ZONE AR — Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.

ZONE A99 — Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.

ZONE V — Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.

ZONE VE — Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X — Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X — Areas determined to be outside the 0.2% annual chance floodplain.

ZONE D — Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

1% annual chance floodplain boundary

0.2% annual chance floodplain boundary

Floodway boundary

Zone D boundary

CBRS and OPA boundary

Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.

Limit of Moderate Wave Action

(EL 987) Base Flood Elevation line and value; elevation in feet*

Base Flood Elevation value where uniform within zone; elevation in feet*

* Referenced to the North American Vertical Datum of 1988

Cross section line

Transect line

97°07'30", 32°22'30" Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere

1000-meter Universal Transverse Mercator grid values, zone 18S

3000000 FT Value ticks and values, New Jersey State Plane coordinate system (FIPSZONE 2900), Transverse Mercator projection

DX5510 Bench mark (see explanation in notes to users section of this FIRM panel)

• M1.5 Survey control point

MAP REPOSITORY
Refer to listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTYWIDE
FLOOD INSURANCE RATE MAP
DECEMBER 16, 2021

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL
December 16, 2021 - to incorporate new detailed coastal flood hazard analysis, to add floodplain boundaries, to update flood zones, to update roads and road names, and to reflect updated topographic information.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'

500 0 500 1000 FEET
150 0 150 300 METERS

PANEL 509G

FIRM

FLOOD INSURANCE RATE MAP

OCEAN COUNTY,
NEW JERSEY
(ALL JURISDICTIONS)

PANEL 509 OF 660

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	TOWN	SUFFIX
BARNEGAT, TOWNSHIP OF	345283	0509	G
LONG BEACH, TOWNSHIP OF	345301	0509	G
OCEAN, TOWNSHIP OF	345285	0509	G

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

MAP NUMBER
34029C0509G

MAP REVISED
DECEMBER 16, 2021

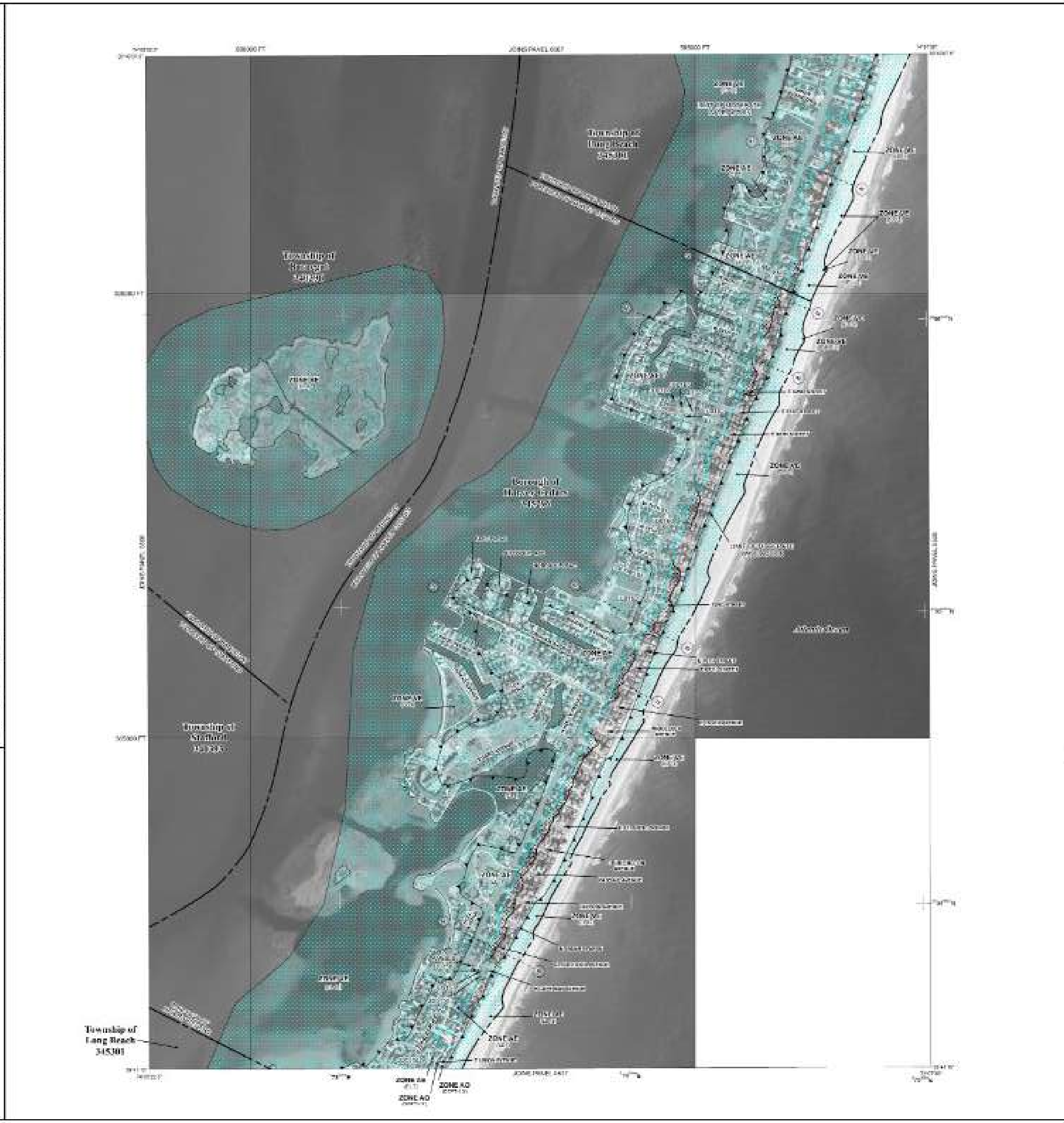
Federal Emergency Management Agency

NOTES TO USERS

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM.

Coastal Base Flood Elevations

NGS Information Services
NOAA, N/NGS12
National Geodetic Survey
SSMC-3, #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242



LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

FLOODWAY AREAS IN ZONE AE

OTHER FLOOD AREAS

OTHER AREAS

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

MAP SCALE 1" = 500'

PANEL 0509H

FIRM

FLOOD INSURANCE RATE MAP

OCEAN COUNTY, NEW JERSEY (ALL JURISDICTIONS)

PANEL 509 OF 880

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

REVISED PRELIMINARY
JANUARY 30, 2015

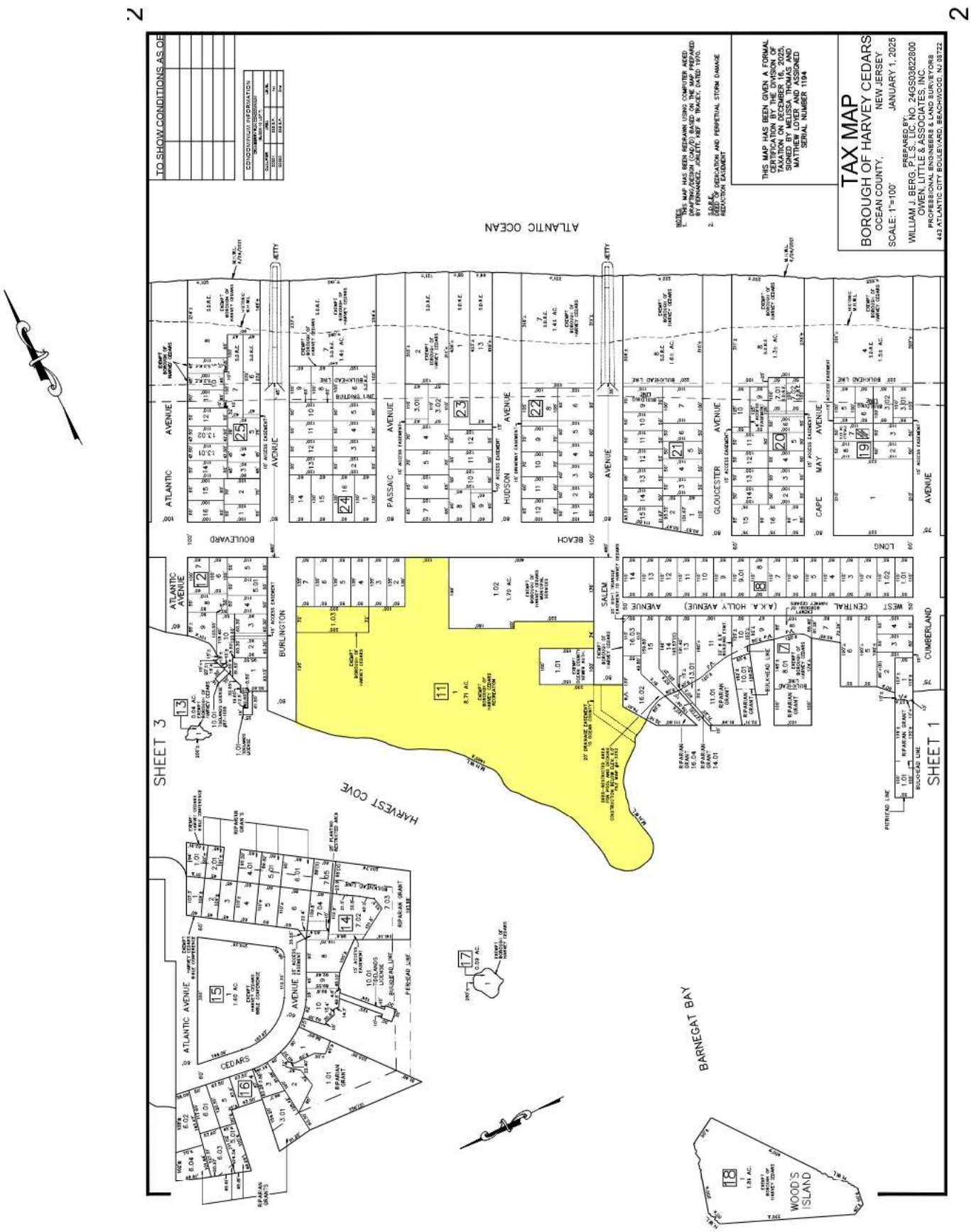
MAP NUMBER
34029C0509H

MAP REVISED

Federal Emergency Management Agency

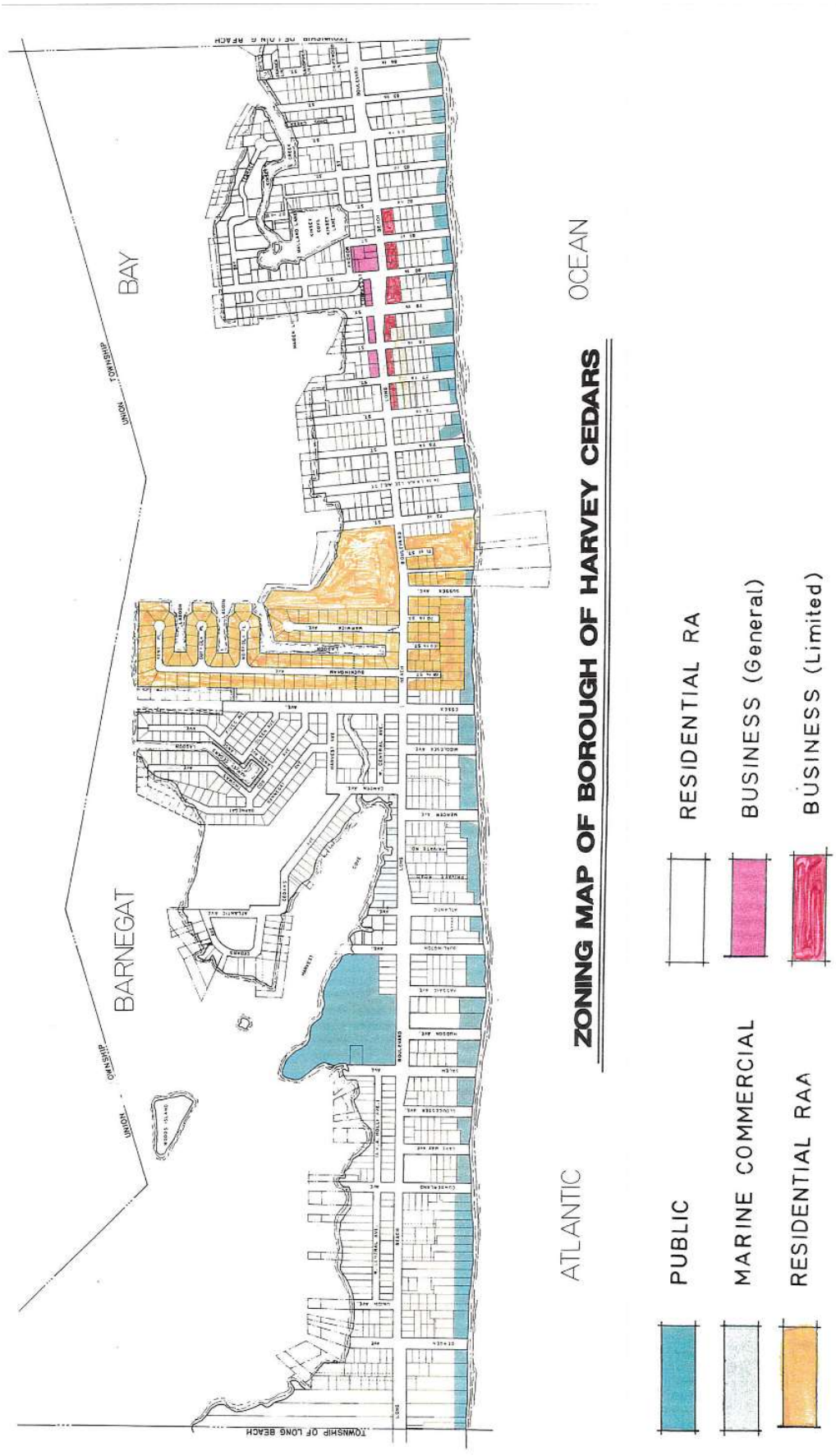
Attachment F: Tax Map

Source: Borough of Harvey Cedars Tax Map



Attachment G: Zoning Map

Source: Borough of Harvey Cedars Zoning Map



Attachment H: Color Photos

Source: Google Maps, Site Inspection


3
2
5
4
1
Harvey Cedars Beach
Volleyball Court

Image 1	Image 2
	
Image 3	**Image 4**
	
Image 5	
	

Attachment I: Historic Districts

Source: LUCY, NJ CRGIS Online Viewer