



STAFF REPORT

DRCC #: 22-5853

DATE: September 9, 2026

PROJECT NAME: 96-104 Schoolhouse Road -- Proposed Warehouses

Latest Submission Received: September 8, 2026

Applicant:

B9 Schoolhouse Owner, LLC
c/o Link Logistics Real Estate Management
602 West Office Center Drive, Suite 200
Fort Washington, PA 19034
lgabor@linklogistics.com

Engineer:

Kyle C. Kavinski, P.E.
Dynamic Engineering Consultants, P.C.
40 Main Street, 3rd Floor
Toms River, NJ 08753
kkavinski@dynamicec.com

Project Location:

Road	Municipality	County	Block(s)	Lot(s)
96-104 Schoolhouse Road	Franklin Township	Somerset	514	1-3, 60

Jurisdictional Determination:

Zone B	Major	Nongovernmental
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Subject to Review for:

Drainage	Visual	Traffic	Stream Corridors
X		X	

Documents Received: Site Plans (34 sheets) dated April 1, 2022, revised February 21, 2023; Stormwater Management Report dated April 2022, revised February 2023; Landscape Site Plans dated April 1, 2022, revised February 21, 2023, prepared by Dynamic Engineering Consultants, P.C. Planting Plan (3 sheets) dated November 22, 2022, prepared by Bryan Hanes, Landscape Architect; Traffic Impact Study dated April 21, 2022, prepared by Dynamic Traffic.

**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 September 16, 2026, meeting, based upon the following analysis:

Existing Conditions: The project area consists of four lots totaling 1,170,820 square feet (26.88 acres) located southeast of the intersection of Schoolhouse Road and Mettlers Road in the Township of Franklin, Somerset County. The site is situated approximately 0.93 mile east of the Delaware and Raritan Canal and within Commission Review Zone B.

The site is surrounded by residential development to the west and north, warehouses to the east, and vacant land to the south. Approximately three-fourths of the site is cultivated, while the remaining portion consists of two single-family residential dwellings, a detached garage, multiple sheds, driveways, and some woods. In the existing condition, the site contains approximately 31,798 square feet (0.73 acre) of impervious surface coverage.



Commission staff notes that an objector to the project stated in a transmittal dated April 11, 2023, that the project area is not 26.88 acres in size, and the “applicant/engineer is including acreage that is zoned as residential. The lot acreage for B9 Schoolhouse is 20.02 acres, and the applicant is not permitted to use the residential area (zoned as RR3) in their calculations.”

Commission staff observes that the NJ-GeoWeb interactive mapping tool indicates, and a review of municipal tax maps confirms the following sizes for the four lots that are the subject of this application:

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Block	Lot	Size (acres)
514	1	4.9
514	2	0.8792
514	3	2.9
514	60	17.8
Total:		26.4972

The objector apparently contends that the inclusion of areas zoned residential by the Township of Franklin are prohibited from being included in the Commission project application and resultant calculations submitted to the Commission to determine compliance with the stormwater runoff and water quality impact review standards at N.J.A.C. 7:45-8.

Commission staff notes that there is nothing in the Commission's regulations which impose the requirement asserted by the objector. N.J.A.C. 7:45-3.1(a) directs that each applicant for an individual approval shall submit to the Commission sufficient information for the Commission to adequately review and consider the project. Further, N.J.A.C. 7:45-3.1(b) provides that an applicant may combine submission requirements for any project, provided all required information is shown with sufficient clarity to be understood. Commission staff determines that the applicant has provided the required information relating to the size of the project area in a manner that can be clearly understood, and which corresponds to the NJ-GeoWeb interactive mapping tool and the relevant municipal tax maps.

Commission staff also notes that pursuant to N.J.A.C. 7:45-3.2 an application for a private project shall not be acted upon by the Commission until it has been determined by the Commission staff to be a complete application that, in addition to the pertinent submission requirements set forth in N.J.A.C. 7:45, shall include a resolution of approval of the proposed project by the appropriate municipal approving agencies, namely, the Franklin Township Planning Board. The municipal approving agency has issued a memorialized resolution of approval for the construction of the project on the Block and Lots that are the subject of the Commission application; therefore, the contention that the applicant is not "permitted to use the residential area (zoned as RR3) in their calculations" is irrelevant to the Commission's consideration of size of the project area.

Proposed Project: The applicant proposes to construct two warehouse buildings, totaling 215,420 square feet in area. Specifically, the applicant proposes:

- Warehouse Building 1 is proposed to be 144,450 square feet in area and include 73 parking spaces, 42 loading spaces and 1 drive-in ramp;
- Warehouse Building 2 is proposed to be 70,970 square feet in area and include 32 parking spaces, 18 loading spaces and 1 drive-in ramp; and
- Associated infrastructure, including access driveways, a stormwater management system, landscape plantings and berms along Mettlers Road and Schoolhouse Road, curbs, fencing, retaining walls, an electric vehicle charging station, bicycle racks, and exterior lighting.

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The project would result in the creation of approximately 439,532 square feet (10.09 acres) of impervious surface coverage in the proposed condition, and result in the disturbance of approximately 630,565 square feet (14.48 acres) of land.

Stream Corridor: A tributary of the Millstone River traverses the site. The Millstone River does not flow into the Delaware and Raritan Canal. The tributary bisects the site and flows in a westerly direction. The stream has a contributory drainage area greater than 50 acres at the downstream property limit.

The applicant has obtained a flood hazard area verification from the New Jersey Department of Environmental Protection Division of Land Resource Protection to verify the floodplain limits on this site. The applicant has correctly established the stream corridor limits as a 100-foot offset from the verified floodplain limits. No disturbance associated with this development is proposed within the stream corridor limit. Therefore, the project is not subject to stream corridor impact review pursuant to N.J.A.C. 7:45-9.1(a).

With regard to the stream corridor impact review of the proposed project, Commission staff received a report that sets forth a summation of potential environmental and engineering implications associated with the project prepared by Rippled Waters Engineering, LLC, who were retained by objectors to the project. With respect to those portions of the report that are related to the Commission's jurisdiction, the report contends that the Commission staff's determination that no streams or regulated flood hazard areas or floodplains are present on the subject property is incorrect; and that specifically, the drainage area to the pond located on Block 514, Lot 60 is approximately 108 acres.

The objectors contend that since the pond drains more than 50 acres and is connected by means of a pipe to the stream on the western side of Mettlers Road, the pond, therefore, possesses a regulated flood hazard area and is subject to the New Jersey Flood Hazard Area Control Act Rules at N.J.A.C. 7:13 (see Pages 11 and 12). The finding of a stream with a contributory drainage area of 50 acres or more would also meet the definition of a "stream corridor" under the Commission's regulations at N.J.A.C. 7:45-1.3.

Commission staff has reexamined its analysis in response to the contention in the objector report that the applicant had failed to note the presence of a stream with a contributory drainage area of 50 acres or more on the project area property. Commission staff observes that the objector report inaccurately states that the applicant indicated that there "... are no streams or regulated flood hazard areas or floodplains present on the subject parcels." (see Page 4 of the report).

The applicant's submission does note, and the Commission staff report dated July 29, 2022, confirms, that the project is located within the Millstone River watershed, that a tributary to the Millstone River traverses the site, and that this tributary bisects the site and flows in a westerly direction. The applicant's submission and the subsequent staff report indicate that the stream has a drainage area greater than 50 acres at the downstream property limit [Emphasis added]. However, the applicant obtained a flood hazard area verification from the DEP Division of Land Resource Protection that verified the floodplain limits on the project site. Commission staff determined that based upon this verification, the applicant correctly established the stream corridor limits from the verified floodplain limits, and that

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no disturbance associated with the project was proposed within that stream corridor limit [Emphasis added]. Therefore, Commission staff confirms that notwithstanding the objector report comments, a “stream corridor” as defined at N.J.A.C. 7:45-1.3 is not present on the project site. Accordingly, the Commission’s staff analysis that the project is not subject to stream corridor impact review is, in fact, correct.

Stormwater Runoff Quantity: The subject property generally slopes in a southerly direction. Presently, there are no surface stormwater management best management practices (BMP) located on the site. Discharges have been analyzed at two points of analysis:

- Study Area North (0.75 acre): includes an existing residential dwelling and driveway, along with open space areas. Stormwater generated from this area is tributary to the existing conveyance system located within Schoolhouse Road. The applicant intends to direct stormwater from this area to the proposed stormwater management system discharging to the south. As a result, the post-construction runoff volume does not exceed the pre-construction runoff volume for the 2-, 10- and 100-year storm events.
- Study Area South (14.57 acres): includes the proposed warehouse development. The submitted application proposes to control stormwater runoff flow and volume via the incorporation of BMP measures, consisting of two surface bio-retention basins, a subsurface detention basin, multiple sections of porous pavement, and a surface constructed wetland basin. The applicant has provided engineering calculations verifying that, for stormwater leaving the site within both drainage areas, 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, NOAA Region C unit hydrograph rainfall distribution, standard 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.

Therefore, Commission staff determines that the proposed stormwater management measures will provide enough attenuation, and the project is in compliance with 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, 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% of the anticipated load from the developed site, expressed as an annual average.

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Based upon the submitted application, approximately 5.0 acres of parking and driveway areas are proposed. The submitted stormwater design proposes to treat for water quality through two surface bio-retention basins, porous pavement, and a green infrastructure (GI) manufactured treatment device (MTD) 8' x 16' Filterra with a tree.

The proposed porous pavement sections would be installed within multiple proposed parking stalls located throughout the site. All the proposed porous pavement sections will discharge to the constructed wetland surface extended detention basin.

All the proposed BMPs are designed to provide at least 80% TSS removal for the water quality design storm event. The proposed BMP management practice will be constructed in accordance with the design criteria, identified within the New Jersey Stormwater BMP Manual, for each structural stormwater management measure utilized to demonstrate compliance with the Commission's stormwater runoff and water quality impact review standards at N.J.A.C. 7:45-8. Therefore, Commission staff determines that the project is in compliance with 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. Based upon soil testing and geotechnical investigations that were performed at the site, the onsite project soils revealed minimal percolation. In total, 8 soil test pits and 25 soil borings were performed on the site. In general, the test pits and soil borings were observed to have similar results in stratigraphy across the site. Underneath an initial layer of topsoil, a red brown to red to orange and brown New Brunswick Shale was encountered. Excavating was extremely difficult, and refusal was encountered at shallow elevations across the site. Limiting zones of clay or rock were encountered in all test pits at depths ranging from 0.5 to 6.0 feet below ground surface. These soil tests determined that the conditions on the site are indicative of Hydrologic Soil Group "D" (HSG) Type "D" soils.

As such, little groundwater recharge presently occurs at the project site, and the proposed project will not create an annual groundwater recharge deficit. Therefore, the groundwater recharge requirements of N.J.A.C. 7:45-8.5 can be considered to have been addressed for the proposed project.

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 (100%) is equal to the required site points ratio (100%). 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 submitted for the BMP elements proposed for the

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project. The plan includes maintenance details for the site BMP measures. The plan has been prepared in accordance with the requirements of 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 Zone B of the Review Zone 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 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.

As noted hereinabove, the project area is located 0.93 mile from the Delaware and Raritan Canal State Park and has direct access to a road that enters Zone A, namely, Schoolhouse Road. Schoolhouse Road runs in a general east/west direction and terminates in a T-intersection with Weston Canal Road west of the project site. Therefore, the project is subject to traffic impact review.

The applicant has submitted the required traffic impact study, which indicates the amount of additional traffic generated by the project. The study used trip generation projections for the project utilizing trip generation research data published under Land Use Code 150 -- Warehousing in the Institute of Transportation Engineers' (ITE) publication, Trip Generation, 11th Edition. This publication sets forth trip generation rates based on traffic counts conducted at research sites throughout the country. Peak hour truck percentages were obtained from data published by the ITE and then applied to the total trip generation for the weekday morning network peak street hour (PSH) (between 7:15 a.m. and 8:15 a.m.) and the weekday evening network PSH (between 4:30 p.m. and 5:30 p.m.) to obtain the truck volumes indicated in the table below:

Trip Type		A.M. PSH			P.M. PSH		
		In	Out	Total	In	Out	Total
244,975 sf. Warehouse*	Heavy Vehicles	5	2	7	2	6	8
	Automobiles	36	10	46	14	34	48
	Total	41	12	53	16	40	56

*The size of the proposed warehouse used for the submitted traffic impact study used square footage calculations for the initial application, which was for a larger warehouse than is being proposed.

Subsequent to determining the magnitude of traffic to be generated by the site, the study then assigned that traffic to the adjacent street system of Franklin Township. The

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distribution of new traffic to the surrounding roadways was based on the location of primary arterial roadways, major signalized intersections, and existing traffic patterns. As projected, it is anticipated that an additional 4 trips during the weekday A.M. peak hour and 11 trips during the weekday P.M. peak hour will travel in a westerly direction from the subject property to Weston Canal Road via Schoolhouse Road. Additionally, as projected, it is anticipated that an additional 10 trips during the weekday A.M. peak hour and 5 trips during the weekday P.M. peak hour will travel in an easterly direction to the subject property from Weston Canal Road via Schoolhouse Road.

The applicant states that the proposed increase in vehicular traffic along Weston Canal Road is not anticipated to have an adverse impact on the nearby Delaware and Raritan Canal State Park. As designed, a majority of the truck and passenger car traffic on the site will enter and exit through the driveways along Schoolhouse Road from the east, limiting the direct traffic impacts to Weston Canal Road.

Though it is anticipated that a portion of the site generated traffic will utilize Weston Canal Road, there are no direct connections to the Delaware and Raritan Canal State Park along this section of Weston Canal Road. Therefore, the applicant's submission concludes that:

- Recreational access to the Delaware and Raritan Canal State Park and recreational use of the park will not be impeded;
- Historical features of the park will not be adversely impacted;
- The ecological character of the park will not be adversely impacted; and
- The increased traffic will not have a visual or noise impact on the park.

Commission staff observes that the number of new trips indicated in the submitted traffic study falls below the industry accepted standard of a significant increase in traffic of 100 trips. The ITE publication Transportation Impact Analysis for Site Development, states "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."

Commission staff further observes the State Highway Access Management Code regulations of the New Jersey Department of Transportation (NJDOT) at N.J.A.C. 16:47, Appx. F, provide that any project which results in 100 or more new half-trips during any peak hour shall require a traffic study. The NJDOT regulations also define a "significant increase in traffic" as an increase of 100 or more trips in any peak hour (see N.J.A.C. 16:47-2.1).

Lastly, Commission staff observes that the traffic impact of the proposed project upon the Delaware and Raritan Canal State Park and Review Zone A would be affected by the adoption of two ordinances by the Township of Franklin. First, the township adopted Ordinance No. 4368-22, prohibiting vehicles with a gross weight (GVW) in excess of 4.0 tons from using the entire length of Mettlers Road, which runs in a general east-west manner to the immediate south of the project area. The second ordinance, Ordinance No. 4372-22, prohibits vehicles with a GVW in excess of 4.0 tons from using that portion of

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Weston Road, from Elizabeth Avenue to Weston Canal Road, and Weston Canal Road, from Weston Road to the Manville Causeway.

These ordinances would further limit the traffic impact of the project upon the Delaware and Raritan Canal State Park with respect to heavy trucks. In particular, the prohibition of vehicles with a GVW over 4 tons would beneficially impact the park access area at Weston Canal Road immediately north of the Manville Causeway.

The Commission staff received a specific objection to the traffic impact study on April 11, 2023, which stated that submitted study should not have used Land Use Code 150 -- Warehousing as set forth in the ITE Trip Generation 11th Edition Manual. The objector asserted that the applicant did not propose to construct a “traditional warehouse,” but rather, the applicant proposed to construct a “last mile ... fulfillment center.” The objector further asserted that since the proposed “fulfillment center” would be 40 feet (presumably in height, the comment did not specify to what this measurement referred) it would be, therefore, classified as a “high cube warehouse” (HCW). The objector further stated that the ITE land use code for general warehousing was inapplicable to the proposed project, and that the land use codes, and trip generation estimates, for the different types of HCWs should have instead been used for the traffic study, and that the submitted traffic study must, therefore, be revised to reflect the traffic impacts of an HCW operating as a fulfillment center. The objector appended a copy of the New Jersey State Planning Commission Office of Planning Advocacy Distribution Warehousing and Goods Movement Guidelines Policy adopted September 7, 2022 (DCA Guidelines) in support of their assertions.

Commission staff reviewed the objector’s assertions and concluded that the objector misapprehends the definition of an HCW in the DCA Guidelines as it relates to the proposed project and that the assertion that the project would be a last-mile fulfillment center is not supported by the submitted application documents.

The DCA Guidelines state that an HCW is differentiated from a traditional warehouse by its height. Whereas a typical large warehouse may have a building footprint between 150,000 to 500,000 square feet with a 40-foot ceiling height, an HCW can be 10 to 14 stories in height (each story generally being 14 feet). A 2016 report prepared for the ITE defined an HCW as a building that typically:

- Has at least 200,000 gross square feet of floor area;
- A ceiling height of 24 feet or more; and
- Is used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses.

A typical HCW also has a high level of onsite automation and logistics management. The automation and logistics enable highly efficient processing of goods through the HCW. A classification scheme from the 2016 ITE report for different types of HCWs is presented in the table below along with their distinctive characteristics. A fulfillment center is characterized by storage and direct distribution of e-commerce product to end users.

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The applicant proposes two warehouses, one of which would be 144,450 square feet in area, while the other would be 70,970 square feet in area. Neither of these warehouses meets the 200,000 gross square feet definition of an HCW. Additionally, the proposed warehouses would be 46 feet in height and are one-story buildings.

Commission staff determines that the proposed increase in vehicular traffic along Weston Canal Road is not anticipated to have an adverse impact to the Delaware and Raritan Canal State Park, and that Franklin Township, through the adoption of the aforementioned ordinances, has implemented a feasible planning technique that will direct a portion of the additional traffic away from the park. Therefore, the project is in compliance with the traffic impact review standards at N.J.A.C. 7:45-11.

Objector Letter Comments: The Commission received 203 letters (some containing multiple signatures) from individual objectors to the project, comprising primarily residents of the “Canal Walk” active adult community located on the streets emanating from Canal Walk Boulevard in Franklin Township, immediately west of the project site. The objector letters were individually date-stamped and scanned by Commission staff. The objectors’ comments, which were detailed in a form letter, request that the Commission reject the project application based upon the following concerns:

- The project would harm the quality of life of the residents of Canal Walk, negatively impacting residents’ ability to walk, cycle, and canoe in the area. The objectors also contend that the approval of the project would deprive residents of the ability to “instruct their grandchildren about nature and New Jersey’s history and heritage;”
- Approval of the project would result in a “daily onslaught” of heavy tractor trailer trucks using the warehouses in this area of Franklin Township, negatively impacting the health and well-being of community residents and imposing additional air, noise, and water pollution impacts from truck traffic, congested roads and truck idling on the Delaware and Raritan Canal State Park; and
- If approved, the project would “flatten and cover” undeveloped lands that drain into ponds that are tributaries of the Delaware and Raritan Canal. The objectors then state that the wildlife in the ponds will die, and that stormwater runoff will inevitably contaminate the tributaries with trash, diesel and motor oils, and other contaminants that will drain into the canal and threaten its wildlife and ecological health.

Commission staff observes that quality-of-life concerns of a general nature that do not pertain to the Commission’s regulations are beyond the scope of the Commission’s jurisdiction. While such concerns are arguably addressed in the visual, historic, and natural quality impact review standards at N.J.A.C. 7:45-10, as noted hereinabove, the project is located in Commission Review Zone B [Emphasis added]. Even if the objectors’ complaints were meritorious, the Commission cannot impose the visual, historic, and natural quality impact review standards outside of Review Zone A (See Scope of Review at N.J.A.C. 7:45-2.3(c)).

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Second, with respect to traffic impacts, the Commission staff observes that the project has been subject to traffic impact review pursuant to N.J.A.C. 7:45-11. As part of that review, the Commission is required to examine the additional traffic that may result from the project and determine whether that traffic will have an adverse impact on the Delaware and Raritan Canal State Park [Emphasis added]. It is beyond the Commission's jurisdiction to examine the general traffic impacts of the project upon Franklin Township or Somerset County. Commission staff also observes that Franklin Township has implemented a feasible planning technique that serves to direct additional traffic away from the park by restricting truck traffic on Mettlers Road and Weston Canal Road as noted hereinabove.

With respect to the contention that the project will degrade the tributaries that drain into the Delaware and Raritan Canal, Commission staff observes that the tributary of the Millstone River, which traverses the site, does not flow into the Delaware and Raritan Canal. With respect to general nonpoint source pollution impacts to the canal and the Delaware and Raritan Canal State Park, Commission staff observes that the project has been reviewed pursuant to the Commission's water quality impact standards at N.J.A.C. 7:45-8.7, which requires that all proposed full-depth pavement, including newly constructed and reconstructed parking and access drives that are being renewed, must reduce the post-construction load of TSS in stormwater 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.

TSS are one of the most common contaminants found in stormwater and originate from many sources, including dust, litter and other particles deposited on impervious surfaces from human activities. These solids contribute to water quality, habitat and aesthetic problems in urban waterways as noted by the objectors. Thus, regulation of TSS acts as a surrogate for the trash, diesel, and motor oil pollution that the objectors claim will be the result of the project. By imposing reductions on the post-construction load of TSS, the TSS standards act as a surrogate for the pollutants of concern to the objectors.

Separate from the form-letter objections, the Commission is also in receipt of an additional objection, asserting that the project is located within the boundaries of a Scenic Corridor District Overlay created by municipal ordinance. The objectors assert that the Commission is obliged to regulate the impact of the project upon this scenic corridor, which the objectors state is a local historic district created pursuant to the 2019 Franklin Township Historic Preservation Plan.

Commission staff notes that the requirement to examine the impact of a project on a Federal, State or local historic district is set forth in the visual, historic and natural quality impact review standards, specifically at N.J.A.C. 7:45-10.4(d)6. This review standard is only applicable in Commission Review Zone A [Emphasis added]. As noted hereinabove, the project is located in Commission Review Zone B. Therefore, the Commission has no jurisdiction over the impact to the scenic corridor in the 2019 Franklin Township Historic Preservation Plan, and, accordingly, makes no determination regarding this objection.

Staff Recommendation: Staff recommends approval.

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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

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