

STAFF REPORT

PLEASE REFER TO DRCC # WHEN SUBMITTING
ADDITIONAL DOCUMENTS



DRCC #: 24-5357B

DATE: July 30, 2025

PROJECT NAME: 14 Lambert Lane -- Proposed Duplex Dwelling

Latest Submission Received: June 20, 2025

Applicant:

Spreen Enterprises, LLC
37 Clinton Street
Lambertville, NJ 08530
ryanspreen@gmail.com

Engineer:

Eric Rupnarain, P.E.
Goldenbaum Baill Engineering, Inc.
West Amwell, NJ 08530
ebr@gmail.com

Project Location:

Road	Municipality	County	Block(s)	Lot(s)
14 Lambert Lane	Lambertville City	Hunterdon	1034	5

Jurisdictional Determination:

Zone A	Minor	Nongovernmental

Subject to Review for:

Drainage	Visual	Traffic	Stream Corridors
X	X		

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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www.nj.gov/dep/drcc/

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Documents Received: Site Plans (9 sheets) dated May 3, 2024, last revised April 29, 2025; Stormwater Management Report dated May 3, 2024, last revised March 7, 2025; prepared by Goldenbaum Baill Engineering, Inc.; Architectural Drawings (4 sheets) dated February 26, 2024, last revised May 6, 2024; prepared by Pickell Architecture LLC.

Staff comments continued below.

The application is complete and shall be presented to the Commission for their action with a staff recommendation of approval at the August 20, 2025, meeting based upon the following analysis:

Existing Conditions: The project area is a 12,686 square-foot (0.29-acre) lot located near the corner of Coryell Street and Lambert Lane in the City of Lambertville, Hunterdon County, approximately 26 feet west of the Delaware and Raritan Canal and within Commission Review Zone A.



The project area is bounded by dwellings and Coryell Street followed by a lumberyard to the north, Lambert Lane followed by multi-unit residential developments to the west, a paved parking lot and garage constructed to serve one of those developments located to the south, and the Black River & Western excursion railroad line followed by the Delaware and Raritan Canal to the east.

The project site is located within the boundaries of the Delaware and Raritan Canal Historic District and the Lambertville Historic District.

In the existing condition, the lot is vacant and contains a storage unit, a trash dumpster, and a few isolated trees along the lot line. The existing ground cover onsite consists of compacted gravel and is used for parking and driveway access to Coryell Street and

Lambert Lane in combination with areas of grass open space. In the existing condition, impervious surface coverage totals 0.15 acre.

The project area lot was the subject of a prior Commission permit application for the proposed subdivision of the lot into two separate lots and the construction of a duplex residential dwelling (DRCC #19-5357). However, that application was deemed to be technically and administratively incomplete in several respects and was not considered by the Commission.

In 2022, the Commission issued a certificate of approval for the after-the-fact approval of a project to erect 350 linear feet of perimeter fencing along the boundary of the property (DRCC #21-5357A).

Proposed Project: The applicant proposes to subdivide the existing lot into two separate lots and construct a duplex residential dwelling, along with associated porous pavement driveways from Lambert Lane, a stormwater management system, and related infrastructure.

The applicant's submission states that impervious surface coverage onsite in the proposed condition would be reduced by 0.04 acre, resulting in a total onsite impervious surface coverage area of 0.11 acre. However, Commission staff conducted a site inspection on June 7, 2024, in which areas that the applicant proposes to be considered gravel surfaces are, in the existing condition, a combination of gravel and grass. The Commission adheres to the New Jersey Department of Environmental Protection, Division of Land Use Protection, Office of Policy and Coastal Management policy, which states in relevant part that, in general, for a project to be considered a redevelopment of an impervious surface, a permit application should be submitted within five years after the removal of an impervious surface [Emphasis added]. Commission staff also observes that the area in question was not considered impervious when project DRCC #19-5357 was reviewed by the Commission, and that since that time, no application to legally place any impervious surface coverage at the project site has been submitted to the Commission.

Accordingly, the project proposes the creation of more than 800 square feet of impervious surface coverage cumulative to January 11, 1980, within Review Zone A. Therefore, the project is a minor project subject to stormwater runoff and water quality impact review pursuant to N.J.A.C. 7:45-8. The project would result in the disturbance of approximately 0.25 acre of land.

Stream Corridor: The project property is located approximately 25 feet from the Delaware and Raritan Canal. A tributary to the Delaware River is located about 175 feet to the west of the lot property. The floodplain of the tributary to the Delaware River is located at a distance of more than 100 feet from the lot property. 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: Under the existing conditions, runoff from the site flows overland toward Lambert Lane. The submitted application proposes to control stormwater runoff flow and volume increases via the construction of a 24-inch-thick

stone storage bed layer beneath a 1.0-inch choker course, and 4.0 inches of proposed pervious pavement.

The stormwater report states that the stormwater management measures have been designed so that there is no increase, as compared to the pre-construction condition, in the peak runoff rates of stormwater leaving the site for the 2-, 10- and 100-year storm events and that the change in timing of stormwater runoff will not increase flood damage at or downstream of the site.

The submitted calculations utilized the Natural Resource Conservation Service (NRCS) Technical Release No. 55 (TR-55) hydrologic methodology, Standard unit hydrograph rainfall distribution, and current New Jersey 24-hour rainfall frequency data for Hunterdon County to compute peak runoff flow rates and volumes. The submitted analysis assumed no runoff from the 0.03 acre of pervious pavement, since the area will generate 1,008 cubic feet of stormwater during the 100-year storm, and the system will provide 1,067 cubic feet of storage to infiltrate into the ground.

The applicant has provided a groundwater mounding analysis for the system to ensure the system will be drained within 72 hours. Therefore, the proposed stormwater management measures will provide enough attenuation to meet the specific runoff quantity standards 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, must meet water quality standards in accordance with Commission regulations (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.

Based upon the submitted application, 0.03 acre of new access driveway area pavement is being proposed onsite. The submitted stormwater report notes that the design proposes to treat for water quality by incorporating a pervious pavement system. The pervious pavement system will consist of the proposed driveway areas. A pervious pavement system is a stormwater management facility that consists of a durable, permeable surface course, which allows stormwater to move through it; this surface course is placed over a transition layer and a storage bed of open-graded, meaning devoid of fine particles, aggregate. According to the NJ Stormwater Best Management Practice (BMP) Manual, the adopted TSS removal rate for porous pavement systems is 80%. Therefore, the proposed stormwater quality design will address 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 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 submitted groundwater recharge analysis calculation (NJDEP GSR-32 spreadsheet) demonstrates that the annual groundwater recharge deficit for the entire site is 3,609

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cubic feet. To infiltrate the post-development recharge deficit, a stone storage system is proposed beneath the pervious pavement systems.

The GSR-32 spreadsheet indicates that the proposed stone storage system will provide a sufficient annual BMP recharge volume. Therefore, this application is in compliance with the 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 practical,” a 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 (119%) is greater than the required site points ratio (90%). Therefore, the project has proposed non-structural measures that 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 plan has been prepared in accordance with the specific requirements at N.J.A.C. 7:45-8.8.

Visual, Historic & Natural Quality Impact: N.J.A.C. 7:45-10.2(a) directs that 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 project is located in an “Urban” canal environment as described in the Master Plan. The Urban canal environment name is characterized at N.J.A.C. 7:45-10.2(a) by the enclosure of the canal by dense development. The Master Plan states at Page 14 that goals for this section of the Delaware and Raritan Canal State Park in the City of Lambertville are the completion of the multi-use trail and the placement of trees and shrubbery for definition and privacy. Therefore, nothing with respect to the proposed project is incompatible with the Master Plan.

The provisions of N.J.A.C. 7:45-10.3(a) and (b), respectively, which discourage projects within certain portions of Review Zone A and authorize the Commission to require specific compensatory measures that mitigate the project’s potential for harmful impact on the Delaware and Raritan Canal State Park as a condition of approval, are inapplicable to the proposed project, which is located in an Urban canal environment.

N.J.A.C. 7:45-10.4(a) directs that the projects in Review 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 Urban canal environments, there are no minimum setbacks except as may be prescribed by municipal ordinances. The project is, therefore, in compliance with this requirement.

N.J.A.C. 7:45-10.4(b) directs that projects in Review Zone A shall maintain a reasonable height and scale relationship to nearby structures or vegetation. In the Urban canal environment, the height of structures may vary according to the height of existing structures that have a visual relationship to the proposed structure. The submitted architectural drawings indicate that the proposed duplex would be 39 feet 10 inches in height above the existing grade.

The applicant has submitted a narrative that describes the relationship of the proposed townhouse development to surrounding structures. The narrative notes that the section of Lambertville located west of the canal, east of the Delaware River, and north of Bridge Street is characterized by a less dense pattern of development than the majority of the city. While much of the city is characterized by streets lined with two- and one-half story detached houses set close together, or short sections of two-story attached rowhouses, this scale is not repeated west of the canal, and there is no predominant pattern of development along Lambert Lane, where each building is somewhat different. The general scale is of two- and one-half story buildings; some attached and some of which are not attached but clustered. Buildings are interspersed with mature trees, shrubs, and ground cover with no particular pattern or organization.

The submitted narrative compares the proposed project to surrounding buildings. Block 1033, Lots 1.11 through 2.02, contain a row of uniform two- and one-half story attached townhouses (See DRCC #86-0097) that front upon Lambert Lane directly across from the proposed project. The townhouses are attached, but not aligned, as traditional rowhouses. Their massing is broken up with offset planes, and they are set back behind stone walls, including stone building remnants of a former mill, along with trees and plantings.

The narrative also notes that the large apartment building located along, but not facing, Lambert Lane at Block 1022, Lot 13, is also two- and one-half stories in height. The apartment building is large, plain, uniform, with unarticulated walls, and with a few small windows. The building was constructed in 1978, and thus, pre-dates the Commission regulatory program. The applicant notes that it is both unattractive and out of character with its surroundings, being constructed of vinyl siding, painted masonry foundation, vinyl windows, and plastic shutters.

The former lumber shed at Block 1022, Lot 10, which was constructed in 1873 is a large, barn-like shed building. Although it is one story, its height is similar to the two- and one-half story buildings of the surrounding neighborhood.

Commission staff determines that based upon the applicant's submission, the proposed townhouse building heights are similar to the height of surrounding existing structures that have a visual relationship to the project. Accordingly, the project is in compliance with this requirement.

N.J.A.C. 7:45-10.4(c) directs that for projects in Review 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, proposed building

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colors shall harmonize with the man-made or natural surroundings of the project and shall be typical of colors found in the park environment. Proposed building materials and textures shall harmonize with the surrounding man-made and natural materials.

The applicant's submission states that they endeavored to design a project that would fit comfortably into its immediate environs with respect to scale, proportions, materials, and colors. The applicant has submitted detailed descriptions of the proposed building materials and colors. Specifically, the applicant proposes Timberline HDZ asphalt roof shingles in a dark grey color, aluminum stair and porch rails in black color, a brick foundation façade in "Harper Creek Tan" color, cementitious clapboard siding in a "Birch Tree" (i.e. tan) color. The applicant further proposes the use of Marvin "Elevate"® windows and exterior doors with two-over-two glass panes and oil-rubbed bronze hardware. The proposed rear decks would be constructed of Trex® composite decking mix composed of recycled plastic and wood. Commission staff determines that the proposed materials and colors are typical of the built environment of the City of Lambertville, and that the project is in compliance with this requirement.

N.J.A.C. 7:45-10.4(d)1 directs that for projects in Review Zone A, 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 submitted plans indicate that sanitary sewer, gas, and water utilities would be underground and provided from Lambert Lane. Electrical service would be aboveground and also provided from the utility pole on Lambert Lane and thus, screened from the canal by the proposed townhouses. Commission staff, therefore, determines that 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, are inapplicable to the proposed project. The submitted architectural elevations indicate that the proposed exterior HVAC condenser units would be placed on the roof and would be concealed from the park by the 42-inch roof parapet. Therefore, the project is in compliance with this requirement.

The provisions of N.J.A.C. 7:45-10.4(d)3 and 4, which regulate the dimensions and location of commercial signs or outdoor advertising structures, are inapplicable to the proposed project, which proposes no signage.

N.J.A.C. 7:45-10.4(d)5 directs that wherever possible, natural terrains, soils, stones, and vegetation should be preserved, and that new vegetation, stones, and soils should be native to the environment in which they are placed. The project proposes the removal of one tree located along Coryell Street. The applicant has also submitted a proposed planting plan which consists of the following species:

Scientific name	Common name	Quantity	Native species
<i>Rhododendron periclymenoides</i>	Pink Azalea	8	USDA

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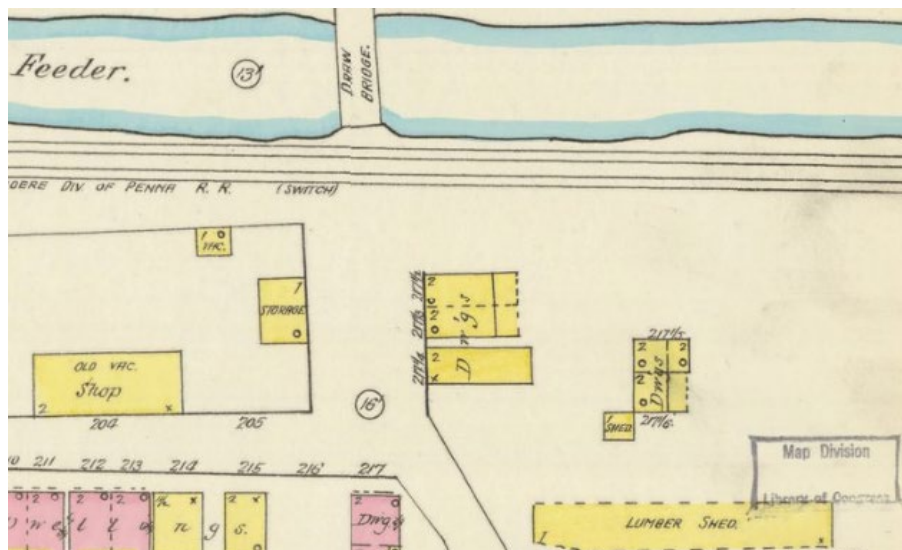
<i>Cornus Florida</i>	Flowering Dogwood	4	DRCC
<i>Acer Saccharum</i>	Sugar Maple	2	DRCC
<i>Lindera Benzoin</i>	Spicebush	5	DRCC
<i>Solidago speciosa</i>	Showy Goldenrod	32	USDA

The project is in compliance with this requirement.

N.J.A.C. 7:45-10.4(d)6 directs that projects 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.

As noted hereinabove, the project area 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. The project is also located within the boundaries of the Lambertville Historic District, which generally encompasses the area from the Delaware River to N.J. State Highway Route No. Route 29 and N.J. State Highway Route No. 179 (Bridge Street); and from north of Cherry Lane to south of Weeden Street.

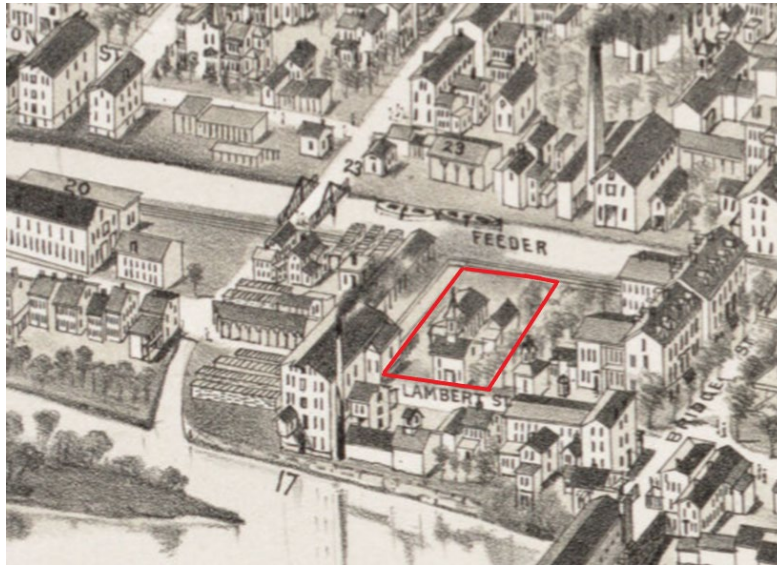
A review of the project area lot on the DEP "LUCY" cultural resource viewer notes that the project site is the location of several historic structures. The entrance driveway at Coryell Street is the site of a former 19th century residence that appears on an 1851 map; however, maps from the second half of the 19th century indicate that the area was used as part of a series of coal and lumber sheds that were under the ownership of W. Bray in 1883 and were subsequently demolished or moved by the time a Sanborn Insurance Company map of the area was issued in 1890.



(Sanborn-Perris Map Co., Limited, 1890.)

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(O.H. Bailey & Co. View of Lambertville. 1883)

The property was also the site of the J. Smith Hotel, which appears on an 1851 map, but ceased to operate as a hotel after 1861. An 1873 atlas of Hunterdon County does not list any hotel under the name of Smith, and Sanborn maps indicate that the hotel was the site of a duplex dwelling by 1912.

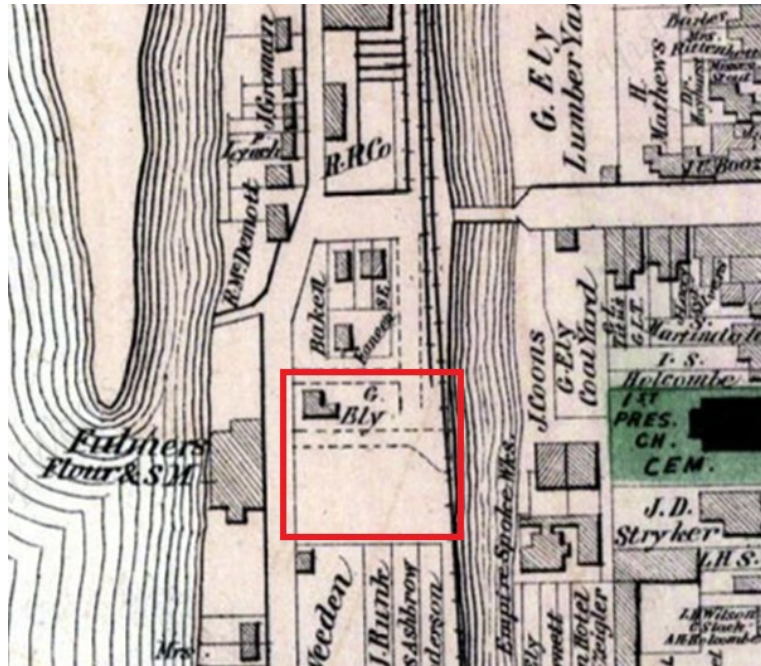


(Map of Hunterdon County, New Jersey, 1851 by S.C. Cornell)

Finally, the southerly portion of the site once contained a headrace, which conveyed water from the Delaware and Raritan Canal to the Lear Flour Mill that was located on the present River's Edge condominium development. Prior to becoming a municipal street, Lambert Lane served as a driveway to the mill and portions of the stone ruins were incorporated into the design of the condominium complex.

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Since none of the aforementioned historic structures have survived the 20th century, the project proposes no adverse impact to any extant listed structure.

Staff Recommendation: Staff recommends approval.

Sincerely,

John Hutchison
Executive Director

c. Hunterdon County Planning Board
City of Lambertville Planning Board