ENVIRONMENTAL IMPACT ASSESSMENT REPORT

For

Harbor Group

Proposed Warehouse and Site Improvements

Block 528.04, Lots 19.31 & 19.32
110-130 Belmont Drive
Township of Franklin
Somerset County, NJ

Prepared by:

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DEC # 4035-99-001

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A. ENVIRONMENTAL ASSESSMENT REPORT

This Environmental Assessment Report was prepared in accordance with requirements of the Township of Franklin Land Use Ordinance Article XXV, Section §112-199, in support of the Preliminary and Final Site Plan application for the Proposed Warehouse on Lots 19.31 & 19.32, Block 528.04, in the Township of Franklin, Somerset County, New Jersey. The subject parcel qualifies for preparation of an environmental assessment being that the development proposes buildings in excess of 5,000 SF. The scope of the project includes the redevelopment of the existing office buildings with a proposed 153,154 SF warehouse with associated driveways, parking areas, landscaping, stormwater management systems, and other associated site improvements. One (1) office building (130 Belmont Drive) and associated site improvements will remain.

The purpose of this statement is to summarize, highlight, or otherwise qualify, the extent of the effects the proposed development will have on the ecological systems and the environment of the subject property and the lands of the Township of Franklin.

The "Preliminary and Final Major Site Plans & Minor Subdivision" and associated Traffic Impact Study and Stormwater Management Analysis have been submitted as part of the Preliminary and Final Major Site Plan and Minor Subdivision Application to the Township.

1) ***Project Data:***

The subject parcel encompasses approximately 12.86 acres and is located at 110-130 Belmont Drive. The subject site is specifically identified as Block 528.04, Lots 19.31 & 19.32 in the Township of Franklin, Somerset County, New Jersey.

The overall tract is located in the B-I (Business and Industry) Zone. The scope of the project includes the redevelopment of the subject site with a proposed 153,154 SF warehouse and associated driveways, parking areas, landscaping, stormwater management systems, and other associated site improvements. One (1) of the existing office buildings onsite will remain.

2) ***Mapping***

The subject site is specifically identified as Block 528.04, Lots 19.31 & 19.32 as shown on the plan entitled "Preliminary and Final Major Site Plan & Minor Subdivision" prepared by Dynamic Engineering Consultants, PC. The New Jersey State Plane Coordinates of the site are X = 481,285 and Y = 622,340. The existing conditions of the tract have been verified by the ALTA/NSPS Land Title Survey as prepared by Stires Associates, P.A., dated June 3, 2021.

The tract is bound to the north, south and west by industrial uses; and to the east by Belmont Drive with industrial uses beyond. Enclosed within the Appendix of this report, the following regional maps have been provided to assist in project familiarity and locational reference: Township Tax map, USGS map, Aerial Photo map, NRCS Soils map and FIRM map. The "Preliminary and Final Major Site Plans & Minor Subdivision" have also been submitted as part of the project application.

3) Existing Environmental Features

[a]. Natural Resources

i. Geologic Character

These lands can be characterized as "typical" of central New Jersey geology with minor surface undulations. The immediate site features are consistent with the Passaic Formation in which siltstone and shale are abundant.

ii. Soil Characteristics

Based on the Somerset County Soil Survey, the soil types native to the site include:

SOIL TYPE	SOIL TYPE NAME	HYDROLOGIC SOIL GROUP
PenB	Penn silt loam, 2 to 6 percent slopes	C
RehA	Reaville silt loam, 0 to 2 percent slopes	C

These soils are also consistent with central New Jersey character and pose no problem to anticipated construction efforts.

iii. Topography

The site topography generally slopes from the northwestern portion of the property to the southeastern. The slopes are moderate, and should present no problem to construction efforts.

iv. Surface and Subsurface Hydrological Features

The existing tract consists of three (3) existing office buildings with the remainder of the site consisting of vehicle circulation, parking, and open space areas. The anticipated stormwater runoff from the proposed development will be collected by the proposed conveyance system and directed to the existing stormwater management infrastructure located within Belmont Drive. The proposed stormwater management system has been designed in accordance with NJAC 7:8. and will accommodate the runoff that will result from development.

According to the NJDEP GeoWeb Mapping System and our initial site investigation, the subject parcel does not appear to be within the vicinity of any streams or tributaries that will affect the proposed development. According to NJDEP GeoWeb Mapping System, there appears to be wetlands located immediately north of the subject property. However, a field investigation has been performed which confirmed the mapped wetland area is a high maintained lawn area associated with the adjacent use and not composed of regulated wetlands and/or transition areas.

v. Vegetation and Wildlife

The tract consists of three (3) existing office buildings with the remainder of the site consisting of vehicle circulation, parking, and open space areas. The project has taken into consideration the Tree Removal section in the Township of Franklin Ordinance and will plant new trees or pay into the tree fund as deemed necessary. The wildlife found on-site would be typical of central New Jersey areas and could include species such as squirrels, opossums, skunks, rabbits, as well as numerous bird species.

[b]. Man-made Resources

i. Present Land Use

The tract consists of three (3) existing office buildings with the remainder of the site consisting of vehicle circulation, parking, and open space areas.

ii. Adjacent Land Use

The tract is bound to the north, south and west by industrial uses; and to the east by Belmont Drive with industrial uses beyond.

iii. Access and Transportation Patterns

Existing access to the site is provided via two (2) full movement driveways along Belmont Drive.

iv. Noise Levels

Existing noise levels are consistent with industrial zoned areas in other suburban central New Jersey communities with most noise emanating from vehicular traffic along adjacent roadways during peak travel times.

v. Zoning and Master Plan Delineation

The subject property is located within the B-I (Business and Industry) Zone. The proposed use is permitted within this zone.

vi. Community Facilities

Water, sanitary sewer, telephone, gas and electric utilities are currently available to the property. During construction, solid waste will be disposed of by a private contractor at an appropriate recycling/disposal facility. Under proposed conditions, solid waste and recycling materials will be stored for collection by a private hauler and disposed of at a licensed facility.

The proposed warehouse facility will provide three (3) points of access from Belmont Drive for emergency (police and fire) services.

[c]. Human Resources

There are no significant existing cultural or social factors that contribute to unique aesthetic features or historical character of the site. The subject property does not consist of any historical site and is not located within any historical districts.

Furthermore, the proposed project is located within the Delaware and Raritan Canal Commission Zone B. The project will require approval from the Delaware and Raritan Canal Commission and will comply with their visual, historic, and natural quality impact standards.

[d]. Pollution Problems

Existing air quality surrounding the site is typical of an industrial corridor in a central New Jersey suburban setting due to the passing cars, heavy duty trucks, buses and other vehicles.

Public sanitary sewer service is available to the site. As such, the proposed development will be served by the Franklin Township Sewerage Authority.

4) Construction Phase

	Receive Planning Board and all other County and State Approvals	July 2021 – January 2022
Phase 1	Temporary Soil Erosion Facilities	Immediately
Phase 2	Inlet Protection for Existing Inlets	Immediately

Phase 3	Temporary Seeding	Immediately
Phase 4	Soil Movement and Rough Grading	10 weeks
Phase 5	Slope Embankment Protection	Immediately
Phase 6	Storm Drainage Inlets and Conveyance System (Install Inlet Protection immediately after Installation of Inlets)	8 weeks
Phase 7	Construction of Curb and Sidewalk	2 weeks
Phase 8	Construct Base Course	4 weeks
Phase 9	Maintain Temporary Soil Erosion Facilities	Continuously
Phase 10	Construction of Building	4 months
Phase 11	Sanitary Lateral Installation	2 weeks
Phase 12	Water Service Installation	4 weeks
Phase 13	Landscaping and Lighting Fixtures	6 weeks
Phase 14	Final Paving, Striping & Signage	4 weeks
Phase 15	Maintain Temporary Soil Erosion Facilities	Continuously
Note: Timeframes are subject to change due to weather and other uncontrolled or unanticipated factors.		

Traffic control along public roadways during the construction process will be handled and coordinated between the contractors and the Franklin Township Police Department.

5) Required Approvals

The following represents a listing of anticipated approvals:

Franklin Township	Preliminary and Final Site Plan & Minor Subdivision Approval (Planning Board)
Somerset County	Letter of Exemption/No Interest
Franklin Township Sewerage Authority	Sewer Connection Approval
Franklin Township Water	Water Connection Approval
Somerset/Union SCD	Soil Erosion & Sediment Control Certification
Delaware Raritan Canal Commission	Site Plan Approval

Miscellaneous utility companies, Franklin Township Police and Fire Commission concerns will be addressed as required.

6) Impact of the Proposed Project

As a result of the site design techniques, stormwater management design and good construction practices employed as part of this project, it is anticipated that the proposed project will have no significant effects on the surrounding area. The proposed development will provide the local area with increased economic growth and does not have an effect on the projected costs associated with the provision of municipal and education services.

The adjacent roadways are expected to accommodate the proposed project. For specific traffic related items, please refer to the "Traffic Impact Study" prepared by Dynamic Traffic, LLC.

Under proposed conditions, there will be a minimal increase in the Police and Fire Department demands to incorporate the construction of the facility into the community. This impact will be offset by the additional tax revenue generated by the project.

*7) **Adverse Impacts***

[a]. Water Quality

The project will be connected and serviced through the appropriate local water company, therefore, providing clean, safe drinking water within the facility.

The proposed development will result in a net reduction in impervious surfaces when compared to the existing conditions. As a result, the design for the proposed stormwater facilities will satisfy the water quality aspect of the Township of Franklin Land Use Ordinance and NJAC 7:8.

[b]. Air Quality

Existing air quality surrounding the site is typical of an industrial zone in a central New Jersey suburban setting. There are existing hazardous air pollutants (HAP's) which come from cars, heavy duty trucks, buses and other vehicles. These vehicles produce diesel particulate matter, diesel exhaust and/or carbon monoxide. There are known health standards associated with these pollutants. Current air quality readings taken from surrounding areas report the presence of pollutants such as carbon monoxide at an Air Quality Index (AQI) range of 30-40. The Air Quality Index is based on a value of 100 in which 100 would be exceeding the health standard limit. Therefore, the pollutants measured are less than half the allowable amount. AQI readings in Franklin Township can be expected to be similar to those recorded in surrounding areas.

There may be some temporary airborne dust particulates associated with the construction process but these conditions will be localized and will dissipate with the stoppage of each workday. Dust will be controlled through daily watering of the construction entrances/exits and circulation aisles and cleaning of the streets in close proximity to same, as necessary.

[c]. Noise

Existing noise levels on-site can be characterized as typical of a central New Jersey commercial/industrial Zone. Most noise emanates from passenger vehicular and delivery traffic along adjacent roadways at peak times. This should be considered

normal for the use and temporary in nature. Sound levels are subject to daytime and nighttime limits. Governmental regulations limit the A-weighted sound levels produced when measured at a residential property line to the following levels:

Daytime (7:00 AM – 10:00 PM) – 65DB (A)
Nighttime (10:00 PM – 7:00 AM) – 50DB (A)

The term A-weighted is a standardized frequency weighting which attempts to duplicate the human ear frequency and sensitivity; and, therefore, provides an overall sound level measurement with how people actually perceive noise.

The regulations also provide limits for sound pressures in the preferred octave bans with center frequencies between 31.5 and 8,000 Hz.

It is not anticipated that this facility will exceed the daytime or nighttime usage allowances. It should be noted delivery and trash collection trucks will unload and pick up during daytime hours. Therefore, in our estimation, ambient noise will not adversely impact the quality of life on the site or in close proximity thereof.

[d]. Undesirable Land Use Patterns

The subject property is located within the B-I (Business and Industry) Zone and the proposed warehouse facility is permitted within this zone. It is therefore concluded that the proposed project is consistent with the overall master plan objectives of the Township and does not represent undesirable land use patterns.

[e]. Damage or Destruction of Plant and Wildlife Systems

The existing plant and wildlife located on-site are typical of areas located within central New Jersey. The project proposes to remove any overgrown brush and vegetation and replace it with new native landscaping throughout the site. The new landscaping will bring a greater aesthetic value to the site.

[f]. Aesthetic Values

The existing tract consists of three (3) existing office buildings with the remainder of the site consisting of vehicle circulation, parking, and open space areas. The proposed development will provide an increase in aesthetic value for the subject parcel with more modern architectural and landscape features.

Furthermore, there are no vistas, bluffs, escarpments or noticeable rock outcroppings to be affected as a result of the proposed development.

[g]. Destruction of Natural Resources

The proposed development does not incorporate the destruction of considerable natural resources.

[h]. Displacement of People and Business

There will be temporary displacement of businesses associated with the existing offices, until the proposed warehouse is built.

[i]. Displacement of Viable Farms

The proposed development does not incorporate the displacement of viable farmland.

[j]. Employment and Property Tax

The proposed development will provide for a considerable number of jobs for the local economy and significant tax revenues for the municipal tax base.

[k]. Destruction of Man-Made Resources

Two (2) of the three (3) existing buildings will be demolished in conjunction with the proposed development. However, the overall economic, community, and aesthetic values from the subject property will increase from the proposed development.

[l]. Disruption of Desirable Community and Regional Growth

Since the proposed use is in general compliance with the provisions of the B-I zone, it can be represented that there will be no disruption of community and/or regional growth as a result of this development. In fact, the development will allow for a certain measure of community growth by providing expanded business and jobs for the local and regional community.

[m]. Traffic Impacts

The proposed circulation patterns on-site and the proposed full movement driveways along Belmont Drive will effectively accommodate the anticipated traffic volumes being generated by the proposed development. There could be some daily (temporary) traffic delays within the adjacent roadways due to construction and possibly road closures, but otherwise traffic will not be adversely impacted.

For specific traffic related items please refer to the "Traffic Impact Study" prepared by Dynamic Traffic, LLC.

[n]. Health, Safety, and Well-being of the Public

The proposed development will have no ill effect on the health, safety or well-being of the community. It will provide valuable warehousing space to generate local commerce. The proposed development will also provide for numerous jobs which will lead to improved local economic growth.

There is no residential component in this application, which means it will not generate additional enrollment in the local school system, or the high costs traditionally associated with an increase in the school-aged population. In general, the proposed development will benefit the public community and surrounding area.

8) Project Alternatives

Since this project is in the B-I (Business and Industry) Zone and the proposed use is permitted, there are no alternative development scenarios which would completely avoid potential adverse impacts. Any type of permitted development will have a certain measure of impact associated with it.

[a]. The "No Project" or no-action alternative - It would appear that the Township, through its Master Plan objectives, has reserved this tract for the use being proposed. The "No Project" alternative would leave the subject property underutilized.

[b]. Alternative Road Alignments – Extensive review of the existing traffic patterns and understanding of the anticipated traffic generation has led to the ultimate site design for overall circulation throughout the complex. The locations of the full movement driveways have been carefully chosen based on their accessibility from Belmont Drive. The driveways are also correctly aligned with the internal drive aisles to properly direct vehicles around the site.

[c]. Alternative Costs and Social Impact – Being that the proposed development generally complies with the requirements of the ordinance and the proposed warehouse facility is permitted in the zone, there are no alternative costs or social impacts to discuss. If the property was to be developed by a different applicant, it will most certainly propose a similar use and site design as which is currently being proposed.

9) Ameliorative Measures

Numerous steps and measures will be undertaken during the course of construction to protect and preserve the environment and best management practices employed to enhance project assimilation. Among the items of consideration are:

- Soil Erosion: The planned development will require approval of the Somerset-Union Soil Conservation District and as such will be subject to the provisions of the Authority. Tree protection fencing, anti-tracking pads, silt fencing, inlet protection and seeding measures will be adhered to throughout construction. Dust will be controlled through daily watering of the construction entrances/exits and circulation aisles and cleaning of the streets in close proximity to same, as necessary. Top soil stockpiling will ensure appropriate seed bedding for final grading and landscape procedures. Inlet protection and conduit outlet protection such as rip-rap aprons will alleviate soil loss from the site.

- The existing drainage patterns will remain and the offsite storm water will continue to be conveyed and ultimately discharged to the existing stormwater conveyance systems located within Belmont Drive.

- Every reasonable effort will be made to protect the existing natural environment with an ultimate goal of incorporating the proposed development with minimal disruption of the existing environment as possible.

B. Conclusion

In light of the geographic location and the zoning designation of the site, it is the opinion of this firm that the proposed development is consistent with the expected impacts to the existing natural resources of the subject properties within the Township of Franklin. The proposed development will serve as a suitable addition to the surrounding developments as well as the local community. The entire subject parcel shall be successfully incorporated into the indigenous environment without detriment to public or private natural resources.

APPENDIX

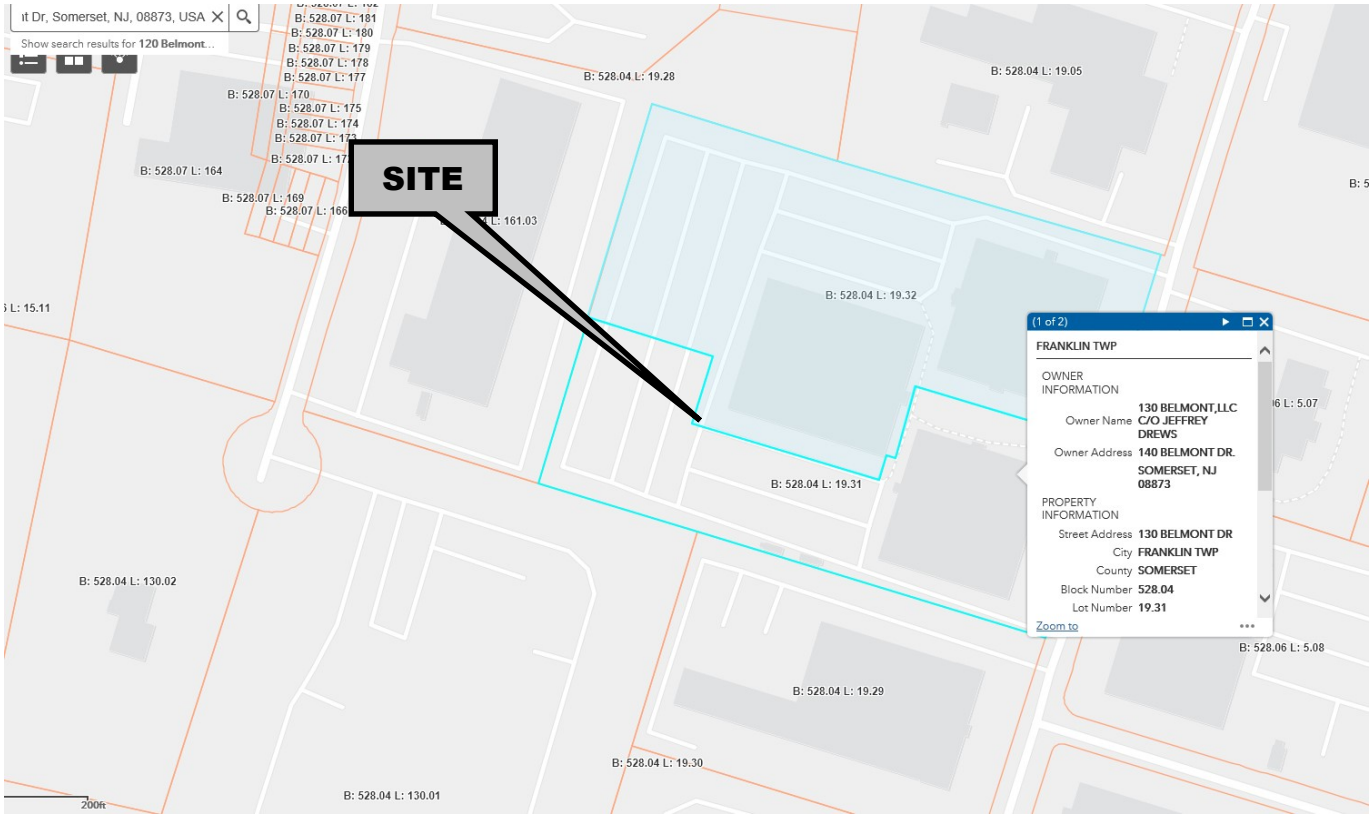
LOCATION MAP

DYNAMIC ENGINEERING

1904 Main Street
Lake Como, NJ 07719
Ph: (732) 974-0198
Fax: (732) 974-3521

40 Main Street, 3rd Floor
Toms River, NJ 08753
Ph: (732) 974-0198
Fax: (732) 974-3521

Location Map



TAX MAP

DYNAMIC ENGINEERING

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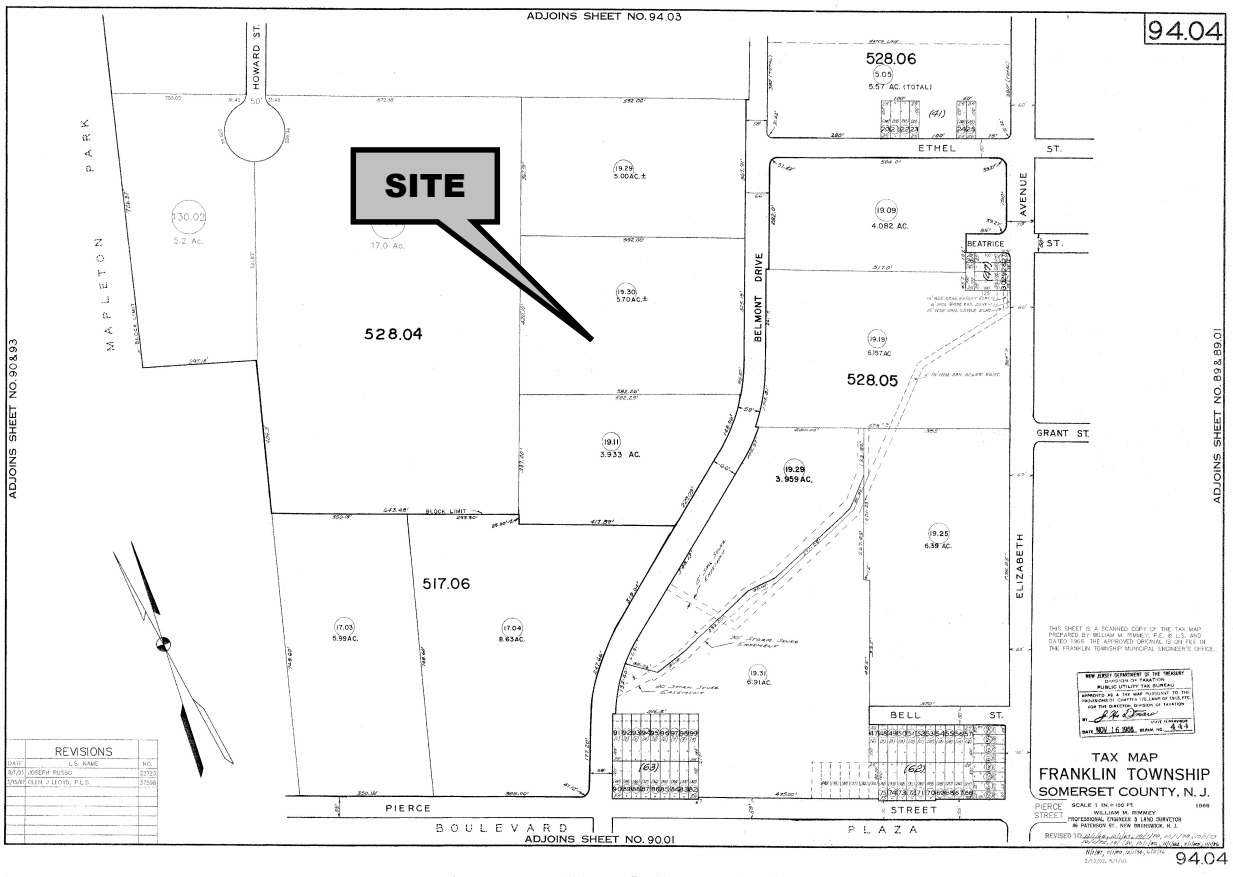
Tax Map



AERIAL MAP

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Aerial Map

ZONING MAP

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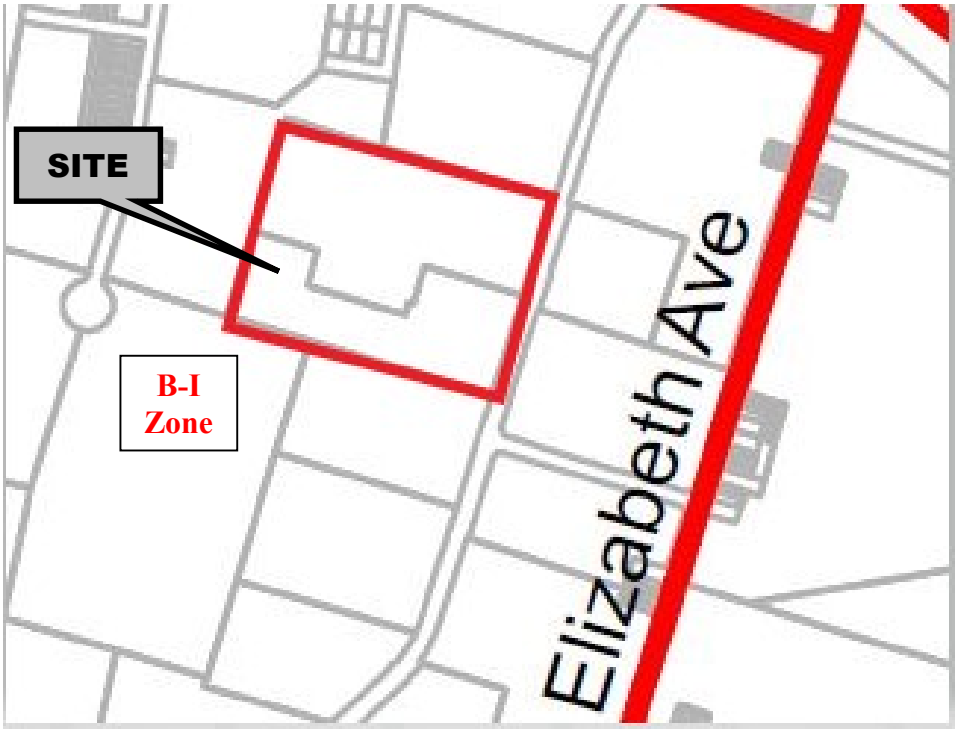
Zoning Map



USGS MAP

DYNAMIC ENGINEERING

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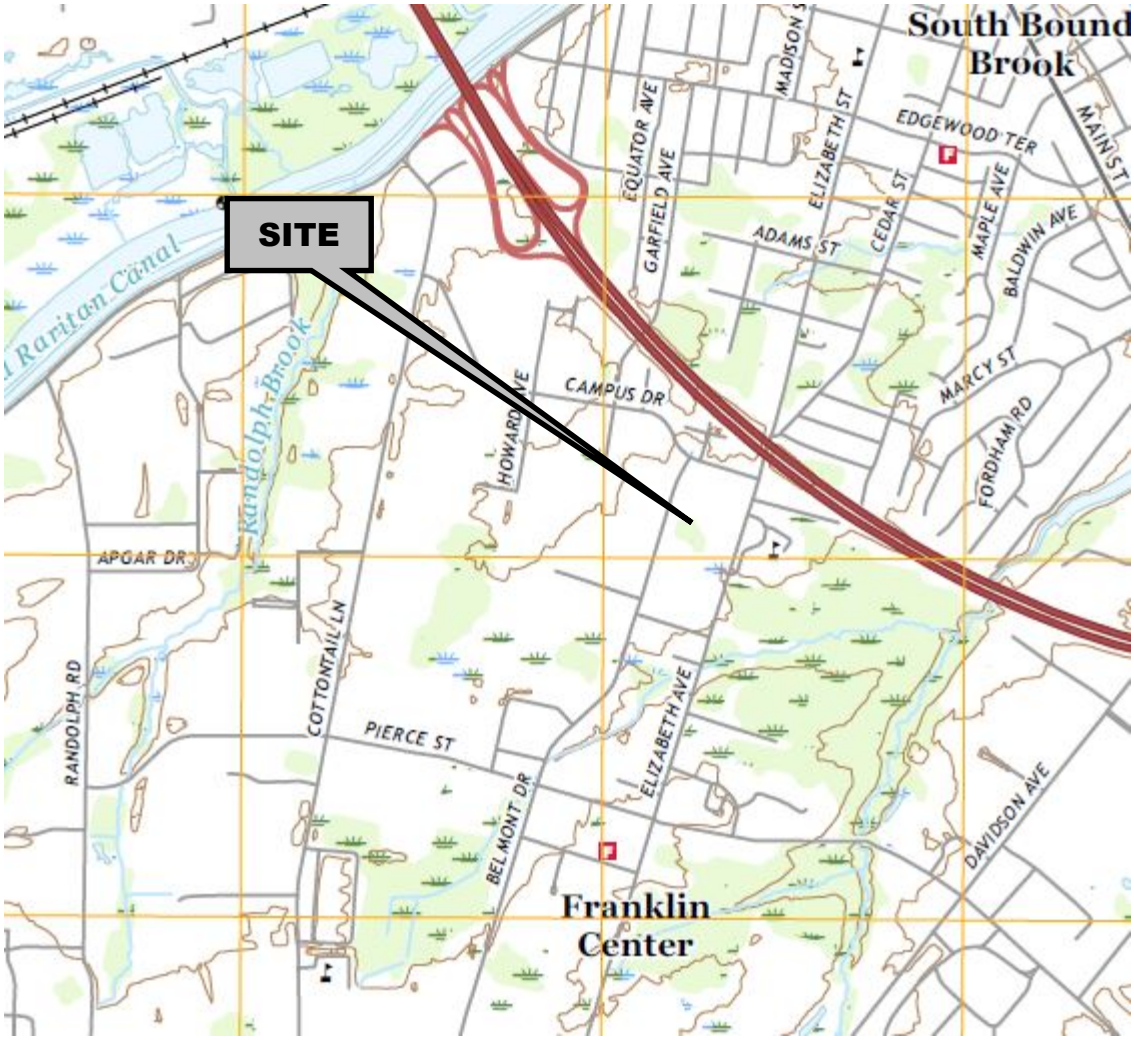
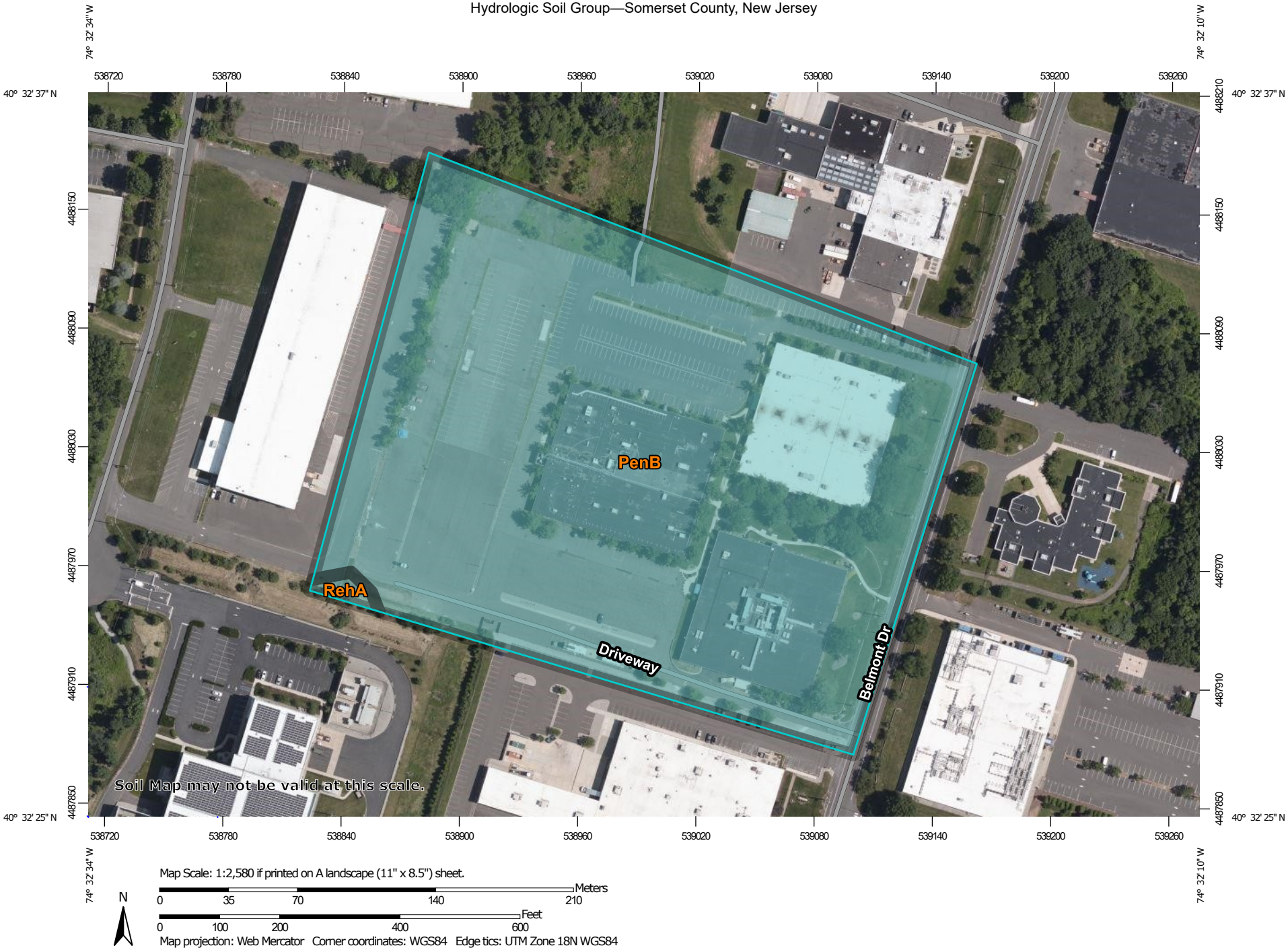
USGS Map



SOMERSET COUNTY SOIL SURVEY



Map Scale: 1:2,580 if printed on A landscape (11" x 8.5") sheet.

N

Meters: 0 35 70 140 210

Feet: 0 100 200 400 600

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 18N WGS84

MAP LEGEND

Area of Interest (AOI)

Area of Interest (AOI)

Soils

Soil Rating Polygons

A

A/D

B

B/D

C

C/D

D

Not rated or not available

Soil Rating Lines

A

A/D

B

B/D

C

C/D

D

Not rated or not available

Soil Rating Points

A

A/D

B

B/D

C

C/D

D

Not rated or not available

Water Features

Streams and Canals

Transportation

Rails

Interstate Highways

US Routes

Major Roads

Local Roads

Background

Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Somerset County, New Jersey
Survey Area Data: Version 18, Jun 1, 2020

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 22, 2019—Jul 13, 2019

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
PenB	Penn silt loam, 2 to 6 percent slopes	C	15.7	99.4%
RehA	Reaville silt loam, 0 to 2 percent slopes	C	0.1	0.6%
Totals for Area of Interest			**15.8**	**100.0%**

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

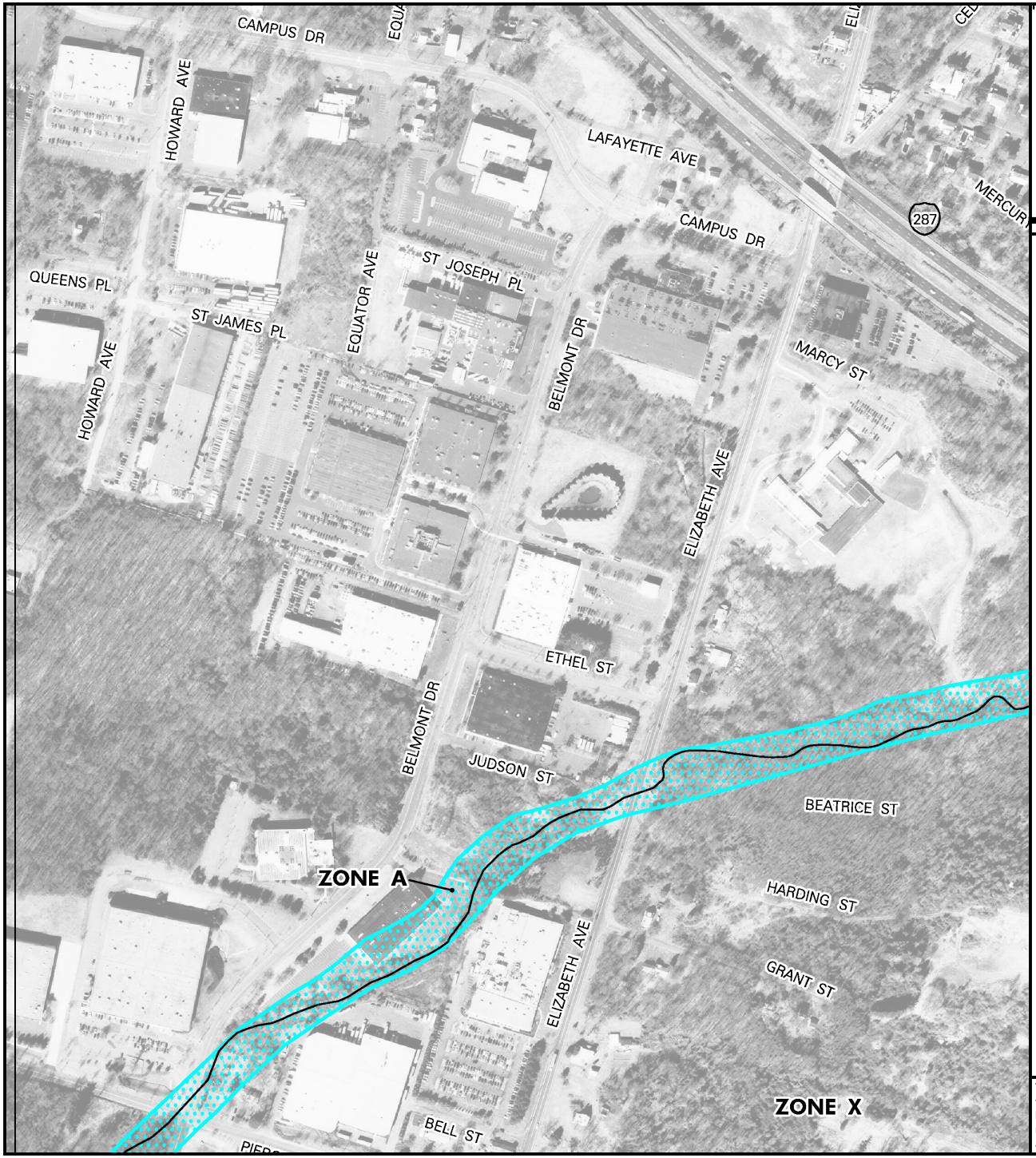
Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

FEMA FLOOD INSURANCE RATE MAP



MAP SCALE 1" = 500'

250 0 500 1000 FEET

150 0 150 300

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0166E

FIRM

FLOOD INSURANCE RATE MAP

SOMERSET COUNTY,
NEW JERSEY
(ALL JURISDICTIONS)

PANEL 166 OF 301

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
BOUND BROOK, BOROUGH OF	340430	0166	E
BRIDGEWATER, TOWNSHIP OF	340432	0166	E
FRANKLIN, TOWNSHIP OF	340434	0166	E
SOUTH BOUND BROOK, BOROUGH OF	340445	0166	E

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

MAP NUMBER
34035C0166E

EFFECTIVE DATE
SEPTEMBER 28, 2007

Federal Emergency Management Agency

This is an official FIRMette showing a portion of the above-referenced flood map created from the MSC FIRMette Web tool. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For additional information about how to make sure the map is current, please see the Flood Hazard Mapping Updates Overview Fact Sheet available on the FEMA Flood Map Service Center home page at https://msc.fema.gov.

NJDEP GEOWEB
BEDROCK GEOLOGY MAP

DYNAMIC ENGINEERING

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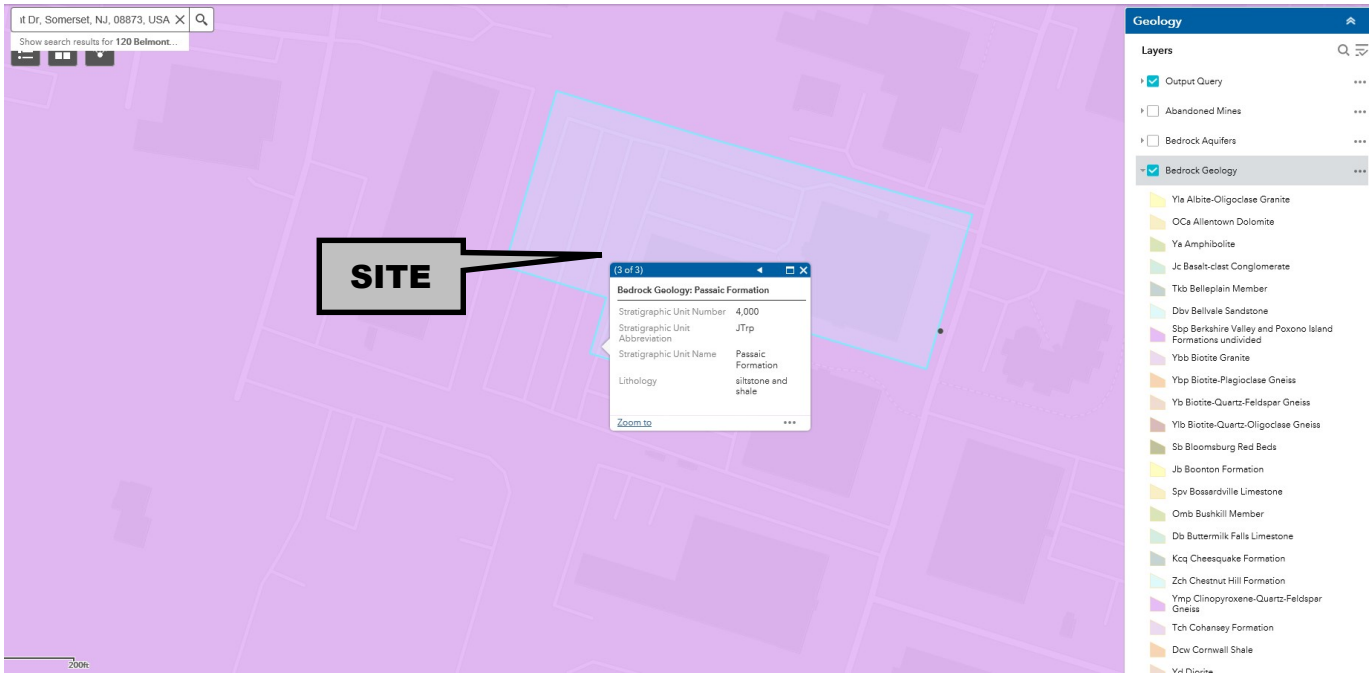
NJ Geoweb Bedrock Geology Map



NJDEP GEOWEB
STATE PLANNING AREAS MAP

DYNAMIC ENGINEERING

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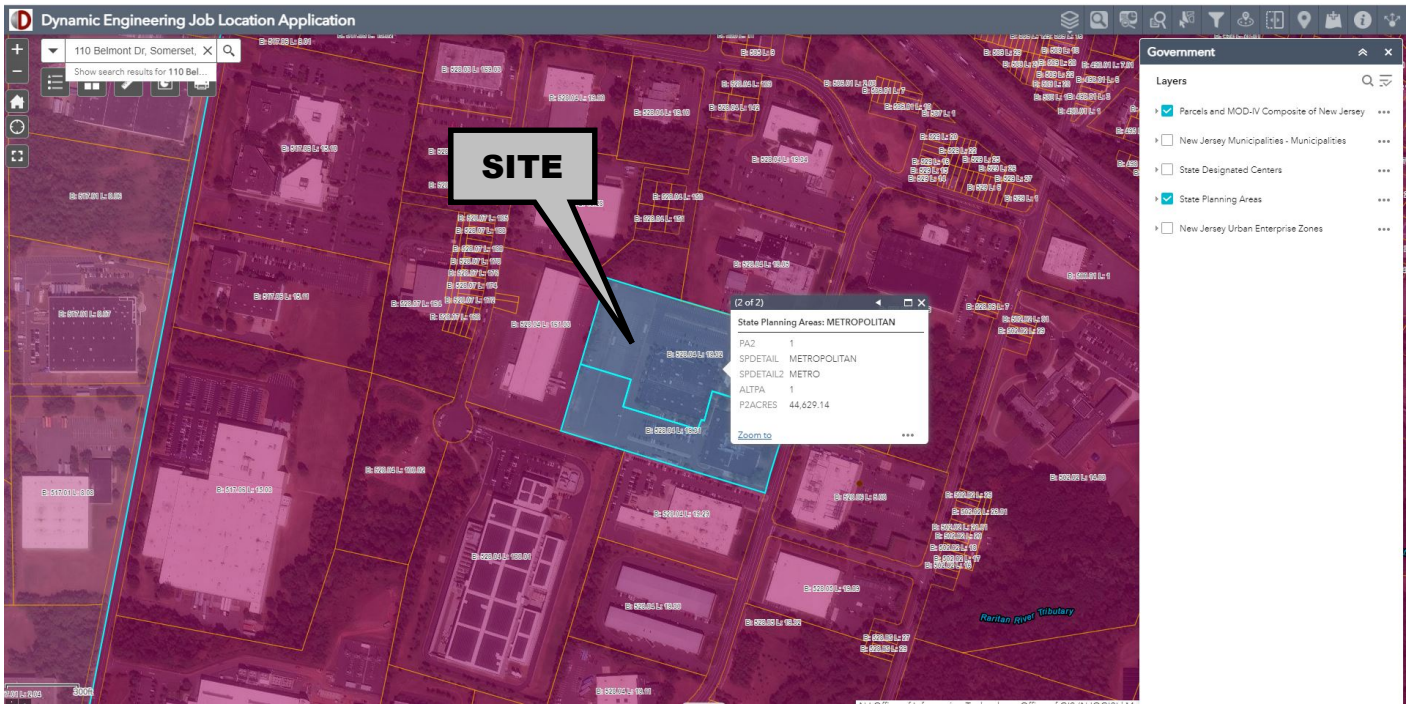
Fax: (732) 974-3521

NJ Geoweb State Planning Areas Map



NJDEP GEOWEB
LANDSCAPE MAP

DYNAMIC ENGINEERING

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NJ Geoweb Landscape Map

NJDEP GEOWEB
WETLANDS MAP

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NJ Geoweb Wetlands Map

NJDEP GEOWEB
STREAMS & WATER BODIES MAPS

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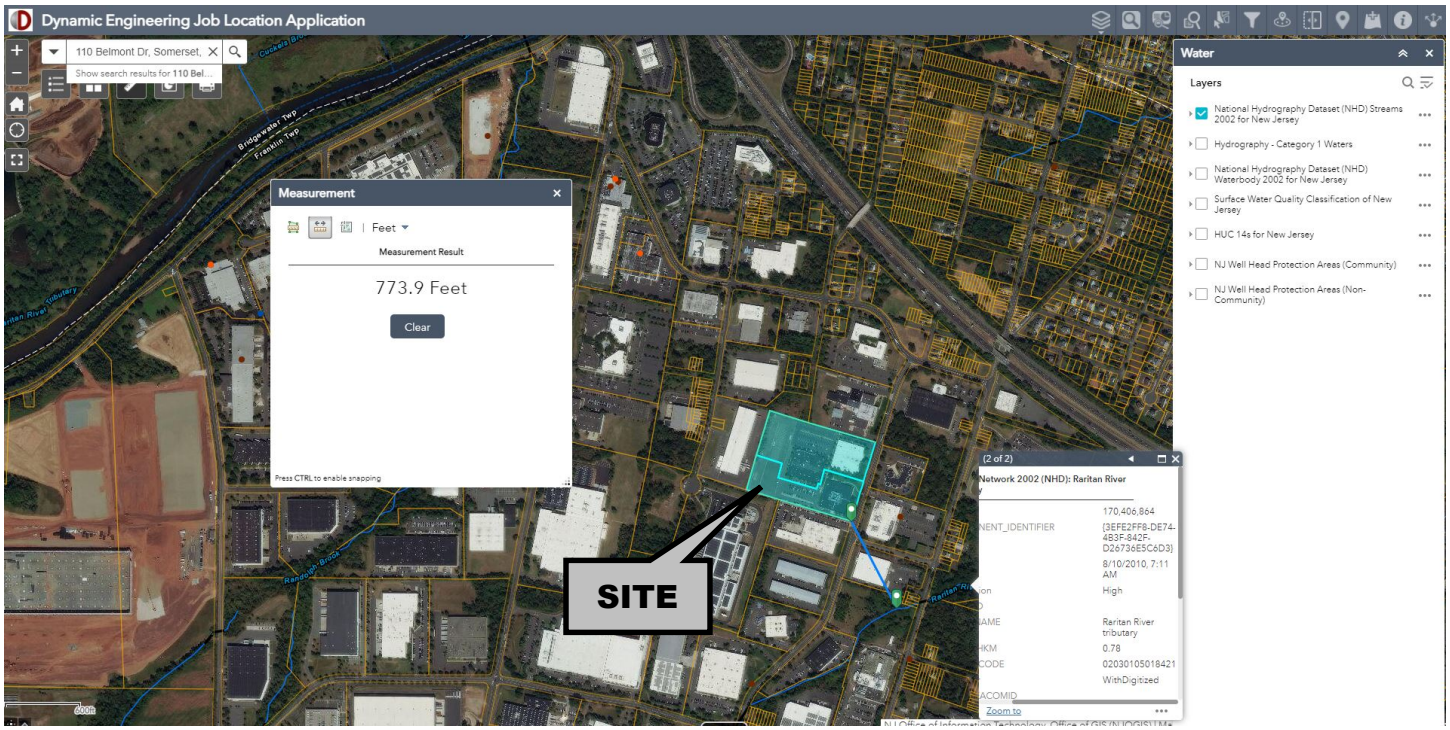
NJ Geoweb Streams and Water Bodies Map



TOWNSHIP OF FRANKLIN - REQUIREMENTS FOR ENVIRONMENTAL ASSESSMENT §112-199

§ 112-199. Requirements for environmental assessment.

A. Intent and purpose. It is the intent and purpose of this section to provide proper guidelines and requirements for the environmental assessment to be filed with an application for development and prior to preliminary subdivision plan approval, or site plan approval by the Franklin Township Planning Board. It is also the intent of this section to provide guidelines for the historic overlay district and the D&R Canal design regulations.

B. Applicability of provisions. An environmental assessment shall be required for site plans and subdivisions wherein one or more of the following conditions exist:

(1) The plan proposes to cover more than 75% of the site with buildings, pavement, or other improvements.

(2) The plan proposes the construction of buildings with 5000 or more square feet in area.

(3) The plan proposes the construction of 5,000 or more square feet of paved area. Notwithstanding the above provisions, an environmental assessment shall not be required for principal permitted uses in an agricultural district.

C. The applicant must provide written information to the Planning Board at the time the environmental assessment is submitted as to the qualifications and experience of such consultants, firm, agency, individual or person selected by the applicant. **[Amended 1-23-2007 by Ord. No. 3652]**

D. Submittal. One copy of such environmental assessment shall be attached to each copy of the completed application when said application is submitted. Each environmental assessment shall include a title page which contains the name, address, zip code and phone number of the applicant.

E. Documentation. The environmental assessment shall include documentation of all supporting evidence used in the assessment. Documentation may include studies or portions of studies conducted by others, explanations based on field visits, conversations with experts and maps used as the basis of the conclusions.

F. Format for the environmental assessment report. The environmental assessment (EA) shall include the following required data:

(1) Project data. A description of the project covered by the EA. The description shall mention each separate activity included in the project, i.e., acquisition, demolition, removal, construction and relocation. The description must be adequate to enable the reader to envision the general nature of the project and the magnitude of the project.

(2) Mapping. Locate the project in a regional, municipal and neighborhood setting. Include a site plan of the project.

(3) Existing environmental features. Describe the environment as it presently exists in and around the site. The description should be a comprehensive discussion of the following features as they exist without the project:

(a) Natural resources: Identify and describe the existing geologic character, soil characteristics, topography, surface and subsurface hydrological features, vegetation and wildlife of the site and the surrounding area.

(b) Man-made resources: Describe the present land use, adjacent land use, noise levels (if the proposal is for residential or institutional use), access and transportation patterns, zoning, Master Plan delineation, community facilities (sewer, water, waste removal, schools, police, fire and roads) of the site and the surrounding area.

(c) Human resources: Discuss the existing cultural and social factors as they affect the proposed project site including unique aesthetic features and historical character of the site and surrounding area.

(d) Pollution problems: Identify and describe existing pollution problems in the area including water, sewer and air quality as a basis for assessing cumulative problems that may result from the project.

(4) Construction phase. Identify the development schedule and construction phasing including projected construction traffic, site preparation including clearing, excavating, filling and cutting and blasting.

(5) Required approvals. Include a list of all licenses, permits and other approvals required by municipal, county or state law and the status of each. The approvals and permits are required before final consideration of the site plan is taken.

(6) Impact of the proposed project. An assessment of the probable impact of the project upon each of the conditions set forth in Subsection F(3). Particular attention must be given to traffic (automobile and/or truck) generated by the project, circulation within the site and projected impact of the project on the Township road system.

(7) Adverse impacts. List all probable adverse effects which may result from the project, including:

(a) Water quality.

(b) Air quality.

(c) Noise.

(d) Undesirable land use patterns.

(e) Damage or destruction of significant plan or wildlife systems.

(f) Aesthetic values.

(g) Destruction of natural resources.

(h) Displacement of people and business.

(i) Displacement of viable farms.

(j) Employment and property tax.

(k) Destruction of man-made resources.

(l) Disruption of desirable community and regional growth.

(m) Traffic impacts.

(n) Health, safety and well-being of the public.

(8) Project alternatives. A list of alternatives to the proposed project which might avoid some or all of the adverse environmental impacts of the proposed project including:

(a) No project or no action.

(b) Description of alternative road alignments (if applicable).

(c) Analysis of the costs and social impact of the alternatives including construction problems and traffic service. Include the reasons for acceptability and nonacceptability of each of the alternatives.

(9) Ameliorative measures. A listing of steps proposed to minimize environmental damage to the site and region during construction and operation. The consideration of soil erosion, dust, sedimentation, preservation of trees, protection of watercourses, protection of air resources, and noise control are some factors to be considered here.

G. Review and inspections. Upon submission of the environmental assessment to the Secretary of the Planning Board and distribution to the various officials, with three copies available in the Municipal Engineer's office (or other designated place) for any person to review, the following reviews and inspections will be conducted within 30 days, except that where the assessment is a part of subdivision, or site plan approval, the approval shall be part of the overall approval and time limits shall be as specified for those approvals.

(1) The Planning Board Administrator (or other designated official) will, within seven days of receipt of applicant's environmental assessment make a field inspection to verify the environmental conditions and make a report to the Planning Board with a copy to the Environmental Commission.

(2) The Township Engineer will, within 30 days of receipt of the applicant's environmental assessment, review all maps and documents and make a site inspection and then follow with a report to the Planning Board and a copy to the Environmental Commission.

(3) The Township Environmental Commission will, within 30 days of receipt of the Planning Board Administrator's and Engineer's reports, present its review and recommendations to the Planning Board for final determination.

(4) The Township Planning Board shall analyze and review the applicant's environmental assessment along with the reviews from the Planning Administrator, Engineer, Environmental Commission and any other interested party within 14 days of the Commission's report and give written notice of approval or rejection to the applicant, indicating the reasons therefor; and the decision will be officially published within 10 days. Where the assessment is part of a subdivision, planned unit development (PUD) or site plan application, assessment approval shall be part of the overall application approval.

H. Issuance of permit. A permit shall be issued upon review by the Planning Administrator, Engineer and other such officials and final approval by the Planning Board that all requirements of the chapter have been complied with, and upon payment of all fees to be paid hereunder. The Planning Board shall obtain a reasonable time limit for all work to be done.

TRAFFIC IMPACT STUDY – DYNAMIC TRAFFIC, LLC

(Attached Separately)