

ENVIRONMENTAL ASSESSMENT REPORT

PREPARED FOR

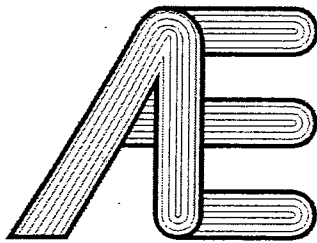
LAYLA TRANSPORTATION

BLOCK 249 LOTS 1 & 2
BOROUGH OF MIDDLESEX
MIDDLESEX COUNTY, NEW JERSEY

PROJECT NO. 18-034

APPLICANT:

Layla Transportation and Trading, Inc.
33 Clawson Street
Piscataway, NJ 08854



AMERTECH ENGINEERING, INC.

ENGINEERS, SURVEYORS AND PLANNERS

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June 24, 2019

A handwritten signature in black ink, appearing to read 'Sharif H. Aly', written over a horizontal line.

Sharif H. Aly, Professional Engineer
NJ Lic. No. 34669

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Appendix A

“Middlesex, NJ Property - Environmental Summary Update”, prepared by Independent Environmental Solutions, LLC, dated April 29, 2019

Appendix B

“Environmental Summary”, prepared by Geo-Technology Associates, Inc., dated June 26, 2019

Purpose

This report is being provided to address environmental concerns raised by the Middlesex Borough Planning Board Engineer, Mr. Robert W. Bucco, Jr. - Najarian Associates, Inc. in his letter dated January 31, 2019. Specifically, Mr. Bucco requested the status and report regarding certain features associated with the property, in Item #3 - Environmental, as follows:

- a. Known site contamination
- b. Ground water contamination
- c. Underground Storage Tanks – Status of UST indicated on site
- d. Bordering Historic District
- e. Adjacent to Bound Brook Tributary – FEMA Zone X
- f. Piedmont Plans Landscape District – Potential for Threatened & Endangered Habitat
- g. NJ Freshwater Wetlands in close proximity to the site
- h. Vernal Habitat
- i. Potential for Threatened & Endangered Habitat or Species

The remainder of this report will describe the existing condition of the property and the proposed project for which this Applicant is seeking approval. The environmental features outlined above will be addressed with reference to research performed through field investigation, review of environmental maps and reports provided by the Applicant, and through online resources, including review of the NJDEP Geo-Web online mapping resource.

Project Description

The project is a proposed school bus storage maintenance and repair facility including office space. Three existing buildings and paved/concrete areas on site will be used and renovated for the proposed facility. Four of the five existing driveways accessing the site will remain and will be improved and a large gravel area will be constructed for bus parking and storage. All site improvements are shown on the "Preliminary and Final Major Site Plan" drawings (See **Figure 1**) submitted to the Middlesex Borough Planning Board for approval. The project conforms to the zoning requirements of the CLW – Commercial / Light Manufacturing / Wholesale District in which it is located with

the exception of minor bulk variances for distance of existing buildings to the front and side property line.

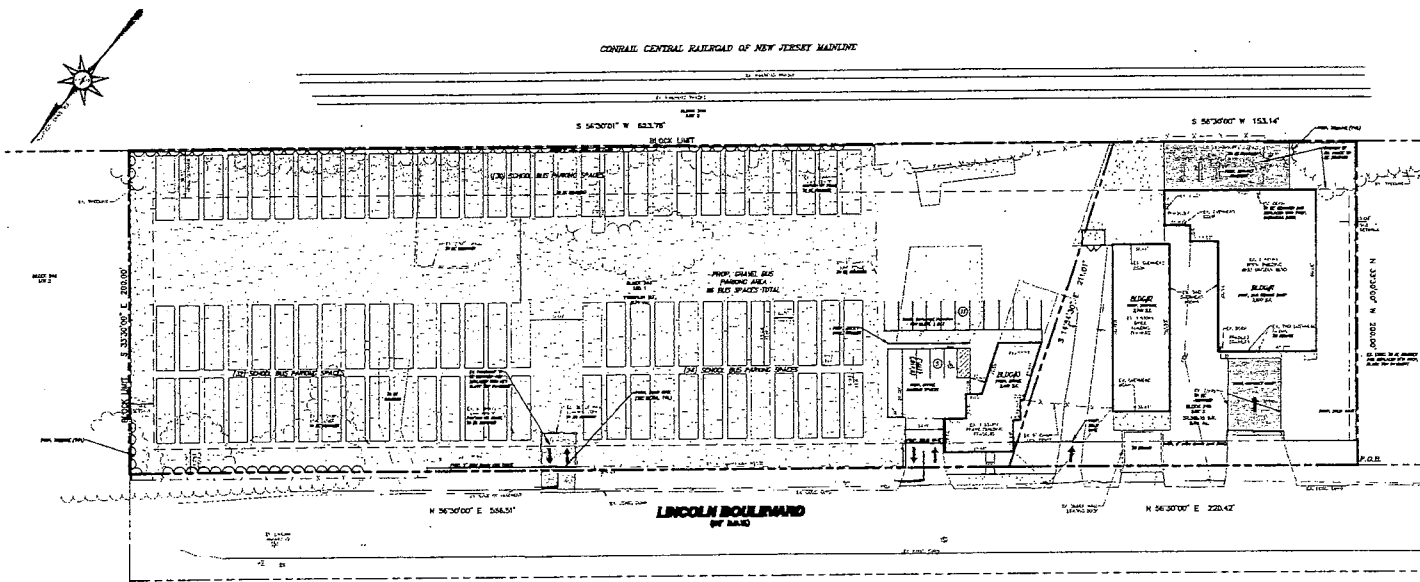


FIGURE 1

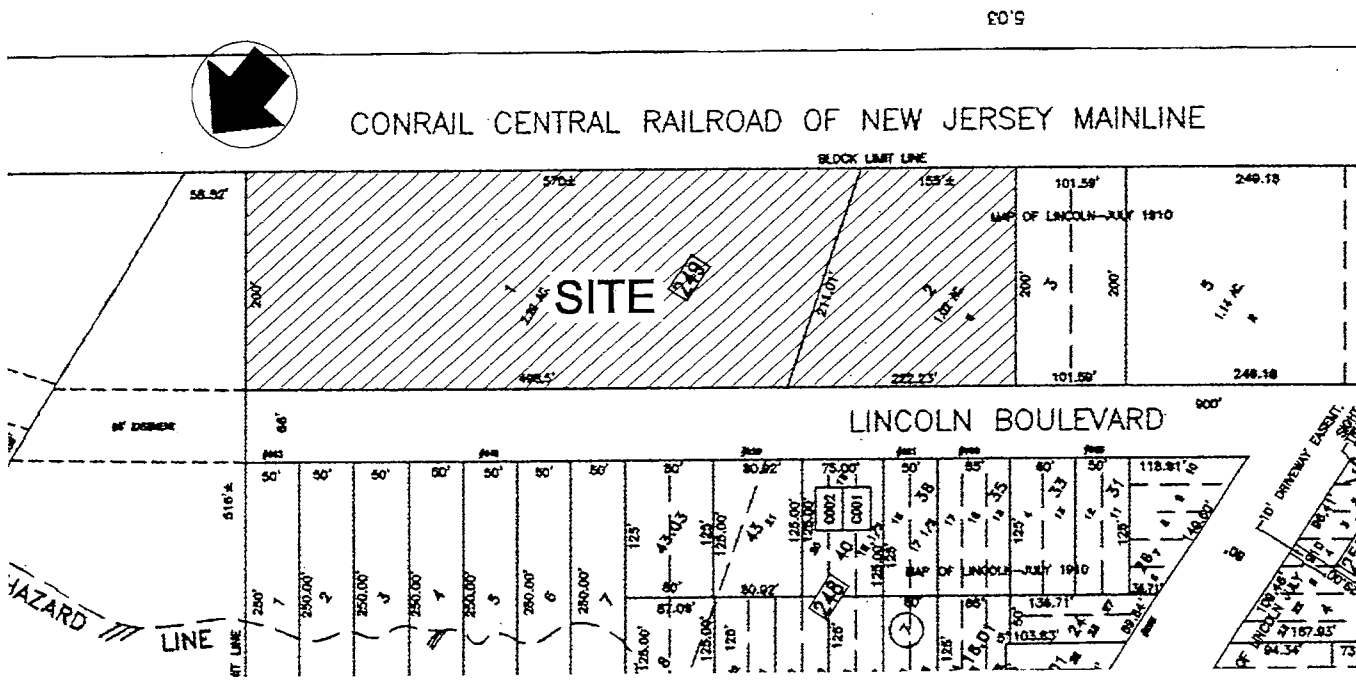


FIGURE 2

Site Description

The subject property consists of two Tax Map Lots known as Lot 1 and 2, in Block 249 (See Figure 2) also known as #930 Lincoln Boulevard, within the Borough of

Middlesex and contains a total of 3.57 acres, more or less. The property is rectangular in shape with a frontage of approximately 776 feet along Lincoln Boulevard. Along the rear property line to the south, lies a railroad right of way. A wooded area exists along the easterly property line and to the west is a similar industrial property. Scattered trees and brush exist along of the frontage between five driveways accessing the site, as well as along the rear yard (See **Figure 3**). Three buildings exist on site with the remainder of the site covered with paved and concrete areas in disrepair.



FIGURE 3

Known site contamination

Refer to Appendix A and Appendix B for all information related to pre-existing use of the property, site contamination and remediation.

Ground water contamination

Refer to Appendix A and Appendix B for all information related to pre-existing use of the property, groundwater contamination and remediation.

Underground Storage Tanks

Refer to Appendix A and Appendix B for all information related to pre-existing use of the property, underground storage tanks and remediation.

Bordering Historic District

The NJDEP NJ-Geoweb online mapping resource was used to review any historic properties or districts on or adjacent to the property. **Figure 4** illustrates the location of an Historic District associated with the rail line right of way directly adjacent to the property's southerly property line and is marked as "A". This Historic District "A" is the Central Railroad of New Jersey Main Line Corridor Historic District spanning the railroad right of way through twenty-nine municipalities in five counties from Phillipsburg to Bayonne, including all associated features. It was determined eligible for registration to the National Register of Historic Places on November 30, 1995. A second Historic District associated with the rail line right of way farther south, adjacent to the Central Railroad of New Jersey right of way is marked as "B". This Historic District "B" is the Lehigh Valley Railroad Historic District. Although not determined to be eligible for the National Register, this district has been issued an opinion of eligibility by the State Historic Preservation Officer.

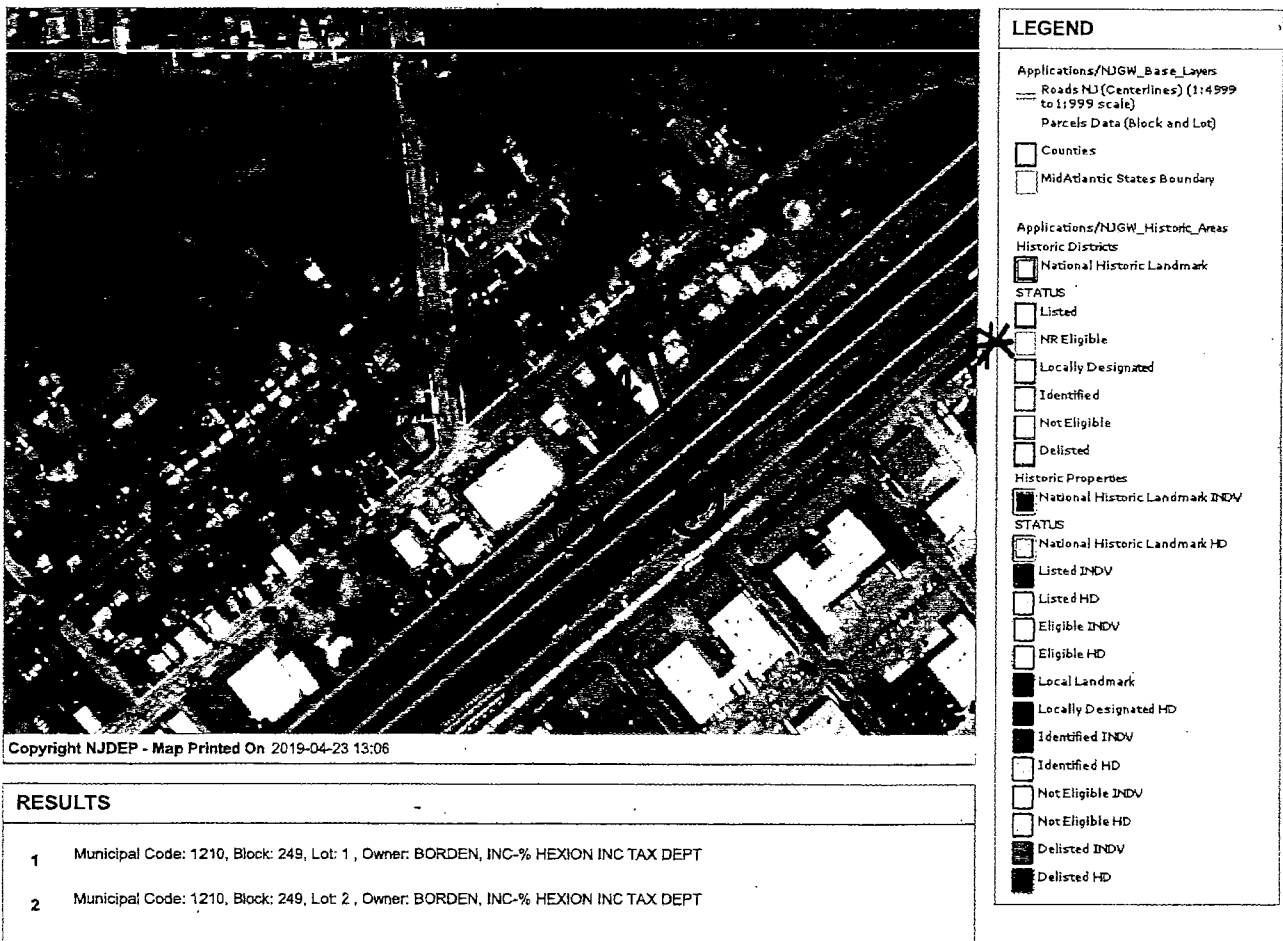


FIGURE 4

The adjacent Central Railroad of New Jersey Main Line Corridor, contains property with significant State and Federal historical significance. Fully developed Industrial properties, similar to the proposed project, currently exist adjacent to this historic rail corridor along almost its entire length within the Borough. The project proposed on the subject property will not encroach upon, or negatively impact the adjacent property during construction or after the project completion. The project does not propose any increase in impervious areas, and therefore will not increase in stormwater runoff to adjacent properties or to the surrounding area. In addition, proposed land grading has been designed so that drainage patterns will not be altered. The project is required to obtain Certification from the Freehold Soil Conservation District prior to construction. Adhering to the approved soil erosion and sediment control measures on site will prevent any disturbance and uncontrolled sediment or erosion on the adjacent historically significant property.

Adjacent Streams and Flood Zones

Review of the NJDEP NJ-Geoweb online mapping resource indicates that the project site lies in proximity to the Bound Brook Tributary. This stream occurs within a heavily wooded area between both of the rail lines located to the south, approximately 150 feet beyond the rear property line of the subject site (See **Figure 5**). Topography shown on the Survey for the property prepared by Vallee Surveying, Inc. indicates that the rail lines within the railroad right of way adjacent to the site are situated approximately 10 feet above the grade of the subject property. Therefore, since the stream lies beyond that rail line, no stormwater runoff from the property can directly reach that tributary. In addition, the proposed project is not altering the current drainage patterns and is not increasing runoff, therefore the watershed of the Bound Brook Tributary will not be negatively impacted.



FIGURE 5

Review of the FEMA Flood Maps of the Borough of Middlesex, Effective Date 7/6/2010 indicates that the project does not lie within a flood plain (See **Figure 6**). The property falls within Zone X which is an area of minimal flood. As noted in the legend, the area of Zone X which is shaded brown, denotes areas of Zone X that are subject to 0.2% annual chance flood hazards, areas of 1% annual chance flood with average depth less than one foot. The subject property does not lie within that shaded area. The subject property lies within the unshaded, or as denoted within the Legend as "No Screen" – Area of Minimal Flood Hazard. These unshaded areas lie outside the 1% and 0.2 % chance floodplains and are areas of minimal to no flood risks.

National Flood Hazard Layer FIRMette

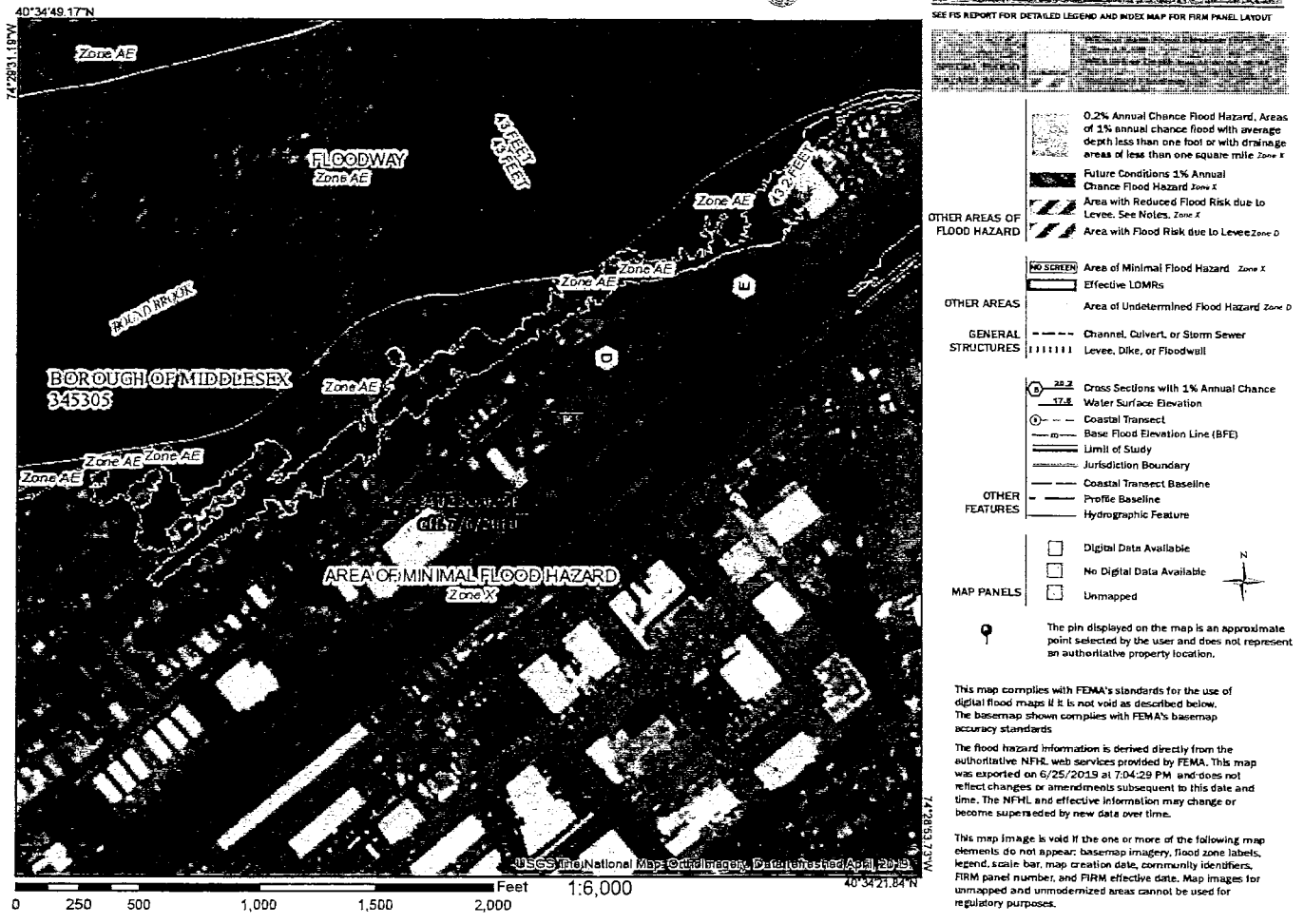


FIGURE 6

Freshwater Wetlands

Review of the NJDEP NJ-Geoweb online mapping resource indicates that there may be Freshwater Wetlands in close proximity to the site (See Figure 7). One of these wetland areas appear to be consistent with the location of the nearby floodplain north of Lincoln Boulevard. As shown on Figure 8, the width of the Lincoln Boulevard Right of Way is 66 feet and therefore if that wetland area across the street was subject to an ordinary resource 50 foot buffer area, the project site would fall outside of that buffer. In addition, there appears to be a possible wetland area on Lot 1.01 in Block 246. This wetland area would be occurring within a heavily wooded area on that property. That property and possible wetland area thereon is separated by a property known as Lot 2 in Block 246. Upon review of the Borough Tax Map, the shortest distance along Lot 2

as shown on Figure 8, is more than 55 feet. Therefore, the project site would also not fall within any regulated 50 foot buffer associated with possible wetlands on that site.

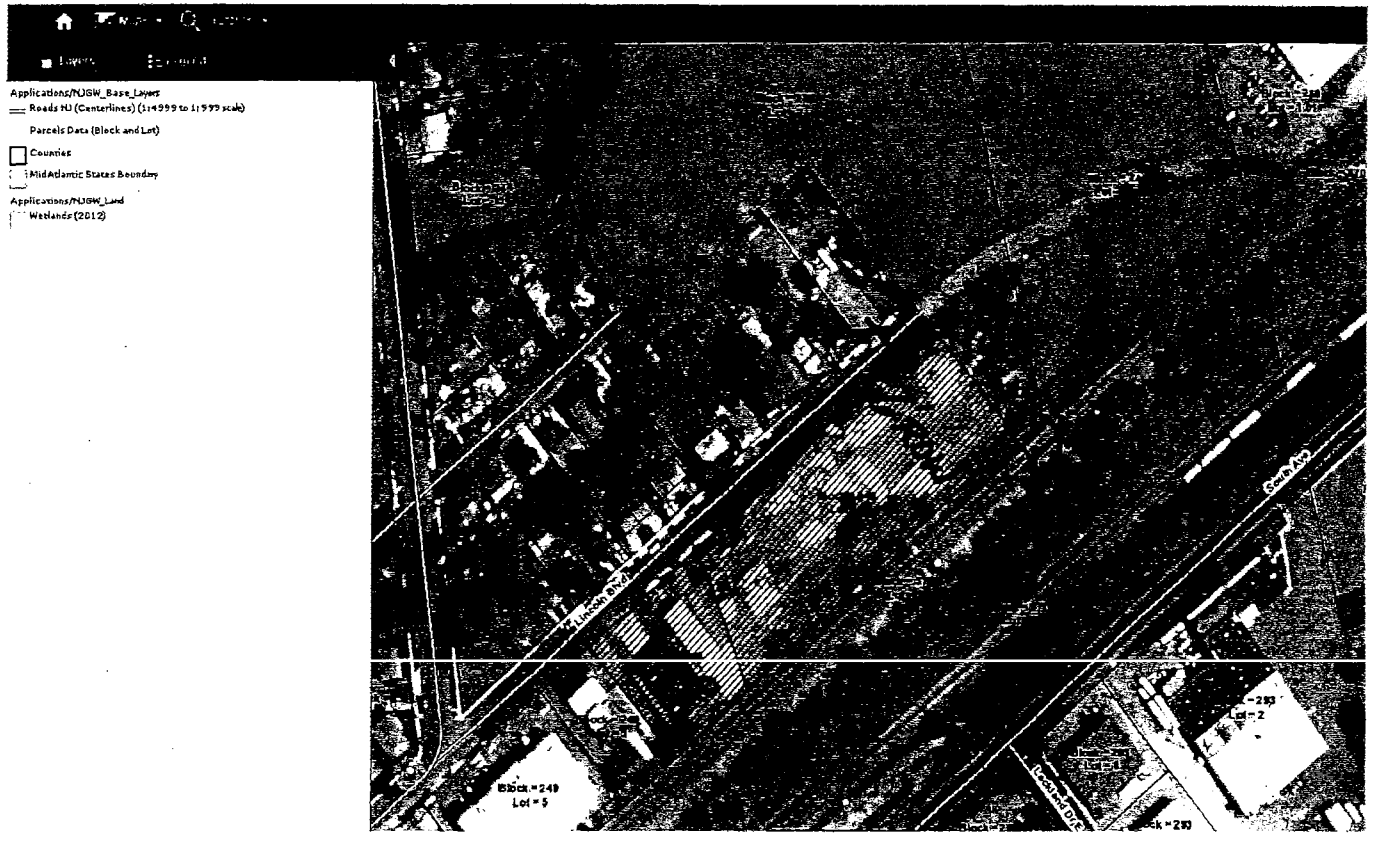


FIGURE 7

Piedmont Plains Landscape Project

Potential for Threatened & Endangered Habitat

The Piedmont Plains Landscape Project data provided by the NJDEP NJ-Geoweb online mapping resource was reviewed for information regarding potential habitats for threatened or endangered species habitats on, or adjacent to the project site. The Landscape Project identifies Species-Based Habitats of imperiled and special concern wildlife within the Piedmont Plains region. By overlaying documented locations of occurrences of these species with land use and land cover maps, the Project can delineate patches of land within the region that are suitable habitats for these species. A suitable habitat is one that can support wildlife foraging, shelter and/or breeding and is different for each imperiled and special concern species.

The Landscape Project uses a ranking system to assign a value to these species-specific habitat patches based on the documented presence of Federal or State endangered, threatened or species of special concern, or otherwise where a potential habitat may exist but no documented presence of this species has been recorded. **Figure 8** illustrates that the railroad right of way directly behind the project site has been assigned a Rank 1 designation by the Landscape Project. In addition, some areas within the surrounding vicinity have been assigned designations of Rank 1, as well as Rank 4. The ranking system is as follows:

- Rank 5 - assigned to species-specific habitat patches containing one or more occurrences of wildlife listed as endangered and threatened pursuant to the Federal Endangered Species Act of 1973.
- Rank 4 - assigned to species-specific habitat patches with one or more occurrences of State endangered species.
- Rank 3 - assigned to species-specific habitat patches containing one or more occurrences of State threatened species.
- Rank 2 - assigned to species-specific habitat patches containing one or more occurrences of species considered to be species of special concern.
- Rank 1 - assigned to species-specific habitat patches that meet habitat-specific suitability requirements such as minimum size or core area criteria for endangered, threatened or special concern wildlife species, but that do not intersect with any confirmed occurrences of such species. Rank 1 habitat patches without documented occurrences are not necessarily absent of imperiled or special concern species. Patches with a lack of documented occurrences may not have been systematically surveyed. Thus, the Rank 1 designation is used for planning purposes, such as targeting areas for future wildlife surveys.

The railroad property directly behind the project site, with a designation of Rank 1 lies within a species-specific habitat of the Riparian Corridor of the Bound Brook Tributary. Farther to the south, the second railroad property also falls within this Riparian Corridor but also contains Deciduous Forest and NJDEP data notes that there is a documented occurrence of the endangered Bald Eagle within this patch, accounting for the Rank 4 designation on a portion of that property. Other areas in the surrounding vicinity, specifically those in the easterly direction and across the street, have been assigned a Rank 1 designation due to the presence of habitat-specific suitability of deciduous wooded wetlands.

The project site is urban land developed with buildings and impermeable land cover, with no woods or significant landscape features, and therefore contains no value

relative to a potential habitat for any threatened, endangered, or species of special concern. However, due to the proximity of the potential habitat on the railroad property to the rear yard, special care should be taken during construction to prevent disturbance and encroachment on that property.



FIGURE 8

Vernal Habitat

A vernal habitat refers to an area including a vernal pool, or the area of ponding, plus any freshwater wetlands adjacent to the pool. The NJDEP NJ-Geoweb online mapping resource was reviewed for the presence of any Vernal Habitat or Vernal Pool on, or adjacent to the project site. As shown on **Figure 9**, a corner of the project site, adjacent to Lincoln Boulevard has been mapped within an area designated as a Potential Vernal Habitat. NJDEP considers potential vernal habitats to be field inspected within a 300 meter radius of a documented vernal pool. The project site falls within the 300 meter radius of a documented vernal pool occurring within a heavily wooded area on property owned by the Borough. This pool is located approximately 850 feet from the project site.

References:

- “Middlesex, NJ Property – Environmental Summary Update” dated April 26, 2019
- “Preliminary and Final Major Site Plan, 930 Lincoln Boulevard, Lots 1 & 2, Block 249, Borough of Middlesex, Middlesex County, New Jersey” prepared by Amertech Engineering, Inc., dated June 8, 2018, last revised September 27, 2018.
- “Plan of Survey with Topography of Lots 1 & 2 in Block 249, situated in Borough of Middlesex, Middlesex County, New Jersey, prepared by Vallee Surveying, Inc., dated September 8, 2017.
- State of New Jersey, NJDEP Bureau of GIS, NJ Geoweb (online resource)
- NJDEP - Historic Preservation Office, New Jersey and National Registers of Historic Places, Middlesex County, last update 6/24/2019
- Environmental Summary, prepared by Geo-Technology Associates, Inc, dated June 26, 2019
- Jersey Central Chapter of the National Railway Historical Society (online resource)
- Report entitled “New Jersey Landscape Project Version 3.3 - Wildlife habitat mapping for community land-use planning and species conservation”, NJDEP Division of Fish and Wildlife Endangered and Nongame Species Program.

APPENDIX A

TO: TOM KELSO, ESQ.
FROM: CHRIS RICHTER - IES
SUBJECT: MIDDLESEX, NJ PROPERTY - ENVIRONMENTAL SUMMARY UPDATE
DATE: APRIL 26, 2019
CC: HUSSEIN IBRAHIM, SHARIF ALY, WAEL HAMMED, MICHAEL DEMPSEY LSRP

FORMER BORDEN FACILITY
MIDDLESEX, NEW JERSEY

Site History

The subject 3+ acre former manufacturing parcel is located at 930 Lincoln Boulevard in Middlesex Borough, Middlesex County, New Jersey, also known as Block 249, Lots 1 (2+ ac.) and 2 (1+ ac.) This parcel, bounded by Lincoln Boulevard to the north, railroad tracks to the south, a wooded area to the east, and similar former industrial properties to the west, was developed in 1940 by Leech Manufacturing for production of asphalt coatings, tile adhesives, and varnish. During the period of 1948-1956, Pioneer Latex owned and operated the property for production of solvent- and water-based adhesives and coatings. In 1956, Borden acquired the property to produce asphalt coatings and catalysts. Additional manufacturing facilities were added to the main property by Borden's adhesives and graphics division in the 1960s.

Borden began winding down its operations in the 1980s. All asbestos containing materials (ACM) were previously identified, abated and disposed of off-site. As part of the process, both above- and underground solvent and petrochemical storage tanks (ASTs: naphtha, methylene chloride, TCE, TCA, mineral spirits, asphalt, coal tar, fuel oil, wax; USTs: toluene, MEK, acetone, heptane, hexane, gasoline, and fuel oil) were decommissioned, drums were disposed of, building interior and process areas cleaned, storm drain and sump areas cleaned, areas of impacted soils removed, and facility-wide assessments performed. The main manufacturing building and smaller satellite buildings were demolished in the 1990s, leaving only the floor slabs and surrounding paving on the eastern half of the property. Three buildings exist today near the westernmost property boundary, including one masonry former manufacturing building, a steel former warehouse, and a wooden frame small office building. The property is currently vacant, fenced, and accessible via locked gate.

Triggered by a cessation of operations, Borden activated NJDEP ECRA (predecessor legislation to the current ISRA) case number E92235 in 1992. Momentive/Hexion, successor to Borden, is the party responsible for the remediation and continues to manage the remaining aspect of the case (groundwater-only) toward closure.

As a result of all NJDEP-required site investigation (SI) and remedial investigation (RI) activities conducted to date, a total of seventeen (17) soils AOCs were identified, remediated, and granted No Further Action (NFA) designations by NJDEP. Excavation and off-site disposal was conducted in each area where soil remediation was required. This is summarized in NJDEP's NFA letter dated July 11, 2001.

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Since the Soils NFAs were issued, new NJDEP policies emerged regarding the sampling of concrete slabs for industrial site closures. All slabs on-site were tested in accordance with DEP's Concrete Guidance Document, and as a result low-level PCBs were detected in both the main warehouse building as well as select former building slabs within the vacant eastern lot (AOC 19). In response, the main building slabs and walls were cleaned and epoxy-coated, and portions of the vacant lot slabs capped with gravel in accordance with both NJDEP and USEPA requirements.

As the former redevelopment plans for the property involved the construction of an indoor athletic facility, the existing 3/4" roadstone gravel was installed as a suitable base for planned new building floor slabs. However, the change in proposed future use to a bus storage lot will require placement of additional dense gravel aggregate and rolling as not to expose the affected slabs via vehicular traffic. No additional paving is required as part of the plan as the gravel-capped areas are already underlain by concrete and asphalt paving. These areas were proposed to be Deed Noticed, and NJDEP accepted plans for same in 2017. The areas should not be disturbed via excavation (including re-grading to lower elevation) per typical Deed Notice (and associated RA Permit) conditions, which will be formalized at or prior to the time of expected environmental case closure (2021.)

Previous off-site, residential potable well impacts were mitigated via connection to the municipal water supply, and vapor intrusion mitigated via installation of radon-type ventilators. A similar ventilator fan was installed within the on-site office building. However, current groundwater results of shallow wells closest to the on-site buildings are below NJDEP's Groundwater Vapor Screening Levels, indicative that the systems may no longer be necessary. All such receptor issues have been addressed to the satisfaction of NJDEP per their 2017 approval.

NJDEP deemed the remedial investigation (RI) of the site to officially be complete in 2017, and as such the required remedial action (RA) of remaining groundwater impacts is underway.

Chlorinated volatile organic compounds (CVOCs)-impacted groundwater (AOC 18) at has been the primary focus of the on-going NJDEP ISRA investigation, both on- and off-site. On- and off-site groundwater impacts have decreased considerably since the case was initiated, due to earlier source removals and excavations, source area remedial action pilot studies (aquifer pump tests, vacuum-enhanced dual-phase extraction tests, and bioremedial injections) conducted over the years, in addition to natural attenuation. Off-site shallow monitoring wells are currently compliant (several ND) or near-compliant with NJDEP GWQS, and as a result very limited off-site shallow remediation is anticipated. NJDEP approved the bioremediation of shallow groundwater impacts (to depths of bedrock occurrence at approximately 5'-20' below grade) in early 2018 (via emulsified vegetable oil and CVOC-degrading bacterium) and such was completed in Summer and early Fall 2018. A network of shallow and intermediate bedrock remedial injection wells is currently being installed on-site.

No excavations into shallow groundwater (~2'-7' below grade dependent upon surface elevation and seasonal variations) should be contemplated as remediation is ongoing. Additionally, the grid of required remedial injection and monitoring wells across the entire site should not be disturbed at this time. Wells will be properly sealed and abandoned at the time of future RAO issuance (anticipated 2021), although a select few are expected to remain open beyond 2021 for some more-limited post-RAO monitoring.

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Remaining Environmental Issues

Shallow post-remedial groundwater monitoring is on-going per NJDEP permit requirements. A second, contingency shallow treatment will occur in 2019-2020, if required. We are currently awaiting issuance of an NJDEP permit to treat the shallow and intermediate bedrock zone.

Shallow and intermediate bedrock aquifer CVOCs on- and adjacent to the site to depths of approximately 100' or less will be treated via the same process as described above in Summer/Fall 2019 and 2020 (and 2021 as a contingency plan if necessary) as required. Post-remedial bedrock groundwater monitoring will begin in late 2019 and is anticipated to continue for several years. NJDEP in 2017 accepted the conceptual Groundwater Classification Exception/Well Restriction Area (CEA) and any low-level impacts remaining following treatment will be monitored for natural attenuation under a NJDEP RA Permit to be issued for groundwater.

Other similar contaminant sources, unrelated to the subject property, have been identified farther down Lincoln Boulevard to the west, and as a result this has limited the scope of required off-site work in that direction.

The entire case is anticipated to be closed in 2021 via conditional Remedial Action Outcome (RAO), conditioned upon a Deed Notice for the encapsulated/capped areas and an ongoing CEA for monitored natural attenuation of any remaining groundwater impacts following groundwater remedial actions currently underway.

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APPENDIX B

GEO-TECHNOLOGY ASSOCIATES, INC.

GEOTECHNICAL AND
ENVIRONMENTAL CONSULTANTS

A Practicing Geoprofessional Business Association Member Firm



June 26, 2019

Layla Transportation and Trailing, Inc.
33 Clawson Street
Piscataway, New Jersey 08854

Attn: Wael O. Hamed

Re: Environmental Summary
Block 249 Lots 1 & 2
Borough of Middlesex, Middlesex County, New Jersey

Dear Mr. Hamed:

Geo-Technology Associates, Inc. (GTA) presents this summary for the approximate 3.57-acre property (the "subject property" or "subject site") located in the Borough of Middlesex, Middlesex County, New Jersey. GTA understands the subject site is proposed to be developed with a bus parking facility.

GTA was provided with the following documentation concerning the current status of ongoing remediation of the subject site:

- *Remedial Investigation Report Addendum*, April 2017, Independent Environmental Solutions, LLC (IES)
- *Discharge to Ground Water Authorization*, May 24, 2018, New Jersey Department of Environmental Protection (NJDEP)
- *Memo*, November 23, 2018, IES
- *Memo*, April 26, 2019, IES

The property is currently being remediated under the oversight of a Licensed Site Remediation Professional (LSRP) through the NJDEP's Site Remediation Program. Michael Dempsey is the LSRP retained by the responsible party for this case (Hexion Inc.). GTA has not been retained as an LSRP for this case, but has been asked to review the above-referenced documentation to provide a summary of the current status of the remediation relative to the proposed redevelopment of the property as a bus parking facility.

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The reviewed information generally indicates that a No Further Action (NFA) was issued for soil by the NJDEP in 2001, but that evaluations performed subsequent to the NFA identified PCBs in concrete. This included the floor slab and walls of one of the existing buildings, and in some of the concrete floor slabs that remain from former buildings. The impacted concrete and walls in the building have been epoxy coated and the remnant concrete floor slabs have been partially capped with gravel. GTA understands that additional gravel is planned to be added to the capped areas, which will finalize the cap. These areas are not required to be paved.

Chlorinated volatile organic compounds (VOCs) have been identified in groundwater. The groundwater contamination generally flows to the north beneath Lincoln Boulevard. GTA understands homes in this area have been connected to public water and vapor intrusion systems were installed in some of the homes.

Active groundwater remediation has been completed, and more is planned. In 2018, substrate was injected that would enhance conditions for microbial growth, with the microbes subsequently breaking down the contaminants once conditions are appropriate. GTA understands that the LSRP is currently preparing an addendum to the injection plan to include a deeper groundwater zone, which will be submitted to NJDEP for approval. The injections would be completed using a series of monitoring wells that are currently being installed. Periodic groundwater sampling will be required to demonstrate the effectiveness of the injections. The long term remedial plan for groundwater is Monitored Natural Attenuation. Remediation (i.e., injection) is anticipated to be completed by 2021 to permit issuance of a Response Action Outcome.

Based on GTA's review of the provided information, the following should be considered when redeveloping the subject site with the bus parking facility:

- Monitoring wells will need to be protected from damage during all site work.
- Excavation at the subject site should be kept to minimum to avoid disturbing the existing cap. Should excavation be required, the LSRP should be notified. The excavated materials would require proper off-site disposal.
- The redevelopment should consider that shallow groundwater (2 to 7 feet below grade) is contaminated in some areas. Excavation into this groundwater should be avoided. If dewatering is required during future site work then the dewatering fluids must be properly managed.
- Any alterations of the existing buildings should consider the presence of PCBs, and the areas containing PCBs should be maintained using methods approved by the LSRP.
- Any buildings planned to be occupied may require installation of vapor mitigation systems.

GTA recommends contacting the LSRP to coordinate the planned redevelopment activities with the ongoing remediation.

Layla Transportation and Trailing, Inc.

Re: Environmental Summary

June 24, 2019

Page 3

We appreciate the opportunity to be of assistance on this project. Should you have any questions regarding this information, or should you require additional information, please contact the undersigned.

Sincerely,

GEO-TECHNOLOGY ASSOCIATES, INC.

A handwritten signature in black ink, appearing to read "Rich Lake".

Richard Lake, LSRP
Associate