STONEFIELD

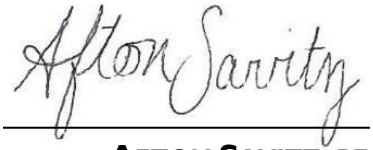
ENVIRONMENTAL IMPACT STATEMENT
PENINSULA VIEW URBAN RENEWAL, LLC

PROPOSED MULTI-FAMILY RESIDENTIAL BUILDING
BLOCK 411, LOT 2.01
75-87 EAST 31ST STREET
CITY OF BAYONNE
HUDSON COUNTY, NJ

PREPARED FOR:
PENINSULA VIEW URBAN RENEWAL, LLC

PREPARED BY:
STONEFIELD ENGINEERING & DESIGN, LLC
92 PARK AVENUE
RUTHERFORD, NJ

REPORT DATE:
12/05/2025



AFTON SAVITZ, PE
NJ PE LICENSE #57674

I CERTIFY UNDER PENALTY OF LAW THAT I HAVE PERSONALLY EXAMINED AND AM FAMILIAR WITH THE INFORMATION SUBMITTED IN THIS DOCUMENT AND ALL ATTACHMENTS AND THAT, BASED ON MY INQUIRY OF THOSE INDIVIDUALS IMMEDIATELY RESPONSIBLE FOR OBTAINING AND PREPARING THE INFORMATION, I BELIEVE THAT THE INFORMATION IS TRUE, ACCURATE, AND COMPLETE. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES FOR KNOWINGLY SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT.

REPORT CONTENTS

APPENDICES

1.0 PROJECT DESCRIPTION

Peninsula View Urban Renewal, LLC is proposing to redevelop Block 411, Lot 2.01, commonly known as 75-87 East 31st Street, which fronts Route 440 (NJDOT), East 31st Street, East 32nd Street, and Prospect Avenue (herein referred to as the "project site") to accommodate a proposed multi-family building with 165 residential units. Additional improvements include an off-street parking structure, lighting, landscaping, utility services, and stormwater conveyance systems.

The property is located within the 2016 Redevelopment Plan (Penn View) and Transit Development District. The proposed development is surrounded by single-family residential lots, a newly constructed multi-family building to the south, and Route 440 along the eastern property line. The project site is 44,914 SF (1.03 acres) and is currently vacant. The site was previously occupied with several single-family residential developments, ranging from two to three stories. The overall disturbance area associated with the project is 69,165 SF (1.59 AC), consisting of the entire subject property, right-of-way improvements on East 31st Street and East 32nd Street, general frontage improvements, and trenching for utility services.

This Environmental Impact Statement has been prepared to analyze the potential environmental impacts of the proposed project and discuss the measures proposed to conform to the environmental requirements set forth by the City of Bayonne, Hudson-Essex-Passaic County Soil Conservation District (HEPSCD), the New Jersey Department of Transportation (NJDOT), the New Jersey Administrative Code (NJAC), and the New Jersey Department of Environmental Protection (NJDEP).

2.0 COMPATIBILITY WITH GOVERNING AGENCIES

2.1 CITY OF BAYONNE MASTER PLAN

The proposed redevelopment is consistent with the City of Bayonne Master Plan's goals for transit-oriented growth and high-density residential development within walking distance of the 34th Street Hudson-Bergen Light Rail (HBLR) station. The Master Plan encourages redevelopment that capitalizes on the Light Rail by concentrating high-density, multifamily housing in areas adjacent to existing stations and promoting pedestrian-oriented circulation patterns. The project supports these objectives by delivering a density that aligns with the 2016 Redevelopment Plan (Penn Review), while remaining compatible with surrounding residential neighborhoods. In addition, the proposed cul-de-sac at the end of East 31st Street and the reconstruction of the East 32nd Street branch road directly advances the Master Plan's circulation and infrastructure goals. These goals call for improving public streets, enhancing pedestrian conditions, and ensuring that parking and utility infrastructure adequately support future residential growth.

2.2 CITY OF BAYONNE ZONING ORDINANCE

Compliance with the City of Bayonne Planning and Development Ordinance, Zoning Ordinance, and the 2016 Redevelopment Plan (Penn View) have been carefully considered throughout the design process. Although the project requires certain variances, Redevelopment Plan deviations, and design waivers, none are expected to produce adverse impacts on adjacent properties or the broader surrounding area. The development has been designed to minimize the extent of requested relief while maintaining a high-quality, functional design consistent with the City's planning objectives. In addition, feedback received during the City of Bayonne Technical Review Committee (TRC) meeting on July 23, 2025, has been incorporated into the proposed redevelopment.

2.3 HUDSON COUNTY MASTER PLAN

The proposed redevelopment is consistent with key goals of the Hudson County Master Plan, particularly its focus on revitalizing underutilized parcels, encouraging adaptive reuse, and promoting compact, transit-oriented growth. By transforming a long-vacant parcel into a high-density residential development in a transit-accessible location, the project supports the Plan's objectives of reducing automobile dependency and enhancing walkability. The project also provides roadway improvements coordinated with the City of Bayonne and adjacent property owners, advancing the County's goals for improved circulation and coordinated investment.

2.4 NEW JERSEY STATE DEVELOPMENT AND REDEVELOPMENT PLAN

The proposed redevelopment directly advances the core goals of the State Plan by restoring a long-vacant, underutilized parcel in an already built-out area, consistent with the Plan's emphasis on "Revitalization and Recentering" of developed areas. The project contributes to the Plan's housing objective of providing "an adequate supply of housing … in transit-rich locations" as a high-density residential development in a transit-accessible location with access to jobs, services, and amenities. The inclusion of off-street parking, reconstructed streets, stormwater conveyance, and other improvements within the public right-of-way support the Plan's infrastructure goals. By directing growth to previously developed land and improving public roadways accordingly, the development embodies the State Plan's commitment to sustainable, compact, equity-oriented growth rather than sprawl or environmentally sensitive expansion.

3.0 INVENTORY OF EXISTING ENVIRONMENTAL CONDITIONS

3.1 AIR QUALITY

The existing air quality onsite is anticipated to be consistent with the surrounding area, which is impacted by vehicular traffic along Route 440, East 32nd Street, East 31st Street, and Prospect Avenue. Air quality is also impacted by the proximity to the 34th Street HBLR Station. Compliance with NJDEP Air Quality Standards is maintained.

3.2 HYDROLOGY, FLOODPLAINS, AND WATER QUALITY

The entirety of the site is not located within a flood hazard area per the preliminary FEMA Flood Insurance Rate Mapping #34017C0111E dated December 20, 2013.

There are no federal (US Army Corps of Engineers) or state (NJDEP) regulated freshwater wetlands mapped within proximity to the project site. As such, impacts to freshwater wetlands are not anticipated with the proposed development. The Hudson River is located approximately 180 feet northeast of the project site. No records of endangered or threatened species sightings / suitable habitats are located within the vicinity of the proposed improvements.

Existing on-site stormwater runoff is not treated for water quality, and the existing site is anticipated to have low surface water quality as a result.

3.3 GEOLOGY

Historically, the project site is part of the Piedmont Physiographic Province. The site is underlain with Rahway till deposits consisting of sand, pebble-to-cobble gravel, minor silt as much as 100 feet thick and generally less than 40 feet thick.

3.4 SOILS

Soil mapping was obtained from the Natural Resources Conservation Services (NRCS) for the project site. The soils on-site consist predominately of Urban Land – Till Substratum (URTILB) and Urban Land – Wet Substratum (URWETB) which has an unranked hydrologic soil group. Additional information regarding NRCS soil mapping can be found in **APPENDIX B.**

TABLE 1: NRCS SOIL MAPPING RESULTS

Soil Unit Code	Soil Description	Approximate Project Coverage	Drainage Class	Hydrologic Soil Group
URTILB	Urban Land, Till Substratum 0% to 8% Slopes	96.9%	Unranked	D *
URWETB	Urban Land, Wet Substratum 0% to 8% Slopes	3.1%	Unranked	D *

*** URTILB & URWETB are unranked, so a hydrologic soil group of D was utilized for the analysis.**

3.5 TOPOGRAPHY AND SLOPE

Overall, site topography slopes toward Route 440 and East 32nd Street with grades generally ranging from 2% to 15%. Areas where former buildings were demolished exhibit slopes up to 25%. Slopes gradually flatten near all roadway frontages. The high point of the project site, at approximately elevation 26.5 FT NAVD88, is located along the western property line adjacent to Block 411, Lot 1. The majority of the project site slopes in the eastern direction, with runoff ultimately flowing overland towards the southbound side of Route 440. The northern portion of the project site slopes north where runoff flows overland towards the East 32nd Street branch road. A small westerly portion of the project site adjacent to Prospect Avenue slopes west towards the roadway.

Existing stone and wood retaining walls up to approximately 12 feet tall are present just west of the project site within the Route 440 right-of-way. The existing walls are to be removed and replaced as part of the proposed development. Refer to the Proposed Topography section for additional information.

3.6 DRAINAGE

Under current conditions, the project site is subdivided into three Points of Interest (POIs). POI-1 (E-1) is located where overland runoff exits the northeastern property line with frontage on East 32nd Street. This runoff then flows overland within the East 32nd Street branch, being captured by an existing inlet at the east end of the road. The runoff is conveyed east across Route 440 where it directly discharges into the tidally influenced Hudson River. POI-2 (E-2) is located where overland runoff exits the southeast property corner along East 31st Street. The runoff traverses an existing retaining wall, flows overland across the Route 440 Southbound lanes, eventually being captured by an inlet. A majority of the existing drainage area exits the property from E-2. POI-3 (E-3) represents a point along the western property line with frontage on Prospect Avenue where a small portion of the project site's runoff exits the property. Runoff then flows overland to an existing inlet within Prospect Avenue. Refer to the Stormwater Management Report prepared by Stonefield Engineering & Design for a hydrologic study of the existing project site conditions.

3.7 VEGETATION

The existing site is comprised primarily of low vegetation such as brush and grasses. There are no trees or other vegetation of value. There are no existing vegetative buffers screening the project site from adjacent properties.

3.8 WILDLIFE

There are no mapped wildlife, endangered species, or aquatic organisms on-site per NJDEP GeoWeb mapping.

3.9 SANITARY SEWER

The site lies within the Passaic Valley Sewerage Commission (PVSC) sewer treatment service area. The Bayonne Municipal Utilities Authority (BMUA) owns and maintains the sanitary sewer conveyance system. As the site is currently vacant, it generates no sanitary sewer demand. The site was previously occupied by several single-family developments, which are each expected to have had connected to the existing municipal sanitary sewer conveyance system in the adjacent streets.

3.10 NOISE LEVELS AND TRAFFIC

As the existing project site is vacant, no noise or traffic demand is currently generated.

3.11 LAND USE

The project site is within the Transit Development District and the 2016 Redevelopment Plan (Penn View) area. It is currently vacant and has no active land use, though it was previously occupied by several single-family developments.

3.12 AESTHETICS

The overall existing on-site aesthetics are poor. Under existing conditions, the site is predominantly covered with brush and grass. There are existing driveway remnants along the East 31st Street and East 32nd Street frontages. The site is secured by construction fencing. All existing features are in poor condition and will be removed as part of the proposed development. Decaying retaining walls along Route 440 will be removed and replaced.

3.13 HISTORIC FEATURES

The site is not identified as a historic property or within a historic district. There are no existing site features that would be considered to have unique or historic qualities as the existing project site is vacant.

3.14 SOLID WASTE DISPOSAL

No solid waste is currently generated as the existing project site is vacant.

3.15 LIGHTING LEVELS

No light is currently emitted from the project site as it is vacant.

4.0 ENVIRONMENTAL IMPACT ASSESSMENT

4.1 AIR QUALITY

The proposed development is not anticipated to impact on-site and/or surrounding air quality and will operate in accordance with N.J.A.C. 7:27 air quality requirements. Air quality on the developed site is anticipated to be similar to that of the surrounding area, which is impacted by vehicular traffic along Route 440 and the nearby HBLR. Air quality on-site is anticipated to be consistent with nearby residential developments.

4.2 HYDROLOGY, FLOODPLAINS, AND WATER QUALITY

As mentioned in Section 3.2, the project site is not mapped within a flood hazard area per the FEMA Preliminary Flood Insurance Rate Map #34017C0111E dated December 20, 2013. As such, the project is not anticipated to be impacted by, nor impact, the floodplain. The proposed development does not increase the motor vehicle surface of the project site by more than one-quarter acre and is exempt from the water quality requirements of N.J.A.C. 7:8. Water quality on the developed site is anticipated to be consistent with the surrounding developments containing rooftop coverage and some motor vehicle surface proportional to the project site.

4.3 GEOLOGY

Geology onsite is to remain unchanged by the proposed development.

4.4 SOILS

Soil onsite will be unaffected by the proposed development, and existing soil conditions have been considered when designing the stormwater conveyance system proposed.

4.5 TOPOGRAPHY AND SLOPE

Project site topography and drainage patterns will generally remain similar to the existing conditions; however, to accommodate the proposed building footprint and ADA compliant grades (0.0% to 7.5%), retaining walls and strategic ramping will be implemented throughout the project site.

In the proposed condition, the existing retaining wall along Route 440 within the NJDOT right-of-way will be replaced by building foundation and block retaining wall meandering the property line. As such, disturbance within the NJDOT right-of-way will be required. No adverse impacts are anticipated.

4.6 DRAINAGE

Under proposed conditions, the general drainage patterns and ultimate points of interest will be maintained. POI-1 (P-1) remains where runoff discharges towards East 32nd Street. This POI receives runoff from the building roof, driveway, walkways, and yard areas that are captured on-site and conveyed directly into the City's conveyance system within the East 32nd Street branch. POI (P-2) receives runoff from the terrace-level roof of the proposed building, southwestern, and northeastern yard areas, which will continue to drain overland toward Route 440 Southbound. POI-3 (P-3) remains unchanged where overland runoff from the undisturbed yard area adjacent to Prospect Avenue discharges west towards said street. Refer to the Stormwater Management Report prepared by Stonefield Engineering & Design for a hydrologic study of the proposed project site conditions.

4.7 VEGETATION

The proposed development includes new trees, shrubs, and other plantings along the perimeter and throughout the site, enhancing the landscape for adjacent neighbors and pedestrians along all frontages. Overall, on-site vegetation will be improved as part of the proposed design. Refer to the Landscaping Plan (Sheet C-13) within the Amended Preliminary & Final Site Plan prepared by Stonefield Engineering & Design for additional information.

4.8 WILDLIFE

There will continue to be no mapped wildlife, endangered species, or aquatic organisms on-site per NJDEP GeoWeb mapping.

4.9 SANITARY SEWER

The anticipated sanitary sewer demand for the proposed development is 28,200 GPD based on standardized NJDEP estimates. The development proposes one (1) 8-inch sanitary lateral connection to the BMUA sewer main within East 31st Street. A Will Serve letter from PVSC has been received confirming the treatment facility has adequate capacity for the anticipated sewer demand.

4.10 NOISE LEVELS AND TRAFFIC

The noise levels are anticipated to increase during construction, but a variety of construction measures and techniques will be implemented to mitigate output. Additionally, construction noise levels will be temporary and limited to the project site. No long-term impacts on ambient noise levels are anticipated as a result of the proposed development. The proposed residential development and associated sounds from vehicles and day-to-day living are in character with noise levels typical to the area. Additionally, the majority of the proposed parking is located internal to the building, further limiting any traffic noise associated with the project site.

Access is proposed via one (1) full-movement driveway along East 31st Street and one (1) right-in/right-out driveway along East 32nd Street. The development is expected to generate 46 new trips during the weekday morning peak hour and 43 new trips during the weekday evening peak hour. Based on Transportation Impact Analysis for Site Development published by ITE, a trip increase of less than 100 vehicle trips would likely not change the level of service. As such, the proposed development is not anticipated to impact the operations of the adjacent roadway network. Refer to the Traffic & Parking Assessment Report dated December 5, 2025, prepared by Stonefield Engineering & Design for additional information.

4.11 LAND USE

The development proposes a multi-family residential building consisting of 19 studio units, 100 one-bedroom units, and 46 two-bedroom units (total 165 residential units). A parking structure containing 186 parking spaces and two (2) surface parallel parking spaces are proposed to accommodate the parking demand generated by the residential use.

4.12 AESTHETICS

The development proposes a new building with architectural features that align with the City of Bayonne Master Plan and 2016 Redevelopment Plan (Penn View). Brick veneer, metal cladding, and window walls will be combined to create a visually appealing façade. A cul-de-sac is proposed at the east end of East 31st Street, along with significant right-of-way improvements on the East 32nd Street branch. Decaying retaining walls along Route 440 will be replaced with building foundation and flush block retaining walls with landscaped planters. The site will also include new trees, shrubs, and perimeter plantings resulting in a substantial improvement to on-site aesthetics.

4.13 HISTORIC FEATURES

There are no historic features on-site nor is it within a historic district. Therefore, there are no historic impacts anticipated as a result of this development.

4.14 SOLID WASTE DISPOSAL

Solid waste generated by the development is proposed to be managed internally on-site within a trash enclosure located on Parking Level 2. The trash room will have access from the loading area along East 31st Street. A private hauler will be contracted for removal of solid waste. No hazardous substances are associated with the proposed multi-family residential use; as such, none will be imported or exported from the site.

4.15 LIGHTING LEVELS

Building-mounted lighting is proposed along the East 31st Street frontage, the primary entrance on East 32nd Street, and as decorative uplighting along the Route 440 façade. A design waiver for the maximum lighting intensity at the property line is requested due to providing illumination along the northern East 31st Street sidewalk which lies within the right-of-way. All fixtures have been sited to minimize impacts on adjacent residential properties, and the proposed lighting design complies with all other applicable regulations. Please refer to the Lighting Plan (Sheet C-9) of the Amended Preliminary & Final Site Plan prepared by Stonefield Engineering & Design.

5.0 LICENSES, PERMITS, AND APPROVALS REQUIRED

The following licenses, permits, and approvals are anticipated in conjunction with this application:

- City of Bayonne Planning Board
    - Amended Preliminary & Final Major Site Plan Approval
- Hudson County Planning Board
    - Site Plan Review Exemption
- Hudson-Essex-Passaic County Soil Conservation District (HEPCSCD)
    - Soil Erosion and Sediment Control Plan Certification
- Passaic Valley Sewer Commission (PVSC)
    - NJDEP TWA Sewer Connection Approval
- Bayonne Municipal Utilities Authority (BMUA)
    - NJDEP BWSE Water Service Connection Approval

All approvals are still pending at the time of this Statement.

6.0 CONCLUSIONS

Overall, the proposed project maintains or improves the environmental conditions onsite. Improvements include drainage conditions and onsite vegetation. As such, the development is anticipated to have an overall positive environmental impact on the project site and its surrounding environment.

7.0 LIST OF INFORMATION SOURCES

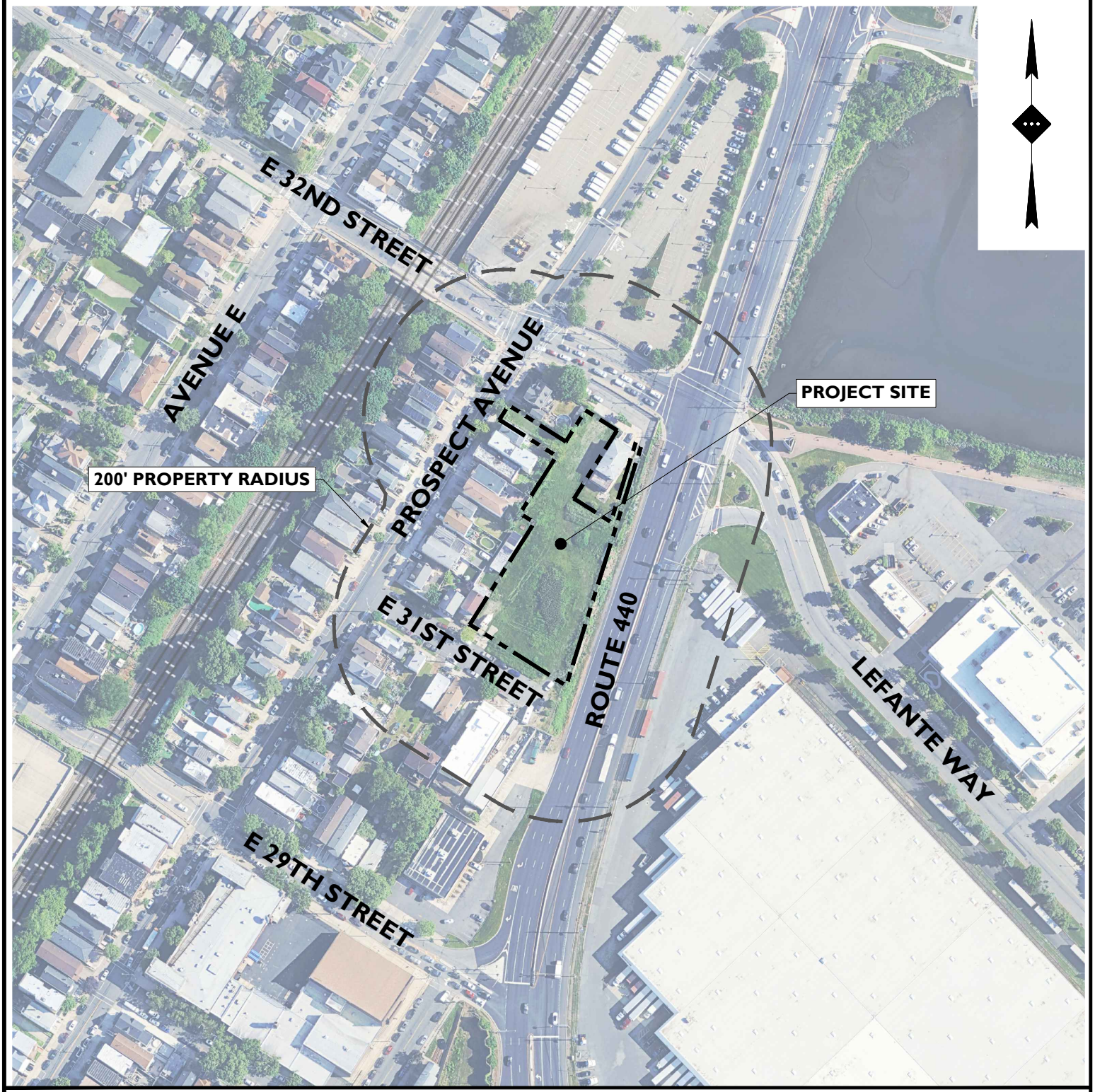
The observations, assessments, and findings contained within this statement were made with the benefit of the following document references.

- Amended Preliminary & Final Major Site Plan prepared by Stonefield Engineering & Design, dated December 5, 2025
- ALTA/NSPS Land Title Survey prepared by Faraldi Group, INC., dated March 24, 2015
- Boundary & Topographic Survey prepared by Stonefield Engineering & Design, dated October 17, 2025
- Stormwater Management Report prepared by Stonefield Engineering & Design, dated December 22, 2025
- Traffic Impact Study Report prepared by Stonefield Engineering & Design, dated December 22, 2025
- Web Soil Survey by U.S.D.A. Natural Resources Conservation Service, dated October 6, 2025
- NJDEP NJ-GeoWeb Geographical Information System by New Jersey Office of GIS
- New Jersey Administrative Code and New Jersey Statutes Annotated
- City of Bayonne Master Plan, dated August 2017
- City of Bayonne Municipal Code, last amended February 19, 2025
- Determination of Area in Need of Redevelopment and Amended Redevelopment Plan (Penn View) prepared by the City of Bayonne, dated June 14, 2016
- Hudson County Master Plan, dated 2002
- Draft Final New Jersey State Development and Redevelopment Plan, approved September 15, 2025

APPENDIX A

PROJECT FIGURES

INVENTORY



AERIAL MAP

200' 0' 200' 400'

GRAPHIC SCALE IN FEET

1" = 200'

SOURCE: GOOGLE EARTH PRO, DATED JUNE 2023

PENINSULA VIEW URBAN RENEWAL, LLC

PROPOSED APARTMENT BUILDING WITH STRUCTURED PARKING

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75-87 EAST 31ST STREET
CITY OF BAYONNE
HUDSON COUNTY, NEW JERSEY

DRAWN BY:	JG
CHECKED BY:	AS
DATE:	05/28/2025
SCALE:	1" = 200'
PROJECT ID:	RUT-250176

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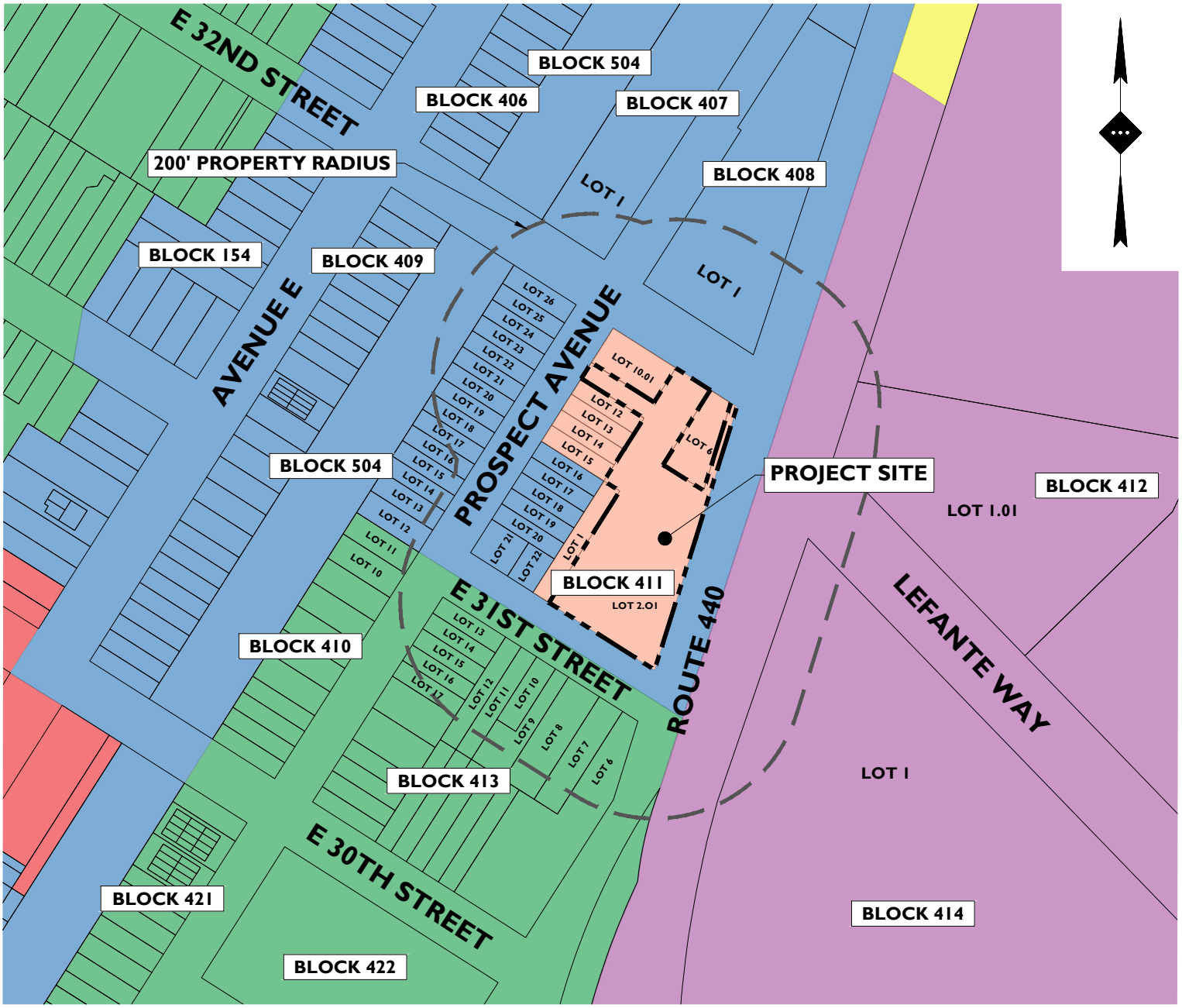

ZONING LEGEND

- 2016 REDEVELOPMENT PLAN (PENN VIEW)
- TRANSIT DEVELOPMENT DISTRICT
- R-2: DETACHED/ATTACHED RESIDENTIAL DISTRICT
- H-1: HOSPITAL DISTRICT ZONE
- H-C: HIGHWAY COMMERCIAL/SELECTED LIGHT INDUSTRIAL DISTRICT
- BMHO: BAYONNE METROPOLITAN HARBOR DISTRICT

TAX & ZONING MAP

200' 0' 200' 400'

GRAPHIC SCALE IN FEET

1" = 200'

SOURCE: CITY OF BAYONNE CITY TAX MAP SHEETS 36, 39, 114, 115, 125, & 130 DATED DECEMBER, 2018 & CITY OF BAYONNE ZONING DISTRICTS MAP, DATED DECEMBER 2020

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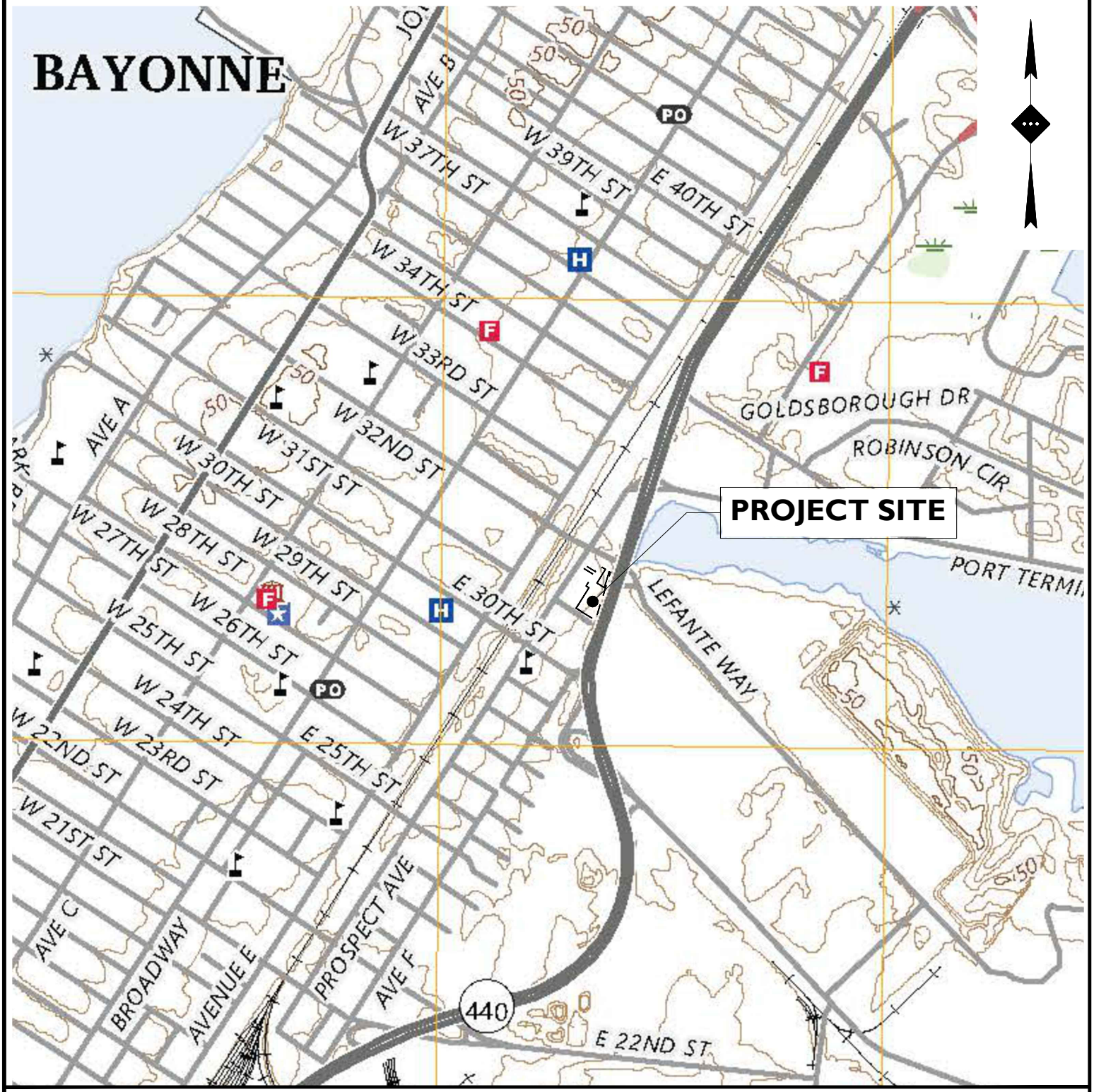

USGS MAP

1,000' 0' 1,000' 2,000'

GRAPHIC SCALE IN FEET

1"= 1,000'

SOURCE: USGS QUADRANGLE MAP 7.5 MINUTE SERIES, JERSEY CITY, NJ, DATED 2023

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FEMA EFFECTIVE MAP

GRAPHIC SCALE IN FEET

1"= 1,000'

SOURCE: FEMA EFFECTIVE FLOOD INSURANCE MAP 34017C0104D, DATED 08/16/2006

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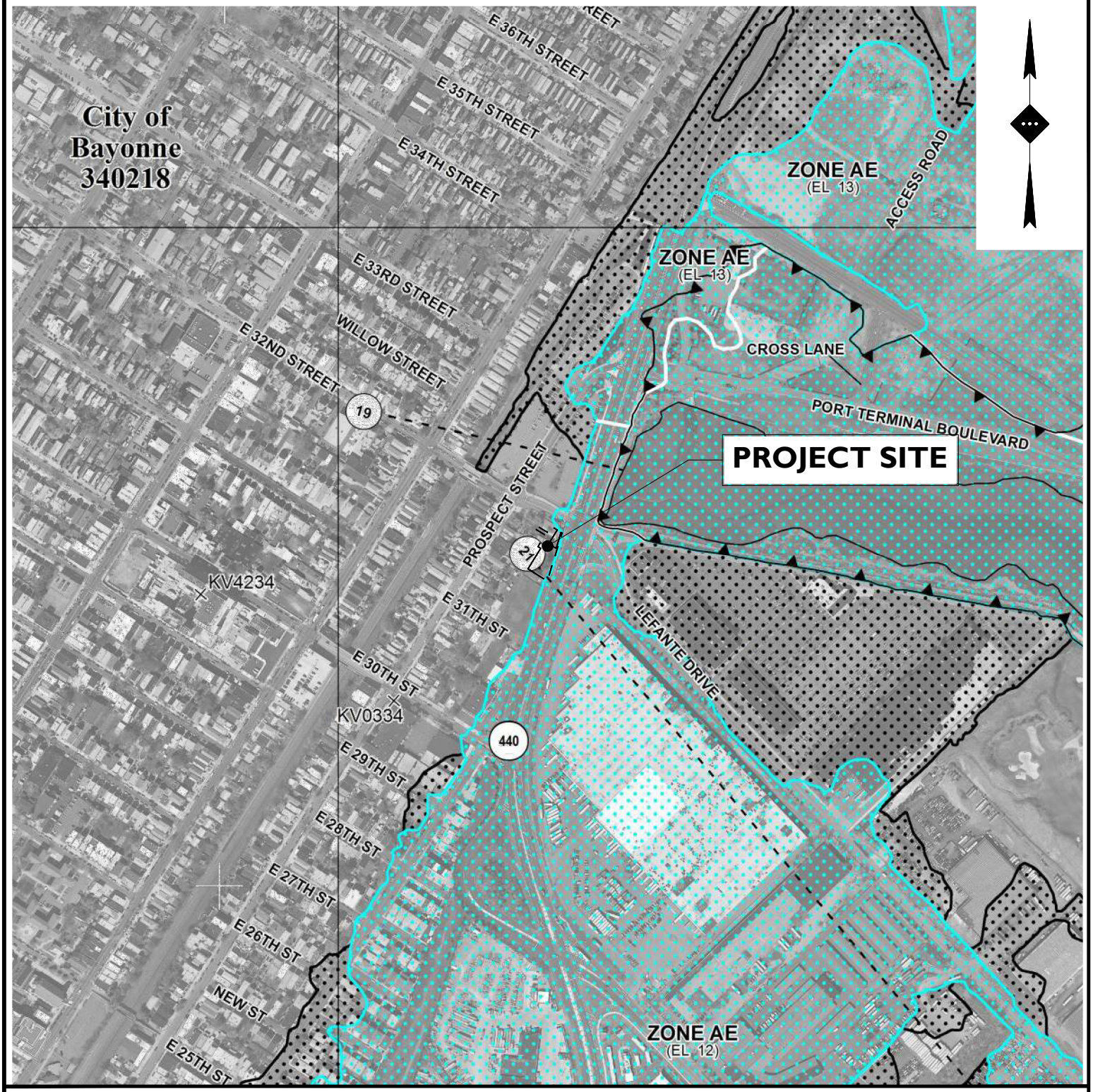

FEMA PRELIMINARY MAP

1,000' 0' 1,000' 2,000'

GRAPHIC SCALE IN FEET

1"= 1,000'

SOURCE: FEMA PRELIMINARY FLOOD INSURANCE MAP 34017C0111E, DATED 12/20/2013

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APPENDIX B
NRCS PROJECT SOILS

Custom Soil Resource Report
Soil Map

Map Scale: 1:734 if printed on A portrait (8.5" x 11") sheet.

N

Meters: 0 10 20 40 60

Feet: 0 35 70 140 210

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 Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

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 1:12,000.

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: Hudson County, New Jersey
Survey Area Data: Version 15, Aug 28, 2025

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

Date(s) aerial images were photographed: Oct 9, 2022—Oct 16, 2022

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.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
URTILB	Urban land, till substratum, 0 to 8 percent slopes	1.0	96.9%
URWETB	Urban land, wet substratum, 0 to 8 percent slopes	0.0	3.1%
Totals for Area of Interest		**1.0**	**100.0%**

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however,

onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Hudson County, New Jersey

URTILB—Urban land, till substratum, 0 to 8 percent slopes

Map Unit Setting

National map unit symbol: 2qjwr
Elevation: 0 to 520 feet
Mean annual precipitation: 30 to 56 inches
Mean annual air temperature: 47 to 63 degrees F
Frost-free period: 179 to 217 days
Farmland classification: Not prime farmland

Map Unit Composition

Urban land, till substratum: 90 percent
Minor components: 10 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Urban Land, Till Substratum

Setting

Landform position (two-dimensional): Summit
Landform position (three-dimensional): Talf
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Asphalt over human-transported material

Typical profile

M - 0 to 15 inches: material
2^C - 15 to 79 inches: gravelly sandy loam

Properties and qualities

Slope: 0 to 8 percent
Depth to restrictive feature: 0 inches to manufactured layer
Runoff class: Very high
Capacity of the most limiting layer to transmit water (Ksat): Very low (0.00 to 0.00 in/hr)
Calcium carbonate, maximum content: 10 percent
Available water supply, 0 to 60 inches: Very low (about 0.0 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 8s
Hydric soil rating: Unranked

Minor Components

Greenbelt

Percent of map unit: 10 percent
Landform position (two-dimensional): Summit, backslope, footslope
Landform position (three-dimensional): Crest, side slope, base slope, talf
Down-slope shape: Linear, convex
Across-slope shape: Linear, convex
Hydric soil rating: No

URWETB—Urban land, wet substratum, 0 to 8 percent slopes

Map Unit Setting

National map unit symbol: 13q0j
Elevation: 0 to 520 feet
Mean annual precipitation: 30 to 64 inches
Mean annual air temperature: 46 to 79 degrees F
Frost-free period: 131 to 213 days
Farmland classification: Not prime farmland

Map Unit Composition

Urban land, wet substratum: 90 percent
Minor components: 10 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Urban Land, Wet Substratum

Setting

Landform position (two-dimensional): Summit
Landform position (three-dimensional): Talf
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Asphalt over human-transported material

Typical profile

M1 - 0 to 6 inches: material
M2 - 6 to 20 inches: material
2^Cu - 20 to 79 inches: very artifactual coarse sandy loam

Properties and qualities

Slope: 0 to 8 percent
Depth to restrictive feature: 0 inches to manufactured layer
Runoff class: Very high
Capacity of the most limiting layer to transmit water (Ksat): Very low (0.00 to 0.00 in/hr)
Depth to water table: About 20 inches
Calcium carbonate, maximum content: 19 percent
Available water supply, 0 to 60 inches: Very low (about 0.0 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 8s
Hydric soil rating: Unranked

Minor Components

Parsippany, frequently flooded

Percent of map unit: 5 percent
Landform: Lake terraces
Landform position (two-dimensional): Toeslope

Landform position (three-dimensional): Dip
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: Yes

Whippany

Percent of map unit: 5 percent
Landform: Lake terraces
Landform position (two-dimensional): Toeslope
Landform position (three-dimensional): Dip
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: No