



STAFF REPORT

DRCC #: 25-4512A

DATE: October 14, 2026

PROJECT NAME: 2400 U.S. Route 130 -- Aurolife Pharma Building Addition

Latest Submission Received: October 13, 2026

Applicant:

Aurolife Pharma, LLC
2400 U.S. Route 130 North
Dayton, NJ 08810
joepetrucci@jgpetrucci.com

Engineer:

Jeffrey S. Haberman, P.E.
Dynamic Engineering Consultants, PC
1904 Main Street
Lake Como, NJ 07719
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Project Location:

Road	Municipality	County	Block(s)	Lot(s)
2400 U.S./N.J. Highway Route No. 130	South Brunswick Township	Middlesex	12.03	11.071, 11.082

Jurisdictional Determination:

Zone B	Major	Nongovernmental
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Subject to Review for:

Drainage	Visual	Traffic	Stream Corridors
X			

Documents Received: Site Plans (17 sheets) dated September 17, 2025, revised July 31, 2026; Stormwater Management Report (389 pages) dated September 2025, revised August 2026; prepared by Dynamic Engineering Consultants, PC; Supplemental Stormwater Basin Area Investigation Report (68 pages) dated March 12, 2026; prepared by Dynamic Earth.

**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 October 21, 2026, meeting based upon the following analysis:

Existing Conditions: The project site consists of two lots totaling 9.67 acres located along the northbound side of U.S. Highway Route No. 130 (Route 130) in the Dayton section of the Township of South Brunswick, Middlesex County, approximately 6.8 miles east of the Delaware and Raritan Canal and within Commission Review Zone B.



The project site is bounded to the north by the Conrail Amboy Secondary freight rail line followed by a combination of warehousing, logistics and industrial development to the north, additional logistics and industrial developments to the east, Route 130 followed by Georges Road and then a multiunit residential development to the west, and Wheeling Road to the south.

In the existing condition, the site is developed with a 217,819 square-foot pharmaceutical building, along with associated asphalt paved driveways and parking areas, and small areas of lawn and landscaping. The stormwater runoff point-of-analysis (POA) is located upstream of an existing surface stormwater basin located along the southerly property boundary.

Impervious surface coverage in the existing condition totals 345,050 square feet (7.92 acres). A review of historic aerial imagery indicates that the project site was farmland for most of the 20th century. Imagery from 1974 shows one building located in the northern portion of the site near the rail line. By 1987 two additional buildings are visible onsite, along with driveway and parking areas, and stormwater basin, under construction. One building was subsequently demolished. In 2014 the Commission issued a certificate of approval for the construction of a three-story, 55,000 square-foot addition to an existing

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building, along with stormwater management facilities, lighting, landscaping, utilities, driveways, loading areas and parking (DRCC #14-4512).

Proposed Project: The applicant proposes to construct a 14,124 square-foot, first-floor building expansion, and a 20,199 square-foot, second-floor addition to the existing manufacturing building located on Lot 11.071, along with parking, landscaping, lighting, utilities, and stormwater management infrastructure. The stormwater POA in the proposed condition would be the same as that in the existing condition.

Based upon the submitted application, the project would result in an increase in impervious surface coverage of 21,112 square feet (0.48 acre). The project would also disturb approximately 44,431 square feet (1.02 acres) of land.

Stream Corridor: The project site is located within the Millstone River watershed area. Devils Brook is located approximately 1,800 feet south of the property. No mapped watercourses or floodplains lie directly on or nearer to the project site. 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: The proposed improvements will 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, stormwater best management practice (BMP) measures consisting of two porous pavement systems and an underground infiltration basin system, near the westerly property boundary, are proposed. The applicant proposes to demonstrate that the increase in stormwater 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 pre-construction peak runoff rates.

The submitted calculations utilized the Natural Resource Conservation Service (NRCS) Technical Release No. 55 (TR-55) hydrologic methodology, Delmarva unit hydrograph, NRCS Region D rainfall distribution, separated analyses for impervious and pervious areas, and current New Jersey 24-hour rainfall frequency data for Middlesex County to compute peak runoff flow rates and volumes. The project site is located within the Coastal Plain. Exfiltration was not modeled in the routings for quantity control.

Based upon a review of the results in the submitted stormwater report, the proposed stormwater management measures will provide enough peak flow attenuation to meet the specific runoff quantity standards as shown in the tables below. Therefore, Commission staff has determined that the project is in compliance with the water quantity requirements at N.J.A.C. 7:45-8.6(a).

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 percent (%) of the anticipated load from the developed site, expressed as an annual average.

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All of the proposed new and redeveloped motor vehicle surfaces would be conveyed into the two proposed porous pavement systems, designated as “A” and “B,” respectively. Routings were submitted modeling the water quality design storm, which demonstrate that the water quality design storm volume will be contained within the porous pavement without discharge through the lowest orifice. Exfiltration was not modeled.

Commission staff has, therefore, 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 preconstruction to post-construction for the 2-year storm is infiltrated. A groundwater recharge analysis calculation (NJDEP GSR-32 spreadsheet) has been submitted, which demonstrates that the annual groundwater recharge deficit for the entire site is 12,209 cubic feet. In addition, an NJDEP GRS-32 BMP design spreadsheet was submitted modeling the underground infiltration basin. Modeling a BMP area of 1,113 square feet, effective depth of 3.6 inches, and Post-D impervious of 32,216 square feet, the provided annual recharge volume provided by the basin is 22,210 cubic feet, which is greater than the recharge required. Additional NJDEP GRS-32 BMP design spreadsheets were submitted modeling Porous Pavements “A” and “B”; however, a review is not necessary because the underground infiltration basin has sufficient storage to comply with the recharge requirements.

Commission staff has 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 sufficient nonstructural stormwater management strategies need to be incorporated into the project site design “to the maximum extent practicable.” The Nonstructural Strategies Point System (NSPS) spreadsheet was submitted. The entire project site is located within PA-2. The required site points ratio is 95%. Additional credits were modeled for minimizing impervious surface coverage, minimizing disturbance and using non-structural strategies to meet stormwater compliance requirements.

However, the additional points credited from minimizing disturbance and using nonstructural strategies to comply with stormwater requirements are not accurate. The minimization of disturbance modeled a site disturbance of 8%, when the entire lot is already disturbed by more than 8%. Structural stormwater BMP measures are proposed to comply with stormwater management, which are not nonstructural strategies. Although these additional points cannot be credited, it was determined that the actual proposed site points ratio is about 99%, which is still greater than the required site points ratio of 95%. Therefore, Commission staff determines that the proposed nonstructural measures are adequate pursuant to N.J.A.C. 7:45-8.4.

Stormwater Management Maintenance Plan: A stormwater management operation and maintenance manual was submitted for the proposed BMPs. Therefore, the project is in compliance with the requirements at N.J.A.C. 7:45-8.

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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. Middlesex County Planning Board
South Brunswick Planning Board
Michael Herbert, Esq. (mherbert@parkermccay.com)

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