



State of New Jersey
DELAWARE AND RARITAN CANAL COMMISSION
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www.nj.gov/dep/drcc



STAFF REPORT

DRCC #: 25-2429D

DATE: October 6, 2026

PROJECT NAME: 1950 Easton Avenue -- Proposed Warehouse

Latest Submission Received: September 30, 2026

Applicant:

Syracuse 1950 Easton Avenue Owner LLC
1200 North 52nd Street
Phoenix, AZ 85008
joshz@creationequity.com

Engineer:

Daniel Miola, P.E.
Langan Engineering and Environmental
Services, LLC
300 Kimball Drive
Parsippany, NJ 07054
dmiola@langan.com

Project Location:

Road	Municipality	County	Block(s)	Lot(s)
1950 Easton Avenue (Somerset County Route No. 527)	Franklin Township	Somerset	469	1.06

Jurisdictional Determination:

Zone A	Major	Nongovernmental

Subject to Review for:

Drainage	Visual	Traffic	Stream Corridors
X	X	X	X

Documents Received: Site Plans (30 sheets) dated January 17, 2025, last revised July 18, 2025; Stormwater Management Report dated January 17, 2025, last revised February 14, 2025; Stream Corridor Impact Plan (1 sheet) dated May 14, 2025; Stream Corridor Use Plan dated July 8, 2025; Traffic Impact Study dated January 17, 2025, last revised April

**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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17, 2025; prepared by Langan Engineering and Environmental Services, LLC; Architectural Plans (3 sheets) dated May 15, 2025; prepared by Nelson Architecture & Interiors Inc. and Premier Design & Build Group.

The application is complete and shall be presented to the Commission for their action with a staff recommendation of approval at the October 21, 2026, meeting based upon the following analysis:

Existing Conditions: The project area is an approximate 1.42 million square-foot (32.76 acre) lot located west of Easton Avenue in Franklin Township, Somerset County, approximately 75 feet south and west of the Delaware and Raritan Canal and within Commission Review Zone A.



The project area lot is located partly in Review Zone A, with the balance of the site being located in Review Zone B. Pursuant to the definition of “Review Zone” at N.J.A.C. 7:45-1.3, if any part of a project site is within Zone A, then the entire project shall be considered to be in Zone A.

The project site is bounded by Easton Avenue followed by the Delaware and Raritan Canal to the north, Davidson Avenue to the east, the Somerset Executive Center office development that is presently proposed to be demolished and replaced by a warehouse development (See DRCC #24-6190) followed by Interstate Highway Route No. 287 to the south, and a tributary of the Raritan River followed by a large cemetery development to the west.

In the existing condition, the project site is improved with the Ukrainian Cultural Center and the Ukrainian History and Education Center of New Jersey buildings, along with associated parking areas, landscaping, underground utility and stormwater infrastructure, and associated site amenities. In the existing condition, impervious surface coverage totals approximately 7.21 acres. Historic aerial imagery shows the cultural center under

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construction in 1979, while the history/education center first appears on imagery dating to 1987.

The project area lot is also the location of the Hendrick Fisher Homestead, a circa 1688 residence that is reputed to be the oldest structure in Somerset County.

The Commission received plans for a project to expand the cemetery development onto the project area lot in 2000; however, it appears that no application was submitted for the project, and no Commission staff report or approval was ever issued. Subsequently, a project application was approved by the Commission in 2001 to expand the adjacent cemetery and create 3,774 additional grave sites on the lot (DRCC #00-2429A). From the absence of any burials, it would appear this project was never implemented. In 2005, the Commission issued a certificate of approval for a project to construct an expansion to the Ukrainian History and Education Center, which resulted in the creation of approximately 1.0 acre of new impervious surface coverage (DRCC #04-2429B).

Proposed Project: The applicant proposes to subdivide the Lot 1.06 into two new lots:

Proposed Lot 1.08: This lot would be 771,281 square feet (17.7 acres) in size and encompass the existing Ukrainian Cultural Center building and associated parking area located at the southern portion of the existing lot (See “project area” denoted in red in the aerial image below):



The applicant proposes to demolish the Ukrainian Cultural Center building and associated site improvements on proposed Lot 1.08 and construct a 258,150 square-foot warehouse building development, along with 162 car parking spaces, 35 loading docks and 17 trailer parking spaces, access driveway, a stormwater management facility, and other associated infrastructure. Based upon the submitted application, the total proposed impervious surface area coverage onsite will increase by 5.7 acres to 11.39 acres in the proposed condition. The project would also result in the disturbance of 13.67 acres of land.

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Proposed Lot 1.09: This lot would be 648,907 square feet (14.9 acres) in size and encompass the existing Ukrainian History and Education Center of New Jersey buildings and the Fisher Homestead located at the northern portion of the existing lot. Commission staff notes that a project application has been submitted by a different applicant to construct 45 passenger vehicle parking spaces to the north of the existing building and 35 passenger vehicle parking spaces to the east of the existing building, a widened access driveway from Easton Avenue, and stormwater management infrastructure (See project DRCC #25-2429C).

Stream Corridor: The site is located within the Raritan River Lower watershed. The site is bordered to the west by a tributary to the Raritan River, which is located north of the Delaware and Raritan Canal. The Raritan River does not flow into the canal. FEMA has delineated the 100-year floodplain for the Raritan River, and by engineering judgment, the Raritan River's floodplain is the controlling regulatory floodplain along the tributary adjacent to the site. The applicant has delineated the stream corridor as a 100-foot offset from a plotted flood hazard area design flood elevation limit. Commission staff has determined the stream corridor limit is conservative when compared to the submission requirements of N.J.A.C. 7:45-9.2.

The onsite stream corridor consists of a mixture of woods and actively disturbed lawn, with some trees. The applicant proposes to reconstruct one outfall and construct a new outfall parallel to the existing one located along the tributary to the Raritan River. Pursuant to N.J.A.C. 7:45-9.4(a)6., an outfall structure associated with a stormwater management facility is considered to be a conditional use within a stream corridor of a watercourse that does not directly enter the Delaware and Raritan Canal. Therefore, the project has been designed in accordance with the specific stream corridor impact standards at N.J.A.C. 7:45-9.

Stormwater Outfall: The project proposes to discharge stormwater generated from the site toward an existing drainage system within Davidson Avenue, which is tributary to the Delaware and Raritan Canal. Therefore, the applicant is subject to the specific requirements for an outfall set forth at N.J.A.C. 7:45-8.3. This includes, but is not limited to, prohibiting new sources of stormwater that tie into the drainage systems discharging into the canal and providing 95 percent (%) total suspended solids (TSS) removal for the water quality design storm as described at N.J.A.C. 7:45-8.7.

Stormwater Runoff Quantity: Runoff from the developed portions of the site and undisturbed areas, totaling approximately 13.67 acres, will discharge to either Davidson Avenue or the aforementioned tributary to the Raritan River. The stormwater management measures have been evaluated at two points-of-analysis (POAs).

POA-1: Includes the eastern portion of the development adjacent to Davidson Avenue. This area includes 0.66 acres identified as A-1 and A-4. In the post-development condition, the site and stormwater management design will reduce the total drainage area tributary to the POA to 0.44 acres. The applicant has provided engineering calculations verifying that for stormwater leaving the site, post-construction peak runoff rates and volumes for the

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2-, 10- and 100-year storm events do not exceed the pre-construction runoff rates and volumes for the same storm events.

POA-2: Includes the area draining to the existing conveyance pipe that drains to the tributary to the Raritan River. This section of the stormwater management system will include five surface bio-retention systems with underdrains and multiple pervious paving systems. The storm sewer system for each best management practice (BMP) measure will be equipped with an outlet control structure. The applicant has provided engineering calculations noted in the table below verifying that for stormwater leaving the site within the drainage area at the POA, the post-construction peak runoff rates for the 2-, 10- and 100-year storm events will be no greater than 50, 75 and 80%, respectively, of the pre-construction peak runoff rates.

The submitted calculations utilized the Natural Resource Conservation Service (NRCS) Technical Release No. 55 (TR-55) hydrologic methodology, NOAA Region C unit hydrograph rainfall distribution, Standard Unit peak rate factor, and current New Jersey 24-hour rainfall frequency data for Somerset County to compute peak runoff flow rates and volumes. The post-developed peak flows were calculated by creating separate pervious and impervious hydrographs for post-developed conditions and combining to develop total post-developed hydrographs. Based upon a review of the submitted calculations, it has been determined that the proposed stormwater management measures will provide enough peak flow attenuation to comply with the specific runoff quantity standards at N.J.A.C. 7:45-8.6 and the specific outfall standards at N.J.A.C. 7:45-8.3.

Water Quality: The Commission requires that all proposed full-depth pavement, including newly constructed and reconstructed parking and access drives that are being renewed, in addition to new collection systems for existing impervious surfaces where stormwater is not currently collected, shall comply with water quality standards at N.J.A.C. 7:45-8.7. This includes reduction of the post-construction load of TSS in stormwater runoff generated from the water quality design storm by a rate of 95% for POA-1 and 80% for POA-2 of the anticipated load from the developed site, expressed as an annual average.

POA-1 is tributary to the Delaware and Raritan Canal. The applicant proposes to reduce the proposed pavement area discharging toward the canal by 0.15 acre. As a result, no additional water quality is required for this analysis point.

POA-2 will discharge to the tributary to the Raritan River. Based upon the submitted application, approximately 2.86 acres of new motor vehicle surfaces are being proposed onsite. The submitted stormwater report notes that the design proposes to treat for water quality by incorporating several stormwater BMP measures, which consist of five surface bio-retention basins and multiple pervious paving systems.

A pervious paving system is a stormwater management facility used to address the impacts of land development. The system consists of a durable, permeable surface course, which allows stormwater runoff to move through it; this surface course is placed over a transition layer and a storage bed of open-graded (i.e., devoid of fine particles) aggregate. There are

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two types of systems: underdrained systems and systems designed to infiltrate into the subsoil. When designed in accordance with this chapter, the TSS removal rate is 80%.

Small-scale bio-retention basin systems are stormwater management facilities used to address the stormwater quality and quantity impacts of land development. The system consists of a soil bed planted with vegetation; it can be underdrained or runoff can infiltrate into the subsoil. Pollutants are treated through the processes of settling, plus uptake and filtration by the vegetation. Pollutants are also treated within the soil bed through infiltration. The TSS removal rate is 80% to 90%, and dependent upon the depth of the soil bed and the type of vegetation selected.

Therefore, Commission staff has determined the proposed stormwater quality design is in compliance with the requirements at N.J.A.C. 7:45-8.7.

Non-Structural Methods: To determine if the development includes sufficient non-structural stormwater management strategies have been incorporated into the project site design “to the maximum extent practicable,” the Nonstructural Strategies Point System (NSPS) spreadsheet has been completed for this project. The NSPS results indicate that the ratio of proposed to existing site points (118%) exceeds the required site points ratio (80%). Therefore, the project’s proposed non-structural measures are adequate, and the project is designed in accordance with N.J.A.C. 7:45-8.4.

Stormwater Management Maintenance Plan: The applicant has submitted a stormwater management maintenance plan for the site. The submitted plan has been prepared in accordance with the specific requirements at N.J.A.C. 7:45-8.8.

Visual, Historic and Natural Quality Impact: N.J.A.C. 7:45-10.2 directs the Commission shall review all projects in Zone A to determine if the project is in accord with the goals for the Delaware and Raritan Canal State Park as defined in the park’s Master Plan. The visual, historic, and natural quality impact review is intended to assure that development within Zone A is not harmful to the character of the environmental types identified in the Master Plan as comprising the park.

The proposed project is located in an Urban canal environment as described in the Master Plan. The Urban canal environment is characterized at N.J.A.C. 7:45-10.2(a) by the enclosure of the canal by dense development. The Master Plan at Page 28 notes that this section of the park, which covers an area along the western crossing of Interstate Highway Route No. 287, consists mostly of the Borough of South Bound Brook, which is enclosed in the loop made by the Raritan River and mirrored by the canal.

The plan notes that the Lock No. 11 is the central feature of this area and provides access as well as historic interest. The Raritan River is quite close to the multiuse trail for this entire section, while homes, roads, and industry in South Bound Brook are quite close -- sometimes intrusively close -- to the canal embankment. The plan calls for improving access at both the Lock No. 11 in South Bound Brook and at Five Mile Lock, for the construction of the sanitary facilities at South Bound Brook, and for multiuse trail improvement between Main Street in South Bound Brook and Five Mile Lock. Nothing

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with respect to the proposed project site improvements is inconsistent with these goals. Therefore, the project is in compliance with this requirement.

The provisions of N.J.A.C. 7:45-10.3(a), which discourage major projects from certain canal environments in Zone A and authorize the Commission to require specific compensatory measures that mitigate the project's potential for harmful impact on the park, are inapplicable to the project, which is located in an Urban canal environment.

The provisions of N.J.A.C. 7:45-10.3(b), which discourage minor projects from certain canal environments in Zone A and authorize the Commission to require specific compensatory measures that mitigate the project's potential for harmful impact on the park, are inapplicable to the project, which is a major project.

N.J.A.C. 7:45-10.4(a) directs that projects in Zone A shall be set back from the Delaware and Raritan Canal State Park sufficiently far so that the winter visual and natural quality of the park are not adversely affected. In the Urban canal environment, there are no minimum setbacks except as may be prescribed by municipal ordinances. The project is located approximately 688 feet from the Delaware and Raritan Canal. Therefore, the project is in compliance with this requirement.

N.J.A.C. 7:45-10.4(b) directs that projects in Zone A shall maintain a reasonable height and scale relationship to nearby structures or vegetation. For urban canal environments, the height of structures may vary according to the height of existing structures that have a visual relationship to the proposed structure. The applicant has submitted architectural plans which indicate that the maximum height of the proposed warehouse building would be 44 feet above existing grade.

Commission staff observes that the proposed warehouse development at 1-3 Executive Drive (DRCC #24-6190), adjacent to and south of the project area, would be 45 feet in height. Commission staff further observes that the existing hotel development located on Block 467, Lot 1.04, and approximately 200 feet from the project site is 120 feet in height (See DRCC #98-2437). Additionally, the office building located on Block 467, Lot 1.02, is three stories in height. Commission staff, therefore, determines that the proposed warehouse building height is similar to the heights of nearby buildings that have a visual relationship to the proposed building, and that the project is in compliance with this requirement.

N.J.A.C. 7:45-10.4(c) directs that for projects in Zone A, the exterior appearances of a project shall be in keeping with the character of the Delaware and Raritan Canal State Park's individual environments. Specifically, colors used shall harmonize with the man-made or natural surroundings of the project and shall be typical of colors found in the park environment, and building materials and textures shall harmonize with the surrounding man-made and natural materials.

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The applicant has submitted architectural plans which indicate that the proposed warehouse building would be constructed of precast concrete panels with aluminum storefront framed glass windows, while the building canopies would be constructed from steel. Additionally, the building features Trespa® high pressure laminate soffit panels at the corners of the east and west elevations. With regard to colors, the building exterior panels would be a combination of several shades of Sherwin-Williams® gray paint, with some white, yellow and black accents. The anodized aluminum storefront windows would be black in color with “solar blue” glazing. The proposed soffit panels would be brown in color.

Commission staff determines that the proposed materials and colors are typical of other warehouse projects located in the Review Zone and that they harmonize with the man-made or natural surroundings. Therefore, the project is in compliance with this requirement.

N.J.A.C. 7:45-10.4(d)1 directs that electric, telephone, cable television, and other such lines and equipment shall be underground or otherwise not visible from the Delaware and Raritan Canal State Park. The project area is located approximately 710 feet from the nearest boundary of the park, and is screened by vegetation, Easton Avenue, and the existing Ukrainian History and Education Center of New Jersey buildings. Therefore, the project is in compliance with this requirement.

N.J.A.C. 7:45-10.4(d)2 directs that exposed storage areas, out-buildings, exposed machinery service areas, parking lots, loading areas, utility buildings, and similar ancillary areas and structures shall either be completely concealed from view from the Delaware and Raritan Canal State Park or designed to minimize their visual impact on the park. As noted above, the project area is located approximately 710 feet from the nearest boundary of the park, and is screened by vegetation, Easton Avenue, and the existing Ukrainian History and Education Center of New Jersey buildings. Therefore, the project is in compliance with this requirement.

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N.J.A.C. 7:45-10.4(d)3 and 4, respectively, regulate the dimensions and location of commercial signs or outdoor advertising structures. The applicant proposes to construct a 100-square-foot monument sign at the entrance to the project site from Davidson Avenue. The monument sign would rest upon a 3.0-foot-high aboveground concrete base and would be 10 feet in height.

The provisions of N.J.A.C. 7:45-10.4(d)3 direct that no commercial signs or outdoor advertising structures in excess of 80 square feet surface area shall be visible from the Delaware and Raritan Canal State Park. As noted above, the project area is located approximately 710 feet from the nearest boundary of the park, and is screened by vegetation, Easton Avenue, and the existing Ukrainian History and Education Center of New Jersey buildings. Therefore, the project is in compliance with this requirement.

The provisions of N.J.A.C. 7:45-10.4(d)4.i. direct that all commercial signs and outdoor advertising structures in excess of 6.0 square feet surface area shall comply with certain standards. In the Urban canal environment, no freestanding signs shall be erected within 200 feet of the park boundary. As noted above, the project area is located approximately 710 feet from the nearest boundary of the park. Therefore, the project is in compliance with this requirement.

The provisions of N.J.A.C. 7:45-10.4(d)4.ii. regarding commercial signs located in Natural or Rural canal environments are inapplicable to the proposed project.

The provisions of N.J.A.C. 7:45-10.4(d)4.iii. which prohibit the erection of signs or other advertising devices of any size with moving or moveable parts or with flashing, animated, or intermittent illumination, are inapplicable to the proposed project.

N.J.A.C. 7:45-10.4(d)iv. directs that in the Urban canal environment no freestanding sign or other advertising devices or parts thereof visible from the park shall be more than 100 feet above ground level. As noted above, the sign, inclusive of the concrete base, would be 13 feet in height. Therefore, the project is in compliance with this requirement.

The provisions of N.J.A.C. 7:45-10.4(d)4.v., regarding the height of commercial signs in the Suburban and Transportation canal environments, are inapplicable to the proposed project.

N.J.A.C. 7:45-10.4(d)5 directs that wherever possible, natural terrains, soils, stones, and vegetation should be preserved. New vegetation, stones, and soils should be native to the environment in which they are placed. The applicant has submitted a landscaping plan consisting of the following species:

Scientific name	Common name	Quantity	Native
Shade trees:			
<i>Acer rubrum</i>	Red Maple	12	DRCC
<i>Acer saccharum</i>	Sugar Maple	9	DRCC
<i>Liquidambar styraciflua</i>	Sweetgum	12	DRCC
<i>Liriodendron tulipifera</i>	Tulip Poplar	1	DRCC

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<i>Quercus palustris</i>	Pin Oak	4	USDA
<i>Taxodium distichum</i>	Bald Cypress	16	USDA
Ornamental trees:			
<i>Betula nigra</i>	River Birch	26	DRCC
<i>Cercis canadensis</i>	Eastern redbud	17	DRCC
<i>Magnolia virginiana</i>	Sweetbay Magnolia	10	DRCC
Evergreen trees:			
<i>Juniperus virginiana</i>	Eastern redcedar	56	USDA
<i>Ilex opaca</i>	American Holly	43	DRCC
<i>Pinus strobus</i>	Eastern White Pine	25	DRCC
Deciduous shrubs:			
<i>Clethra alnifolia</i>	Summer sweet	29	DRCC
<i>Clethra americanus</i>	New Jersey Tea	27	DRCC
<i>Cornus sericea</i>	Dogwood	46	DRCC
<i>Hamamelis virginiana</i>	Witch Hazel	20	DRCC
<i>Hydrangea arborescens</i>	Wild hydrangea	14	USDA
<i>Ilex verticillata</i>	Common winterberry	29	DRCC
<i>Morella pensylvanica</i>	Northern bayberry	50	USDA
<i>Viburnum dentatum</i>	Arrowwood viburnum	30	DRCC

Therefore, the project is in compliance with this requirement.

N.J.A.C. 7:45-10.4(d)6 directs that projects that are located in any officially designated Federal, State, or local historic district or site shall be assessed for their impact upon that district or site. Recommendations to avoid, minimize, and/or mitigate the impacts of a project on a listed property shall be made in consultation with the New Jersey Historic Preservation Office (SHPO) and based upon the United States Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings.

The project area lot is located within the boundaries of the Delaware and Raritan Canal Historic District, which encompasses the canal bed and all structures within 300 feet of the centerline of the canal. However, the proposed project area is located approximately 435 feet beyond the boundaries of the district.

Historical background: Before being acquired by the Ukrainian Orthodox Church in 1951, the project site appears to have been a 51-acre portion of the farmstead associated with the adjacent Hendrick Fisher Homestead, a circa 1688 residence that is reputed to be the oldest structure in Somerset County. The Hendrick Fisher House was built by William Dockwra and later came into the possession of a Dutch immigrant Hendrick Fisher (Anglicized from Visscher in 1721) (1697-1788). Fisher was a farmer who held several civic offices during his lifetime, first representing Somerset County in the New Jersey Colonial Assembly. He was later one of three delegates representing New Jersey at the Stamp Act Congress in New York in 1765, was elected to New Jersey's Committee of Correspondence, served as a

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member of the Committee of Safety, was President of the Colonial Assembly, and was the first President of the Provincial Congress of New Jersey.



(J. W. Otley, L. Van Derveer, and J. Keily. Map of Somerset County, New Jersey: entirely from original surveys. 1850)

Commission staff observes that the project does not propose any alterations to the Fisher homestead. Since there are no other listed historic districts or properties on the project site, Commission staff determines that the project is in compliance with this requirement, and that consultation with the SHPO is not warranted in this case.

Traffic Impact: N.J.A.C. 7:45-111.1 directs that the Commission shall review major projects in Zone A for their traffic impact on roads that enter the Delaware and Raritan Canal State 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.

The applicant has submitted the required traffic impact study, which estimated the number of trips the project will generate based on data compiled for Land Use Code 150 (Warehousing) by the Institute of Transportation Engineers (ITE) as contained in the publication Trip Generation, 11th Edition. The study estimates that the warehouse development would generate approximately 57 total trips (38 entering, and 19 exiting) during the weekday morning peak hour and 59 total trips (14 entering, and 45 exiting) during the weekday evening peak hour as indicated in the table below:

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Use		Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		In	Out	Total	In	Out	Total
258,150 sf. Warehouse	Passenger vehicles	33	8	41	6	37	43
	Trucks	5	11	16	8	8	16
Total		38	19	57	14	45	59

The study then determined the directional distributions of the project site-generated trips based on a review of existing travel patterns in the study area around the proposed warehouse, the location of area highways and major intersections, and demographic data. Those findings created arrival and departure distributions for the redevelopment in the study area. The table below shows the resulting trip distribution within the study area for new site trips based on the traffic assignment:

Direction (To/From)	Arrival and Departure Distributions	
	Passenger Vehicles	Trucks
I-287 (East)	41%	50%
I-287 (West)	40%	30%
Davidson Avenue	12%	20%
Easton Avenue (North)	3%	--
Easton Avenue (South)	4%	--
Total	100%	100%

As the above table indicates, 7% of the arrival and departure trips associated with the proposed warehouse development would travel onto Easton Avenue via Davidson Avenue, and thereby enter Review Zone A, while 93% of the trips would proceed onto I-287 or onto Davidson Avenue and out of the Review Zone. All of the trips traveling onto Easton Avenue would be passenger vehicles, rather than trucks, 80% of which the study indicates would proceed onto I-287 with the remaining 20% proceeding onto Davidson Avenue and out of the Review Zone.

Commission staff observes that the number of new vehicle trips falls below the industry accepted standard of a significant increase in traffic of 100 trips. Based on Transportation Impact Analysis for Site Development, published by the ITE “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 New Jersey Department of Transportation has determined that the same 100 vehicle threshold is considered a “significant increase in traffic.” Therefore, the study contends that the project is not anticipated to pose any perceptible impact on the traffic operation of the adjacent Franklin Township roadway network, which includes those roads which provide access to the Delaware and Raritan Canal State Park.

Given the foregoing and cognizant that there would be no feasible planning technique that would direct the estimated 7% of total trips generated by the project away from the Delaware and Raritan Canal State Park, Commission staff determines that the project is in compliance with this requirement.

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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. Somerset County Planning Board
Franklin Township Planning Board
Peter U. Lanfrit, Esq. (lanfrit@centraljerseylaw.com) (erin@landuseconsultants.net)

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