



State of New Jersey
DELAWARE AND RARITAN CANAL COMMISSION
PRALLSVILLE MILLS | 33 RISLER STREET | P.O. BOX 539
STOCKTON, N.J. 08559-0539
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STAFF REPORT

DRCC #: 26-4748C

DATE: October 9, 2026

PROJECT NAME: 22 Scarborough Road -- Senior Living Facility

Latest Submission Received: October 9, 2026

Applicant:

GTP Acquisitions, LLC
attn. David Weiner
171 Fifth Avenue
Paterson, NJ 07524
djw@pikeconstruction.com

Engineer:

Joshua M. Sewald, P.E., P.P.
Dynamic Engineering Consultants, PC
1904 Main Street
Lake Como, NJ 07719
jsewald@dynamiccec.com

Project Location:

Road	Municipality	County	Block(s)	Lot(s)
22 Scarborough Road	Montgomery Township	Somerset	4020	1

Jurisdictional Determination:

Zone B	Major	Nongovernmental

Subject to Review for:

Drainage	Visual	Traffic	Stream Corridors
X			

Documents Received: Site plans (28 pages) dated December 12, 2025, revised June 10, 2026; Drainage Area Maps (3 pages) dated November 10, 2025; Survey (3 pages) dated October 31, 2024; Stormwater Management Report dated December 2025, revised June 2026; prepared by Dynamic Engineering; Traffic Impact Study prepared by Dynamic

**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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Traffic dated December 11, 2025; Photograph Location Report prepared by Dynamic Engineering Consultants, PC dated January 5, 2026.

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 a 23.70-acre lot with frontage on Scarborough Road located in Montgomery Township, Somerset County, approximately 2.7 miles northwest of the Delaware and Raritan Canal and within Commission Review Zone B.



The project site is bounded to the north by commercial uses and the Conrail West Trenton railroad line, to the east by U.S. Highway Route No. 206 (Route 206) (Van Horne Road) and dense residential development with some woods beyond, to the south by Scarborough Road and residential uses beyond, and to the west by commercial uses and the Conrail West Trenton railroad line.

In the existing condition, the northeastern portion of the site is undeveloped and consists of woods and open space. The southwestern portion of the site is developed in the existing condition with an apartment development. Impervious surface in the existing condition totals 199,275 square feet (4.57 acres), of which 111,674 square feet (2.56 acres) consists of motor vehicle trafficked surface.

The project site exists within an overall 187.8-acre parcel that is bifurcated by Route 206, which is an ongoing phased development approved by the Commission and known as the “Belle Mead Planned Unit Development project.” In 2016, the Commission issued a

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certificate of approval for the “Area 1” (Phase 1) and “Area 2” (Phase 2) portions of the site development to construct three separate projects, namely, one phase for residential buildings, and the second phase for commercial buildings (DRCC #15-4748).

In 2020, the Commission issued a certificate of approval for construction of a third phase (Phase 3) within an area designated as “Area 3.” The proposed Area 3 project included the construction of two three-story residential buildings consisting of 96 two-bedroom senior apartments, outdoor recreation areas, parking, and other associated infrastructure and improvements (DRCC #19-4748B).

Proposed Project: The applicant proposes to construct a three-story, 268,188 square-foot, 196-unit, assisted living facility. The project would include assisted living facilities, memory care units, and independent living units. Additional improvements include lighting, landscaping, grading, walkways, driveways, utilities, parking, and other associated site amenities.

Based upon the submitted application, the proposed development would result in a total of 436,754 square feet (10.03 acres) of impervious coverage in the proposed condition; or, an increase of 237,449 square feet (5.45 acres) when compared with the existing conditions. The project would also result in a disturbance of approximately 11 acres of land.

Stream Corridor: The project site is located within the Millstone HUC14 watershed area. A tributary to Cruser Brook runs between Route 206 and the Phase 1 residential development approved pursuant to project DRCC #15-4748. As part of that approval, the applicant established a Commission stream corridor onsite.

The 100-year floodplain used to establish the limits of the stream corridor has been verified by the NJDEP, and the stream corridor has been established in accordance with the submission requirements at N.J.A.C. 7:45-9.2. A conservation easement agreement was executed for the stream corridor as part of the 2016 Commission project approval.

The project does not propose any intrusions into the Commission stream corridor area preserved pursuant to project DRCC #15-4748. 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: In the existing conditions, stormwater runoff generated by the existing site drains toward Scarborough Road by means of overland flow. The proposed development of the site would result in an increase in the amount of impervious surface coverage associated with new buildings, walkways, parking areas and roadways. The increase in impervious surface coverage onsite would in turn result in an associated increase in stormwater runoff when compared with the existing conditions if unmitigated.

To mitigate for these proposed impacts, the submitted application proposes to control and collect stormwater runoff through the construction of a combination of best management practice (BMP) measures, which would include four small-scale bio-retention basins with underdrains, one large-scale bio-retention basin with underdrain, and three pervious pavement systems with underdrains. The project’s stormwater management system will

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also include a network of storm sewer pipes to convey the stormwater runoff to and from the various BMP measures.

In the existing conditions, the project evaluated the stormwater impacts at one discharge point-of-analysis, including the following two sub-watershed study areas as follows. Point of Analysis #1 (POA #1) is located at Scarborough Road.

- Study Area Scarborough Road Undisturbed: consists of 1.27 acres of wooded areas in the northern portion of the site along Route 206. In the existing conditions, stormwater runoff generated by this area flows via overland flow towards Scarborough Road; and
- Study Area Scarborough Road: consists of 11.10 acres throughout the remainder of the site which includes woods, open space and impervious areas. In the existing conditions, stormwater runoff generated by this area flows via overland flow to Scarborough Road.

In the proposed conditions, the project evaluated the stormwater impacts at one discharge point of analysis, including the following nine sub-watershed study areas as follows. Point of Analysis #1 (POA #1) is located at Scarborough Road.

- Study Area Infiltration Basin A: consists of 0.84 acre within the western portion of the site which includes impervious surfaces and open space areas. In the proposed conditions, stormwater runoff generated by this area flows via the proposed stormwater conveyance system to the aboveground small-scale bio-retention basin, where runoff is detained, treated and discharged to the existing conveyance system within Scarborough Road;
- Study Area Infiltration Basin B: consists of 1.86 acres located in the western portion of the site which includes impervious surfaces and open space areas. In the proposed conditions, stormwater runoff generated by this area flows via the proposed stormwater conveyance system to the aboveground small-scale bio-retention basin where runoff is detained, treated and discharged to the existing conveyance system within Scarborough Road;
- Study Area Infiltration Basin C: consists of 1.02 acres in the eastern portion of the site which includes roof area and open space areas. In the proposed conditions, stormwater runoff generated by this area flows via the proposed stormwater conveyance system to the aboveground small-scale bio-retention basin where runoff is detained, treated and discharged to the existing conveyance system within Scarborough Road;
- Study Area Large-Scale Basin D: consists of 5.24 acres in the northern portion of the site which includes roof, wooded and open space areas along with 1.66 acres from bio-retention basin E. In the proposed conditions, stormwater runoff generated by this area flows via the proposed stormwater conveyance system to the aboveground large-scale bio-retention basin where runoff is detained, treated and discharged to the existing conveyance system within Scarborough Road;

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- Study Area Small-Scale Basin E: consists of 1.66 acres in the northern portion of the site which includes roof/impervious and open space areas. In the proposed conditions, stormwater runoff generated by this area flows via overland flow and via the proposed stormwater conveyance system to the aboveground small-scale bio-retention basin where runoff is detained, treated and discharged to the large-scale bio-retention basin prior to being released to the existing conveyance system within Scarborough Road;
- Study Area Pervious Pavement System 1: consists of 1.58 acres in the northern portion of the site which includes woods, pavement and open space areas. In the proposed conditions, stormwater runoff generated by this area flows via overland flow to the pervious pavement system with underdrain where runoff is detained, treated and discharged to the existing conveyance system within Scarborough Road;
- Study Area Pervious Pavement System 2: consists of 0.46 acre in southern portion of the site which includes open space and pavement areas. In the proposed conditions, stormwater runoff generated by this area flows via overland flow to the pervious pavement system with underdrain where runoff is detained, treated and discharged to the existing conveyance system within Scarborough Road;
- Study Area Pervious Pavement System 3: consists of 0.37 acre in the northeastern portion of the site which includes open space and pavement areas. Under proposed conditions, stormwater runoff generated by this area flows via overland flow to the pervious pavement system with underdrain where runoff is detained, treated and discharged to the existing conveyance system within Scarborough Road; and
- Study Area Undetained: consists of 1.00 acre in the northeastern and southern portions of the site which includes open space and minimal impervious surface coverage areas. Under proposed conditions, stormwater runoff generated by this area flows via overland flow to Scarborough Road.

The stormwater management measures for POA #1 has been designed so 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. Impervious surfaces were considered separately from the pervious surfaces for runoff computations. Exfiltration was not utilized in the routing analysis for any BMP measure. 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 and current New Jersey 24-hour rainfall frequency data for Somerset County to compute peak runoff flow rates and volumes.

Based upon a review of the submitted stormwater analysis, the proposed stormwater management measures will provide sufficient peak flow attenuation to comply with the specific runoff quantity standards at N.J.A.C. 7:45-8.6(a)1.

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

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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.

Based upon the submitted application, new access roadway, parking lots and driveway pavement areas are being proposed onsite. To provide water quality treatment for runoff leaving the site, the applicant has proposed BMP measures consisting of three small-scale infiltration basin systems, one small-scale bio-retention basin system with underdrain, and three pervious pavement systems.

Small-scale bio-retention systems fall under green-infrastructure BMP measures and 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 is dependent upon the depth of the soil bed and the type of vegetation selected.

The proposed development includes three small-scale infiltration basin systems and one small-scale bio-retention basin system that have been designed in accordance with the NJ Stormwater BMP Manual to address stormwater runoff quality.

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, through which stormwater moves. This surface course is placed over a transition layer and a storage bed of open-graded aggregate that is devoid of fine particles. There are two types: underdrained systems and systems designed to infiltrate into the subsoil. When designed in accordance with this chapter, the TSS removal rate is 80%.

The proposed development includes three areas of below ground pervious pavement systems that have been designed in accordance with the NJ Stormwater BMP Manual, Section 9.7, to address stormwater runoff quality. Based upon a review of the submitted stormwater analysis, the proposed stormwater quality measures have been designed in compliance with the requirements 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 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 proposed development of the site will result in an increase in the amount of impervious surface coverage associated with proposed new buildings, parking area, and access drives.

The area of disturbance for the site is currently mapped to contain two soil series: Klinesville channery loam (KkoC) and Reaville silt loam (RehA & RehB). The soil units are noted as Hydrologic Soil Group (HSG) Type "D" and Type "C" soils, respectively. Based on the acreage of the property to be disturbed within the Reaville silt loam soil unit, the procedures outlined in Chapter 12 of the NJ Stormwater BMP Manual indicate that 11 test pits are required for HSG reclassification.

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The applicant planned and executed the advancement of 11 test pit excavations (TP-101 through TP-111) on the property to satisfy the number of explorations required for HSG reclassification. Additionally, laboratory tube permeameter permeability and single-ring infiltration tests were performed on the most hydraulically restrictive soil strata within the upper 40 inches of the surface at each test pit location to evaluate the HSG of the site. Based on the results of the test pits and the permeability testing, both of which were performed in accordance with Chapter 12 of the NJ Stormwater BMP Manual, the site soils within both mapped soil units would be representative of HSG Type "D." Therefore, based upon a review of the submitted stormwater analysis, the project is in compliance with the groundwater recharge requirements at N.J.A.C. 7:45-8.5.

Non-Structural Methods: The Commission requires that nonstructural stormwater management strategies be incorporated into the stormwater design of a development project. To assist in determining that sufficient nonstructural 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 NSPS results indicate that the ratio of proposed to existing site points (118%) are greater than or equal to the required site points ratio (95%). Therefore, the project has proposed nonstructural measures that are adequate, and the project is designed in accordance with N.J.A.C. 7:45-8.4.

Stormwater Management Maintenance Plan: A stormwater management operation and maintenance plan document has been prepared and submitted for the proposed senior living facility project. The plan includes maintenance details for the proposed BMP measures and has been prepared in accordance with the requirements at N.J.A.C. 7:45-8.8.

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
Montgomery Township Planning Board
Jerome Vogel, Esq. (jvogel@jhvalaw.com)

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