State of New Jersey
DELAWARE AND RARITAN CANAL COMMISSION
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STAFF REPORT

DRCC #: 23-2654F
DATE: April 6, 2026
PROJECT NAME: 230 Davidson Avenue -- Proposed Warehouse
Latest Submission Received: April 1, 2026

Applicant:
Davidson Properties, LLC
c/o Aditya Mokkapati
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Engineer:
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Project Location:

Road	Municipality	County	Block(s)	Lot(s)
230 Davidson Avenue	Franklin Township	Somerset	468.01	20.01

Jurisdictional Determination:

Zone B	Major	Nongovernmental

Subject to Review for:

Drainage	Visual	Traffic	Stream Corridors
X		X	

Documents Received: Site Plans (39 sheets) dated January 20, 2023, last revised October 21, 2025; Stormwater Management Report dated January 2023, last revised October 2025; prepared by Bohler Engineering NJ, 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 April 15, 2026, meeting based upon the following analysis:

Existing Conditions: The project area consists of a 4.88-acre lot located approximately 1,300 feet northeast of the intersection of Davidson Avenue and Pierce Street in Franklin Township, Somerset County, approximately 0.59 mile southwest of the Delaware and Raritan Canal and within Commission Review Zone B.

In the existing condition, the site is bounded by an office complex building to the north; Davidson Avenue and an office complex building to the west; Atrium Drive and an office complex building to the east; and an industrial building to the south.

The site currently consists of a building containing an office related to a cannabis cultivation business and light manufacturing space, along with associated parking areas and other site amenities, as well as wooded and open space areas, maintained lawn, and landscaping.

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Proposed Project: The applicant proposes to construct a 35,510 square-foot warehouse with a 1,950 square-foot office. The existing office and industrial space would remain onsite for a proposed cannabis cultivation facility. The applicant also proposes associated parking areas, accessways, stormwater management facilities, landscaping, utilities, and other site improvements. Based upon the submitted application, the total amount of new proposed impervious area coverage onsite is estimated to be 111,252 square feet (2.55 acres) and the total amount of land disturbance onsite is estimated to be 198,067 square feet (4.55 acres).

Stream Corridor: The project site is located within the Raritan River Lower (Lawrence to Millstone) watershed area and within the Lower Raritan, South River, and Lawrence watershed management area. An unnamed tributary to the Delaware and Raritan Canal is situated approximately 390.5 feet northeast of the project site and runs in a general south to north direction. No other mapped watercourses or floodplains lie directly on or adjacent to the project site. Based on the distance of the subject regulated water from the project site, it can be determined that a stream corridor does not exist onsite. Therefore, the project is not subject to stream corridor impact review pursuant to N.J.A.C. 7:45-9.1(a).

Stormwater Runoff Quantity: As noted above, the project proposes the construction of a 37,460 square-foot warehouse building with office, associated parking areas, accessways, stormwater management facilities, landscaping, utilities and other site improvements. Stormwater runoff from the developed portions of the site have been analyzed at two separate points-of-analysis (POAs): Point of Analysis #1 is located along the northwestern property line along Davidson Avenue and Point of Analysis #2 is located along the eastern property line at the rear of the property (the Atrium Drive drainage system).

To comply with the stormwater quantity requirements, the applicant has proposed construction stormwater best management practice (BMP) measures consisting of seven separate pervious pavement system areas with underdrains, and one bio-retention basin system with underdrains. There will be some bypass areas that will not drain to the proposed stormwater management systems. These areas were taken into consideration

while demonstrating compliance with stormwater runoff quantity and quality requirements. The bypass areas do not contain motor vehicle surfaces.

Existing: In the existing conditions, the site contains a two-story office building, a one-story industrial use building, parking areas, open space, lawn areas, landscaping, wooded areas and other associated amenities. The drainage area analyzed totals 4.53 acres. The stormwater runoff generated from the front portion of the site flows to the stormwater management system of Davidson Avenue (Point of Analysis #1), which ultimately discharges runoff to an unnamed tributary of the Delaware and Raritan Canal. The stormwater runoff generated from the rear of the site flows toward the eastern property line (Point of Analysis #2) and ultimately flows to the canal by means of the existing stormwater management system on Atrium Drive.

As noted hereinabove, runoff in the existing condition flows to two separate POAs, and thus, the site has been divided into two sub-drainage areas. Drainage Area #1 drains to Point of Analysis #1, and Drainage Area #2 drains to Point of Analysis #2:

Existing Drainage Area #1: This 0.90 acre sub-drainage area contains the northwestern portion of the developed area on site adjacent to Davidson Avenue including the entire existing two-story office building, a portion of the existing one-story building, drive aisles, and parking areas. Runoff from this sub-drainage area flows in a southeast to northwest direction, either following existing topography or through the existing stormwater management system and ultimately discharges to Point of Analysis #1 located along the northwestern property line along Davidson Avenue.

Existing Drainage Area #2: This 3.63-acre sub-drainage area contains the remaining major portion of the site including the remaining portion of the existing one-story building, drive aisles, parking areas, an offsite grass area, and the wooded area at the rear of the property. Runoff from this sub-drainage area flows northwest to east by means of overland flow through the neighboring property and ultimately discharges into the Atrium Drive drainage system (Point of Analysis #2). The Atrium Drive drainage system in turn discharges runoff to the Delaware and Raritan Canal.

Proposed: The applicant proposes to construct a 37,460 square-foot warehouse building, associated parking areas, accessways, stormwater management facilities, landscaping, utilities and other site improvements. Stormwater runoff in the proposed condition will leave the site at the same three POAs as the existing conditions; and thus, the site has been divided into two sub-drainage areas in the proposed conditions. Drainage Area #1 and the Drainage Area #2 were further divided into smaller drainage areas as follows:

Proposed Drainage Area #1A: This 0.094 acre of sub-drainage area contains a portion of the landscape area at the western corner of the property between the parking field and Davidson Avenue. Runoff from this sub-drainage area will flow via overland flow to the existing conveyance system within Davidson Avenue and Point of Analysis #1.

Proposed Drainage Area #1B: This 0.16 acre of sub-drainage area contains a proposed parking field, drive aisle, sidewalk, stormwater infrastructure, grass and landscape areas. The runoff from this sub-drainage area will be collected and discharged to the proposed

Pervious Pavement #1B, and ultimately the runoff will flow to the existing conveyance system within Davidson Avenue and Point of Analysis #1.

Proposed Drainage Area #1C: This 0.06 acre of sub-drainage area contains a proposed parking field, sidewalk, stormwater infrastructure, grass and landscape areas. Runoff from this sub-drainage area will be collected and discharged to the proposed Pervious Pavement #1C, and ultimately the runoff will flow to the existing conveyance system within Davidson Avenue and Point of Analysis #1.

Proposed Drainage Area #1D: This 0.259 acre of sub-drainage area contains a proposed parking field, drive aisle, sidewalk, stormwater infrastructure, grass and landscape areas. Runoff from this sub-drainage area will be collected and discharged to the proposed Pervious Pavement #1D, and ultimately the runoff will flow to the existing conveyance system within Davidson Avenue and Point of Analysis #1.

Proposed Drainage Area #1E: This 1.122 acre of sub-drainage area contains a proposed parking field, drive aisle, sidewalk, stormwater infrastructure, grass and landscape areas. Runoff from this sub-drainage area will be collected and discharged to the proposed Pervious Pavement #1E, and ultimately the runoff will flow to the existing conveyance system within Davidson Avenue and Point of Analysis #1.

Proposed Drainage Area #1F: This 0.227 acre of sub-drainage area contains the proposed Pervious Pavement #1F that will discharge runoff to Point of Analysis #1 at a controlled rate through an outlet control structure.

Proposed Drainage Area #2A: This 0.574 acre of sub-drainage area contains the proposed drive aisle, truck court, sidewalks, stormwater and utility infrastructure, grass and landscape areas. Runoff from this sub-drainage area will be collected and discharged to the proposed Pervious Pavement #2A. Runoff from the Pervious Pavement #2A will be discharged through an outlet control structure to Bio-retention Basin #2C, and ultimately to the Point of Analysis #2.

Proposed Drainage Area #2B: This 0.196 acre of sub-drainage area contains the proposed drive aisle and sidewalk along the proposed warehouse building. The runoff from this sub-drainage area will be collected and discharged to the proposed Pervious Pavement #2B that discharges into the proposed Bio-retention Basin #2C, and ultimately to the Point of Analysis #2.

Proposed Drainage Area #2C: This 0.266 acre of sub-drainage area contains the Bioretention Basin #2C, the pervious area within the site that flows to the Bio-retention Basin #2C and the proposed building area that flows to the Bio-retention Basin #2C. Ultimately, the Basin will discharge runoff to Point of Analysis #2.

Proposed Drainage Area #2D: This 0.832 acre of sub-drainage area contains the pervious surfaces. Runoff from this sub-drainage area will flow overland directly to Point of Analysis #2.

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As noted above, five pervious pavement systems with underdrains (Pervious Pavement #1B, #1C, #1D, #1E and #1F) are proposed to control runoff discharging to Point of Analysis 1. Also, as discussed above, one bio-retention basin system with underdrains (Basin #2C) and two pervious pavement systems with underdrains (Pervious Pavement #2A and #2B) are proposed to control runoff discharging to Point of Analysis 2.

For Point of Analysis 1, the applicant has provided engineering calculations verifying that for stormwater leaving the site, the post-construction peak runoff rates for the current and future 2-, 10- and 100-year storm events will be no greater than 50, 75 and 80 percent (%), respectively, of the pre-construction peak runoff rates.

For Point of Analysis 2, the applicant has provided engineering calculations verifying that for stormwater leaving the site, the post-construction peak runoff rates for the current and future 2-, 10- and 100-year storm events will be no greater than 50%, 75% and 80%, respectively, of the pre-construction peak runoff rates.

Stormwater runoff leaving the site at Point of Analysis 2 will ultimately drain to the Delaware and Raritan Canal; therefore, it has been demonstrated through submitting hydrologic and hydraulic calculations that the increase in runoff volume for the current and future 2-, 10- and the 100-year storm events between pre- and post-developed conditions will be infiltrated in accordance with N.J.A.C. 7:45-8.3(a)2.

The submitted calculations utilized the Natural Resource Conservation Service (NRCS) Technical Release No. 55 (TR-55) hydrologic methodology, a standard unit hydrograph, NOAA - Type C rainfall distribution and current New Jersey 24-hour rainfall frequency data for Somerset County to compute peak runoff flow rates. 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.

The seasonal high-water table intercepts the proposed Pervious Pavement Systems #1B, 1E and 1F. The depth of submergence is less than 1.0 foot and associated buoyancy calculations have been submitted. Also, these BMP measures will have impermeable liners around them. All other BMP measures will not be submerged within the seasonal high-water table. The proposed stormwater BMP measures are designed as per the guidelines and design criteria provided within the NJ Stormwater BMP Manual. Thus, it can be confirmed that the BMPs will function properly.

Therefore, based upon a review of the submitted stormwater calculations, Commission staff has confirmed that the project meets the specific runoff quantity standards at N.J.A.C. 7:45-8.6.

Stormwater Outfall: The runoff from Point of Analysis 2 (Drainage Area #2) drains into the Delaware and Raritan Canal through an existing stormwater outfall. The Commission's regulations at N.J.A.C. 7:45-8.3 direct that new outfalls to the canal are prohibited, new sources of stormwater that tie into the drainage systems discharging to the canal were prohibited pursuant to N.J.A.C. 7:45-8.3(a)2, and for projects discharging to existing outfalls, removal or treatment to 95% total suspended solids (TSS) is also required. Runoff generated from the Drainage Area #2 ultimately enters the canal. Pursuant to N.J.A.C.

7:45-8.3(a)2, new sources of stormwater that tie into drainage systems that discharge to the canal are prohibited.

Therefore, the applicant must propose stormwater runoff volume measures to meet the condition of no new sources of stormwater into the canal. It has been demonstrated through submitting hydrologic and hydraulic calculations that the increase in runoff volume for the current and future 2-, 10- and the 100-year storm events between pre- and post-developed conditions will be infiltrated in accordance with N.J.A.C. 7:45-8.3(a)2.

A comparison is provided below:

Volume -- Future			
Storm event	2	10	100
POA2 Existing	0.68	1.288	3.064
POA2 Proposed	0.639	1.105	2.417

Volume -- Current			
Storm event	2	10	100
POA2 Existing	0.524	1.002	2.111
POA2 Proposed	0.514	0.888	1.718

The applicant must also demonstrate that the project meets the 95% TSS removal rate requirement at N.J.A.C. 7:45-8.3(a)5ii for any new or renewed vehicular drive surfaces proposed within the Drainage Area #2, since the runoff from this drainage area ultimately drains into the canal.

The applicant has proposed a combination of pervious pavement system areas and bio-retention basin system to address 95% TSS removal rate for the runoff generated from vehicular trafficked areas within Drainage Area #2. The runoff generated from entire vehicular trafficked areas within Drainage Area #2 will drain to one of the proposed pervious pavement system areas, all of which will discharge runoff to the proposed bio-retention basin. The proposed stormwater BMP measures are designed pursuant to the guidelines and design criteria in the NJ Stormwater BMP Manual. Thus, it can be confirmed that the BMPs will provide the assigned TSS removal rates, and that the 95% TSS removal rate requirement at Point of Analysis 2 is met.

Therefore, based upon a review of the submitted stormwater calculations, Commission staff has confirmed that the project meets the specific standards for outfalls discharging to the canal set forth 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, 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 80%, or 95% as explained hereinbelow, of the anticipated load from the developed site, expressed as an annual average.

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For Point of Analysis 1, it has been demonstrated that the runoff from entire onsite vehicular trafficked areas will be discharged to one of the several pervious pavement system areas. The proposed BMP measures are designed as per the guidelines and design criteria provided within the NJ Stormwater BMP Manual. Thus, it can be confirmed that the BMPs will provide the assigned TSS removal rates and that the 80% TSS removal rate requirement at Point of Analysis 1 is met.

The runoff from Point of Analysis 2 (Drainage Area #2) drains into the Delaware and Raritan Canal through an existing stormwater outfall. In accordance with N.J.A.C. 7:45-8.3(a)5ii, the stormwater being discharged through an existing outfall in the canal shall be treated to achieve 95% TSS removal rate for the water quality design storm. The stormwater runoff from the Drainage Area #2 ultimately drains into the canal through an existing outfall in the existing conditions and the proposed conditions. In that case, 95% TSS removal rate is required for the stormwater generated from the newly constructed and reconstructed motor vehicle surfaces situated within Drainage Area #2.

The applicant has proposed combination of pervious pavement system areas and bio-retention basin to address 95% TSS removal rate for the runoff generated from vehicular trafficked areas within Drainage Area #2. Runoff generated from entire vehicular trafficked areas within Drainage Area #2 will drain to one of the proposed pervious pavement systems that ultimately will discharge runoff to the proposed bio-retention Basin. The combined TSS removal rate could be 95%. The proposed stormwater BMP measures are designed pursuant to the guidelines and design criteria provided within the NJ Stormwater BMP Manual. Thus, it can be confirmed that the BMPs will provide the assigned TSS removal rates and that the 95% TSS removal rate requirement at Point of Analysis 2 is met.

Therefore, based upon a review of the submitted stormwater calculations, Commission staff has confirmed that the project meets the specific water quality standards at N.J.A.C. 7:45-8.7.

Groundwater Recharge: The Commission regulations require that stormwater management measures maintain 100% of the average annual pre-construction 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 procedure set forth under Chapter 12 of NJ Stormwater BMP Manual has been completed to reclassify the Hydrologic Soil Group (HSG) from Type “C” soils to Type “D” soils. Appropriate numbers of tests have been performed to determine the permeability rates throughout the site. The results show that the soils on the site are not capable to provide groundwater recharge.

Therefore, based upon a review of the submitted stormwater calculations, Commission staff has confirmed that the project does not need to comply with the specific groundwater recharge requirements at N.J.A.C. 7:45-8.5.

Non-Structural Methods: The Commission requires that non-structural stormwater management strategies be incorporated into the stormwater design of a development project. To assist in determining that sufficient non-structural stormwater management

strategies have been incorporated into the project site design "to the maximum extent practicable," the NJDEP Nonstructural Strategies Point System (NSPS) spreadsheet has been completed for this project. The results of the NSPS spreadsheet indicate that the ratio of proposed to existing site points (97%) are more than the required site points ratio (72%). Therefore, the project has proposed non-structural measures that are adequate, and the project is therefore 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. Therefore, the project is in compliance with the specific requirements at 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 Review Zone B 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 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 project is located 0.59 mile from the Delaware and Raritan Canal State Park and has direct access to a road that enters Zone A, namely Davidson Avenue. Therefore, the project is subject to traffic impact review.

The applicant has submitted the required traffic impact study. Trip generation projections were made using estimates compiled by the Institute of Transportation Engineers (ITE) in the Trip Generation Manual. 12th Edition for uses that closely resemble the anticipated operations at the site in the proposed condition. For the existing building, ITE Land Use Category 190 -- Cannabis Cultivation and Processing Facility was used, while for the proposed building, ITE Land Use Category 150 -- Warehouse was applied.

ITE Land Use	Morning Peak Hour			Evening Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
19,021 square-foot Cannabis Cultivation Facility	7	5	12	3	9	12
37,461 square-foot Warehouse	10	4	14	6	11	17
Total	17	9	26	9	18	29

The New Jersey Department of Transportation State Highway Access Management Code at N.J.A.C. 16:47 defines a "significant" traffic increase as an increase of 100 new trips could have an effect on operating conditions on adjacent roadways and intersections.

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Similarly, the ITE Manual of Transportation Engineering Studies recommends that traffic impact studies be performed for developments that will generate 100 or more peak hour trips. As the development is estimated to generate a maximum of 29 trips in one hour, the submitted study concludes that trip generation is not expected to have any material impact on nearby traffic operations, intersection capacity, or levels of service along Davidson Avenue. Commission staff observes that something which is not significant cannot be adverse.

The submitted traffic study also isolated the traffic using Davidson Avenue, bifurcating those vehicles proceeding north toward the Delaware and Raritan Canal State Park and Review Zone A, from those proceeding south and away from the Review Zone. Assuming that with convenient access to Interstate Highway Route No. 287 to the north, distribution of site traffic would be estimated at 75% to/from the north and 25% to/from the south. Peak hour site traffic taken from the table above, is then summarized in the table below:

To/From	Morning Peak Hour	Evening Peak Hour
Davidson Avenue Northbound	20	22
Davidson Avenue Southbound	6	7

Commission staff determines that the project would not have an adverse impact on the Delaware and Raritan Canal State Park, and that there is no feasible planning technique that could direct the additional traffic away from the park. Therefore, the project is in compliance with this requirement.

Staff Recommendation: Staff recommends approval.

Sincerely,

John Hutchison
Executive Director

c. Somerset County Planning Board
Franklin Township Planning Board

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