

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 Perth Amboy (Business/Corporate Name)

Project Location: Multiple Addresses along Sadowski Parkway and Front Street (Street Address)

Perth Amboy (Municipality) Middlesex (County) New Jersey (State)

Conditions for Approval:

(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.)

General

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.

Acquire all required federal, state and local permits prior to commencement of construction and comply with all permit conditions.

Coastal Zone Management

The New Jersey Division of Land Use Regulation (DLUR) determined that a Waterfront Development Individual Permit and a Flood Hazard Area Permit will be required for the proposed project. Furthermore, prior to construction activities, it is recommended that a pre-application meeting be held with the DLUR to discuss the project prior to submission of the final Waterfront Development Individual Permit application. The proposed project must comply with all applicable permit requirements.

Floodplain Management

Proof of flood insurance, in accordance with 24 CFR 58.6(a), must be provided to the Department of Community Affairs in order for this site to remain eligible for this program. Accordingly, NFIP insurance is required except in cases where a nonresidential structure foundation is elevated above the base flood elevation. Project activities only include one building, a proposed public restroom in Area 1. This building will be constructed in the 100-year floodplain; thus it must be covered by flood insurance and the flood insurance must be maintained for the economic life of the structure. No funding will be provided to any person who previously received federal flood disaster assistance conditioned on obtaining and maintaining flood insurance, but failed to obtain and maintain the insurance [24 CFR 58.6(b)].

As required by the New Jersey Department of Environmental Protection, Division of Land Use Regulation, a Flood Hazard Area Permit is required for the proposed project activities.

Hazardous/Toxics Materials

During project activities, the contractor should take all required precautions surrounding the broken and collapsed sidewalk, broken railing, and woody debris previously washed ashore at the project site. Applicant must comply with all laws and regulations concerning the proper handling, removal and disposal of demolition and construction waste (e.g. construction and demolition debris, pesticides/herbicides, white goods, etc.).

Historic Preservation

Application property includes previously recorded archaeological sites and areas of moderate to high archaeological potential. Work in the attached scope has been reviewed and approved by the NJ HPO. Any scope adjustments that involve ground disturbance and any disturbance within the existing scope that extends below modern fill must be reviewed and approved by NJ HPO to ensure continued Program compliance, before work is performed. The proposed action would have No Adverse Effect on archaeological concerns with the condition that disturbance from the proposed action does not extend below the depth of fill or that the ground disturbance is confined to portions of the property that fall outside of the areas of moderate archaeological potential. The areas of concern are from the Perth Amboy Ferry Slip to the former McCormick Tenant House, specifically the parking lot that encompasses Block 52, Lots 5, 5.01, 6, 6.01, 7, and 7.01. Additionally, if future activities requiring state or federal permits to construct the proposed bike path are designed, that further consultation regarding the level of ground disturbance would be required with the NJ HPO, prior to the work commencing.

Wetland Protection

Renovation activities to the existing boat ramp must adhere to the general and regional conditions, listed in USACE Nationwide Permit #3 (NWP3) for Maintenance, which includes submitting a pre-construction notification to the district engineer prior to commencing the activity. There should be no construction activities (including staging areas), dredging or placement of fill (excavated material) carried out down gradient of the MHWL. Additionally, all other planned construction activities included in the project must remain upland of the MHWL in order to remain in compliance with USACE jurisdiction. If project activities (with the exception of the boat ramp) are located down gradient of the MHWL, additional consultation with the USACE will be required.

Additionally, due to the complexity of the project, the New Jersey Division of Land Use Regulation (DLUR) was unable to make a determination on whether the project will impact areas regulated under the Freshwater Wetlands Protection Act rules (N.J.A.C. 7:7A). The DLUR recommends that a meeting be held prior to any permit applications are submitted. This will allow the DLUR to further review the project activities and determine whether a permit as required for the Freshwater Wetlands Protection Act will be necessary.

Noise

The proposed project must comply with applicable local noise ordinances. During project activities, noise will be a temporary impact that will be mitigated to the extent feasible and will be controlled by Best Management Practices including turning off idling equipment, minimize noise impulses, avoiding scheduling project activities during nighttime hours and on weekends, inspecting all equipment at periodic intervals to ensure proper maintenance, and ensuring that all equipment has manufacturers' recommended noise abatement measures.

Water Resources

Mitigation measures including installation of natural vegetation on sloped surfaces, silt fences or hay bales to help filter runoff should be implemented wherever possible during construction activities to avoid or minimize any potential temporary impacts.

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:

Morgan A. Richardson, URS
Preparer Name and Agency


Preparer Signature

3/20/2015
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	Economic Development Authority (EDA) – Neighborhood and Community Revitalization (NCR) Program	\$1,993,310

Estimated Total HUD Funded Amount:

The estimated total HUD funded amount is \$1,993,310.

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

The estimated total project cost is \$2,200,170.

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

Early on October 29, 2012 Superstorm Sandy made landfall near Brigantine, New Jersey just to the northeast of Atlantic City. The post-tropical cyclone with hurricane-force winds caused widespread damage and extensive flooding throughout the state; however, nine of New Jersey’s counties were identified as being the “most impacted” counties in order to most effectively focus disaster recovery efforts. In the wake of the hurricane, a winter storm swept into the area, exaggerating the damage and dramatically hindering emergency response and eventual disaster recovery efforts. The Stronger New Jersey Neighborhood and Community Revitalization (NCR) Program was developed by the New Jersey Economic Development Authority to support long-term recovery of small business and communities by funding long-term economic revitalization priorities. Funding under the NCR program is intended to assist projects located throughout New Jersey, focusing on those located in one of the nine most impacted counties as determined by HUD.

The proposed project will contribute to the revitalization of the City of Perth Amboy in Middlesex County, which is one of the nine counties in New Jersey designated as having been most impacted by Superstorm Sandy. The project will contribute to the revitalization of the waterfront area near the intersection of Raritan River, Raritan Bay, and Arthur Kill. This particular waterfront area was damaged as a result of Superstorm Sandy, and project activities will serve to repair the damage as well as significantly improve and facilitate waterfront access and usage for both local residents and visitors. The primary goal of this project is to repair an existing waterfront area and create a recreational area that is both welcoming and easy to access.

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 project, repairs and new improvements to a public facility with no change in land use, consists of approximately 47.87 acres which has been separated into Area 1 (38.49 acres) and Area 2 (9.38 acres) for ease of review purposes. Area 1 will include a beachfront, fishing piers, a public park and esplanade, and five tennis courts (see NCR39567SiteALocationMap). Repairs and improvements to Area 1 will include refurbishing the boat ramp and installing a new rack for kayaks and canoes near Second Street as well as a new installation of six volleyball courts and bleachers on the beach. A new public restroom will be constructed on the park area adjacent from the beach in addition to two seasonal open beach wash-down stations installed at the ramps. Other improvements include four drinking fountains and five new tennis courts to replace five of the existing courts. Bayview Park comprises Area 2 (see NCR39567SiteBLocationMap). Bayview Park improvements include terracing the park to mitigate future erosion, installing ADA access ramps, and reconstructing a 6’ wide and 6” thick sidewalk on Front Street. New curbs, striping,

signage, and landscaping with drip irrigation will be installed. Damaged public lighting will be replaced. A Tideflex valve will be installed on a pipe discharging into the Staten Island Sound which will prevent water from entering during high tide or storm surges. Based on historical imagery and historical records, URS assesses that piers and jetties were first constructed in Areas 1 and 2 in 1931 and the parks, tennis courts, and the marina were added in 1940. These areas were not developed prior to that time (see NCR39567HistoricAerials from www.HistoricAerials.com). A bicycle path in the park area adjacent to the beach will be installed, but will be considered future work at the proposed project site, will be funded through separate sources, and will not be a part of this proposed project. While the exact location of the proposed ten foot wide two-way bicycle path has yet to be determined, it is expected to span the entire length of Areas 1 and 2 as well as the land between the two, effectively connecting both portions of the project site (see NCR39567ConceptPlan for an estimated proposed location). The final product will result in a new and improved waterfront. The improvements will greatly increase attraction to the new amenities and will become a protection for waterfront communities.

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 site of the proposed project—the waterfront area in the southeast portion of Perth Amboy, New Jersey—saw the beginnings of development during the first half of the 20th century. However, the site’s current use as a recreational area and waterfront park dates to approximately thirty years ago. As a waterfront park, the area provides access to a public beach, tennis courts, walkways near or on the waterfront, seating areas, and the city marina. Some of the area shows wear associated with age. With the proposed improvements, the waterfront area will be revitalized and will likely experience a boost in longevity. The area will also become more easily accessible and will attract more local residents and visitors.

Additionally, the waterfront park and its surroundings were substantially damaged as a result of Superstorm Sandy. A portion of the sidewalks and much of the waterfront infrastructure such as the marina and piers were damaged in the storm. Some of the damages were repaired; however, there are portions of the waterfront area that have not been repaired. If damages to the existing facility are not addressed, they could pose a potential hazard to park visitors.

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		Compliance Documentation
	A	B	
<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>The proposed project is in compliance. According to the U.S. EPA, Middlesex County is designated as Nonattainment or Maintenance for 5 NAAQS Pollutants (see NCR39567AirQuality):</p> <ul style="list-style-type: none"> • 8-Hour Ozone (1997 Standards) • 8-Hour Ozone (2008 Standards) • Carbon Monoxide (1971 Standards) • PM-2.5 (1997 Standards) • PM-2.5 (2006 Standards) <p>While Middlesex County is identified as being within a 1-hour ozone nonattainment area, all 1-hour ozone areas were revoked as of June 15, 2005, and as such are excluded from the pollutant count on the NAAQS map (see NCR39567AirQuality). Therefore, a general conformity analysis in accordance with the Clean Air Act and 40 CFR Part 93, Subpart B was completed. However, according to the Department of Environmental Protection Division of Air Quality, the revised estimated air emissions (which take into account both residential and commercial construction activities) continue to remain well below the Federal General Conformity regulation’s de minimis thresholds and are presumed to conform to the State Implementation Plan (SIP) (see NCR39567AirQuality AssessmentMemo). Correspondence from the New Jersey Department of Environmental Protection Bureau of Air</p>

		<p>Quality Planning further clarifies that streetscape and other similar projects are included in the general conformity analysis and therefore will not require a conformity determination (see NCR39567AirQualityStreetscapesMemo).</p> <p>Temporary air quality impacts associated with construction of the proposed project will be mitigated to the greatest extent feasible and will adhere to all local and state air quality standards. All activities must still meet the State’s Air Pollution Control requirements.</p>
<p>2. Airport Hazards (Clear Zones and Accident Potential Zones) [24 CFR 51D]</p>	<p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>The proposed project is in compliance. The restrictions on construction and major rehabilitation of structures in runway protection zones (formerly called runway clear zones) apply to civil airports (24 CFR 51.303). Civil airports are defined as commercial service airports designated in the Federal Aviation Administration’s National Plan of Integrated Airport Systems (NPIAS) (24 CFR 51.301(c)). The only New Jersey airports, within the nine counties most impacted by Superstorm Sandy, listed as commercial service airports in the current NPIAS are Newark Liberty International Airport in Essex and Union Counties and Atlantic City International Airport in Atlantic County. Runway protection zones extend up to half a mile from the ends of runways along flight paths, and become wider as distance from the runway increases. Additionally, these runway protection zones are uninhabited and therefore, not applicable to the proposed project. HUD regulations also include restrictions on construction and major rehabilitation in clear zones and accident potential zones associated with runways at military airfields (24 CFR 51.303). The only military airfield in New Jersey with clear zones and accident potential zones subject to these restrictions is the Lakehurst Naval Air Station.</p> <p>The runway protection zones associated with the two NPIAS commercial service airports in New Jersey are located at Newark Liberty International Airport and Atlantic City International Airport which are located approximately 12 miles and 73 miles from the proposed action site, respectively. The nearest applicable clear zones and accidental potential zones at the Lakehurst Naval Air Station are located approximately 30 miles from</p>

		<p>the proposed action site and therefore, are not applicable to the proposed action site (see NCR39567AirportClearZonesMap).</p>
<p>3. Coastal Zone Management [Coastal Zone Management Act sections 307(c) & (d)]</p>	<p><input type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p>The proposed project will require a Waterfront Development Individual Permit. The proposed project includes new improvements to a public facility with no change in land use. The public facility is comprised of two areas which are both located in the Upland Waterfront Development Zone (see NCR39567CoastalZoneManagementActMap). Therefore, a Coastal Jurisdictional Determination is required.</p> <p>The proposed project was submitted to the NJDEP Department of Land Use Regulation (DLUR) for review on November 21, 2014 (see NCR39567DLURConsultation). In a letter dated December 18, 2014, the DLUR determined that a Waterfront Development Individual Permit and a Flood Hazard Area Permit will be required for the proposed project. Furthermore, it was recommended that prior to construction activities, a pre-application meeting is held with the DLUR to discuss the project prior to submission of the final Waterfront Development Individual Permit application (see NCR39567DLURResponse). The proposed project must comply with all applicable permit requirements. Issuance of, and compliance with this permit, does not relieve the applicant of the responsibility of obtaining any other required State, Federal or local permits or approvals as required by law.</p>
<p>4. Contamination and Toxic Substances [24 CFR 50.3(i) & 58.5(i)(2)]</p>	<p><input type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p>Toxics</p> <p>The proposed project is in compliance. This project includes repairs and new improvements to a public facility with no change in land use. The proposed project area consists of approximately 47.87 acres which has been separated into Area 1 and Area 2 for ease of review purposes. The field inspector observed a few issues during the site visit.</p> <p>During the site visit of Area 1, the field inspector noticed broken sidewalk and piles of dirt/sand near the proposed kayak ramp location. This can be seen in NCR39567Photo02 of the Area 1 portion of the photos in the NCR39567FieldAssessment document. NCR39567Photo33 and NCR39567Photo34 show a broken</p>

		<p>and collapsing sidewalk as well as an unstable railing near Lewis Street. A pile of soil can be seen in NCR39567Photo36. It has been determined that the soil pile is located outside of the project area boundaries. NCR39567Photo41 shows woody debris washed ashore near Lewis Street during flood events. NCR39567Photo46 shows a broken side-wall along the tennis courts.</p> <p>During the site visit of Area 2, construction storage containers were noted in Area 2's NCR39567Photo17, NCR39567Photo18, and NCR39567Photo30. While the content of these two storage containers is unknown, it is not anticipated that any substance of concern is stored within them as these containers aren't designed for chemical storage. The City of Perth Amboy has taken proper safety precaution by placing plastic construction drums around them to ensure vehicles do not collide with the containers.</p> <p>There were no indications of site contamination (soil staining, odors, stressed vegetation, etc.) observed on the project site including the areas of concern mentioned (the sidewalk, piles of dirt/sand, railings, side-wall along the tennis courts, and construction storage containers) during site reconnaissance (see NCR39567FieldAssessment and NCR39567SiteReconQuestionnaire10.21.14). The sidewalk, railing, and side-wall will be repaired and/or replaced as a part of the proposed project action. During project activities, the contractor should take all required precautions surrounding the broken and collapsed sidewalk, broken railing, and woody debris previously washed ashore at the project site.</p> <p>The proposed project IS within 3,000 feet of New York; however, the NJDEP states "In cases where a surface water body separates state lines, out-of-state toxic sites do not need to be identified for NJDEP compliance review. Surface water bodies are the physical expression of shallow ground water systems, and there is no reasonable expectation that out-of-state ground water contamination would cross water bodies to adversely affect New Jersey lands" (see NCR39567ToxicsOutOfStateGuidance11.24.14). A 3,000-foot radius search was conducted and submitted to NJDEP for the proposed</p>
--	--	---

		<p>project. At the time of consultation, two hazardous sites were identified within the 3,000-foot radius in which NJDEP responded by clearing both hazardous sites in question (see NCR39567HazardousSites Clearance 10.27.2014 and NCR39567HazardousSites Clearance 10.31.2014). However, based on recent updates within the NJDEP toxics database, no hazardous sites are currently located within 3,000 feet of the proposed project (see NCR39567ToxicHazardousandRadioactiveSubstancesMap). The toxics sites that were previously determined by NJDEP referenced in the 10-27-2014 and 10-31-2014 clearance documents to be “non-threatening” to the potential HUD project are no longer depicted on the map. While two unrelated toxic sites remain showing on the map, they are beyond the 3,000 foot radius of concern and were not researched or otherwise required to be consulted on for this project.</p> <p>The proposed project is not listed in a State or Federal Hazardous Waste sites database. Based on historical imagery and historical records, URS assesses that piers and jetties were first constructed in Areas 1 and 2 in 1931 and the parks, tennis courts, and the marina were added in 1940. These areas were not developed prior to that time (see NCR39567HistoricAerials taken from http://www.historicaerials.com/aerials.php?scale=5&lon=-84.7&lat=34.019949781641&year=1988). Based on this information, there is no indication that prior land use at the proposed project would have adversely impacted the area.</p> <p>Lead-Based Paint</p> <p>The proposed project consists of repairs and new improvements to a public recreational facility and is exempt from all requirements of 24 CFR Part 35 due to the following exemption at 24 CFR Part 35 Subpart B, Sec. 35.115(a)(7) “A property or part of a property that is not used and will not be used for human residential habitation.” Therefore, the project is exempt from Lead-Based Paint Assessment.</p> <p>Asbestos</p> <p>The proposed project is in compliance. The Asbestos</p>
--	--	---

		<p>National Emission Standards for Hazards Air Pollutants (NESHAP) regulation establishes a national work practice standard that is designed to limit emissions of asbestos from a variety of activities, including demolition and renovation activities. According to 40 CFR Part 61, Subpart M, a facility must be thoroughly inspected prior to construction activities; however, the proposed action does not involve renovation or demolition of a commercial, institutional, industrial, public or residential structure, installation or building. Therefore, no inspection for asbestos is required for the proposed project.</p> <p>Radon</p> <p>The proposed project is in compliance for radon. The proposed project consists of repairs and new improvements to a public recreational facility and will not involve any structures intended for human habitation. Therefore, a map is not needed and there will be no impact of radon on the project.</p>
<p>5. Endangered Species [Endangered Species Act of 1973, particularly section 7; 50 CFR 402]</p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p> <p>The proposed project is in compliance. Consultation with the NJDEP Natural Heritage Program (NHP) was required for the proposed project; therefore, a request for review was submitted on November 20, 2014 (see NCR39567 NHPDataRequest). The review indicated that no threatened or endangered plant species were located on or in the immediate vicinity of the project site. This was confirmed using the USFWS Landscape Tool (see NCR39567USFWSiPaCLandscapeToolResults). Based on these findings, it has been concluded that the project will have no effect on threatened and endangered plant species.</p> <p>However, the NHP review also indicated some animal species based patches that may be within the vicinity of the project site. Specifically, Table 1 lists five bird species as well as the Atlantic Loggerhead as possibly occurring on the project site and Table 2 lists six bird species as well as the Atlantic Loggerhead that may be in the vicinity of the project. Additionally, a review of the NJDEP HUD Environmental Review Tool, Threatened and Endangered Species layer indicated that, while piping plovers and red knots will not be affected by the project, the proposed project site did intersect bat sensitivity layers (see</p>

		<p>NCR39567EndangeredSpecies Map). Furthermore, while a desktop review of the HUD Parcel-Centroids shows there are no federally listed endangered animal species associated with this project site, the attached Centroids Map (see NCR39567CentroidsMap) lists a “yes” for possible state listed endangered animal species associated with the proposed project site. Due to the possibility of animal species in or near the project site as listed above, consultation with the NJ Department of Environmental Protection, Division of Fish and Wildlife, Endangered and Nongame Species Program was required for possible effects on bats as well as any other threatened and endangered animal species.</p> <p>In a response received on January 6, 2015, the ENSP biologist determined that the Northern Long-Eared Bat will not be affected by the proposed project but noted that a portion of the project area did intersect an osprey nest buffer. However, the Endangered and Nongame Species Program commented that they did not anticipate conflicts with ospreys that nest in the local area (see NCR39567 ENSPConsultation). Lastly, the ENSP Biologist concluded that “since this project requires a permit, other endangered and threatened wildlife concerns will be addressed in accordance with the normal Division of Land Use Regulation [DLUR] review process.” The ENSP Biologist also referenced the consultation with the DLUR regarding Coastal Zone Management and Floodplains Management. The DLUR requires a Waterfront Development Individual Permit and a Flood Hazard Area Permit. Therefore, because the ENSP Biologist determined that the above-mentioned permits would address any other concerns that might arise as it relates to endangered and threatened species, no additional review is required if the conditions set forth in the NJDLUR determination letter (see DLUR Consultation in NCR39567DLURResponse) are met.</p>
--	--	--

<p>6. Environmental Justice [Executive Order 12898]</p>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p>The proposed project is in compliance. The tracts in the areas surrounding the project site have minority populations of 40-100% (see NCR39567EJMinorityDemographics). The population at or below poverty level is 10-20% and 20-30% in the tracts near the project site (see NCR39567EJPovertyDemographics). The population density in the area near the project is between 1,000-5,000 people per square mile (see NCR39567EJPopDensityDemographics). These demographics are consistent with the surrounding community. The project involves repairs and new improvements to a public recreational facility and in accordance with the requirements of the program would not alter the existing demographics of the immediate area. The overall impacts of the project would be beneficial to the local community, by providing improved recreational opportunities and increasing traffic to local businesses. Additionally, the area is currently developed for recreational use. The environmental impacts of the proposed action would be beneficial to the community, and significant adverse effects would not occur.</p> <p>Additional Source: NCR39567EJChecklist</p>
<p>7. Explosive and Flammable Operations [24 CFR 51C]</p>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p>The proposed project is defined to be a HUD-assisted project under 24 CFR 51.201 and is subject to 24 CFR 51 Subpart C because the proposed action involves repairs and new improvements to a public facility designed for recreational use. Therefore, a search was conducted to identify aboveground storage tanks (ASTs) within a 1-mile radius of the proposed project. Desktop review of aerial photos revealed nine ASTs within 1 mile of the potential HUD project. Upon measurement, the distance from each of the nine ASTs to the proposed project exceeded its associated necessary Acceptable Separation Distance (ASD). A listing of detailed AST information provided within HUD’s ASD Calculator Tool (https://www.hudexchange.info/environmental-review/asd-calculator/) for these nine tanks is available in the attached table (see NCR39567FieldAssessment) and in NCR39567ASDCalculations. The locations of these nine tanks are visible on the AST map (see NCR39567ExplosiveFlammableOperationsMap). No further action necessary.</p>

			Therefore, the proposed project is in compliance.
<p>8. Farmland Protection [Farmland Protection Policy Act of 1981, particularly section 1504(b) & 1541; 7 CFR 658]</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The proposed project is in compliance. Portions of the proposed project site are located in an area of prime or unique farmlands or within a farmland of statewide importance. However, as defined in 7 CFR 658.2, "Farmland" does not include land already in or committed to urban development or water storage. Additionally, assistance and actions related to the purchase, maintenance, renovation, or replacement of existing structures and sites converted prior to the time an application for assistance from a federal agency, including assistance and actions related to the construction of minor new ancillary structures (such as garages or sheds) do not involve conversion of farmland to nonagricultural uses and are exempt from the requirements of 7 CFR 658. Therefore, the proposed action, which includes repairs and new improvements to an existing public facility, is exempt from the requirements of 7 CFR 658 (see NCR39567 PrimeFarmlandSoilsMap).</p>
<p>9. Floodplain Management [24 CFR 55; Executive Order 11988, particularly section 2(a)]</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The proposed action site is located within Floodplain Zones AE and VE, which are part of the FEMA-designated Special Flood Hazard Areas (see NCR39567FIRM). The proposed project involves repairs and new improvements of waterfront features that include boat ramps and racks, piers, tennis courts, a public restroom, sidewalk, boat access ramps, landscaping, water fountains, and other associated construction. Subsequently, this will help to reduce damage to any infrastructure already in place. Most of the proposed action site is within Floodplain Zone VE while a part of the mid inland portion, the southwest inland portion, and the northwest tip are in Floodplain Zone AE, as shown on the Federal Emergency Management Agency's Flood Insurance Rate Map (FIRM), Panel 157 of 286, Map Number 34023C0157F and Panel 69 of 286, Map Number 34023C0069F, effective July 6, 2010 (see NCR39567FIRM). The NJDEP HUD Review Tool FEMA Preliminary FIRM layer also indicates that the site is predominantly in Floodplain Zone V with the mid inland portion and the southwest inland portion in Floodplain Zone A (the map legend reference incorporates all "A" and "V" categories, including "AE" and "VE", respectively) (see NCR39567FloodplainMgmtand FloodInsuranceNFIPNotInFloodwayMap).</p>

		<p>The proposed project involves the repairs and new improvements of waterfront features encompassing approximately 47.87 acres in the City of Perth Amboy, which does not meet the criteria under 24 CFR 55.12 to convert to a 5-Step Floodplain Analysis. Therefore, the 8-Step Decision Making Process, as required under 24 CFR 55.20, was initiated. Steps 1-6 of the 8-step floodplain decision making process have been completed for the proposed action site (see NCR39567Floodplains8-Step). A 15-day “Notice for Early Public Review of a Proposed Activity in the 100-Year Floodplain” was published in The Star-Ledger on February 26, 2015 and El Diario on February 25, 2015 (see NCR39567Floodplains8-Step, Attachment 1). Additionally, the notice was sent electronically to interested Federal, State, local agencies and posted to DCA’s website http://www.nj.gov/dca/divisions/sandyrecovery/review/ for further review (see NCR39567Floodplains8-Step, Attachment 2). The 15-day comment period expired on March 12, 2015 (El Diario) and on March 13, 2015 (The Star-Ledger). The New Jersey Department of Environmental Protection, Division of Land Use Regulation responded via email affirming the need for a Flood Hazard Area Permit which resulted from consultation on December 18, 2014; however, no formal comments resulted. Further discussions on the Flood Hazard Area Permit are included below. DCA received no public comments on this notice (see NCR39567Floodplains8-Step, Attachment 3).</p> <p>As required in Step 7 of the 8-Step process, a final public notice, in this case a combined “Notice and Public Explanation of a Proposed Activity in the 100-Year Floodplain, Notice of Finding of No Significant Impact, and Notice of Intent to Request Release of Funds” will be published in accordance with 24 CFR Part 55 for a minimum 15-day comment period in The Star-Ledger and El Diario. The notice shall state the reasons why the project must be located in the floodplain, provide a list of alternatives considered, and all mitigation measures to be taken to minimize adverse impacts and preserve natural and beneficial floodplain values. All comments received during the comment period will be responded to and fully addressed prior to funds being committed to the proposed project, in compliance with Executive Order 11988 or 24 CFR</p>
--	--	--

			<p>Part 55.</p> <p>Step 8 involves implementation of the proposed action. This may require additional local and state permits, which could place additional design modifications or mitigation requirements on the project.</p> <p>The proposed project must comply with all applicable construction requirements in accordance with all local floodplain ordinances. Additionally, according to the New Jersey Department of Environmental Protection, Division of Land Use Regulation, a Flood Hazard Area Permit is required for the proposed project activities (see NCR39567DLUR Response). The proposed project must comply with all permit requirements as well as all federal, state and local construction standards (see Required Mitigation and Project Modification Measures).</p> <p>Proof of flood insurance, in accordance with 24 CFR 58.6(a), must be provided to the Department of Community Affairs in order for this site to remain eligible for this program. Accordingly, NFIP insurance is required except in cases where a nonresidential structure foundation is elevated above the base flood elevation. Project activities only include one building, a proposed public restroom in Area 1. This building will be constructed in the 100-year floodplain; thus it must be covered by flood insurance and the flood insurance must be maintained for the economic life of the structure. No funding will be provided to any person who previously received federal flood disaster assistance conditioned on obtaining and maintaining flood insurance, but failed to obtain and maintain the insurance [24 CFR 58.6(b)]</p> <p>Additional Sources: 24 CFR Part 55; Executive Order 11988</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>The proposed action site is not located within the Historic Preservation Exemption Zone (see NCR39567Historic PreservationExemptionZoneMap). Consultation with the New Jersey Historic Preservation Office (NJ HPO, also SHPO) was initiated by URS on behalf of the program in an email dated December 15, 2014. The email included the form developed by NJ HPO for Section 106 Hurricane Sandy disaster recovery evaluations, specifically the "Form 2" which stated that the proposed action would have no</p>

		<p>adverse effect for architectural resources and there were no adverse effect for archaeological concerns provided that certain conditions were met (see NCR39567DEPForm2URSSubmission).</p> <p>The Form 2 submission presented information on the existing building and its viewshed compiled by Lorin Farris, a URS SOI-qualified architectural historian, and Jeremy Lazelle, a URS SOI-qualified archaeologist. In regards to architectural resources, three historic properties listed on the National Register of Historic Places (NRHP) and/or the New Jersey State Register are located within or adjacent to the proposed action site; these are the Lawrence Kearney House, the formerly extant McCormick Tenant House (verified as demolished between 1986 and 1995 with www.historicaerials.com), and the Perth Amboy Ferry Slip. The form stated the opinion that the proposed action would have No Adverse Effect on architecture because all resources as all new construction will take place close to the beach, which is located several blocks away from the historic resources (see NCR39567DEPForm2URS Submission).</p> <p>In regards to archaeological concerns, the Form 2 stated that there were most likely no colonial-era archaeological deposits with the Lawrence Kearny House (moved to the current location from its original site) or the Revolutionary War skirmish fought on the bluff, a location situated near the present day intersection of Water and Lewis Streets. The northern tip of Area 1 and all of Area 2 are located within Archaeological Grid EF119. The form stated that archaeological deposits associated with the McCormick Tenant House in Area 2 may be preserved beneath the parking lot that covers its former location. The form also stated that maps of historic era fill and aerial imagery were consulted in order to determine areas that were favorable for having moderate archaeological potential. Three distinct fill episodes were noted in 1940, 1953, and 1963 (see NCR39567DEPForm2URSSubmission).</p> <p>Many of the areas of archaeological potential have been covered with fill as verified with historic aerials, and the Form 2 stated to NJ HPO the opinion that the proposed action would have No Adverse Effect on archaeological</p>
--	--	---

		<p>concerns with the condition that disturbance from the proposed action does not extend below the depth of fill or that the ground disturbance is confined to portions of the property that fall outside of the areas of moderate archaeological potential. The scope of work description for Area 1 indicates that the park improvements are unlikely to adversely affect archaeological resources in the proposed action site. As currently designed, terracing in Area 2 will take place outside of the areas that contain moderate archaeological potential (see NCR39567DEPForm2URSSubmission).</p> <p>Clarification of the proposed action site and proposed action were communicated via email between NJ HPO and URS; a final Form 2 was sent to NJ HPO on December 17, 2014 (see NCR39567URSNJHPOCorrespondence).</p> <p>The NJ HPO provided consultation comments in a letter sent dated December 30, 2014. The NJ HPO concurred that the proposed action would have No Adverse Effect on architectural properties located within the boundaries of the proposed action site. In regards to archaeological concerns, they concurred that Lawrence Kearney House was moved to the current location in the 1920s and did not possess archaeological deposits that would be associated with the structure’s period of significance. NJ HPO concurred potential archaeological deposits may be present that are associated with the McCormick Tenant House and the Perth Amboy Ferry Slip. NJ HPO concurred with the areas recommended to possess moderate potential for archaeological resources and added the area located between the location of the former McCormick Tenant House and the extant Perth Amboy Ferry Slip; this is a parking lot that encompasses Block 52, Lots 5, 5.01, 6, 6.01, 7, and 7.01. The NJ HPO concurred that the proposed improvements in Area 1 of the new public restroom, drinking fountains, beach wash-down stations, and terracing of Bayview Park in Area 2 would have No Adverse Effect on listed resources or areas possessing high potential for archaeological resources and added the condition that if future activities requiring state or federal permits to construct the proposed bike path are designed, that further consultation regarding the level of ground disturbance would be required with the NJ HPO, prior to</p>
--	--	---

			<p>the work commencing (see NCR39567DEPForm2NJHPO Response).</p>
<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>The proposed project is in compliance. Per HUD directive, 24 C.F.R. Part 51B states that the HUD noise policy must be taken into consideration when projects involve noise sensitive land uses. The regulation [24 CFR 51.101(a)(2)] specifically states that it applies “when noise sensitive land development is proposed in noise exposed areas”. Because the project activities include the repair and addition of new improvements to a recreational area, the proposed action is not considered a noise sensitive land use (see NCR39567NoiseEmail).</p> <p>Although the proposed project is exempt from HUD noise analysis, noise will be a temporary impact during project activities that will be mitigated to the extent feasible and will be controlled by Best Management Practices including turning off idling equipment, minimize noise impulses, avoiding scheduling project activities during nighttime hours and on weekends, inspecting all equipment at periodic intervals to ensure proper maintenance, and ensuring that all equipment has manufacturers’ recommended noise abatement measures (see Conditions for Approval). Noise levels during project activities will be within applicable city, state and federal codes and will comply with local noise ordinances.</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 action is in compliance with 40 CFR 149. The proposed action site is located in Middlesex County and is within the New Jersey Coastal Plain Aquifer System, which underlies the entire southern half of the state and is a contingent of the Environmental Protection Agency (EPA) Sole Source Aquifer (SSA) System (see NCR39567Sole SourceAquifersMap). In accordance with the Environmental Protection Agency (EPA) Sole Source Aquifer (SSA) Review of HUD Projects letter dated August 13, 1996, actions located “in urbanized areas, single or multi-unit housing developments, community centers and schools that will use existing public water and sewer” do not have the potential to create a ‘significant hazard to public health’ by adversely impacting ground water either during construction or after completion and facility is in operation, and are not subject to EPA SSA review (see NCR39567Memo1996EPASoleSourceAquiferReviewofHUD</p>

		<p>Projects). Public, municipal water and sewer services are provided by Utility Service Affiliates (Perth Amboy). Therefore, the proposed project is not anticipated to contaminate the aquifer and create a significant hazard to public health.</p>
<p>13. Wetland Protection [24 CFR 55, Executive Order 11990, particularly sections 2 & 5]</p>	<p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>A desktop review of the New Jersey Department of Environmental Protection (NJDEP) - HUD Environmental Review Tool indicates there are no NJDEP mapped wetlands located within the project site (see NCR39567 WetlandsProtectionMap). However, the project site is located within a beach front and there is a mapped Mean High Water Line (MHWL) within the project site (see NCR39567CoastalZoneManagementActMap). The proposed construction activities down gradient of the Mean High Water Line (MHWL) are subject to US Army Corps of Engineers (USACE) jurisdiction.</p> <p>The only portion of the proposed project activity down gradient of the MHWL is renovations to the existing boat ramp. Due to the location of the boat ramp, a request for consultation was sent to USACE on January 8, 2015 (see NCR39567USACEDeterminationRequest). The USACE stated on January 28, 2015 that if the renovations to the boat ramp remained within the existing footprint or upland of the MHWL, the renovations would comply with Nationwide Permit #3 (NWP3) for Maintenance (see NCR39567USACEConsultation). Therefore, the proposed project may proceed without additional consultation on the condition that all proposed renovation activities to the existing boat ramp adhere to the general and regional conditions, listed in NWP3, which includes submitting a pre-construction notification to the district engineer prior to commencing the activity (see a copy of NWP3 attached as NCR39567USACENationwidePermit3 and NCR39567ICFProceedWithWetlandsEmail). There should be no construction activities (including staging areas), dredging or placement of fill (excavated material) carried out down gradient of the MHWL. Additionally, all other planned construction activities included in the project must remain upland of the MHWL in order to remain in compliance with USACE jurisdiction. If project activities (with the exception of the boat ramp) are located down gradient of the MHWL (as seen on NCR39567CoastalZone</p>

			<p>ManagementActMap), additional consultation with the USACE will be required.</p> <p>Additionally, due to the complexity of the project, the New Jersey Division of Land Use Regulation (DLUR) was unable to make a determination on whether the project will impact areas regulated under the Freshwater Wetlands Protection Act rules (N.J.A.C. 7:7A). The DLUR recommends that a meeting be held prior to any permit applications are submitted. This will allow the DLUR to further review the project activities and determine whether a permit as required for the Freshwater Wetlands Protection Act will be necessary (see NCR39567DLURResponse).</p>
<p>14. Wild and Scenic Rivers [Wild and Scenic Rivers Act of 1968, particularly section 7(b) & (c); 36 CFR 297]</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The proposed project is in compliance with 16 U.S.C. 1271 et seq. The nearest designated segment of the National Wild and Scenic Rivers System (NWSRS) to the proposed action site is the Lower Delaware River, which is located 34 miles west-southwest of the proposed project site (see NCR39567WildScenicRiversMap). There are currently no rivers within the state under study for possible inclusion into the NWSRS (see NCR39567WildScenicRiversGuidance04042013). Additionally, the Wild and Scenic Rivers Act references other protected resources including specific segments of tributaries to Wild and Scenic Rivers as well as river segments registered in the Nationwide Rivers Inventory. The proposed project site is not located within ¼ mile of a Wild and Scenic River stream bank, or within 1 mile of a designated Wild and Scenic River. Therefore, the proposed action will have no adverse effects on any of these resources.</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	The proposed action site is located in the south and southeast portions of the City of Perth Amboy. This area of the city is a predominantly residential area. This can be seen on the Official Zoning Map of the City of Perth Amboy (see NCR39567 PerthAmboyZoningMap). The proposed action site consists of a pre-existing park and recreational area. The proposed project, repairs and new improvements to a public facility with no change in land use, is in conformance with the City of Perth Amboy Master Plan Recreation Element, dated November 6, 2013. The New Jersey Municipal Land Use Law, N.J.S.A. 40:50D-28 authorizes the preparation of a Master Plan Recreation Element which serves as a blueprint for maintenance and development of recreational facilities. The City of Perth Amboy's Master Plan Recreation Element allows for the repair of damaged facilities. Additionally, one of the goals listed in the plan is to ensure that the current park system meets the needs of the community. The improvements planned as a part of the proposed action corresponds to the goals outlined in the plan. The improvements to the waterfront area will likely benefit the surrounding area and neighborhoods by meeting the goals outlined in the master plan. Therefore, the proposed action is in conformance with comprehensive and neighborhood plans.
Land Use Compatibility and Conformance with Zoning	2	According to the Official Zoning Map of the City of Perth Amboy dated August 10, 2005, the proposed project area is zoned as single family and single and two-family residential (see NCR39567PerthAmboyZoningMap). . Additionally, the 2003 Land Use Plan Map from the City of Perth Amboy's Master Plan designates the land use for the proposed project area as a recreation and open space (see

		<p>NCR39567Perth AmboyLandUseMap). Therefore, because the land use is not changing from its prior use as a public recreation area and will not conflict with the land use plan, the proposed project activities are compatible and in conformance with all land use plans. Additionally, because the proposed project activities involve the enhancement and improvement of an existing recreational facility in a residential area, the proposed project is anticipated to benefit the surrounding community.</p>
<p>Urban Design- Visual Quality and Scale</p>	<p>2</p>	<p>Based on a site inspection of the proposed action site and surrounding properties and a review of 2014 high-resolution imagery, the project site is surrounded by residential areas and water. Residential areas are located to the north and northwest of the proposed action site. The surrounding residential areas consist of single-family and single and two-family residences (see NCR39567PerthAmboy ZoningMap). However, to the south, southeast, and east of the project site is the convergence of Raritan River, Raritan Bay, and Arthur Kill.</p> <p>The proposed project site mainly consists of park and open space. The proposed project site includes walking trails, green spaces, a beach area, and a marina. Existing areas on the subject property will be repaired and improved. Improvements will include beach wash-down stations, restrooms, water fountains, kayak racks, volleyball courts and bleachers. The improvements will be consistent in scale with the surrounding structures and area.</p> <p>Some portions of the proposed project site show signs of age and storm-related damage. In some places along the waterfront, the sidewalks are impassible due to damage. Additionally, the existing tennis courts show obvious signs of age and wear. Because of the site’s damage from Superstorm Sandy and that the planned repairs and improvements are consistent in scale with the surrounding area, any impact to visual quality would be positive. The repairs and improvements would serve to improve upon the current condition, appearance, and usage of the proposed project site.</p> <p>Sources: Google Maps research by URS Corporation</p>
<p>Slope</p>	<p>1</p>	<p>The field assessment performed on October 21, 2014 for the proposed action site did not indicate previous slides or slumps in project areas including tilted trees or fences (see NCR39567FieldAssessment). The design plan for the proposed action does propose to build on a slope in a low density development (mostly park or open space). Optimal slope suitability for a park is between 0% and 2% while slopes between 2% and 6% are considered satisfactory. The USDA NRCS custom soil report attached (see NCR39567NRCSCustomSoilResourceReport) shows that all portions of the proposed site are in the 0% to 6% slope range with the exception of a portion of Bayview Park, which has a slope between 8% and 15% in the area with soils designated as Boonton loam. Slopes in this range are considered “very severe”. However, design plans include measures to overcome potential erosion, slope stability and runoff problems. Specifically, Bayview Park improvements will</p>

		<p>include terracing to mitigate future erosion and landscaping with drip irrigation. Recent work completed on the project site, but not as a part of the proposed action included removing the temporary hillside stabilization method (rip rap) in order to install 4 foot high retaining walls with a 10 foot mid-level promenade to further protect from erosion. Additionally, the current slope of the proposed action site will not be changed from previous conditions. Therefore, due to current slope conditions as well as past and planned stabilization efforts, it has been determined that the project will not significantly affect or be affected by slope conditions on the proposed action site.</p> <p>SOURCES: Meoching, Howard, Inventory and Evaluation of Soils for Urban Development (St. Paul HRA C.P. District 6 – North End), Ramsey Soil and Water Conservation District; Kiefer, Ralph W. "Terrain Analysis for Metropolitan Fringe Area Planning." Journal of the Urban Planning Division, Proceedings of the American Society of Civil Engineers, December 1967</p>
Erosion	2	<p>The proposed action involves repairs and new improvements to a recreational public facility in an erosion sensitive area because it is near water, on areas with slope (see NCR39567TopographicElevationContourMap), and on sandy/silty soil. However, the proposed project does not include clearance of vegetation or creation of additional slope by cut and/or fill. Additionally, the proposed project design includes erosion control methods that will increase the stability of the area and reduce the chance of erosion on the property. The completion of the project will not only create an attractive recreational facility, but will provide increased protection against erosion through mitigation and stabilization efforts. These efforts include the addition of terracing to Bayview Park and the installation of a Tideflex valve on a pipe discharging into Staten Island Sound, which will prevent water from entering the park and neighboring community during high tide and storm surges. Therefore, though the proposed action site is an erosion sensitive area, it has been determined that the proposed project will provide increased erosion control beyond what currently exists.</p>
Soil Suitability	1	<p>The USDA Soil Report for the two areas of the proposed action site show that the soil complex includes Urban land, Haledon-Urban land complex, Boonton loam, and Bucks silt loam (see NCR39567NRCSCustomSoilResourceReport). Soil stability is not anticipated to be an issue for the proposed action because the majority of project activities include repair and improvements to amenities currently on-site. The only new construction will include the installation of the volleyball courts (including bleachers) and bathrooms, both of which will be built in Area 1 (see NCR39567WaterfrontRecreationImprovements for proposed locations). Although the volleyball courts are a new addition to the park, their construction will not be an issue as they will be installed on existing sand, with no additional fill material to be used. Installation of the bleachers will also not include the addition of fill material as the bleachers will be set atop sand on the existing beach. The bathroom is the only construction activity with the potential to be affected by soil stability. However, the bathrooms will not be built on the beach, as shown on</p>

		NCR39567WaterfrontRecreation Improvements.
Hazards and Nuisances, Including Site Safety	2	<p>The project site currently poses a potential safety hazard to anyone accessing the property. The property is a public facility which is currently used for the following activities: recreational area, open space, park, fishing, jogging, and walking. Several areas of the project site are greatly deteriorated and will require repair including the boat ramp, tennis courts, and collapsing sidewalks (see photographs in NCR39567FieldAssessment). These areas currently pose a safety hazard. Portions of the collapsing sidewalks are enclosed with fencing to deter visitor entry. One goal of the project is to repair these deteriorated areas. In doing so, conditions will improve and existing potential safety hazards will be addressed. Therefore, site visitors will potentially benefit from the proposed project activity. It is not anticipated that the repairs and new improvements to the public facility, in and of itself, would present any unusual hazards or nuisances.</p> <p>Source: NCR39567FieldAssessment</p>
Drainage/Storm Water Runoff	2	<p>The proposed action site is a waterfront development along Raritan Bay and Arthur Kill waterways. As such, the project is located adjacent to an adequate receiving body for drainage and stormwater runoff. Furthermore, drainage/stormwater on road surfaces near and within the project area is facilitated by an in-place subsurface stormwater management (storm sewer) system. The site is currently zoned for recreational and open space (see NCR39567PerthAmboyLandUseMap) consisting, as a majority, of either exposed beach or grass-covered soil. Land grade in the project area is primarily at a 0% to 6% slope, but includes a portion (Area 2) at an 8% to 15% slope (see NCR39567NRCSCustomSoilResourceReport); however, design plans in Area 2 include terracing which will mitigate potential runoff problems. Additionally, such project design elements will decrease the potential contribution to off-site pollution from stormwater runoff during severe storm events.</p>
Noise- Effects of Ambient Noise on Project & Contribution to Community Noise Levels	4	<p>The proposed project is currently and will remain a public facility focused on recreational uses in a primarily residentially developed area. The proposed project is not exposed to any unacceptable ambient noise levels, nor would the project significantly alter community noise levels. During project activities, noise will be a temporary impact that will be mitigated to the extent feasible and will be controlled by Best Management Practices including turning off idling equipment, minimize noise impulses, avoiding scheduling project activities during nighttime hours and on weekends, inspecting all equipment at periodic intervals to ensure proper maintenance, and ensuring that all equipment has manufacturers' recommended noise abatement measures (see Required Mitigation and Project Modification Measures). Noise levels during project activities will be within applicable city, state and federal codes and will comply with local noise ordinances.</p>
Energy Consumption	1	<p>The proposed project would not have unusual energy needs, and is not expected to have significant impact on energy consumption. The proposed project involves the repair and improvements to an existing recreational public facility. Any new</p>

		structure will be built to meet local building codes and must meet applicable minimum HUD building standards. Some energy will be consumed during the implementation of the project; however, this energy consumption will be temporary during the course of repairs and improvements.
Socioeconomic Factors		
Demographic Character Changes	1	<p>According to the U.S. Census Bureau, the median household income in Perth Amboy City between 2008 and 2012 was \$44,166 whereas the median income in New Jersey as a whole was \$71,637 during this time period (see NCR39567 SocioeconomicTable). The poverty rate was higher in the City of Perth Amboy than it was in New Jersey as a whole between 2008 and 2012 (see NCR39567 SocioeconomicTable). The minority population for the City of Perth Amboy in 2010 was 88% whereas the minority population in New Jersey as a whole was 40.7% in 2010 (see NCR39567 SocioeconomicTable).</p> <p>The Stronger New Jersey Neighborhood and Community Revitalization (NCR) Program was developed by the New Jersey Economic Development Authority to support long-term recovery of communities by funding long-term economic revitalization priorities. Because the proposed project involves repairs and improvements to a preexisting public recreational facility, this project is not expected to have a noticeable impact on the demographic character of the area.</p>
Displacement	1	The proposed action site involves repairs and new improvements to a public facility. Because the site is not residential in nature, no direct displacement is expected to occur. Indirect displacement may be a possibility if improvements to the proposed action site cause property values in the area to rise and displace lower income residents/renters. However, The Stronger New Jersey Neighborhood and Community Revitalization (NCR) Program was developed by the New Jersey Economic Development Authority to support long-term recovery of communities by funding long-term economic revitalization priorities. Since this project will support community recovery, it is not expected to displace nearby residents.
Employment and Income Patterns	2	According to the U.S. Census Bureau, the median household income in the City of Perth Amboy between 2008 and 2012 was \$44,166 whereas the median income in New Jersey as a whole was \$71,637 during this time period (see NCR39567 SocioeconomicTable). The proposed project involves repairs and new improvements to an existing public facility. The expected indirect impacts to employment and income patterns of the community would be positive as new and existing local businesses can grow to meet the needs that are expected with increased visitation to this site.
Community Facilities and Services		
Educational Facilities	1	<p>The proposed project site is in an area that is served by the Perth Amboy Public Schools. This project will have minimal impact on the school district.</p> <p>There are three Early Childhood Centers (ECC) associated with Perth Amboy Public</p>

		<p>Schools. All three ECC schools house Pre-Kindergarten students.</p> <ul style="list-style-type: none"> • Ignacio Cruz ECC is located at 601 Cortlandt Street, Perth Amboy, NJ. Ignacio Cruz ECC is approximately 1.4 mile driving distance from the project site. • School #7 ECC is located at 163 Patterson Street, Perth Amboy, NJ. School # 7 ECC is approximately 0.7 mile driving distance from the project site. • Edmund ECC is located at 925 Amboy Avenue, Perth Amboy, NJ. Edmund ECC is located approximately 2.4 mile driving distance from the project site. <p>There are five elementary schools associated with Perth Amboy Public Schools. All of the elementary schools enroll Kindergarten through 4th grade students.</p> <ul style="list-style-type: none"> • Anthony V. Ceres Elementary is located at 445 State Street, Perth Amboy, NJ and is approximately 0.8 mile driving distance from the project site. • James J. Flynn Elementary at 850 Chamberlain Avenue, Perth Amboy, NJ is approximately 3.5 mile driving distance from the project site. • Edward J. Patten Elementary is located at 500 Charles Street, Perth Amboy, NJ and is approximately 1.5 mile driving distance from the site. • Dr. Herbert N. Richardson Elementary is located at 318 Stockton Street, Perth Amboy, NJ and is approximately 1.2 mile driving distance from the project site. • Robert W. Wilnetz Elementary is located at 51 First Street, Perth Amboy, NJ and is approximately 0.9 mile driving distance from the project site. <p>There are two middle schools associated with Perth Amboy Public Schools. Both middle schools enroll students in grades five through eight.</p> <ul style="list-style-type: none"> • Samuel E. Shill Middle School is located at 380 Hall Avenue, Perth Amboy, NJ and is approximately 1.8 miles in driving distance from the project site. • William C. McGinus Middle School is located at 271 State Street, Perth Amboy, NJ and is approximately 0.7 miles in driving distance from the project site. <p>There is one high school associated with Perth Amboy Public Schools; Perth Amboy High School is located at 300 Eagle Avenue, Perth Amboy, NJ. Perth Amboy High School is approximately 1.8 mile driving distance from the project site.</p> <p>Additionally, Perth Amboy is home to an Adult Education Center, which is located at 178 Barracks Street, Perth Amboy, NJ. It is approximately 0.8 miles in driving distance from the project site.</p> <p>Sources: Perth Amboy Public Schools website; Google Maps research by URS Corporation</p>
Commercial Facilities	2	The proposed action involves repairs and improvements to a public recreational

		<p>facility in Perth Amboy, NJ. There will be no change in land use; therefore, it is anticipated to have no negative impact to nearby commercial facilities as a result of project activities. In fact, this improvement project is expected to bring more people to the area, which will bring increased business to nearby commercial facilities. Commercial facilities are sufficiently available in the area near the project site. Supreme Food Market is approximately a 0.5 mile driving distance from the project site, and is located at 270 King Street, Perth Amboy, NJ. A Rite Aid Pharmacy is approximately a 0.4 mile driving distance from the project site, and is located at 76 Smith Street, Perth Amboy, NJ. Seabra’s Armory Restaurant is located at 200 Front Street, Perth Amboy, NJ and is approximately 476 feet from the project site. Barge Restaurant and Cocktail is located at 201 Front Street, Perth Amboy, NJ and is approximately 436 feet from the project site.</p> <p>Source: Google Maps research by URS Corporation</p>
<p>Health Care</p>	<p>1</p>	<p>This proposed project site will have no change in land use; therefore, it will have minimal impact on health care facilities in Perth Amboy and Middlesex County. The project site is approximately 1.8 miles from Raritan Bay Medical Center, a full-service hospital, which is located at 530 New Brunswick Avenue, Perth Amboy, New Jersey. The project site is approximately 0.4 miles from The Raritan Bay Oral & Maxillofacial which is located on 276 High Street in Perth Amboy, New Jersey. The project site is approximately 3.2 miles from The Amboy Care Center nursing facility located at 1 Lindberg Avenue, in Perth Amboy, New Jersey. The Planned Parenthood: Perth Amboy Center is approximately 1.4 miles from the project site; it is located at 450 Market Street in Perth Amboy, New Jersey. The project site is 0.7 miles from Guillen & Arjona Medical Associates which is located at 400 State Street #2, in Perth Amboy, New Jersey.</p> <p>Source: Google Maps research by URS Corporation; Raritan Bay Medical Center website</p>
<p>Social Services</p>	<p>1</p>	<p>The proposed project site is located near several social service related facilities. The Middlesex County Social Services is located at 108 How Lane, New Brunswick, NJ with a driving distance of approximately 17.0 miles from the project site. The office provides assistance for homeless clients by providing shelter and shelter related services and Work First New Jersey Temporary Assistance for Needy Families. Other assistance include General Assistance (GA) Programs, Medical Assurances Programs, Adult Protective Services, and Child Immunization Programs. The Jewish Renaissance Foundation (JRF) is located at 149 Kearny Avenue, Perth Amboy, NJ, a driving distance of 0.5 miles from the project site. The Jewish Renaissance Foundation (JRF) is a non-profit corporation which provides Middlesex County with community coordination, emergency services, education, food and nutrition, family development, and employment and training. There is also a Salvation Army located at 433 State Street, Perth Amboy, NJ, a driving distance of approximately 0.8 miles from the project site. Services available from the Salvation Army include, but are not limited to, after school programs, clothing distribution,</p>

		<p>emergency disaster services, feeding programs, homeless shelters, senior services, and veterans/military personnel services.</p> <p>Sources: Middlesex County Social Services website; The Jewish Renaissance Foundation website; The Salvation Army of Perth Amboy website; Google Maps research by URS Corporation</p>
Solid Waste Disposal/Recycling	1	<p>The proposed project is not expected to generate an abnormal amount of solid waste after completion of repair and improvement activities. Trash and recycling containers are positioned throughout the project site (see various photographs in NCR39567FieldAssessment) and are expected to remain after the completion of project activities. Middlesex County Solid Waste Management collects and disposes of trash at the project site. Mid Point collects and recycles comingled materials for the City of Perth Amboy. There is expected to be minimal increase in the total volume of trash or recyclable material generated on the proposed action site after the project activities are complete.</p> <p>Sources: Middlesex County Solid Waste Management website; City of Perth Amboy website</p>
Waste Water/Sanitary Sewers	1	<p>The proposed project will be served by municipal water and sewer. New public restrooms will be built adjacent to the beach in addition to two seasonal open wash-down stations installed at the ramps at the project site. Wastewater from the proposed project site will drain into a public sanitary sewer pipeline operated by Utility Services Associates of Perth Amboy (USAPA) which is an affiliate of Middlesex Water Company. The proposed project is not anticipated to negatively impact the sanitary sewer system of Perth Amboy or the county's wastewater treatment plant.</p> <p>Sources: Middlesex Water Company Website; NCR39567SiteReconQuestionnaire 10.21.14</p>
Water Supply	1	<p>Water will continue to be supplied by the Utility Services Associates of Perth Amboy (USAPA) an affiliate of Middlesex Water Company from an active water supply line already in place. The water supply line provided water services to the project site prior to the damages incurred in the area during Superstorm Sandy. The installation of drinking fountains and drip irrigation will take place on the project site. This project will result in only a minimal increase in water consumption relative to conditions prior to Superstorm Sandy and is not anticipated to have any impact on the water supply of Middlesex County.</p> <p>Source: NCR39567SiteReconQuestionnaire10.21.14</p>
Public Safety: <ul style="list-style-type: none"> • Police • Fire • Emergency Medical 	1	<p><u>Police</u></p> <p>The closest police department serving the project site is the Perth Amboy Police Department, located at 365 New Brunswick Avenue, Perth Amboy, NJ. Driving distance to the Perth Amboy Police Department is approximately 1.2 miles. The increase in visitors to the project site upon completion of project activities is</p>

		<p>anticipated to have minimal impact on the nearby police facilities of Perth Amboy.</p> <p>Sources: Official website of the City of Perth Amboy (Police Department); Google Maps research by URS Corporation</p> <p><u>Fire</u></p> <p>The Perth Amboy Fire Department is the closest fire station serving the project site. The fire station is located at 375 New Brunswick Avenue, Perth Amboy, NJ. The driving distance to the Perth Amboy Fire Department is approximately 1.1 miles from the project site. The Perth Amboy Fire Department also operates the only year-round available Fire/Rescue boat in the tri-county area. Therefore, the project site will have adequate fire protection and should not stress the fire department’s resources.</p> <p>Sources: Official website of the City of Perth Amboy (Fire Department); Google Maps research by URS Corporation</p> <p><u>Emergency Medical</u></p> <p>The project site is approximately 1.6 miles from Raritan Bay Medical Center, the nearest 24-hour emergency medical facility. The hospital is located at 530 New Brunswick Avenue, Perth Amboy, NJ. The Emergency Medical Service (EMS) for The Raritan Bay Medical Center provides 911 emergency ambulance services to Perth Amboy, New Jersey, in a joint effort with the local fire and police departments. Visitors to the project site will have adequate emergency medical services available. Therefore, the project site is anticipated to have minimal impact on the nearby hospitals and emergency services.</p> <p>Sources: Official website of the City of Perth Amboy; Raritan Bay Medical Center website; Google Maps research by URS Corporation</p>
<p>Parks, Open Space & Recreation:</p> <ul style="list-style-type: none"> • Open Space • Recreation 	<p>2</p>	<p><u>Open Space</u></p> <p>Based on a site inspection of the project site and the surrounding areas, there is a mixture of open space and developed properties in all directions from the site. The Perth Amboy Waterfront is located on the project site. The waterfront features a fishing pier, restaurants, and recreational activities. The project site will have a significant positive impact to the community while staying within the 47.87 acres with no change in land use.</p> <p><u>Recreation</u></p> <p>There are several recreational facilities in Area 1 and Area 2 of the project site. These include the beach front, fishing piers, a public park, and an esplanade. There is a walkway in the park area adjacent to the beach. There will be improvements to the boat ramp near Second Street and a new rack for kayaks and canoes will be installed nearby. There will also be installation of six new volleyball courts and bleachers on the beach and replacement of five existing tennis courts. The project site will have a significant positive impact to the community while staying within the 47.87 acres with no change in land use.</p>

Cultural Facilities	2	<p>There are several cultural facilities reasonably near the project site. The Perth Amboy Public Library is located at 196 Jefferson Street, Perth Amboy, NJ, which is approximately 0.7 miles from the project site. The Perth Amboy Gallery Center for the Arts is located approximately 1.6 miles from the project site at 339 Reade Street, which is on the corner of Fayette and Reade Streets in Perth Amboy. Additionally, there is a hummingbird garden located on the project site at the intersection of High Street and Sadowski Parkway. Upon completion of project activities, it is expected that more residents and visitors will take part in recreational activities on the project site. The increased volume of people frequenting the project site will increase visitors to nearby cultural facilities. The most nearby cultural facilities will give visitors to the project site more options of how to spend their time.</p> <p>Source: Official website of the City of Perth Amboy</p>
Transportation & Accessibility	1	<p>The project site is located close to public transportation access points which serve the potential needs of current and future residents and/or visitors. Perth Amboy's New Jersey Transit (NJT) provides both commuters access to rail and bus transportation. The North Jersey Coast Line is the commuter rail line that runs through Perth Amboy. There are no ticket agents available; however, two ticket vending machines, bike racks, and lockers are available. The NJT station is located just south of Smith Street between Elm and Maple Streets, and is approximately 1.0 mile from the project site. Academy Bus, located at 440 Florida Grove Road, is approximately 2.0 miles from the project site. It provides access to both commuter and charter buses. Nelvi Transit located at 440 State Street is approximately 0.8 mile from the project site. Nelvi Transit provides transportation for the school district as well as personal limousines and personal service transportation. Additionally, the project activities will include the installation of new racks for kayaks and canoes and refurbishing of the boat ramp, which will allow for increased access to the waterway.</p> <p>Sources: New Jersey Transit website; Academy Bus website; Nelvi Transit website</p>
Natural Features		
Water Resources	4	<p>The proposed project would not pose a significant threat to ground water or other water resources. The project is will be consistent with the applicable regulations for Wetlands Protection, Coastal Zone Management, Floodplain Management, and Sole Source Aquifers, which are protective of water resources of the state (see above sections).</p> <p>The New Jersey Division of Land Use Regulation (DLUR) determined that a Waterfront Development Individual Permit and a Flood Hazard Area Permit will be required for the proposed project. Due to the complexity of the project, DLUR was unable to make a determination on whether the project will impact areas regulated under the Freshwater Wetlands Protection Act rules (N.J.A.C. 7:7A). The DLUR recommends that a meeting be held prior to any permit applications</p>

		<p>are submitted. This will allow the DLUR to further review the project activities and determine whether a permit as required for the Freshwater Wetlands Protection Act will be necessary (see NCR39567DLURResponse). The proposed project must comply with all applicable permit requirements.</p> <p>Additionally, this project does not require direct withdrawals from groundwater or surface water resources; furthermore, municipal water service is available and will be utilized at the site, provided by Utility Service Affiliates (Perth Amboy). This project will not significantly increase impervious area, and will therefore have minimal impact to surface water runoff. Mitigation measures including installation of natural vegetation on sloped surfaces, silt fences or hay bales to help filter runoff would be implemented where possible to avoid or minimize any potential temporary impacts during project activities (see Required Mitigation and Project Modification Measures).</p>
Surface Water	1	<p>The proposed project is not anticipated to have a significant effect on any surface water body. This project will not significantly increase impervious surface coverage at the project site and will therefore have minimal impact to water runoff. The nearest surface water bodies are Raritan Bay and Arthur Kill which border the southern and eastern perimeters of the project site, respectively. The nearest federally designated Wild and Scenic River, Lower Delaware River, is approximately 34 miles west-southwest of the proposed action site (see NCR39567WildScenicRiversMap).</p>
Unique Natural Features & Agricultural Lands	1	<p>There are no unique natural features in the vicinity of the project site. According to the National Registry of Natural Landmarks, the only Natural Landmark in Middlesex County is the 1,250 acre Pigeon Swamp located southwest of the proposed action site. The proposed project will not impact this state owned natural landmark. Additionally, no portions of the proposed action site are considered prime farmlands or farmlands of statewide or unique importance; all portions of the proposed action site are in or committed to urban development, and are not defined as "Farmland" in 7 CFR 658.2. Therefore, the project will have no impact to agricultural lands.</p> <p>Source: National Park Service National Natural Landmarks website</p>
Vegetation and Wildlife	4	<p>The proposed project involves repairs and new improvements to a public facility, with no change in land use, in Perth Amboy, NJ. The activities associated with the proposed project are anticipated to restore and improve the project site for its originally intended use prior to Superstorm Sandy. However, an ENSP Biologist concluded that "since this project requires a permit, other endangered and threatened wildlife concerns will be addressed in accordance with the normal Division of Land Use Regulation [DLUR] review process." The ENSP Biologist referenced the consultation with the DLUR regarding Coastal Zone Management and Floodplains Management. The DLUR requires a Waterfront Development Individual Permit and a Flood Hazard Area Permit. Therefore, because the ENSP Biologist determined that the above-mentioned permits would address any other concerns that might arise as it relates to endangered and</p>

		threatened species, no additional review is required if the conditions set forth in the NJDLUR determination letter (see DLUR Consultation in NCR39567DLURResponse) are met.
--	--	--

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 proposed action does not involve the sale or acquisition of property located within a Civil Airport Runway Clear Zone or a Military Airfield Clear Zone. The only New Jersey airports listed as commercial service airports in the current NPIAS are Newark Liberty International Airport in Essex and Union Counties and Atlantic City International Airport in Atlantic County. The distances between the proposed action site and the runway protection zones associated with Newark Liberty International Airport and Atlantic City International Airport are 12 miles and 73 miles, respectively. Additionally, these runway protection zones are uninhabited and therefore, not applicable to the project. The only military airfield in New Jersey with clear zones and accident potential zones subject to these restrictions is the Lakehurst Naval Air Station. The proposed action site is located approximately 30 miles from the runway protection zones associated with Lakehurst Naval Air Station (see NCR39567AirportClearZonesMap). [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 nine designated units and twelve "otherwise protected areas" that comprise the Coastal Barrier Resources System in New Jersey are part of the John H. Chafee Coastal Barrier Resources System and are undeveloped coastal barriers and other areas located on the coasts of the United States. The nearest component of the Coastal Barrier Resource System is approximately 2.79 miles southeast of the proposed action site. Therefore, the proposed action would have no impact on coastal barrier resources (see NCR39567CoastalBarrierResourcesMap). [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 proposed action site is located in Flood Zones AE and VE, which are in the FEMA-designated Special Flood Hazard Area. The site location is shown on the Federal Emergency Management Agency's Flood Insurance Rate Maps (FIRM), Panel 157 of 286, Map Number 34023C0157F and Panel 69 of 286, Map Number 34023C0069F, effective July 6, 2010 (see NCR39567FIRM). Proof of flood insurance, in accordance with 24 CFR 58.6(a), must be provided to the Department of Community Affairs in order for this site to remain eligible

for this program. Accordingly, NFIP insurance is required except in cases where a nonresidential structure foundation is elevated above the base flood elevation. Project activities only include one building, a proposed public restroom in Area 1. This building will be constructed in the 100-year floodplain; thus it must be covered by flood insurance and the flood insurance must be maintained for the economic life of the structure. No funding will be provided to any person who previously received federal flood disaster assistance conditioned on obtaining and maintaining flood insurance, but failed to obtain and maintain the insurance [24 CFR 58.6(b)]

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. 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.)

A Floodplains 8-Step Decision Making Process was performed as a part of this review.

Field Inspection (Date and completed by):

The field inspection was completed on October 21, 2014 by Malik Rasool. The property location was able to be verified by existing recreational features and neighborhoods in the area. Mr. Rasool inspected the property and noted that the primary use of the property consisted of a public park and recreational area. There was no indication of stressed/discolored vegetation, waste dumping, or abnormal odors. Therefore, the field inspection yielded no evidence of any recognized environmental concerns on-site.

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

Academy Bus website:
www.academybus.com

City of Perth Amboy, website:
<http://ci.perthamboy.nj.us/>

Google Maps website:
<https://www.google.com/maps>

Historic Aerials:
<http://www.historicaerials.com/aerials.php?scale=5&lon=-84.7&lat=34.019949781641&year=1988>

HUD ASD Calculator Tool:
<https://www.hudexchange.info/environmental-review/asd-calculator/>

Jewish Renaissance Foundation, The website:
<http://www.jrfnj.org/>

Kiefer, Ralph W. "Terrain Analysis for Metropolitan Fringe Area Planning." Journal of the Urban Planning Division, Proceedings of the American Society of Civil Engineers, December 1967.

Meoching, Howard, Inventory and Evaluation of Soils for Urban Development (St. Paul HRA C.P. District 6 – North End), Ramsey Soil and Water Conservation District

Middlesex County Social Services website:
<http://middlesexcwa.newark.rutgers.edu/>

Middlesex County Solid Waste Management website:
<http://www.co.middlesex.nj.us/Government/Departments/PSH/Pages/Solid-Waste-Management.aspx>

Middlesex Water Company website:
<http://www.middlesexwater.com/>

National Park Service National Natural Landmarks in Middlesex County website:

<http://www.nature.nps.gov/nnl/county.cfm?County=1919>

Nelvi Transit website:

<http://www.nelvitransitinc.com/#!>

New Jersey Transit website:

www.njtransit.com

Perth Amboy Public Schools website:

<http://paps.net/>

Raritan Bay Medical Center website:

<http://www.rbmc.org/>

Salvation Army of Perth Amboy, The website:

<http://newjersey.salvationarmy.org/NewJersey/perthamboy>

Lists of Permits Required:

The proposed project will require the following permits:

- Waterfront Development Individual Permit
- Flood Hazard Area Permit

Additionally, the U.S. Army Corps of Engineers determined that, if the renovations to the boat ramp remained within the existing footprint or upland of the Mean High Water Line, the proposed project will comply with Nationwide Permit #3 for Maintenance.

Public Outreach [24 CFR 50.23 & 58.43]:

A 15-day “Notice for Early Public Review of a Proposed Activity in a 100-Year Floodplain” was published in The Star-Ledger on February 26, 2015 and El Diario on February 25, 2015. The 15-day comment period expired on March 12, 2015 for The Star-Ledger and March 13, 2015 for El Diario. A combined Notice and Public Explanation of a Proposed Activity in the 100-Year Floodplain, Notice of Finding of No Significant Impact and Notice of Intent to Request Release of Funds will be published. Public comments will be addressed prior to project implementation.

Cumulative Impact Analysis [24 CFR 58.32]:

The proposed project involves the repair of and the incorporation of new improvements to a waterfront area in the south and southeast portion of the City of Perth Amboy, New Jersey. The surrounding area is comprised of mostly residential areas and water. The rebuilding of this community has been a gradual, ongoing process; thus, any negative effects that might result from the project activities will be temporary and negligible. It is not anticipated to contribute to any cumulative negative effects on the surrounding environmental resources. Additionally, project activities have the potential to positively contribute to the ease of access and increased usage of the waterfront area for both local residents and visitors. In addition to project activities, another potential future improvement in the vicinity of the project site involves the installation of a bicycle path in the park area adjacent to the beach. While the exact location of the proposed ten foot wide two-way bicycle path has yet to be determined, it is expected to span the entire length of Areas 1 and 2 as well as the land between the two, effectively connecting both portions of the project site (see NCR39567ConceptPlan for an estimated proposed location) and thereby further contributing to the ease of access to this waterfront area. The final product will result in a new and improved waterfront. The improvements will greatly increase attraction to the new amenities and will become a protection for waterfront communities.

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.)

The alternative actions considered for this project included the relocation of the project to a different location outside the 100-Year Floodplain. Relocating the waterfront repairs and new improvement project to a site outside the floodplain is not financially feasible and would be contrary to the purpose and function of the proposed activities. The proposed project site is within the SFHA and relocating to a site outside the 100-Year Floodplain would not address the dilapidated waterfront issues that are currently in need of repairs and improvements. Additionally, this recreational area is located immediately adjacent to the community that would be best served by the intended repairs and improvements. The surrounding areas are heavily developed and densely populated and revitalization of the damages to the waterfront that resulted from Superstorm Sandy would serve residents' and visitors' recreational needs. Therefore, there are no relocation alternatives where the waterfront project could be beneficial to the nearby businesses and community as a whole.

The second alternative action considered for this project was limiting project activities to only include areas located outside the 100-Year Floodplain. The only planned project activities located outside the 100-Year Floodplain include the repairs to the tennis courts, repairs to a portion of the sidewalk system, and the repairs and improvements to portions of Bayview Park located in the northernmost portion. The repairs and improvements to the portions of Bayview Park located outside the 100-Year Floodplain would not include the planned refurbishments to the adjacent street. Because of the restrictions of the alternative action, only a small portion of the intended project can be accomplished outside the 100-Year Floodplain. While this would serve some of the immediate needs of the surrounding communities, this alternative action would only solve a few short-term goals. The long-term goals intended by the repair and improvements to the entire proposed waterfront area would not be addressed by this scaled-down project. Additionally, the scaled-down project would not serve to fully accomplish the goals of the NCR program, which is designed to promote the long-term revitalization of communities. Therefore, this alternative is rejected.

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

The "No Action Alternative" means that the proposed project would not be implemented and the waterfront would likely remain in its current storm-damaged condition and may not receive funding to make the needed repairs and improvements to revitalize the area. Without these repairs and new improvements, the waterfront would remain in a state of disrepair and may potentially deteriorate, and instead contribute to the continued lack of revitalization in communities most affected by Superstorm Sandy. The proposed project repairs and new improvements will enhance and restore the value of the floodplain by the continuing usage and expanded amenities of the waterfront as a recreational area. The No Action Alternative was considered and rejected because taking no action would not address the vital infrastructure needs of the area, and would not aid in the community recovery in the City of Perth Amboy, New Jersey.

Summary Statement of Findings and Conclusions:

The project will contribute to the revitalization of the City of Perth Amboy in Middlesex County, which is one of the nine counties in New Jersey designated as having been most impacted by Superstorm Sandy. The project will contribute to the revitalization of the waterfront area near the intersection of Raritan River, Raritan Bay, and Arthur Kill. Project activities will serve to repair the damage as well as significantly improve and facilitate waterfront access and usage for both local residents and visitors. The primary goal of this project is to repair an existing waterfront area and create a recreational area that is both welcoming and easy to access. By incorporating the recommended mitigation measures and best management practices, meeting all required project conditions and complying with all required federal, state, and local permit requirements, adverse impacts from this project would be minimal. Therefore, it has been determined

that the proposed project will not result in a significant negative impact on the quality of the human or natural environment.

Required Mitigation and Project Modification Measures:

(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.)

General

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.

Acquire all required federal, state and local permits prior to commencement of construction and comply with all permit conditions.

Coastal Zone Management

The New Jersey Division of Land Use Regulation (DLUR) determined that a Waterfront Development Individual Permit and a Flood Hazard Area Permit will be required for the proposed project. Furthermore, prior to construction activities, it is recommended that a pre-application meeting be held with the DLUR to discuss the project prior to submission of the final Waterfront Development Individual Permit application. The proposed project must comply with all applicable permit requirements.

Floodplain Management

Proof of flood insurance, in accordance with 24 CFR 58.6(a), must be provided to the Department of Community Affairs in order for this site to remain eligible for this program. Accordingly, NFIP insurance is required except in cases where a nonresidential structure foundation is elevated above the base flood elevation. Project activities only include one building, a proposed public restroom in Area 1. This building will be constructed in the 100-year floodplain; thus it must be covered by flood insurance and the flood insurance must be maintained for the economic life of the structure. No funding will be provided to any person who previously received federal flood disaster assistance conditioned on obtaining and maintaining flood insurance, but failed to obtain and maintain the insurance [24 CFR 58.6(b)].

As required by the New Jersey Department of Environmental Protection, Division of Land Use Regulation, a Flood Hazard Area Permit is required for the proposed project activities.

Hazardous/Toxics Materials

During project activities, the contractor should take all required precautions surrounding the broken and collapsed sidewalk, broken railing, and woody debris previously washed ashore at the project site.

Applicant must comply with all laws and regulations concerning the proper handling, removal and disposal of demolition and construction waste (e.g. construction and demolition debris, pesticides/herbicides, white goods, etc.).

Historic Preservation

Application property includes previously recorded archaeological sites and areas of moderate to high archaeological potential. Work in the attached scope has been reviewed and approved by the NJ HPO. Any scope adjustments that involve ground disturbance and any disturbance within the existing scope that extends below modern fill must be reviewed and approved by NJ HPO to ensure continued Program compliance, before work is performed. The proposed action would have No Adverse Effect on archaeological concerns with the condition that disturbance from the proposed action does not extend below the depth of fill or that the ground disturbance is confined to portions of the property that fall outside of the areas of moderate archaeological potential. The areas of concern are from the Perth Amboy Ferry Slip to the former McCormick Tenant House, specifically the parking lot that encompasses Block 52, Lots 5, 5.01, 6, 6.01, 7, and 7.01. Additionally, if future activities requiring state or federal permits to construct the proposed bike path are designed, that further consultation regarding the level of ground disturbance would be required with the NJ HPO, prior

to the work commencing.

Wetland Protection

Renovation activities to the existing boat ramp must adhere to the general and regional conditions, listed in USACE Nationwide Permit #3 (NWP3) for Maintenance, which includes submitting a pre-construction notification to the district engineer prior to commencing the activity. There should be no construction activities (including staging areas), dredging or placement of fill (excavated material) carried out down gradient of the MHWL. Additionally, all other planned construction activities included in the project must remain upland of the MHWL in order to remain in compliance with USACE jurisdiction. If project activities (with the exception of the boat ramp) are located down gradient of the MHWL, additional consultation with the USACE will be required.

Additionally, due to the complexity of the project, the New Jersey Division of Land Use Regulation (DLUR) was unable to make a determination on whether the project will impact areas regulated under the Freshwater Wetlands Protection Act rules (N.J.A.C. 7:7A). The DLUR recommends that a meeting be held prior to any permit applications are submitted. This will allow the DLUR to further review the project activities and determine whether a permit as required for the Freshwater Wetlands Protection Act will be necessary.

Noise

The proposed project must comply with applicable local noise ordinances. During project activities, noise will be a temporary impact that will be mitigated to the extent feasible and will be controlled by Best Management Practices including turning off idling equipment, minimize noise impulses, avoiding scheduling project activities during nighttime hours and on weekends, inspecting all equipment at periodic intervals to ensure proper maintenance, and ensuring that all equipment has manufacturers' recommended noise abatement measures.

Water Resources

Mitigation measures including installation of natural vegetation on sloped surfaces, silt fences or hay bales to help filter runoff should be implemented wherever possible during construction activities to avoid or minimize any potential temporary impacts.