



State of New Jersey
DELAWARE AND RARITAN CANAL COMMISSION
PRALLSVILLE MILLS | 33 RISLER STREET | P.O. BOX 539
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www.nj.gov/dep/drcc



STAFF REPORT

DRCC #:25-0355A

DATE: August 25, 2026

PROJECT NAME: 12 Railroad Avenue -- Mixed-Use/Residential Development

Latest Submission Received: July 28, 2026

Applicant:

Class 1 Railroad
1072 Madison Avenue, Suite B3
Lakewood, NJ 09701
luke@rusowsky.com

Engineer:

Afton M. Savitz, P.E.
Stonefield Engineering & Design, LLC
92 Park Avenue
Rutherford, NJ 07070
asavitz@stonefieldeng.com

Project Location:

Road	Municipality	County	Block(s)	Lot(s)
12 Railroad Avenue	Ewing Township	Mercer	390	1-8, 30

Jurisdictional Determination:

Zone B	Major	Nongovernmental
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Subject to Review for:

Drainage	Visual	Traffic	Stream Corridors
X		X	

Documents Received: Site Plans (18 sheets) dated December 17, 2024, revised July 27, 2026; Stormwater Management Report (460 pages) dated July 10, 2026; Traffic Impact Study dated September 10, 2025; prepared by Stonefield Engineering & Design, LLC.

**THIS STAFF REPORT IS ISSUED AS A GUIDE TO APPLICANTS IN
COMPLYING WITH DRCC REGULATIONS. IT IS NOT AN APPROVAL. NO
CONSTRUCTION SHALL BEGIN UNTIL A CERTIFICATE OF APPROVAL
HAS BEEN ISSUED.**

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The application is complete and shall be presented to the Commission for their action with a staff recommendation of approval at the September 16, 2026, meeting based upon the following analysis:

Existing Conditions: The project site consists of several lots totaling 98,281 square feet (2.25 acres) located on the westerly side of Railroad Avenue, Ewing Township, Mercer County, approximately 0.89 mile northeast of the Delaware and Raritan Canal and within Commission Review Zone B.



The project site is bounded by residential development to the north and west, and by railroad use to the east. A combination of residential, office and commercial uses are located to the south, along with the SEPTA West Trenton Station.

In the existing condition, the project site is improved with a three-story, mixed-use building, a two-story frame residential dwelling, two frame garage buildings, one storage shed, paved parking lot, an inground swimming pool, and other site improvements. The existing conditions stormwater point-of-analysis is toward Railroad Avenue. Impervious surface coverage in the existing condition totals 57,663 square feet (1.32 acres) and is visible on historic aerial imagery dating to 1961.

The Commission issued a certificate of approval for a project at the site in 1984 that doubled the size of the existing building, expanded the paved parking area, and constructed a stormwater detention basin. That project increased impervious surface coverage onsite by 1.0 acre (DRCC #84-355 “Freddie’s Tavern”).

Proposed Project: The applicant proposes to construct one, three- and a half-story mixed-use building, containing 75 residential units and 4,942 square feet of commercial space, along with parking lots, stormwater collection system and other site improvements.

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Based upon the submitted application, impervious surface coverage in the proposed condition would total 72,449 square feet (1.66 acres). The project would also disturb approximately 101,495 square feet (2.33 acres) of land.

Stream Corridor: As noted above, the site is located 1.2 miles northeast of the Delaware and Raritan Canal, and is located within the Alexauken Creek, Moore Creek, Jacobs Creek Watershed Management Area. The closest watercourses to the project site are Gold Run, located approximately 2,000 feet to the east, and an unnamed tributary to Gold Run, located approximately 490 feet to the southwest. Gold Run does not have a NJDEP State delineated Flood Hazard Area. There is a FEMA map that indicates 100-year floodplain noted as a Zone A. FEMA did not conduct a detailed analysis to determine the 100-year floodplain. The drainage area to Gold Run is greater than 50 acres; therefore, it has an associated 100-year floodplain and a Commission-regulated stream corridor. However, since Gold Run is located approximately 2,000 feet away from the project site, it can be determined that the stream corridor associated with Gold Run does not encroach onto the project site.

Similarly, the unnamed tributary to Gold Run does not have a NJDEP State delineated Flood Hazard Area. Additionally, there is no FEMA map that depicts a 100-year floodplain along this watercourse. The contributory drainage area to the point-of-analysis downstream of the project site is approximately 60 acres, determined using the U.S. Geological Survey (USGS) StreamStats online mapping tool. Therefore, the watercourse has an associated 100-year floodplain and a Commission-regulated stream corridor. However, this watercourse is located about 490 feet from the project site; and it can, therefore, be determined based upon this distance that the stream corridor along this watercourse does not extend onto the project site.

Commission staff also notes that the USGS StreamStats online tool also shows an additional watercourse located to the west of the project site. However, this feature has a contributory drainage area of less than 50 acres. Therefore, based upon the definition at N.J.A.C. 7:45-1.3, it does not possess a Commission-regulated stream corridor.

Based on the foregoing evaluation, Commission staff, therefore, determines that there are no Commission stream corridors onsite, and that the project is not subject to stream corridor impact review pursuant to N.J.A.C. 7:45-9.1(a).

Stormwater Runoff Quantity: The proposed improvements would result in an increase in the amount of onsite impervious area and an associated increase in stormwater runoff. To mitigate for the increase in runoff generated from the proposed development, one surface bio-retention basin, and two porous pavement stormwater best management (BMP) measures are proposed consisting of one surface bio-retention basin, and two porous pavement BMP measures. The applicant has demonstrated that the increase in runoff generated from the proposed development will meet the requirement that the post-construction peak runoff rates for the 2-, 10- and 100-year storm events will be no greater than 50 percent (%), 75% and 80%, respectively, of the preconstruction peak runoff rates.

The submitted calculations utilized the Natural Resource Conservation Service (NRCS) Technical Release No. 55 (TR-55) hydrologic methodology, Standard 484-unit

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hydrograph, NRCS Region C rainfall distribution, and separated analyses for impervious and pervious areas. The current 2-, 10- and 100-year storm events, of 3.34, 5.11 and 8.66 inches, were modeled respectively. The project is not located within the NJ Coastal Plain area.

Commission staff has, therefore, determined that the project is in compliance with the specific stormwater quantity requirements at N.J.A.C. 7:45-8.6.

Water Quality: The Commission requires that all proposed full-depth pavement, including newly constructed and reconstructed parking and access drives that are being renewed, shall comply with water quality standards at N.J.A.C. 7:45-8.7. This includes reduction of the post-construction load of total suspended solids (TSS) in stormwater runoff generated from the water quality design storm by a rate of 80% of the anticipated load from the developed site, expressed as an annual average.

Stormwater runoff flowing to the bio-retention basin would consist of rooftop and internal building parking spaces for which water quality treatment is not required. As noted above, two porous pavement areas are proposed for the project, which would collect runoff from the surface parking areas. The applicant has submitted routings which demonstrate that the proposed porous pavement can contain the water quality volume.

Therefore, Commission staff has determined that the project is in compliance with the water quality treatment requirements at N.J.A.C. 7:45-8.7.

Groundwater Recharge: The Commission's regulations require that stormwater management measures maintain 100% of the average annual preconstruction groundwater recharge volume for the site, or that any increase of stormwater runoff volume from pre-construction to post-construction for the 2-year storm is infiltrated. The NJDEP (GSR-32) recharge spreadsheet was submitted, showing a total recharge deficit volume of 17,044 cubic feet for the entire project site. The applicant proposes to demonstrate compliance with the recharge requirements using the proposed bio-retention basin. Pursuant to the GSR-32 spreadsheet, an effective depth of 4.3 inches is required to meet the recharge requirement. The depth within the bio-retention basin is 4.8 inches, which is more than required to contain the required recharge deficit volume.

Commission staff has, therefore, determined that the project is in compliance with the groundwater recharge requirements at N.J.A.C. 7:45-8.5.

Non-Structural Methods: N.J.A.C. 7:45-8.4 directs that nonstructural stormwater management strategies be incorporated into the project site design "to the maximum extent practicable." A Nonstructural Strategies Point System (NSPS) spreadsheet was submitted. The entire project site is located within Planning Area-1. The required site points ratio is 69%. The submitted NSPS indicates that the proposed site points ratio is 99%, which is more than required. Therefore, it can be concluded that the proposed nonstructural measures are adequate and in compliance with N.J.A.C. 7:45-8.4.

Stormwater Management Maintenance Plan: A stormwater management operation and maintenance manual was previously submitted for the surface bio-retention basin, and

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porous asphalt, based on the requirements of the NJ Stormwater BMP Manual. Therefore, the project is in compliance with N.J.A.C. 7:45-8.8.

Traffic Impact: N.J.A.C. 7:45-11.1 directs that the Commission shall review major projects in Zone B of the Review Zone that are within 1.0 mile of any portion of the Delaware and Raritan Canal State Park and have direct access to a road that enters Zone A, for their traffic impact on roads that enter the park or any part of Zone A. The applicant shall submit a traffic impact study that shows the amount of additional traffic generated by the project and the directions in which this traffic will move. If the Commission determines that the additional traffic will have an adverse impact on the park, the applicant shall use any feasible planning techniques that will direct any additional traffic away from the park. If the Commission is satisfied that there are no feasible planning techniques other than as set forth in the project proposal that can direct any additional traffic away from the park, the project shall be approved for traffic impact review.

As noted hereinabove, the project site is located 0.89 mile in straight-line distance from the Delaware and Raritan Canal State Park and has direct access to a road that enters Zone A, namely, Grand Avenue/Sullivan Way (Mercer County Route No. 579). Therefore, the project is subject to traffic impact review.

The applicant has submitted the required traffic impact study which shows the amount of additional traffic generated by the project and the directions in which this traffic will move, and includes analysis of the impact of the project upon roads that enter the Delaware and Raritan Canal State Park or any part of Zone A. The submitted study made trip generation projections for the project using trip generation research data as published under Land Use 220 "Multifamily Housing (Low-Rise)" and Land Use 822 "Strip Retail Plaza" were cited for the 75 residential units and 4,942 square feet of shopping space, respectively, set forth in the Institute of Transportation Engineers' (ITE) publication, Trip Generation, Twelfth Edition.

The study also used 2024 existing condition traffic volume data grown to a future horizon year of 2026, which is a conservative estimate for when the proposed mixed-use development is expected to be fully constructed. In accordance with industry guidelines, the existing traffic volumes at the studied intersections were increased by 1.0% annually for two years, which is the background growth rate set forth in the New Jersey Department of Transportation (NJDOT) Annual Background Growth Rate Table. The study also examined the potential for site-generated traffic of other projects that could influence the traffic volume and consulted with Ewing Township to take into account any other planned development projects that were either in the entitlement process or had recently been approved for building permits in proximity to the proposed project development, of which there were none.

The report indicated that for all roads that connect to the project site, the project would generate 20 entering trips and 38 exiting trips during the morning peak hour, 51 entering trips and 39 exiting trips during the evening peak hour, and 31 daily entering trips and 39 daily exiting trips during the Saturday peak hour as detailed in the following trip generation exhibit included within the study:

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Trip Generation

Land Use	A.M. Peak			P.M. Peak			Saturday Peak		
	In	Out	Total	In	Out	Total	In	Out	Total
75 Units Multifamily Housing (Low-Rise) ITE Land Use 220	9	30	39	27	16	43	14	23	37
4,942 SF Strip Retail Plaza ITE Land Use 822	11	8	19	24	23	47	17	16	33
Total:	20	38	58	51	39	90	31	39	70

The report indicates that the number of new trips falls below the industry-accepted standard of a significant increase in traffic of 100 trips. The ITE publication Transportation Impact Analysis for Site Development, states “it is suggested that a transportation impact study be conducted whenever a proposed development will generate 100 or more added (new) trips during the adjacent roadways’ peak hour or the development’s peak hour.”

Additionally, the State Highway Access Management Code regulations of the New Jersey Department of Transportation (NJDOT) at N.J.A.C. 16:47, Appx. F provide that any project which results in 100 or more new half-trips during any peak hour shall require a traffic study. The NJDOT regulations also define a “significant increase in traffic” as an increase of 100 or more trips in any peak hour (see N.J.A.C. 16:47-2.1).

Examining in isolation that portion of the additional traffic generated by the project for the traffic which would enter and exit the project site by means of Grand Avenue/Sullivan Way, Commission staff observes that of the totals listed in the table above, additional traffic generation from both the residential and retail elements of the project site would be as follows:

Road	A.M. Peak	P.M. Peak	Saturday Peak
Entering project site from Grand Avenue	6	8	4
Leaving project site from Grand Avenue	1	4	3
Entering site from Railroad Avenue	5	9	3
Leaving site from Railroad Avenue	8	6	11

Commission staff observes that none of the trip totals when applied to the roads that enter the Delaware and Raritan Canal State Park or any part of Zone A would be considered “significant” by either the ITE or the NJDOT.

Finally, Commission staff notes that the project site is located approximately 0.2 mile from the SEPTA West Trenton Train Station and is 0.2 mile from the NJ Transit Route 608 bus stop, both of which provide non-vehicular transportation modes that are not typical of similar suburban developments.

The Commission staff, therefore, determines that the additional traffic will not have an adverse impact on the park, and that there are no feasible planning techniques that the

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applicant could employ that would direct the additional traffic away from the Delaware and Raritan Canal State Park.

Staff Recommendation: Staff recommends approval.

Sincerely,

A handwritten signature in black ink, appearing to read "John Hutchison", with a long horizontal flourish extending to the right.

John Hutchison
Executive Director

c. Mercer County Planning Board
Ewing Township Planning Board

Please refer to the Commission project number (DRCC #) when making a submission, a resubmission, or transmitting project correspondence or documents.