
ENVIRONMENTAL ASSESSMENT

Determinations and Compliance Findings for HUD-Assisted Projects

24 CFR Part 58

Responsible Entity: New Jersey Department of Community Affairs, Richard Constable III, Commissioner

Applicant Name: City of Hoboken (Business/Corporate Name)

Project Location: First Street (between Marshall Street and Bloomfield Street) Hoboken, N.J. 07030
(Municipality) Hudson County (County) N/A (Block) N/A (Lot)

Conditions for Approval [40 CFR 1505.2(c)]: (List all mitigation and project modification measures required by the Responsible Entity to eliminate or minimize adverse environmental impacts. These conditions must be included in project contracts and other relevant documents as required. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.)

The following measures are required as conditions for approval of the project:

Section 106 Compliance

Review of project conceptual plans by the New Jersey Historic Preservation Office (HPO) has determined that the proposed project will *not have an adverse effect* on historic properties, *provided that the following conditions are met:*

1. Project plans must meet the *Secretary of Interior Standards for Rehabilitation*.
2. The applicant shall coordinate with the Hoboken Historic Preservation Commission prior to further project planning.
3. The applicant shall provide schematic (or equivalent) design specifications indicating location of proposed project installations and their relationship to historic properties, to the Historic Preservation Office for review and approval.
4. The applicant shall submit final plans to the Hoboken Historic Preservation Commission for review and approval prior to project implementation.

Highway Opening

A Hudson County Road Opening Permit and a City of Hoboken Road Opening/Sidewalk Permit is required for the reconstruction of the proposed streetscape improvements. Upon completion of final design, the applicant is required to submit a complete application for authorization of work within the street right-of-way. All permit conditions, construction specifications and design standards will be adhered to and complied with prior to the start of construction.

General

1. Acquire all required federal, state, and local permits prior to commencement of construction and comply with all permit conditions.
2. If the scope of work of a proposed activity changes significantly, the application for funding must be revised and resubmitted for reevaluation under the National Environmental Policy Act.

Air Quality – The project must meet the regulatory requirements of New Jersey’s Air Rules/Air Pollution Control Requirements (NCR39440_RevisedGeneralConformityApplicabilityAnalysis_NCR_TO1029).

The Contractor will implement the following Best Management Practices (BMPs) aimed to reduce air quality effects during construction:

1. Use water or chemical dust suppressant in exposed areas to control dust
 2. Cover the load compartments of trucks hauling dust-generating materials
 3. Wash heavy trucks and construction vehicles before they leave the site
 4. Reduce vehicle speed on non-paved areas and keep paved areas clean
 5. Retrofit older equipment with pollution controls
 6. Establish and follow specified procedures for managing contaminated materials discovered or generated during construction
 7. Employ spill mitigation measures immediately upon a spill of fuel or other hazardous material
 8. Obtain an air pollution control permit to construct and a certificate to operate for all equipment subject to N.J.A.C. 7:27-8.2(c). Such equipment includes, but is not limited to, the following:
 - a. Any commercial fuel combustion equipment rated with a maximum heat input of 1,000,000 British Thermal Units per hour or greater to the burning chamber (N.J.A.C. 7:27-8.2(c)1);
 - b. Any stationary storage tank for volatile organic compounds with a capacity of 2,000 gallons and a vapor pressure of 0.02 pounds per square inch or greater (N.J.A.C. 7:27-8.2(c)9);
 - c. Any tank, reservoir, container, or bin with capacity in excess of 2,000 cubic feet used for storage of solid particles (N.J.A.C. 7:27-8.2(c)10); and
 - d. Any stationary reciprocating engine with a maximum rated power output of 37 kW or greater, used for generating electricity, not including emergency generators (N.J.A.C. 7:27-8.2(c)21).
- (Note: One- or two-family dwellings and dwellings of six or less family units, one of which is owner occupied, are exempt pursuant to NJSA 26:2C-9.2.)
9. Minimize idling and ensure that all on-road vehicles and non-road construction equipment operated at or visiting the project site comply with the applicable smoke and "3-minute idling" limits (N.J.A.C. 7:27-14.3, 14.4, 15.3 and 15.8).
 10. Ensure that all diesel on-road vehicles and non-road construction equipment used on or visiting the project site use ultra-low sulfur fuel (<15 ppm sulfur) in accordance with the federal Non-road Diesel Rule (40 CFR Parts 9, 69, 80, 86, 89, 94, 1039, 1051, 1065, 1068).
 11. Operate, if possible, newer on-road diesel vehicles and non-road construction equipment equipped with tier 4 engines, or equipment equipped with an exhaust retrofit device.

Noise

1. Outfit all equipment with operating mufflers and maintain equipment in accordance with manufacturer's specifications.
2. Comply with the applicable local noise ordinance, including time constraints.

Soils and Water Resources

The construction activities will comply with the New Jersey Standards for Soil Erosion and Sediment Control. The Contractor will install and maintain erosion and sedimentation control measures and appropriate best management practices prior to and throughout construction, and in compliance with the contract project drawings.

FINDING:

- Finding of No Significant Impact (FONSI) [24 CFR 58.40(g)(1); 40 CFR 1508.27]**
(The project will not result in a significant impact on the quality of the human environment.)
- Finding of Significant Impact [24 CFR 58.40(g)(2); 40 CFR 1508.27]**
(The project may significantly affect the quality of the human environment.)

CERTIFICATIONS:

Kristen J. Maines
Deputy Program Manager
Gannett Fleming, Inc.

September 30, 2014

Preparer Name and Agency

Preparer Signature

Preparer Completion Date

RE Certifying Officer Name

RE Certifying Officer Signature

RE CO Signature Date

Funding Information:

Grant Number	HUD Program	Funding Amount
B-13-DS-34-0001	Neighborhood and Community Revitalization	\$919,373

Estimated Total HUD Funded Amount:

\$919,373

Estimated Total Project Cost: [24 CFR 58.32(d)]: (HUD and non-HUD funds)

\$965,373 – the City of Hoboken is committed to providing \$46,000 toward the total estimated cost

Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]:

As a regional tourism destination with popular bars, restaurants, cafes, historic landmarks and scenic vistas of New York City and the Hudson River, Hoboken’s economy in large part relies on tourism and visitors who often have trouble locating tourism destinations.

The proposed gateway and wayfinding improvements will assist tourist and visitors to patronize businesses and destinations in the city’s core commercial area. The streetscape furniture and landscaping will increase the attractiveness and competitiveness of the First Street corridor and the stormwater amenities will help reduce stormwater runoff, non-point pollution and localized flooding.

Description of the Proposed Project [24 CFR 50.12 & 58.32, 40 CFR 1508.25]: (Include all contemplated actions that are logically either geographically or functionally a composite part of the project, regardless of the source of funding. As appropriate, attach maps, site plans, renderings, photographs, budgets, and other descriptive information.)

The proposed streetscape project consists of two integrated efforts:

- Wayfinding and Business Information improvements
- Streetscape and Flood Protection improvements

The wayfinding and business information improvements will involve the installation of signs, gateways, and sidewalk kiosks within public right-of-ways to provide pedestrians with information and directions to businesses along the First Street retail corridor.

The streetscape and flood protection improvements will involve the repair and rehabilitation of existing sidewalks and curb ramps; construction of new curb “bump-outs”; construction of rain gardens and reconstruction of existing drainage features to improve stormwater management; replacement of street trees; and acquisition and installation of streetscape amenities such as benches, banners, bicycle racks, and solar trash and recycling compactors.

Proposed improvements would occur along an approximate 0.8-mile section of First Street (Hudson County Route 638) between Marshall Street and Bloomfield Street, encompassing approximately 12 city blocks.

Once completed, the improvements will reduce automobile and pedestrian conflicts and improve safety. The improvements will also beautify a commercial corridor which connects low-moderate income populations with access to local businesses, jobs, and transit facilities.

Existing Conditions and Trends [24 CFR 58.40(a)]: (Describe the existing conditions of the project area and its surroundings, and the trends likely to continue in the absence of the project.)

The City of Hoboken is a low-lying coastal community along the Hudson River. During Superstorm Sandy, floodwaters breached Hoboken’s coastline and entered the city, flooding 1,800 homes and businesses and severely impacting the local economy.

First Street is a one-way street which runs west to east in the southern half of the city. The proposed project is identified as a retail corridor linking the city’s central business district with mixed use residential and retail uses along First Street. Part of the proposed project is identified as a “primary retail” corridor, along which street level retail uses are mandated and street level residential and office uses are prohibited. The remainder of the proposed project is designated as a “secondary retail” corridor, where additional neighborhood-scale retail uses are encouraged. Most of the street is within the special flood hazard area and many homes, shops and businesses along First Street were flooded during both Hurricane Irene and Superstorm Sandy.

PART I: STATUTORY CHECKLIST [24 CFR 50.4, 24 CFR 58.5]

DIRECTIONS – For each authority, check either Box “A” or “B” under “Status.”

“A box” The project is in compliance, either because: (1) the nature of the project does not implicate the authority under consideration, or (2) supporting information documents that project compliance has been achieved. In either case, information must be provided as to WHY the authority is not implicated, or HOW compliance is met; OR

“B box” The project requires an additional compliance step or action, including, but not limited to, consultation with or approval from an oversight agency, performance of a study or analysis, completion of remediation or mitigation measure, or obtaining of license or permit.

IMPORTANT: Compliance documentation consists of verifiable source documents and/or relevant base data. Appropriate documentation must be provided for each law or authority. Documents may be incorporated by reference into the ERR provided that each source document is identified and available for inspection by interested parties. Proprietary material and studies that are not otherwise generally available for public review shall be included in the ERR. Refer to HUD guidance for more information.

Statute, Authority, Executive Order, Regulation, or Policy cited at 24 CFR §50.4 & §58.5	STATUS A B		Compliance Documentation
<p>1. Air Quality [Clean Air Act, as amended, particularly sections 176(c) & (d), and 40 CFR 6, 51, 93]</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>According to the U.S. Environmental Protection Agency (EPA), Hudson County has been designated a nonattainment or maintenance area for five NAAQS pollutants (NCR394440_AirQualityMap_NCR_TO1029):</p> <ul style="list-style-type: none"> • a moderate attainment area for 8-hour ozone (1997 Standard) • a marginal attainment area for 8-hour ozone (2008 Standard) • a severe attainment area for 1-hour ozone (1979 Standard) • a maintenance area for particulate matter (PM_{2.5}) (2006 Standard) • a maintenance area for particulate matter (PM_{2.5}) (1997 Standard) <p>There will be temporary, unavoidable increases in particulate matter levels during proposed construction activities. While air quality will be temporarily affected, the project will adhere to state air quality standards (NJAC 7:27-1 et seq.). Air quality effects will be mitigated to the extent feasible.</p> <p>Consultation with NJDEP Bureau of Air Quality Planning has determined that activities under the CDBG-DR program are below the de minimus thresholds of the Federal General Conformity regulations and are presumed to conform to the State Implementation Plan. The project will meet applicable emission standards and regulations of the State Air Pollution Control Code, and will not have adverse effects on air quality (NCR39440_DEPAirQuality_Response_NCR_TO1029).</p>
<p>2. Airport Hazards (Clear Zones and Accident Potential Zones) [24 CFR 51D]</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The project is not located within Clear or Accident Potential Zones (NCR39440_AirportClearZonesandAccidentPotentialZonesMap_NCR_TO1029) nor is it located within 15,000 feet of a military airport or 2,500 feet of a commercial civilian airport (NCR39440_AirportHazardsMap_NCR_TO1029), so no airport hazard effects are expected. Atlantic City International Airport is approximately 97 miles; Lakehurst Naval Air Station is approximately 56 miles; and Newark Liberty International Airport is approximately 9 miles from the project area.</p>
<p>3. Coastal Zone Management [Coastal Zone Management Act sections 307(c) & (d)]</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The project area is not located within the regulated boundaries of the NJ Coastal Area Facility Review Area (CAFRA) zone, the Upland Waterfront Development Zone, or Hackensack Meadowlands Zone, so the project is in compliance as the regulations do not apply (NCR39440_CoastalZoneManagementActMap_NCR_TO1029).</p>

<p>4. Contamination and Toxic Substances [24 CFR 50.3(i) & 58.5(i)(2)]</p>	<p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>The project area is not included in a State or Federal Hazardous Waste sites database and no recognized environmental conditions were identified.</p> <p>The project area may be within the 3,000-foot radius of a Hazardous Waste cleanup site, Landfill, solid waste cleanup site or Hazardous Waste facility that handles hazardous materials or toxic substances, however, all sites that were determined by NJDEP to be “non-threatening” to the potential HUD project are not depicted on the NJ HUD Environmental Review Tool 2.1 map. Only sites determined to be “threatening” by the NJDEP are depicted on the map (NCR39440_ToxicHazardousandRadioactiveSubstanceMap_NCR_TO1029).</p> <p>The project is located within 3,000 feet of the following sites which were identified as Hazardous Waste cleanup sites, Landfills, solid waste cleanup sites, or hazardous waste facilities that handle hazardous materials or toxic substances:</p> <ul style="list-style-type: none"> • 530 Adams St (ID#203858) • 532 Adams St (ID#216543) • 618 Bloomfield St (ID#428723) • Church Towers Apts (ID#53315) • R. Neumann & Company (ID#7559) • Holland Tunnel Service Station (ID#7223) • Baldwin Avenue Apts (ID#18961) <p>However, NJDEP has determined these sites to be “non- threatening” to the potential HUD project (NCR39440_ToxicSite_Response_NCR_TO1029).</p> <p>As the project does not involve structures intended for human occupation, regulations concerning lead-based paint, asbestos, and radon do not apply.</p>
<p>5. Endangered Species [Endangered Species Act of 1973, particularly section 7; 50 CFR 402]</p>	<p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>Review of the HUD Environmental Review Tool 2.1 did not indicate the presence of federal species ((NCR39440_EndangeredSpeciesMap_NCR_TO1029). As parcel centroid information for activities within the public right-of-way of streets is not available, consultations with USFWS and the NJ Natural Heritage Program were performed to assess endangered species involvement within the project area.</p> <p>Consultation with the USFWS included reviewing the iPaC landscape explorer tool to obtain a preliminary USFWS species list for the project area (NCR39440_USFWS_EndangeredSpeciesReview_NCR_TO1029). The report did not identify potential federally endangered or threatened species in the vicinity. The USFWS response did note the potential for impacts on migratory birds of concern. Limited suitable habitat exists along the project corridor and no takes of species will occur. The project proposes to add street trees and landscaping (rain gardens) to provide increased natural vegetation to support migratory bird habitat.</p> <p>Coordination with the NJDEP Natural Heritage Program (NHP) was performed and a search of the Natural Heritage Database, the Landscape Project habitat mapping, and Biotics Database for state endangered and threatened species was requested. The NHP response indicated no records of listed threatened or endangered plant and animal species and ecological communities on the site (NCR39440_NaturalHeritageDatabase_Response_NCR_TO1029). One federal/state listed endangered species—the shortnose sturgeon—was noted as occurring in the vicinity of the project; however, the project would not affect water resources capable of supporting sturgeon, so no effects are anticipated.</p> <p>The project will have no effect on any federal- or state-listed species and will enhance migratory bird habitat. Based on coordination with federal and state agencies and assessment of effects, compliance with the ESA is complete.</p>

<p>6. Environmental Justice [Executive Order 12898]</p>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p> <p>Executive Order (EO) 12898 requires Federal agencies to consider and addresses disproportionately high and adverse human health or environmental effects on minority and low-income populations resulting from their actions.</p> <p>The project area covers multiple census blocks and tracts comprising urban mixed commercial/residential uses. Minority population percentages range from 13 - 64% along the corridor, with populations living below poverty level ranging from 2 - 13%. The corridor is generally more racially diverse and exhibits a higher percentage of its population living below poverty in comparison with the city as a whole (NCR39440_EnvironmentalJusticeMap_PercentMinority_NCR_TO1029 and NCR39440_EnvironmentalJusticeMap_PercentPoverty_NCR_TO1029).</p> <p>The proposed project would not generate adverse effects or impact residential, commercial, or community facilities or services which may be of importance to environmental justice populations. The improvements would benefit all residents and would therefore not result in disproportionately high and adverse environmental impacts on environmental justice populations (NCR39440_EnvironmentalJustice_Checklist_NCR_TO1029).</p>
<p>7. Explosive and Flammable Operations [24 CFR 51C]</p>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p> <p>Under 24 CFR 51.201, the proposed action does not meet definition of a “HUD-assisted project” and therefore the requirements of 24 CFR 51c do not apply.</p> <p>As the project does not involve any structures intended for human occupation, regulations concerning explosive and flammable operations are not applicable.</p>
<p>8. Farmland Protection [Farmland Protection Policy Act of 1981, particularly section 1504(b) & 1541; 7 CFR 658]</p>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p> <p>The project area is urbanized with no associated agricultural lands. According to the NJDEP HUD Environmental Review Tool, the project area is not located on land classified as containing Prime Farmland Soils (NCR39440_PrimeFarmlandSoilsMap_NCR_TO1029). The soils in the project area are not designated as agricultural land or prime agricultural soils and the project is located in the Census-designated New York-Newark, NY-NJ-CT “urbanized area.” Therefore, federal Farmland Protection Policy Act requirements are not applicable.</p>
<p>9. Floodplain Management [24 CFR 55; Executive Order 11988, particularly section 2(a)]</p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p> <p>Pursuant to 24 CFR 55 and EO 11988, the proposed project was evaluated to determine potential effects within a flood hazard area. The project is located in the 100-year floodplain (Zone AE) on the FEMA Preliminary Flood Insurance Rate Map (FIRM) (NCR39440_FloodplainMgmtandFloodInsuranceNFIPNotInFloodwayMap_NCR_TO1029). <i>(Note: the floodplain map and legend using the NJDEP HUD Environmental Review Tool depicts the floodplain zone as “A”, which is a generalized category that includes FEMA-designated zone “AE” and other non-coastal 100-year floodplain areas).</i></p> <p>An 8-step floodplain analysis that complies with 24 CFR 55 and EO 11988 was completed (NCR39440_FloodplainAnalysis_NCR_TO1029) that determined the proposed action is the most practicable alternative for meeting the needs of the project while minimizing impacts to the floodplain. As the vast majority of Hoboken and lands adjacent to its central business district are within the 100-year floodplain, no alternative locations are available and the proposed action is the most practicable alternative for addressing needed economic revitalization.</p> <p>Furthermore, through the installation of rain gardens, overall impervious surface coverage in the area would be reduced and the improved stormwater drainage would help to temper the quantity of localized stormwater runoff and reduce</p>

<p>10. Historic Preservation [National Historic Preservation Act of 1966, particularly sections 106 & 110; 36 CFR 800]</p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p> <p>A portion of the project area is not within a Historic Property Exemption Zone (“Green Zone”) according to the NJDEP HUD Environmental Review Tool (NCR39440_HistoricPreservationExemptionZoneMap_NCR_TO1029).</p> <p>National Register of Historic Places (NRHP) resources in the vicinity of the project area are the Central Hoboken Historic District (NRHP eligible); the Jefferson Trust Company (NRHP listed); the Hoboken City Hall (NRHP listed); and Public School #17 (potentially eligible).</p> <p>Consultation and review of the project by the New Jersey Historic Preservation Office (HPO) (NCR39440_SHPO_Response_NCR_TO1029) has determined that the project will not have an adverse effect on historic properties under Section 106, if the following conditions are met:</p> <ol style="list-style-type: none"> 1. Project plans must meet <i>Secretary of Interior Standards for Rehabilitation</i>. 2. The applicant shall coordinate with the Hoboken Historic Preservation Commission prior to further project planning. 3. The applicant shall provide schematic (or equivalent) design specifications indicating location of proposed project installations and their relationship to historic properties, to the Historic Preservation Office for review/approval. 4. The applicant shall submit final plans to the Hoboken Historic Preservation Commission for review and approval prior to construction.
<p>11. Noise Abatement and Control [Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR 51B]</p>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p> <p>24 CFR 51.101 (a)(2) states that activities considered to be “noise sensitive land development” must comply with the noise criteria and standards of 24 CFR 51B. As the proposed action does not involve structures intended for human occupation, it is not considered to be a “noise sensitive land development” and the HUD regulations concerning noise abatement and control do not apply.</p> <p>The only noise expected from the project will be temporary construction noise that will cease once construction is complete. The project is located in an urban area and the construction will not require any significant noise-creating activities (i.e. blasting, pile driving, etc.) so construction noise is not expected to appreciably add to existing levels.</p>
<p>12. Sole Source Aquifers [Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR 149]</p>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p> <p>The proposed project area does not lie within an EPA-designated Sole Source Aquifer (NCR39440_SoleSourceAquifersMap_NCR_TO1029). This finding is supported by the fact that street improvement projects are not listed on EPA Region 2’s sole source aquifer web page as a significant pollution source for the NJ Coastal Plain Aquifer (http://www.epa.gov/region02/water/aquifer/coast/coastpln.htm).</p> <p>Therefore, the Sole Source Aquifer review requirements do not apply and the proposed project is in compliance.</p>
<p>13. Wetland Protection [24 CFR 55, Executive Order 11990, particularly sections 2 & 5]</p>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p> <p>No jurisdictional wetlands (federal or state) are located in or adjacent to the project area (NCR39440_WetlandsProtectionMap_NCR_TO1029). There will be no encroachments to any Section 404/10 regulated areas; therefore the project is in compliance with EO 11990, and there will be no effects on wetlands.</p>
<p>14. Wild and Scenic Rivers [Wild and Scenic Rivers Act of 1968, particularly section 7(b) & (c); 36 CFR 297]</p>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p> <p>The project is not located within 1/4 mile of a designated Wild and Scenic River (WSR) stream bank and will have no adverse effect on protected WSRs. Additionally, the project site is not located within a one-mile radius of a WSR or its tributaries (NCR39440_WildandScenicRiversMap_NCR_TO1029). The closest WSR within the Sandy impacted area of New Jersey is the Great Egg Harbor River, which is approximately 88 miles from the project area. Therefore, consultation and review by the National Park Service is not required.</p>

PART II: ENVIRONMENTAL ASSESSMENT CHECKLIST

[24 CFR 58.40; 40 CFR 1508.8 & 1508.27]

For each impact category, evaluate the significance of the effects of the proposal on the character, features, and resources of the project area. Enter relevant base data and credible, verifiable source documentation to support the finding. Note names, dates of contact, telephone numbers, and page references. Attach additional material as appropriate. **All conditions, attenuation, or mitigation measures have been clearly identified.**

Impact Codes:

(1) no impact anticipated

(2) potentially beneficial

(3) potentially adverse- requires documentation

(4) requires mitigation

(5) significant/potentially significant adverse impact requiring avoidance or modification which may require an Environmental Impact Statement

Impact Categories	Impact Code	Impact Evaluation, Source Documentation and Mitigation or Modification Required
Land Development		
Conformance with Comprehensive and Neighborhood Plans	2	First Street, within the proposed project area, is designated as a "primary" retail corridor from Bloomfield Street to Clinton Street and as a "secondary" retail corridor from Clinton Street to Marshall Street. The proposed project would assist the city in meeting the economic development objectives of its "primary" and "secondary" retail corridors involving revitalization through encouragement of street-level retail. Furthermore, the installation of rain gardens will help the city increase its commitment to sustainable development. City of Hoboken, 2010. Master Plan Reexamination Report. http://hobokennj.org/docs/communitydev/Hoboken-Reex-2010-Final.pdf
Land Use Compatibility and Conformance with Zoning	1	The proposed project is located within the R-1 and R-3 zoning districts, which allow a variety of residential and retail uses (City of Hoboken Zoning Code: http://ecode360.com/HO0741).
Urban Design- Visual Quality and Scale	2	The proposed project is intended to improve the attractiveness of the First Street corridor for economic revitalization. The addition of streetscape amenities such as rain gardens and street trees will prove a more inviting quality for business activity. Integrated signage reflective of the historic nature and architectural character of the city will benefit visual quality. The project will meet the requirements of the Hoboken Historic Preservation Commission.
Slope	1	The proposed project is located in a predominantly level, urbanized area; therefore no areas of steep slope would be affected.
Erosion	1	The proposed project is located in a developed urbanized area. Temporary erosion impacts during construction will be minimal and will be mitigated through the use of standard construction-stage best management practices.
Soil Suitability	1	The project area is located within a dense urban area with no natural soils (area soils are classified as Urban land). Soils are suitable for the proposed use. No agricultural land will be converted to non-agricultural use.

Hazards and Nuisances, Including Site Safety	2	The proposed project will improve pedestrian safety through reconstruction of damaged sidewalks and construction of pedestrian bump-outs to improve sight lines and reduce vehicle-pedestrian conflicts.																																																																																									
Drainage/Storm Water Runoff	2	The installation of rain gardens will reduce overall impervious surface coverage in the area and the improved stormwater drainage would help to temper the quantity of localized stormwater runoff and reduce localized flooding. Rain gardens would be maintained by the City of Hoboken.																																																																																									
Noise-Effects of Ambient Noise on Project & Contribution to Community Noise Levels	1	The project would produce only a temporary noise effect during construction that, except for immediately adjacent areas, would not exceed typical urban background noise levels. Noise levels would be typical of street maintenance activities and would not occur during overnight hours.																																																																																									
Energy Consumption	1	Energy consumption would include use of typical construction machinery over a short period. A small increase in energy necessary for pedestrian and kiosk lighting would likely be offset by a potential reduction in the urban heat island effect provided by increased street trees and landscaping along the corridor.																																																																																									
Socioeconomic Factors																																																																																											
Demographic Character Changes	1	<p>Demographic data from the 2010 U.S. Census indicate Hoboken is a generally younger and less diverse community than the state as a whole. Housing characteristics are typical of a dense urban area, with higher rental housing units. The proposed project will not affect demographics or housing of the city.</p> <table border="1"> <thead> <tr> <th rowspan="2">Subject</th> <th colspan="2">Hoboken City</th> <th colspan="2">New Jersey</th> </tr> <tr> <th>Number</th> <th>Percent</th> <th>Number</th> <th>Percent</th> </tr> </thead> <tbody> <tr> <td>Total population</td> <td>50,005</td> <td>100.0</td> <td>8,791,894</td> <td>100.0</td> </tr> <tr> <td>Median age (years)</td> <td>31.2</td> <td>na</td> <td>39.0</td> <td>na</td> </tr> <tr> <td>White</td> <td>41,124</td> <td>82.2</td> <td>6,029,248</td> <td>68.6</td> </tr> <tr> <td>Black or African American</td> <td>1,767</td> <td>3.5</td> <td>1,204,826</td> <td>13.7</td> </tr> <tr> <td>American Indian and Alaska Native</td> <td>73</td> <td>0.1</td> <td>29,026</td> <td>0.3</td> </tr> <tr> <td>Asian</td> <td>3,558</td> <td>7.1</td> <td>725,726</td> <td>8.3</td> </tr> <tr> <td>Native Hawaiian and Other Pacific Islander</td> <td>15</td> <td>0.0</td> <td>3,043</td> <td>0.0</td> </tr> <tr> <td>Some Other Race</td> <td>2,144</td> <td>4.3</td> <td>559,722</td> <td>6.4</td> </tr> <tr> <td>Two or More Races</td> <td>1,324</td> <td>2.6</td> <td>240,303</td> <td>2.7</td> </tr> <tr> <td>Hispanic or Latino</td> <td>7,602</td> <td>15.2</td> <td>1,555,144</td> <td>17.7</td> </tr> <tr> <td>Average household size</td> <td>1.93</td> <td>na</td> <td>2.68</td> <td>na</td> </tr> <tr> <td>Average family size</td> <td>2.68</td> <td>na</td> <td>3.22</td> <td>na</td> </tr> <tr> <td>Total housing units</td> <td>26,855</td> <td>100.0</td> <td>3,553,562</td> <td>100.0</td> </tr> <tr> <td>Occupied housing units</td> <td>25,041</td> <td>93.2</td> <td>3,214,360</td> <td>90.5</td> </tr> <tr> <td>Vacant housing units</td> <td>1,814</td> <td>6.8</td> <td>339,202</td> <td>9.5</td> </tr> <tr> <td>Renter occupied housing units</td> <td>16,992</td> <td>67.9</td> <td>1,111,895</td> <td>34.6</td> </tr> </tbody> </table>	Subject	Hoboken City		New Jersey		Number	Percent	Number	Percent	Total population	50,005	100.0	8,791,894	100.0	Median age (years)	31.2	na	39.0	na	White	41,124	82.2	6,029,248	68.6	Black or African American	1,767	3.5	1,204,826	13.7	American Indian and Alaska Native	73	0.1	29,026	0.3	Asian	3,558	7.1	725,726	8.3	Native Hawaiian and Other Pacific Islander	15	0.0	3,043	0.0	Some Other Race	2,144	4.3	559,722	6.4	Two or More Races	1,324	2.6	240,303	2.7	Hispanic or Latino	7,602	15.2	1,555,144	17.7	Average household size	1.93	na	2.68	na	Average family size	2.68	na	3.22	na	Total housing units	26,855	100.0	3,553,562	100.0	Occupied housing units	25,041	93.2	3,214,360	90.5	Vacant housing units	1,814	6.8	339,202	9.5	Renter occupied housing units	16,992	67.9	1,111,895	34.6
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Displacement	1	The proposed project would affect only public property; no private property displacements would occur.																																																																																									

<p>Employment and Income Patterns</p>	<p>2</p>	<p>U.S. Census American Community Survey for the latest 5-year average (2008-2012) show employment and income characteristics in Hoboken are generally better than for New Jersey as a whole. Across the board, income levels are much higher in comparison with the state, with lower unemployment. The poverty rate of Hoboken is similar to the state percentage.</p> <p>The proposed project will not directly impact employment, but would improve the economic competitiveness of the First Street corridor and may indirectly benefit economic and employment opportunities in the city.</p> <table border="1" data-bbox="703 506 1469 1167"> <thead> <tr> <th rowspan="2">Subject</th> <th colspan="2">Hoboken city</th> <th colspan="2">New Jersey</th> </tr> <tr> <th>Estimate</th> <th>Percent</th> <th>Estimate</th> <th>Percent</th> </tr> </thead> <tbody> <tr> <td>Population 16 years and over</td> <td>43,485</td> <td>na</td> <td>6,985,329</td> <td>na</td> </tr> <tr> <td>In labor force</td> <td>34,406</td> <td>79.1%</td> <td>4,672,338</td> <td>66.9%</td> </tr> <tr> <td>Civilian labor force</td> <td>34,406</td> <td>79.1%</td> <td>4,663,005</td> <td>66.8%</td> </tr> <tr> <td>Employed</td> <td>32,831</td> <td>75.5%</td> <td>4,219,677</td> <td>60.4%</td> </tr> <tr> <td>Unemployed</td> <td>1,575</td> <td>3.6%</td> <td>443,328</td> <td>6.3%</td> </tr> <tr> <td>Armed Forces</td> <td>0</td> <td>0.0%</td> <td>9,333</td> <td>0.1%</td> </tr> <tr> <td>Not in labor force</td> <td>9,079</td> <td>20.9%</td> <td>2,312,991</td> <td>33.1%</td> </tr> <tr> <td>Civilian employed population 16 years and over</td> <td>32,831</td> <td>na</td> <td>4,219,677</td> <td>na</td> </tr> <tr> <td>Percent Unemployed</td> <td>na</td> <td>4.6%</td> <td>na</td> <td>9.5%</td> </tr> <tr> <td>Median household income (dollars)</td> <td>\$108,998</td> <td>na</td> <td>\$71,637</td> <td>na</td> </tr> <tr> <td>Mean household income (dollars)</td> <td>\$143,228</td> <td>na</td> <td>\$96,602</td> <td>na</td> </tr> <tr> <td>Median family income (dollars)</td> <td>\$131,133</td> <td>na</td> <td>\$87,389</td> <td>na</td> </tr> <tr> <td>Mean family income (dollars)</td> <td>\$177,343</td> <td>na</td> <td>\$112,730</td> <td>na</td> </tr> <tr> <td>Per capita income (dollars)</td> <td>\$70,477</td> <td>na</td> <td>\$35,928</td> <td>na</td> </tr> <tr> <td>Percentage of people with income below poverty level</td> <td>na</td> <td>10.9%</td> <td>na</td> <td>9.9%</td> </tr> </tbody> </table>	Subject	Hoboken city		New Jersey		Estimate	Percent	Estimate	Percent	Population 16 years and over	43,485	na	6,985,329	na	In labor force	34,406	79.1%	4,672,338	66.9%	Civilian labor force	34,406	79.1%	4,663,005	66.8%	Employed	32,831	75.5%	4,219,677	60.4%	Unemployed	1,575	3.6%	443,328	6.3%	Armed Forces	0	0.0%	9,333	0.1%	Not in labor force	9,079	20.9%	2,312,991	33.1%	Civilian employed population 16 years and over	32,831	na	4,219,677	na	Percent Unemployed	na	4.6%	na	9.5%	Median household income (dollars)	\$108,998	na	\$71,637	na	Mean household income (dollars)	\$143,228	na	\$96,602	na	Median family income (dollars)	\$131,133	na	\$87,389	na	Mean family income (dollars)	\$177,343	na	\$112,730	na	Per capita income (dollars)	\$70,477	na	\$35,928	na	Percentage of people with income below poverty level	na	10.9%	na	9.9%
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<p>Educational Facilities</p>	<p>1</p>	<p>The proposed project is located within the Hoboken City Board of Education District. No impacts to school facilities or effects on student enrollment would occur.</p>																																																																																				
<p>Commercial Facilities</p>	<p>2</p>	<p>The First Street corridor accommodates a variety of neighborhood and tourist businesses, including restaurants, bars, personal services, and retail specialty shops. While individual businesses may experience temporary impacts during construction, the overall permanent effect of the project will be beneficial to area businesses through improved aesthetics and merchant information to help attract more customers.</p>																																																																																				
<p>Health Care</p>	<p>1</p>	<p>There are no major health care facilities or emergency centers along the corridor. One urgent care (non-emergency) medical facility is located between Willow Avenue and Clinton Street. Access to this facility is primarily via pedestrian movement, so no substantial impacts on access to the facility during construction are anticipated.</p>																																																																																				
<p>Social Services</p>	<p>1</p>	<p>The proposed project would not affect the population, demographic or housing characteristics of the city; therefore no impacts on social services demands in the city are expected.</p>																																																																																				

Solid Waste Disposal/Recycling	2	The proposed project includes installation of new solar-powered garbage and recycling receptacles along First Street. These improvements are intended to help keep the commercial corridor clean and more inviting for business patrons. Maintenance of these receptacles and collection of waste would be the responsibility of the Hoboken Department of Environmental Services.
Waste Water/Sanitary Sewers	2	The proposed project would have no impact on wastewater/sanitary sewer service in the city which is provided by the North Hudson Sewerage Authority. Installation of stormwater management improvements (rain gardens) will help to reduce combined sewer overflow (CFO) events in the system. The rain gardens would be maintained by the City of Hoboken.
Water Supply	1	Public water supply in Hoboken is provided by United Water Company. The proposed project would have no impact on public water supply or transmission.
Public Safety: <ul style="list-style-type: none"> Police Fire Emergency Medical 	1	Police protection along First Street is provided by the Hoboken Police Department which is headquartered at 106 Hudson Street along First Street, approximately two blocks from the eastern end of the project area. Fire service to the project area is from the City of Hoboken Fire Department headquarters station at 201 Jefferson Street, one block north of the project area along 2nd Street. EMS services are provided by the Hoboken Volunteer Ambulance Corps.
Parks, Open Space & Recreation: <ul style="list-style-type: none"> Open Space Recreation 	1	There are two city recreational facilities adjacent to the project area – Jackson Park at 120 Jackson Street and the on Adams Street between 1 st and 2 nd Streets. The proposed project would not impact amenities or access to these facilities.
Cultural Facilities	3	There are no major cultural facilities in the vicinity of the proposed project area. The project area is adjacent to the Central Hoboken Historic District and three other historic resources; however review by the New Jersey Historic Preservation Office (HPO) has determined that the project will not have an adverse effect on historic properties if the final plans and design meet the applicable regulations of the Secretary of the Interior, the HPO, and the Hoboken Historic Preservation Commission (see Part I, Question 10).
Transportation & Accessibility	1	First Street is an urban collector street but experiences heavy pedestrian use by local residents and business patrons. Local bus transit is provided by NJ Transit and First Street is served via Local Route 126 and Express Route 68. The Hudson Bergen Light Rail system can be accessed at the 2 nd Street Station, approximately 1 block north of the western end of the project area.
Natural Features		
Water Resources	1	The project area is not within a designated Sole Source aquifer and is served by public water and wastewater services. No impacts to water resources are anticipated.
Surface Water	1	There are no surface water bodies or wetlands within the project area and therefore no impacts to surface waters would occur. The closest surface water is the Hudson River which is approximately 1,200 feet east of the eastern terminus of the project area.
Unique Natural Features & Agricultural Lands	1	No unique natural features or agricultural lands are located within the project area; therefore no impacts to these resources would occur.
Vegetation and Wildlife	1	Aside from street trees and limited ornamental landscaping, there are no areas of natural vegetation or wildlife habitat within the urbanized project area. No threatened or endangered species or associated habitats are present.

PART III: 58.6 CHECKLIST [24 CFR 50.4, 24 CFR 58.6]**1. AIRPORT RUNWAY CLEAR ZONES AND CLEAR ZONES NOTIFICATION** [24 CFR Part 51.303(a)(3)]

Does the project involve the sale or acquisition of property located within a Civil Airport Runway Clear Zone or a Military Airfield Clear Zone?

No. Cite or attach Source Documentation:

The project area is not located within any Clear Zones or Accident Potential Zones (see NCR39440_AirportClearZonesandAccidentPotentialZonesMap_NCR_TO1029 and NCR39440_AirportHazardsMap_NCR_TO1029).

[Project complies with 24 CFR 51.303(a)(3).]

Yes. Notice must be provided to the buyer. *The notice must advise the buyer that the property is in a Runway Clear Zone or Clear Zone, what the implications of such a location are, and that there is a possibility that the property may, at a later date, be acquired by the airport operator. The buyer must sign a statement acknowledging receipt of this information, and a copy of the signed notice must be maintained in the ERR.*

2. COASTAL BARRIERS RESOURCES ACT [Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 (16 USC 3501)]

Is the project located in a coastal barrier resource area?

No. Cite or attach Source Documentation:

The project area is not located within a regulated System unit or an Otherwise Protected Area boundary of the Coastal Barrier Resources System (see NCR3440_CoastalBarrierResourcesSystemMap_NCR_TO1029). Further consultation with the USFWS is not required.

[Proceed with project.]

Yes. Federal assistance may not be used in such an area.

3. FLOOD DISASTER PROTECTION ACT [Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 (42 USC 4001-4128 and 42 USC 5154a)]

Does the project involve acquisition, construction, or rehabilitation of structures located in a FEMA-identified Special Flood Hazard Area (SFHA)?

No. Cite or attach Source Documentation:

[Proceed with project.]

Yes. Cite or attach Source Documentation:

The project is located in the 100-year floodplain Special Flood Hazard Area based on the FEMA Preliminary Flood Insurance Rate Map (FIRM) for Hudson County (see NCR39440_FloodplainMgmtandFloodInsuranceNFIPNotInFloodwayMap_NCR_TO1029).

Is the community participating in the National Insurance Program (or has less than one year passed since FEMA notification of Special Flood Hazards)?

Yes. Flood Insurance under the National Flood Insurance Program must be obtained. *If HUD assistance is provided as a grant, insurance must be maintained for the economic life of the project and in the amount of the total project cost (or up to the maximum allowable coverage, whichever is less). If HUD assistance is provided as a loan, insurance must be maintained for the term of the loan and in the amount of the loan (or up to the maximum allowable coverage, whichever is less). A copy of the flood insurance policy declaration must be kept on file in the ERR.*

No. The proposed project does not involve financial assistance for construction, rehabilitation, or acquisition of a mobile home, building, or insurable personal property or the purchase of machinery, equipment, fixtures, or furnishings that are insurable under NFIP. Additionally, the project does not involve a structure meeting the definition of 44 CFR 59.1, Subpart A. **Therefore, flood insurance requirements are not applicable.**

No. Federal assistance may not be used in the Special Flood Hazard Area.

Summary of Findings and Conclusions

Additional Studies Performed: (List the reports, studies, or analyses performed for this assessment, and attach studies or summaries.)

HUD 8-Step Floodplain Analysis (see NCR39440_FloodplainAnalysis_NCR_TO1029)

Field Inspection (Date and completed by):

July 22, 2014 completed by Richard Grubb & Associates, Inc., under contract to Gannett Fleming, Inc.

List of Sources, Agencies, and Persons Consulted [40 CFR 1508.9(b)]: (List sources, agencies, and persons consulted for this assessment.)

Agencies/Persons Consulted

NJ DEP Natural Heritage Program, Ms. Valerie Salice

NJ DEP Historic Preservation Office, Ms. Kate Marcopul, Ms. Atalaya Armstrong and Ms. Piia Helve.

NJ DEP Site Remediation Program, Mr. William Linder

Reference Documents/Data Sources

City of Hoboken, April 2004. Master Plan.

<http://hobokennj.org/docs/communitydev/HobokenFinalMasterlist.pdf>

City of Hoboken, March 2011. 2010 Master Plan Reexamination Report.

<http://hobokennj.org/docs/communitydev/Hoboken-Reex-2010-Final.pdf>

Federal Emergency Management Agency. Preliminary FEMA Map Products, Preliminary FIRMs for Hudson County. <http://hazards.fema.gov/femaportal/prelimdownload/>

National Wild and Scenic Rivers System. Maps and GIS Mapping Files. National Wild and Scenic Rivers System. <http://www.rivers.gov/mapping-gis.php>

New Jersey Department of Environmental Protection. NJ HUD Environmental Review Tool 2.1. ArcGIS Explorer Online. Retrieved August 2014.

<http://www.arcgis.com/explorer/?open=ac492b24c7cc472ea5cf2f57cfaf65ab&extent=-8643120.11643555,4661682.34020292,-7976191.21469309,5121911.72760389>

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New Jersey Office of Information Technology. GIS Data. New Jersey Geographic Information Network. Retrieved August 2014, from https://njgin.state.nj.us/NJ_NJGINExplorer/index.jsp

U.S. Census Bureau. Community Facts. American FactFinder. Retrieved August, 2014, from <http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>

U.S. Department of Housing and Urban Development. Environmental Justice Checklist for HUD or Responsible Entry. <http://www.hud.gov/local/shared/working/r10/environment/justice.pdf>

U.S. Environmental Protection Agency. Counties Designated "Nonattainment" or "Maintenance" Map. Retrieved August 2014, from <http://www.epa.gov/oaqps001/greenbk/mapnmpoll.html>

U.S. Environmental Protection Agency. U.S. EPA, EJ View. Retrieved August 2014, from <http://epamap14.epa.gov/ejmap/entry.html>

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U.S. Fish and Wildlife Service. IPaC – Information, Planning, and Conservation System. Retrieved August, 2014 from <http://ecos.fws.gov/ipac/>

U.S. Fish and Wildlife Service, Coastal Barrier Resources System Mapper. August 2014.
<http://www.fws.gov/cbra/Maps/Mapper.html>

Lists of Permits Required:

City of Hoboken Road Opening/Sidewalk Permit
County of Hudson Road Opening Permit
City Construction Permit

Public Outreach [24 CFR 50.23 & 58.43]:

In accordance with HUD regulations, a Public Notice of proposed action and funding will be published in the Newark Star Ledger, and a Spanish translation of the notice will be published in Reporte Hispano. Any substantive comments received will be addressed and incorporated into the final EA.

Cumulative Impact Analysis [24 CFR 58.32]:

The proposed project will not contribute to adverse cumulative effects on environmental resources. The proposed action will provide a small contribution to improving air quality (through installation of streets trees and landscaping which) and water quality (through use of rain gardens to filter and retain stormwater runoff). Recognizing the effects of past urbanization, no present or reasonably foreseeable future public or private sector actions were identified which are anticipated to substantially contribute to further adverse cumulative environmental effects. Hudson County and much of the New Jersey coastal area are undergoing recovery efforts from the damage inflicted by Superstorm Sandy. Recovery efforts in the region include rehabilitation, demolition, reconstruction and new construction or private and public structures and infrastructure. Cumulatively, recovery projects in combination with the proposed action may have a temporary impact on air quality, noise, traffic, and surface waters during construction activities, but will have a net long-term benefit to the human environment at the local and regional level.

Project Alternatives Considered [24 CFR 58.40(e), 40 CFR 1508.9]: (As appropriate, identify other reasonable courses of action that were considered and not selected, such as other sites, design modifications, or other uses of the subject site. Describe the benefits and adverse impacts to the human environment for each alternative and the reasons for rejecting it.)

No other action alternatives were considered. The project entails the streetscape improvements along an existing priority commercial corridor of the city which was damaged by Superstorm Sandy. The proposed improvements would help address the economic revitalization needs of the First Street corridor and the city at large. Improvements to other locations would not address needs in the First Street corridor. The proposed project would have no significant environmental impacts.

No Action Alternative [24 CFR 58.40(e)]:

Under the No Action Alternative, no streetscape improvements along First Street would be funded or constructed. The No Action Alternative would not meet the Purpose and Need, as it would not help revitalize the local economy of Hoboken, which relies heavily on tourism to support local businesses, nor help the city recover from the effects of Superstorm Sandy.

Summary Statement of Findings and Conclusions:

Based upon the analysis documented in this EA, construction and operation of the proposed action complies with the requirements of applicable statutory authorities and would have no significant impact on the environment. The proposed improvements would provide a net benefit to the First Street corridor from an economic (improved character and competitiveness) and environmental (improved stormwater management from installation of rain gardens) standpoint.

Required Mitigation and Project Modification Measures: [24 CFR 58.40(d), 40 CFR 1505.2(c), 40 CFR 1508.20] (Recommend feasible ways in which the proposal or its external factors should be modified in order to minimize adverse environmental impacts and restore or enhance environmental quality.)

The following measures are required as conditions for approval of the project:

Section 106 Compliance

Review of project conceptual plans by the New Jersey Historic Preservation Office (HPO) has determined that the proposed project will *not have an adverse effect* on historic properties, *provided that the following conditions are met:*

1. Project plans must meet the *Secretary of Interior Standards for Rehabilitation*.
2. The applicant shall coordinate with the Hoboken Historic Preservation Commission prior to further project planning.
3. The applicant shall provide schematic (or equivalent) design specifications indicating location of proposed project installations and their relationship to historic properties, to the Historic Preservation Office for review and approval.
4. The applicant shall submit final plans to the Hoboken Historic Preservation Commission for review and approval prior to project implementation.

Highway Opening

A Hudson County Road Opening Permit and a City of Hoboken Road Opening/Sidewalk Permit is required for the reconstruction of the proposed streetscape improvements. Upon completion of final design, the applicant is required to submit a complete application for authorization of work within the street right-of-way. All permit conditions, construction specifications and design standards will be adhered to and complied with prior to the start of construction.

General

1. Acquire all required federal, state, and local permits prior to commencement of construction and comply with all permit conditions.
2. If the scope of work of a proposed activity changes significantly, the application for funding must be revised and resubmitted for reevaluation under the National Environmental Policy Act.

Air Quality – The project must meet the regulatory requirements of New Jersey’s Air Rules/Air Pollution Control Requirements (NCR39440_RevisedGeneralConformityApplicabilityAnalysis_NCR_TO1029).

The Contractor will implement the following Best Management Practices (BMPs) aimed to reduce air quality effects during construction:

1. Use water or chemical dust suppressant in exposed areas to control dust
2. Cover the load compartments of trucks hauling dust-generating materials
3. Wash heavy trucks and construction vehicles before they leave the site
4. Reduce vehicle speed on non-paved areas and keep paved areas clean
5. Retrofit older equipment with pollution controls
6. Establish and follow specified procedures for managing contaminated materials discovered or generated during construction
7. Employ spill mitigation measures immediately upon a spill of fuel or other hazardous material
8. Obtain an air pollution control permit to construct and a certificate to operate for all equipment subject to N.J.A.C. 7:27-8.2(c). Such equipment includes, but is not limited to, the following:
 - a. Any commercial fuel combustion equipment rated with a maximum heat input of 1,000,000 British Thermal Units per hour or greater to the burning chamber (N.J.A.C. 7:27-8.2(c)1);
 - b. Any stationary storage tank for volatile organic compounds with a capacity of 2,000 gallons and a vapor pressure of

0.02 pounds per square inch or greater (N.J.A.C. 7:27-8.2(c)9);

c. Any tank, reservoir, container, or bin with capacity in excess of 2,000 cubic feet used for storage of solid particles (N.J.A.C. 7:27-8.2(c)10); and

d. Any stationary reciprocating engine with a maximum rated power output of 37 kW or greater, used for generating electricity, not including emergency generators (N.J.A.C. 7:27-8.2(c)21).

(Note: One- or two-family dwellings and dwellings of six or less family units, one of which is owner occupied, are exempt pursuant to NJSA 26:2C-9.2.)

9. Minimize idling and ensure that all on-road vehicles and non-road construction equipment operated at or visiting the project site comply with the applicable smoke and "3-minute idling" limits (N.J.A.C. 7:27-14.3, 14.4, 15.3 and 15.8).

10. Ensure that all diesel on-road vehicles and non-road construction equipment used on or visiting the project site use ultra-low sulfur fuel (<15 ppm sulfur) in accordance with the federal Non-road Diesel Rule (40 CFR Parts 9, 69, 80, 86, 89, 94, 1039, 1051, 1065, 1068).

11. Operate, if possible, newer on-road diesel vehicles and non-road construction equipment equipped with tier 4 engines, or equipment equipped with an exhaust retrofit device.

Noise

1. Outfit all equipment with operating mufflers and maintain equipment in accordance with manufacturer's specifications.
2. Comply with the applicable local noise ordinance, including time constraints.

Soils and Water Resources

The construction activities will comply with the New Jersey Standards for Soil Erosion and Sediment Control. The Contractor will install and maintain erosion and sedimentation control measures and appropriate best management practices prior to and throughout construction, and in compliance with the contract project drawings.