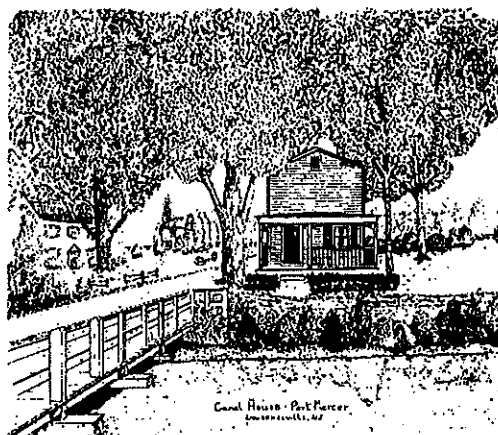


# DELAWARE AND RARITAN CANAL STATE PARK **Development Guide**



August 1985



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**NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION**  
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## CONTENTS PAGE

Preface

Executive Summary.....1

Statement of Need.....2

Goals.....3

Photographs

Development Plan.....5

I. Priority One.....5

II. Priority Two.....6

III. Priority Three.....7

Maps

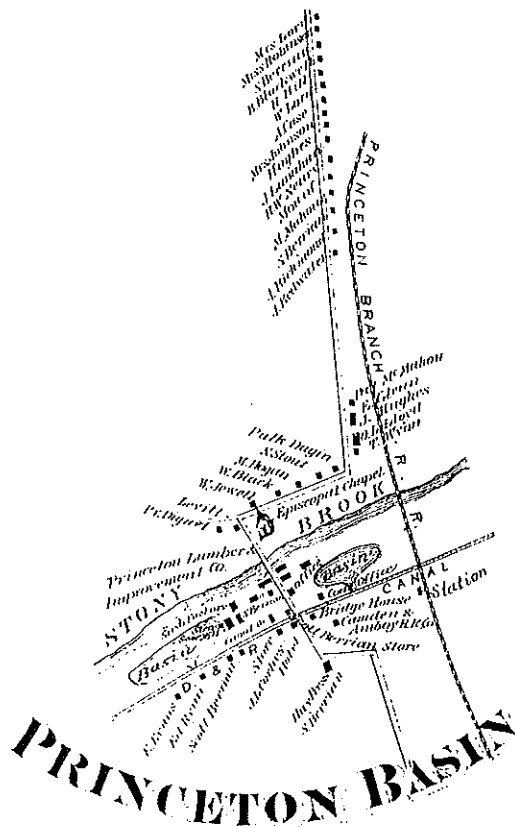
Maintenance Needs.....9

Canal Commission Staff Needs.....10

## PREFACE

This document has been prepared by the Delaware and Raritan Canal Commission as a guide to making decisions about the development of the Delaware and Raritan Canal State Park. It is a part of the planning process which has already produced the following:

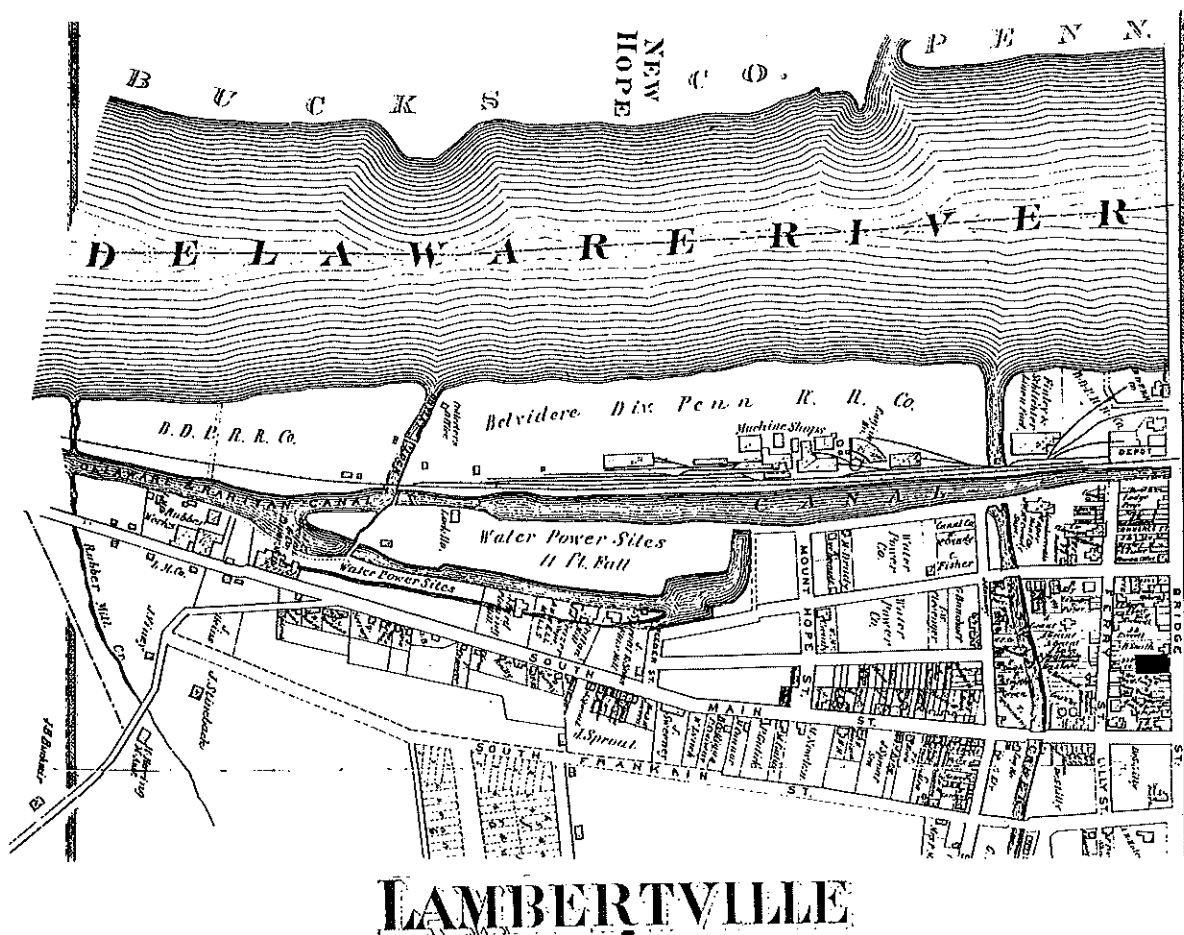
1. DELAWARE AND RARITAN CANAL STATE PARK: MASTER PLAN (1977). This book, prepared by the Commission, establishes the goals for development of the Canal Park and discusses how those goals apply to the park.
2. DELAWARE AND RARITAN CANAL STATE PARK: DESIGN GUIDE (1980). This is an articulation of the MASTER PLAN, describing in greater detail the goals for the Canal Park and the issues that a designer must face in planning for Canal Park development. This was also prepared by the Canal Commission.
3. DELAWARE AND RARITAN CANAL STATE PARK: HISTORIC AND RECREATIONAL DEVELOPMENT PLAN (1984). This document, prepared by a consultant to the Division of Parks and Forestry, utilizes the goals and guidelines established in the MASTER PLAN and DESIGN GUIDE and assigns priorities and costs to specific projects. To a very large extent, this DEVELOPMENT GUIDE is derived from the DEVELOPMENT PLAN.



## EXECUTIVE SUMMARY

The Delaware and Raritan Canal State Park is a precious resource which stands right now at the crossroads. As the Route One corridor and southern Somerset County continue to develop the Canal Park could become a spine for the region, a spine of open space that is adaptable to a wide range of recreational uses. If inadequate care is given to the Canal Park, however, it will be overwhelmed by the imminent development and its value will be lost forever to the State.

In 1974 the Legislature recognized the potential of this resource and established the canal as a State Park. To date, however, there has not been a single State-funded development project of any significance within the Canal Park. The Delaware and Raritan Canal Commission is therefore using this document to propose a development program that will allow the Canal Park to reach its potential. It proposes \$12,817,600 over a ten year period for development purposes and a consequent increase in the maintenance and administration budgets.



## STATEMENT OF NEED

The Delaware and Raritan Canal Park is the most visible of all New Jersey's State Parks. It extends for sixty miles through neighborhoods in seventeen different municipalities. The Canal Park can be seen from the roads that parallel much of its course, from the Interstate highways, Federal and State routes, county and country roads that cross the canal. It is seen as a ribbon of water and open space that provides a respite from the developed land that is spreading through the region with great rapidity.

The Canal Park is more than just looked at, however, it is also heavily used. Because it is readily available to so much of Central New Jersey -- it seems to be in the back yard of every community -- it is convenient for a morning jog, an after-dinner stroll, as well as for longer weekend excursions. This park is a part of daily lives, not a distant preserve for special, once-a-year occasions.

The rapid development that is occurring in the Route One and Southern Somerset County regions around the Canal Park is greatly increasing the value of the Park. Open space is disappearing, recreational sites are witnessing more and more demand from the new residents, and historic ties to the region's past are disappearing just at a time when sensitivity to historic preservation is increasing.

The State of New Jersey is intrusted with stewardship of this precious resource and it must fulfill that trust by caring for the Canal Park so well that it can continue to be cared about by the citizens. It has, however, been ten years since the New Jersey Legislature established the canal as a State Park and there has not been a single significant park improvement project funded by the State. Historic buildings are falling down. The towpath remains discontinuous. Access is often haphazard. It is time now to make the Canal Park the valuable resource that was envisioned by the far-sighted Legislature that made the canal a State Park. If we do not act now it may be too late.

## GOALS

Two general issues must precede any discussion of specific goals. The first is related to the Canal Park's special character.

The Delaware and Raritan Canal is a man-made structure; its straight reaches and regular width, its built-up embankments, the hand-laid stones lining the banks, the spillways, locks, and the culverts taking streams under the canal are all clear indications of the canal's manufacture. Yet the canal is thought of as part of a natural setting to such an extent that the Canal Park Law of 1974 even refers to wilderness areas within the park, implying that there are areas with absolutely no evidence of man's impact.

This marriage between the hand-crafted nineteenth century character of the canal with the effects of a hundred and fifty years of nature's handiwork is the quality which makes the Canal Park unique in New Jersey. Development of the Canal Park must not only recognize the importance of this issue, it must enhance it. Development must maintain the balance as well as maintain the high standard of craftsmanship for the built environment and of natural beauty for the landscape.

The second general issue is related to the Canal Park's special use.

The chief role of the Canal Park is to serve as a connector. Nearly all canal users are on the move. Canoeists, joggers, hikers, horseback riders, and bicyclists move along the canal corridor, all are going somewhere. Sixty miles long and mostly only about a hundred feet wide, the park is a ribbon moving across central New Jersey. It can bring a strip of countryside into the city just as it can bring a canoeist from rural Hopewell into downtown Trenton. It connects the floodplain forests of the Assunpink with those of the Stony Brook, Millstone and Raritan Rivers. It connects the State Park at Washington Crossing with Trenton's Cadwalader Park. It connects different people, as all respond to the compulsion to seek and enjoy natural settings. The canal also connects the 20th century with its 19th century heritage.

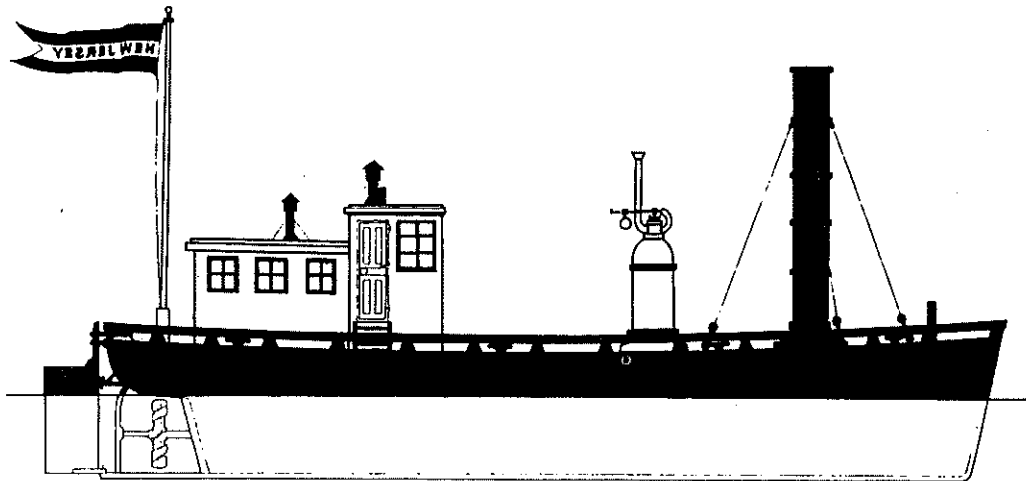
Specific goals for the development of the Canal Park are drawn directly from the legislation which established the canal as a State Park. In the Canal Park Law of 1974 the Canal Commission is instructed to plan for the development of the Canal Park in five ways:

1. As a part of a water supply system;
2. As a recreation site;
3. As a historic resource;
4. As a natural area;
5. As a means of enhancing the urban areas through which it flows.

The proposed development projects reflect the Canal Commission's desire to meet all of these goals. There is a balance between restoration of historic structures and development of recreational opportunities, between preservation of natural areas and enhancement of urban areas. All development projects will be respectful of the canal's role as a water supply

system. Development is also distributed throughout the entire length of the Canal Park in order to avoid such intensive use of a few areas that they lose their charm.

A special category of development must be considered. In order to properly maintain and administer the Canal Park, there must be offices, garages, work shops -- all manner of buildings and equipment. The need for these facilities is included in this document but kept separate from the need for developing the Canal Park itself.



## NEW JERSEY (ROBERT F. STOCKTON)

*Delaware and Raritan Canal Company*

63.4 × 10.0 × 7.0 feet 11 33 T 11 19,324 × 3,048 × 2,134 m



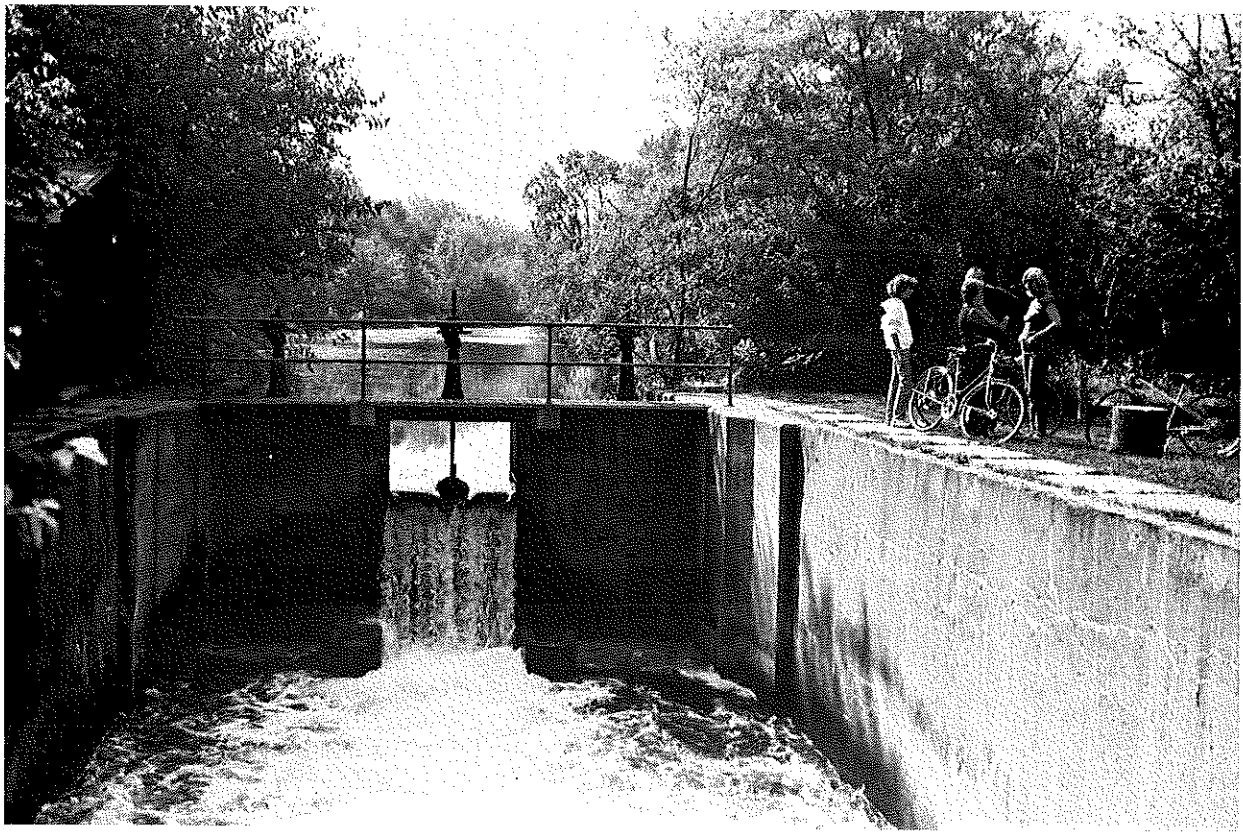


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While some sections of the towpath have an interesting rhythm of openings, closings, and veiled enclosures (above near Rocky Hill), in many places there is an impenetrable mat of vines, trees, and brambles forming a wall between the canal and the towpath.

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Those structures which are necessary for the maintenance of the canal as a water supply system are generally well repaired and attractive. Above, bicyclists pause next to the Griggstown lock; below, a spillway into the Swan Creek in Lambertville.

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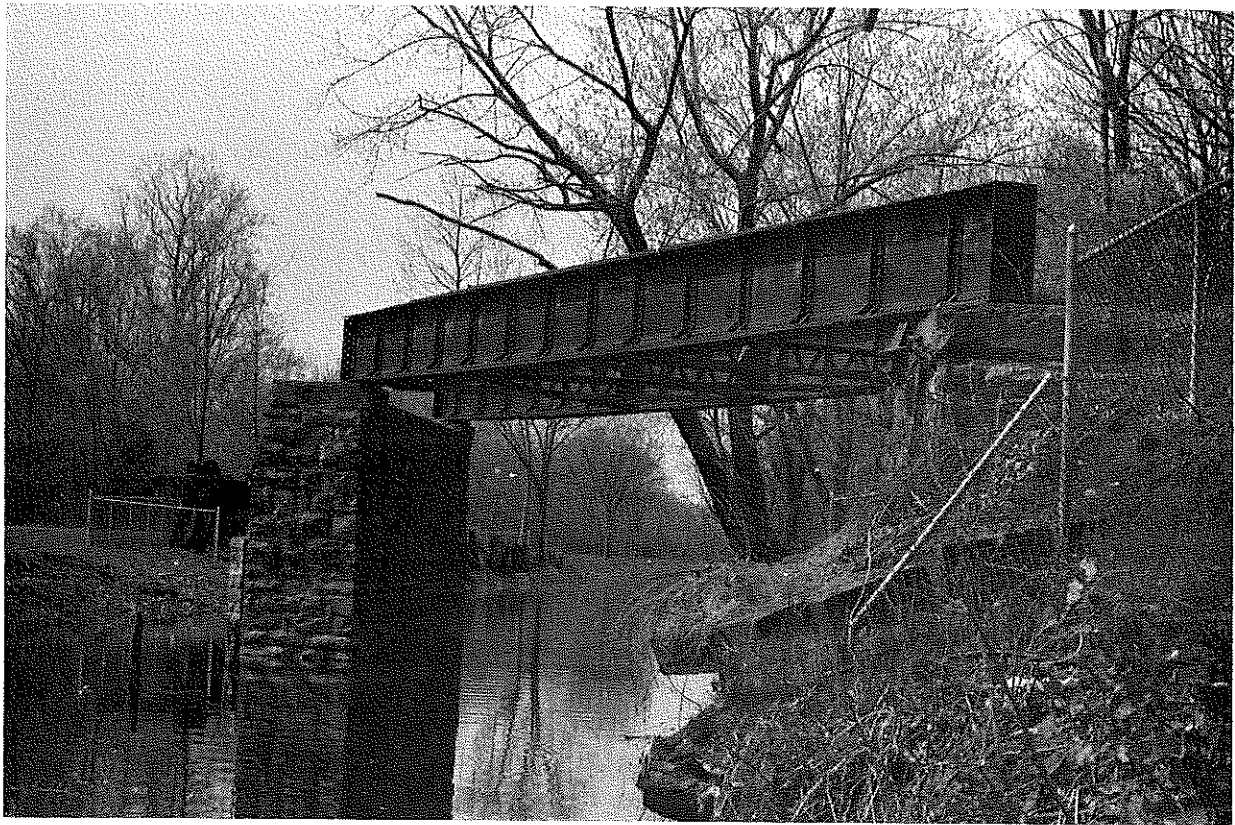
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Maintenance of the canal as a State Park is inadequately funded, yet use of the Canal Park is increasing every year. Above, a picnic area in Griggstown; below, a crumbling retaining wall along the trail near Stockton.

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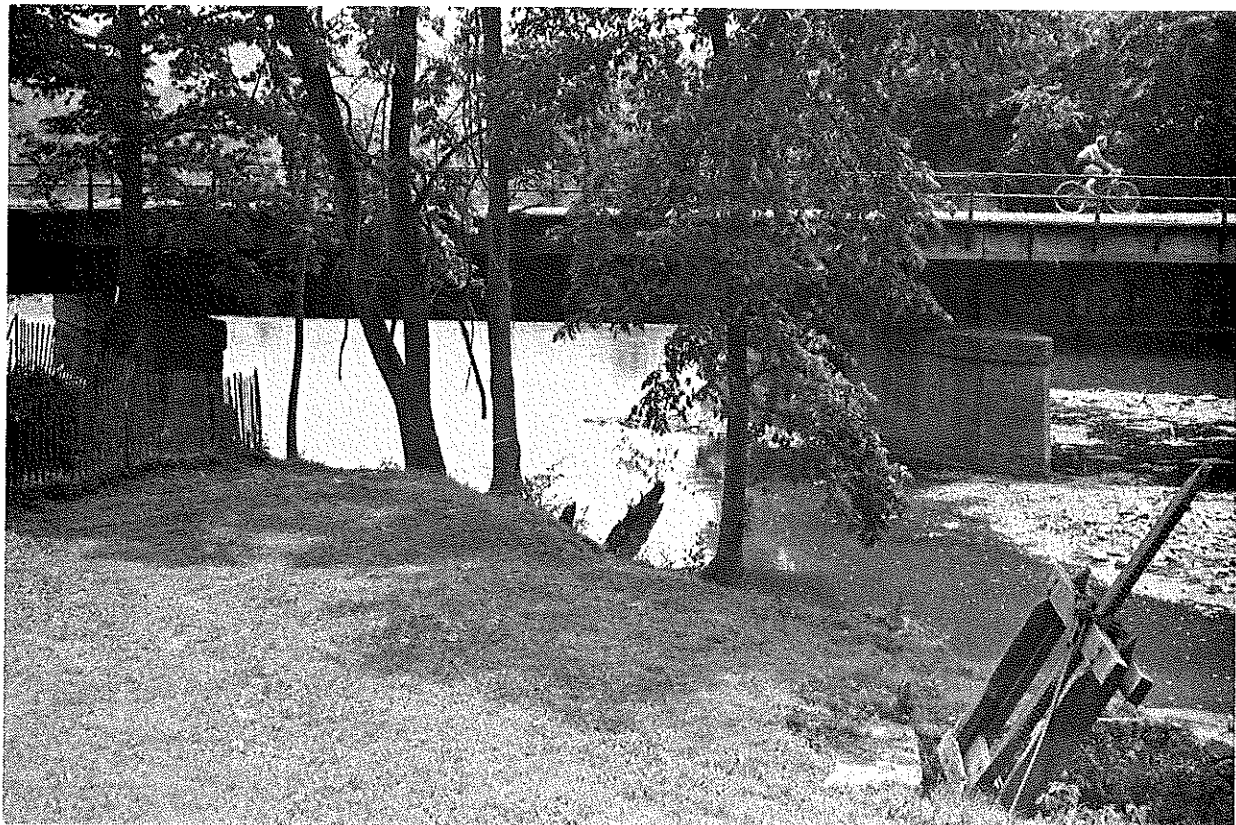


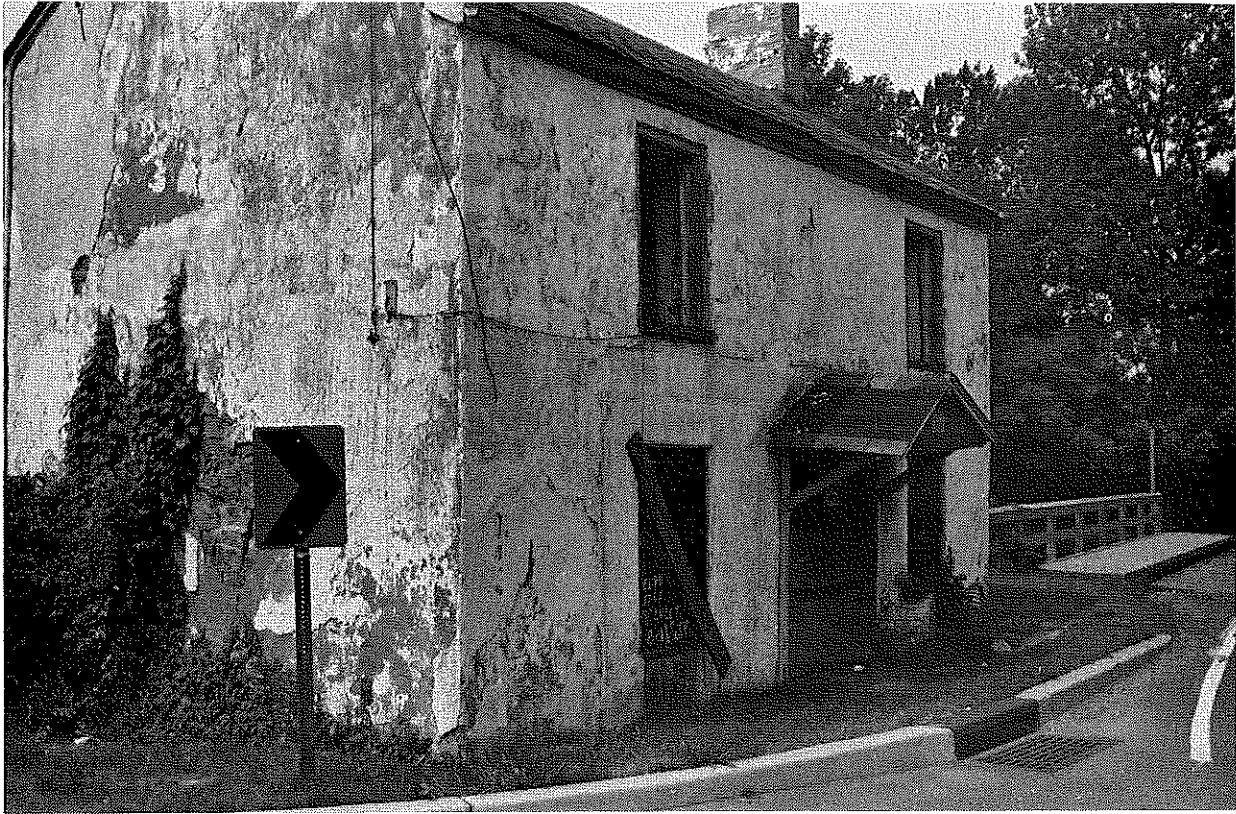


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Abandoned railroad bridges can, like the bridge over the Wickecheoke in Delaware Township, (below) be a valuable part of the Canal Park. The Moores Station bridge in Hopewell Township, however, is blocked with chain link fences because it is without a deck or a final span. This bridge could connect a small parking area with the trail.

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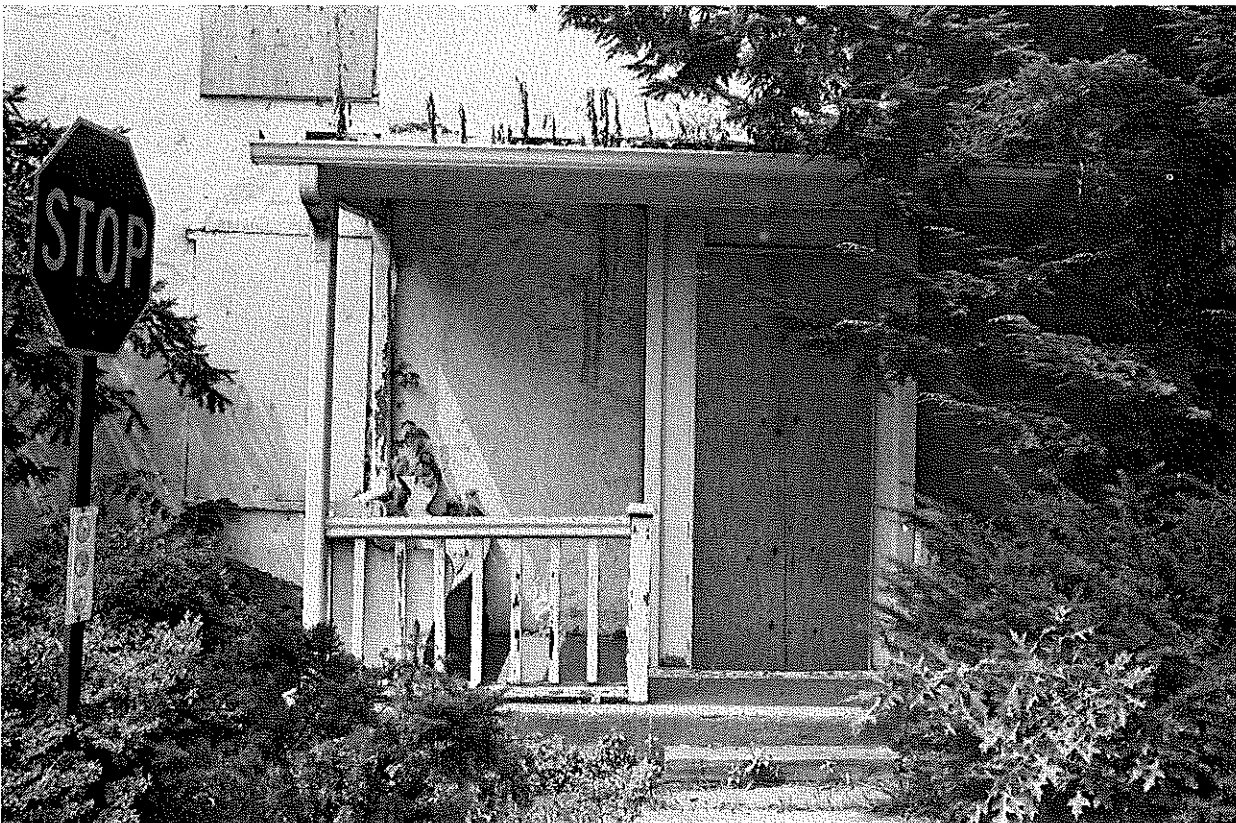




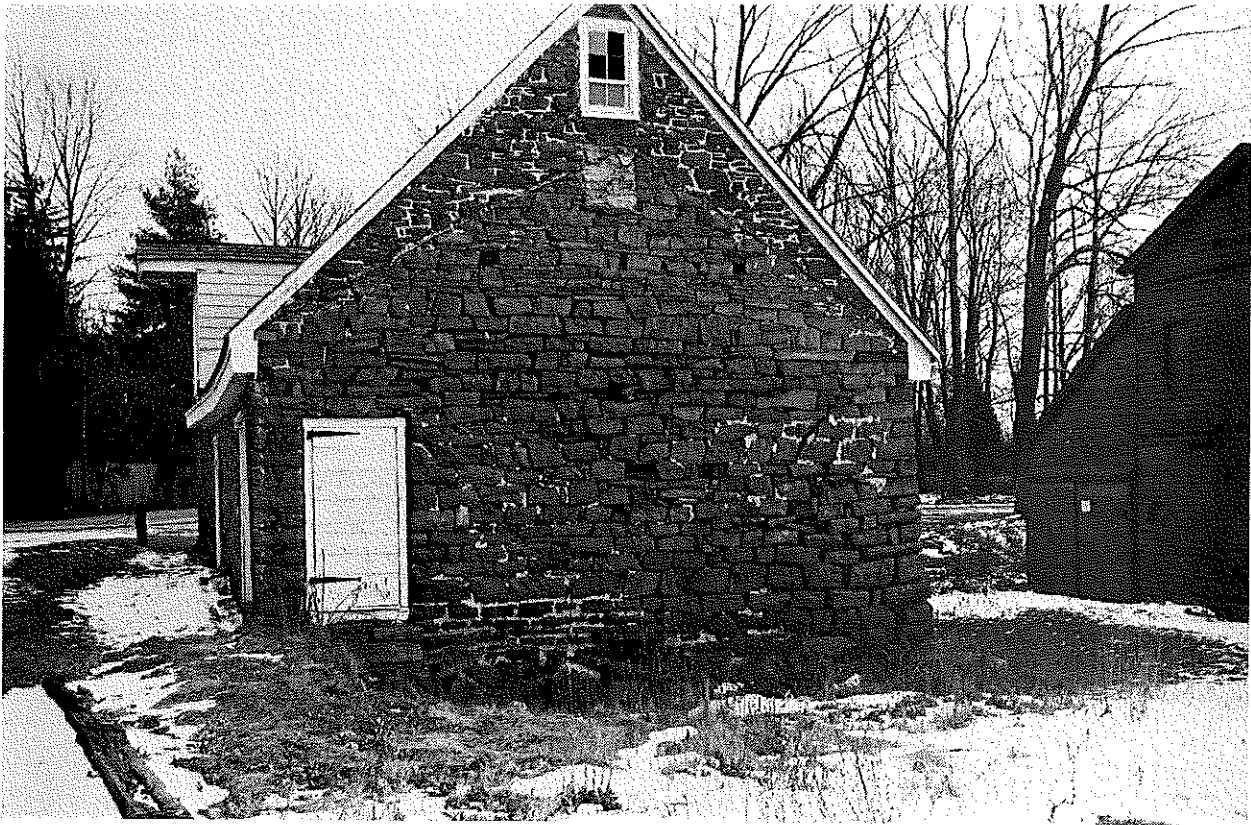
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Several canal houses are badly in need of repair. Above, the Weston house stands boarded and vandalized. Below, the house at Zarephath is also boarded and abandoned. Poison ivy is now growing in the corner of the porch where the bridgetender once sat on his porch.

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The only building in the Canal Park that dates from the 1700's, the linseed oil mill at Prallsville, (above) has been patched but still has holes that allow one to look right into the building. The Griggstown bridgetender's house, (below) is a model of what might be done to the other houses.

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## DEVELOPMENT PROPOSALS

### INTRODUCTION

The DEVELOPMENT PLAN, which was completed in 1984, makes recommendations for the development of the entire Canal Park, starting at Bull's Island and proceeding downstream to the New Brunswick end. It proposes a total of twenty-eight million dollars worth of improvements (1984 dollars) divided into three phases that cover twenty years.

The DEVELOPMENT PLAN is an excellent document; it is sensitive to the character of the canal, to its special uses, and to the goals articulated in the MASTER PLAN and the DESIGN GUIDE. The following material is drawn from the DEVELOPMENT PLAN. It is an edited version of that work, covering only a ten year period and reflecting a special emphasis chosen by the Canal Commission.

### PRIORITY ONE: (Fiscal Years 1986 & 1987)

The highest priority is placed upon projects that will complete the continuity of the towpath (or multi-purpose trail), provide access to it at critical points, and restore Nationally Registered Historic Sites that are in precarious condition.

The first priority tasks also include establishing a canal boat ride in the Lambertville area and re-establishing a cable connection with Pennsylvania's Delaware Canal in New Hope. This project is not only a highly appropriate form of recreation for a canal park, it is also the linchpin to the development of this part of the Delaware River corridor as a major recreation and tourist attraction.

- |    |  |             |
|----|--|-------------|
| 1. | Create a multi-use path on the abandoned railroad right-of-way over the seven mile stretch between Prallsville and Lambertville.       | \$276,600   |
| 2. | Stabilize mill buildings at Prallsville and develop area for access to canal and river.  | \$265,200   |
| 3. | Rehabilitate Lambertville lock, outlet lock and Belle Mountain area in order to establish a canal boat ride.                           | \$2,656,200 |
| 4. | Restore railroad bridges for park use and develop access at Lackatong Creek and Moore's Creek.   | \$ 73,800   |
| 5. | Establish a major canal and river access area at Scudder's Falls. (Picnic, parking, sanitary, restoration of houses, road rebuilding). | \$505,800   |

6.	Landscape for the safety and security of neighborhoods bordering the Canal Park in Titusville and the Glen Afton section of Trenton.	\$ 64,800
7.	Create a multi-use path on the abandoned railroad right-of-way and along the canal in the four mile section in Trenton (Lower Ferry Road to Old Rose Street).	\$849,200
8.	Restore historic canal houses at Carnegie Road, Zarephath, Weston, and East Millstone.	\$636,600
9.	Restore appearance of South Bound Brook lock and establish canal and river access.	\$178,800
10.	Restoration of Bordentown outlet lock area.	\$675,600
Total for Priority One		<u>\$6,417,200</u>

With the vitally needed repairs taken care of in the Priority One projects, attention can be turned toward projects that will enhance the Canal Park and help it to fulfill its potential as a resource for the region. The balance of the ten year period covered by this DEVELOPMENT GUIDE (Fiscal Years 1988 through 1995) shall be divided into two periods (Priority Two 1988-1991 and Priority Three 1992-1995) and projects assigned upon an assumption that the Canal Park will receive gradually increasing use throughout this period.

PRIORITY TWO: (Fiscal Years 1988-1991)

1.	Develop major access area at Jimison Farm in Lambertville (parking, picnic, river access, camp sites, sanitary facilities, road improvements, paths, landscaping, interpretive display).	\$408,600
2.	Establish seating and landscaping at several locations in Trenton between Hermitage Avenue and Old Rose Street.	\$220,000
3.	Develop access areas at three places in Lawrence, Whitehead Road, the U.S. Route One crossing, and Port Mercer (parking, landscape, interpretation, and sanitary at Whitehead only).	\$393,000



4.	Develop access at Millstone aqueduct and Kingston (parking, landscape, picnic, sanitary, paths, primitive camping at Kingston).	\$831,600
5.	Develop access at Rocky Hill, Griggstown & Weston Causeway. (landscape, seating, parking, canoe docks, sanitary at Weston).	\$376,800
6.	Create paths in Millstone floodplain between Griggstown and Blackwell's Mills.	\$128,400
7.	Top dress the towpath from Kingston to Landing Lane and prune back encroaching vegetation for the entire sixty miles.	\$240,000
Total for Priority Two		<u>\$2,598,400</u>

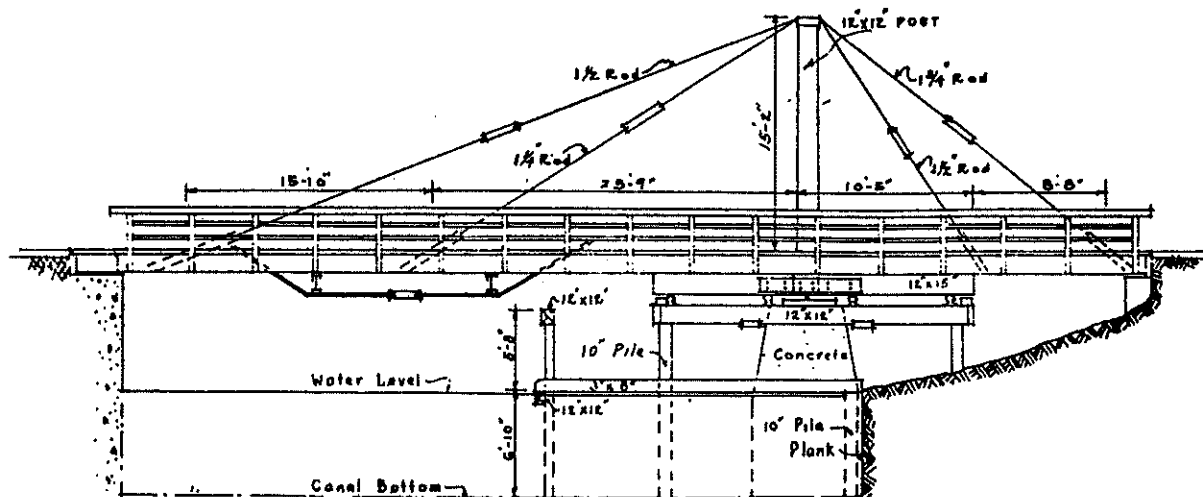
PRIORITY THREE (Fiscal Years 1992-1995)

1.	Expand and improve Bull's Island camping, hiking, picnicing, nature study. Develop canal interpretive area, create pedestrian path to Prallsville.	\$461,600
2.	Establish sanitary facility and river access at Prallsville. Improve landscaping and seating.	\$ 66,600
3.	Landscape interface between Lambertville and Canal Park, make pedestrian paths with access to river, interpret canal.	\$356,000
4.	Rebuild towpath between Lambertville and Belle Mountain, make landscape buffer for highway.	\$363,600
5.	Establish or improve access to Canal Park at Titusville, Lower Ferry Road (Ewing), and Alexander, Washington, and Harrison Streets in Princeton.	\$222,000
6.	Create access from Bordentown; develop natural area, clear and grade towpath and clear canal bed in abandoned portion.	\$1,956,000

7.	Improve access at Rocky Hill, Griggstown lock and East Millstone. Create paths in Millstone floodplain and primitive camping at Griggstown and 10 mile locks.	\$243,600
8.	Landscape and create access at 5 mile lock in South Bound Brook.	\$132,600
Total for Priority Three		<u>\$3,802,000</u>

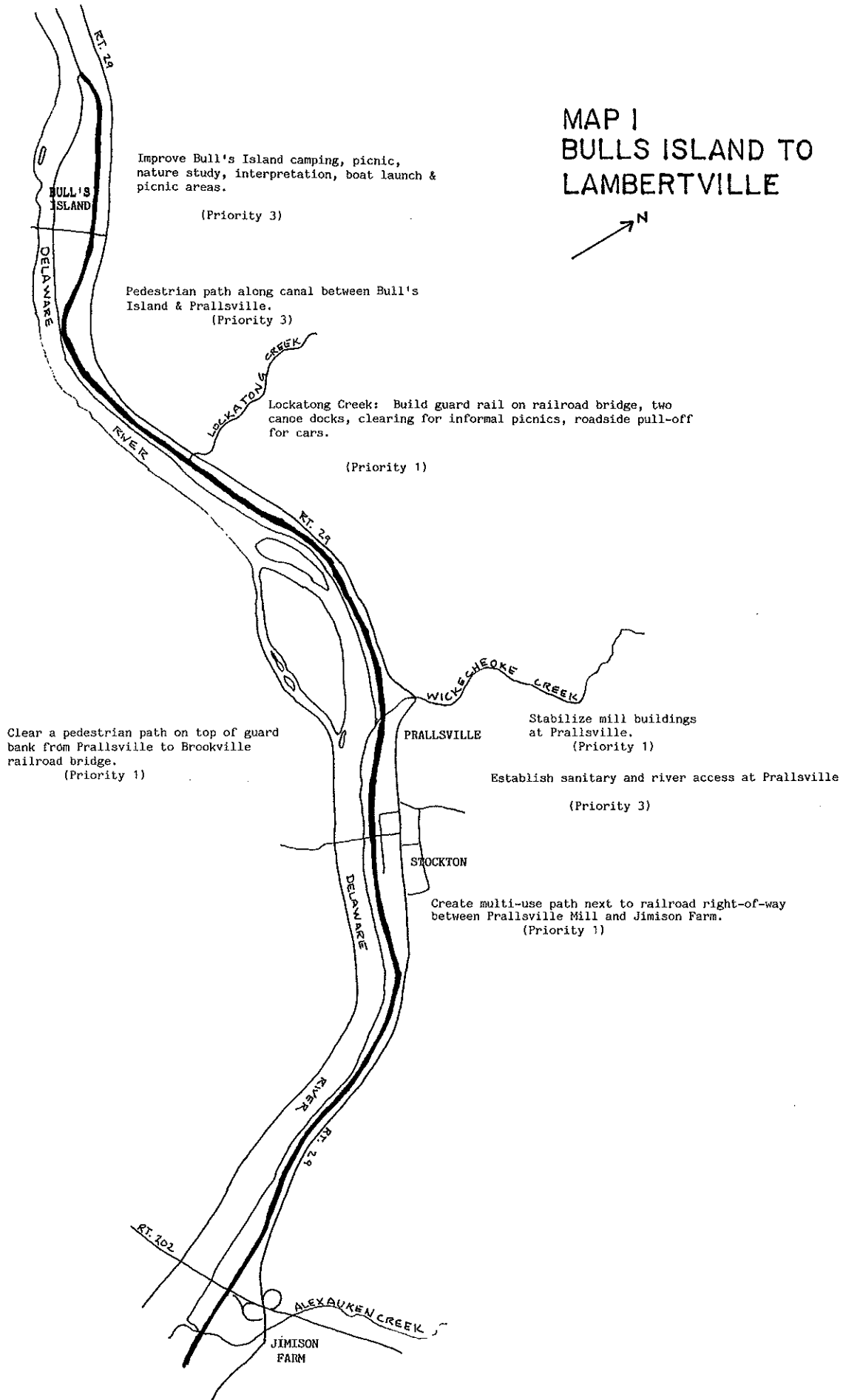
#### TOTAL DEVELOPMENT COST

Priority One .....	\$ 6,417,200
Priority Two.....	\$ 2,598,400
Priority Three.....	<u>\$ 3,802,000</u>
	\$12,817,600



SIDE ELEVATION

# MAP 1 BULLS ISLAND TO LAMBERTVILLE



## MAP 2 LAMBERTVILLE TO TITUSVILLE



Access area development at Jimison Farm: parking, picnic, river access, camp sites, sanitary facilities, road improvements, paths, landscaping, interpretive display.

(Priority 2)

JIMISON FARM

Improve path on historic towpath between Jimison Farm and Lambertville lock.

(Priority 1)

Restore Lambertville lock and outlet lock for canal boat ride. Establish staging area. Improve historic towpath between lock and Jimison Farm.

(Priority 1)

Landscape towpath and create additional paths with Delaware River access.

(Priority 3)

Rebuild towpath between Lambertville and Belle Mountain, landscape buffer for highway.

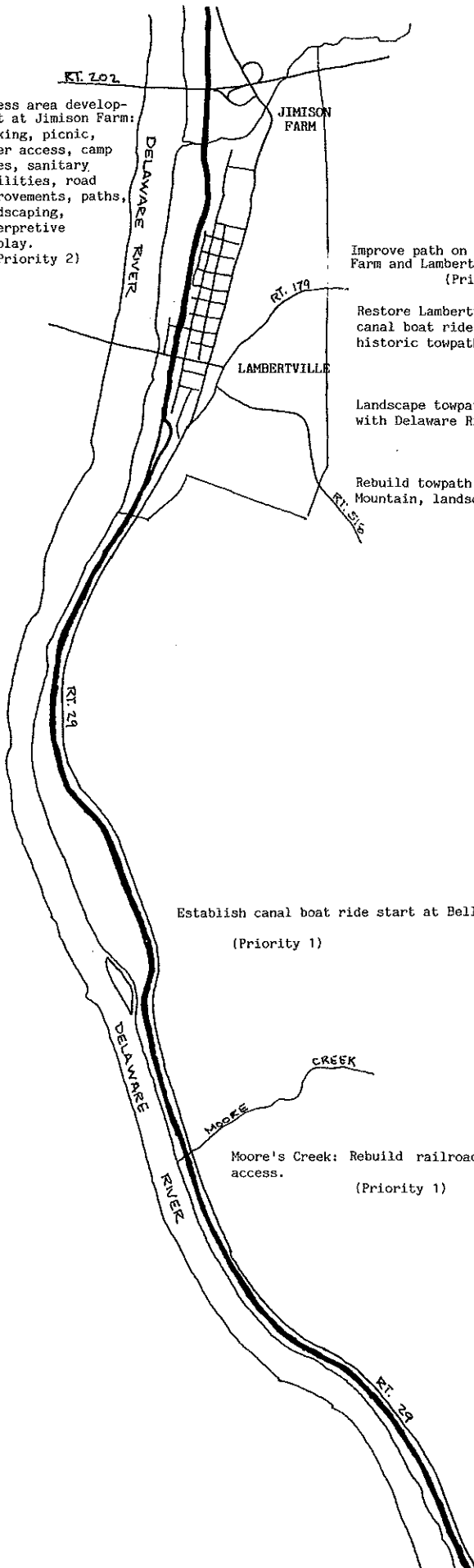
(Priority 3)

Establish canal boat ride start at Belle Mountain.

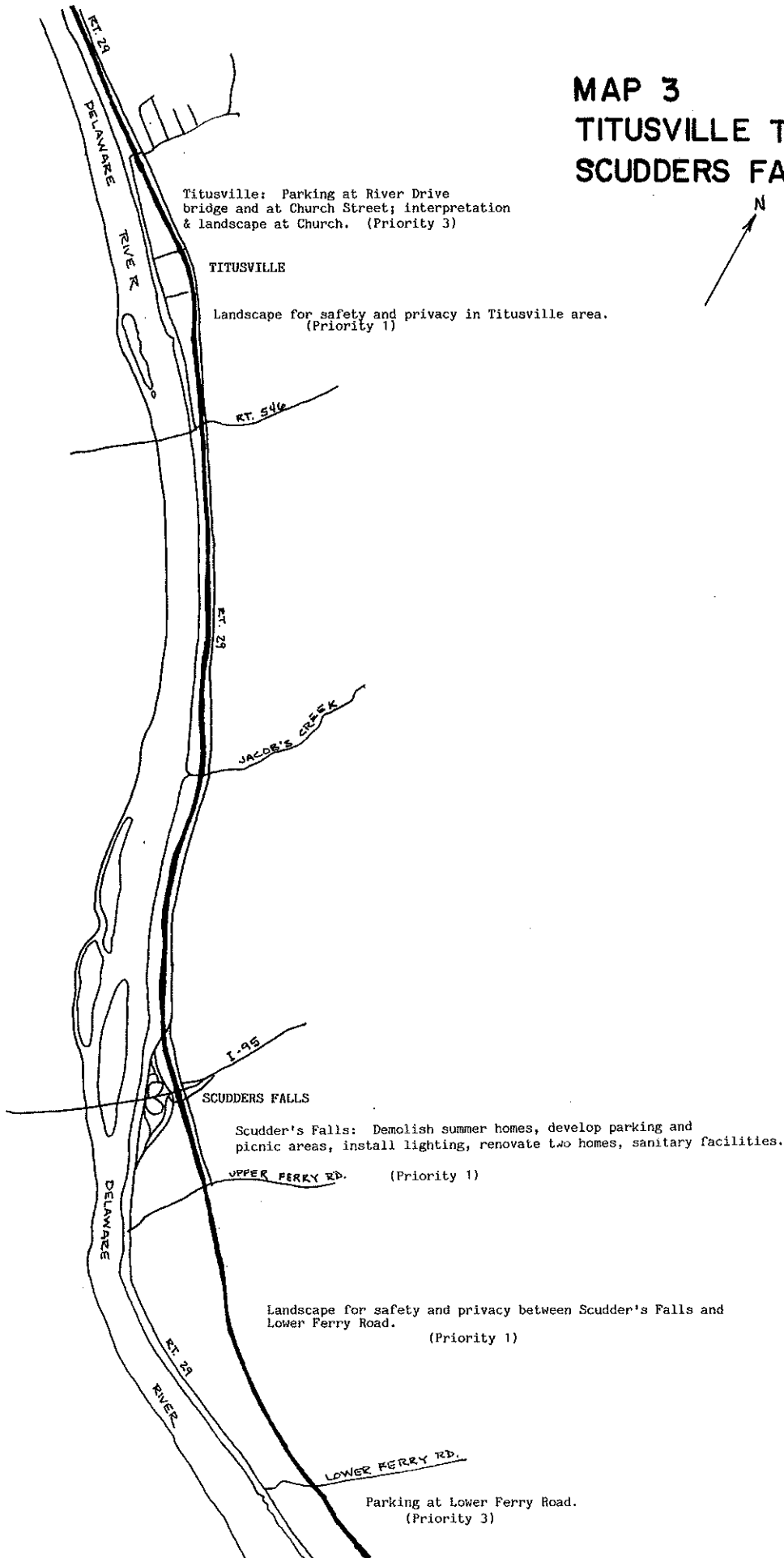
(Priority 1)

Moore's Creek: Rebuild railroad bridge for pedestrian access.

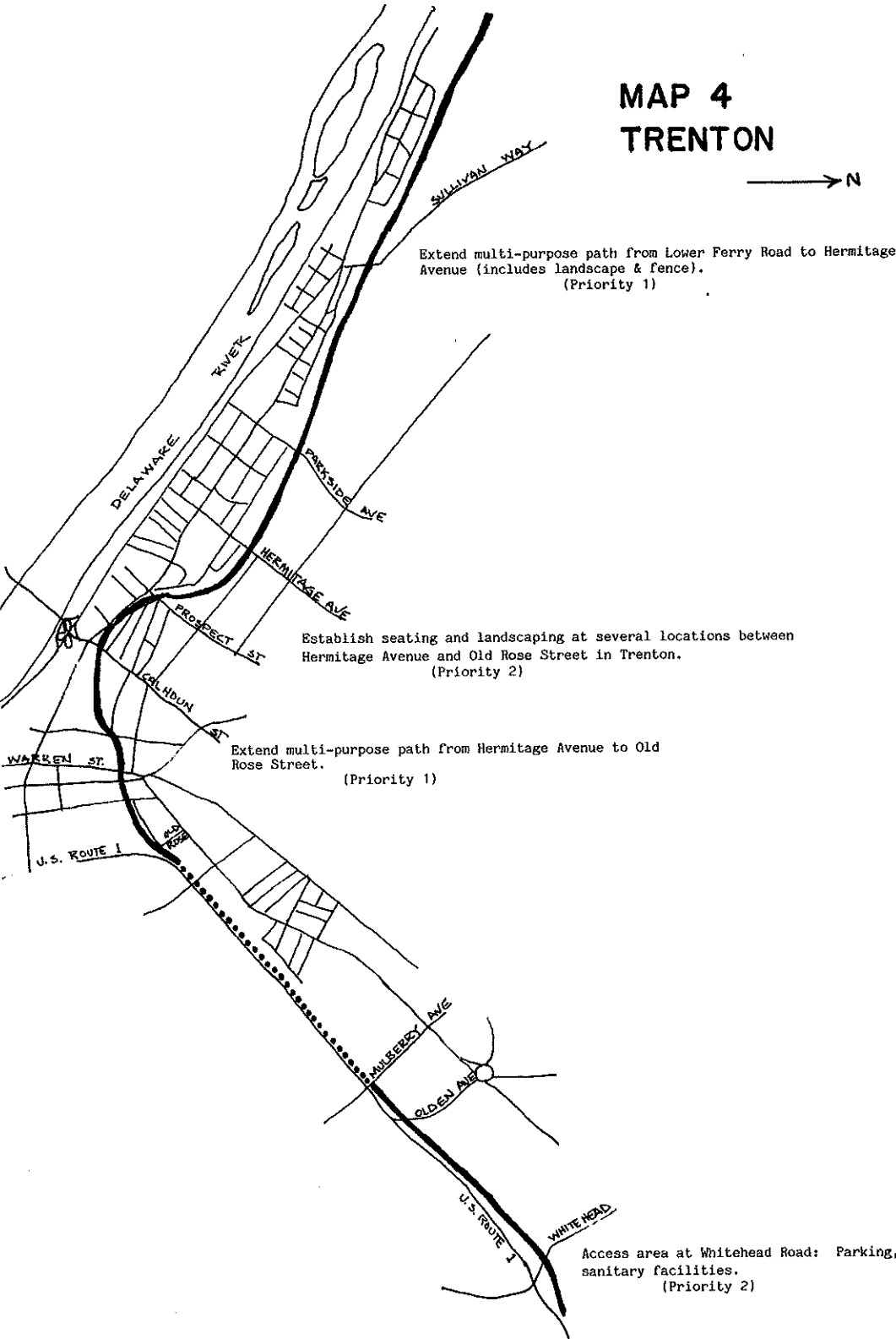
(Priority 1)



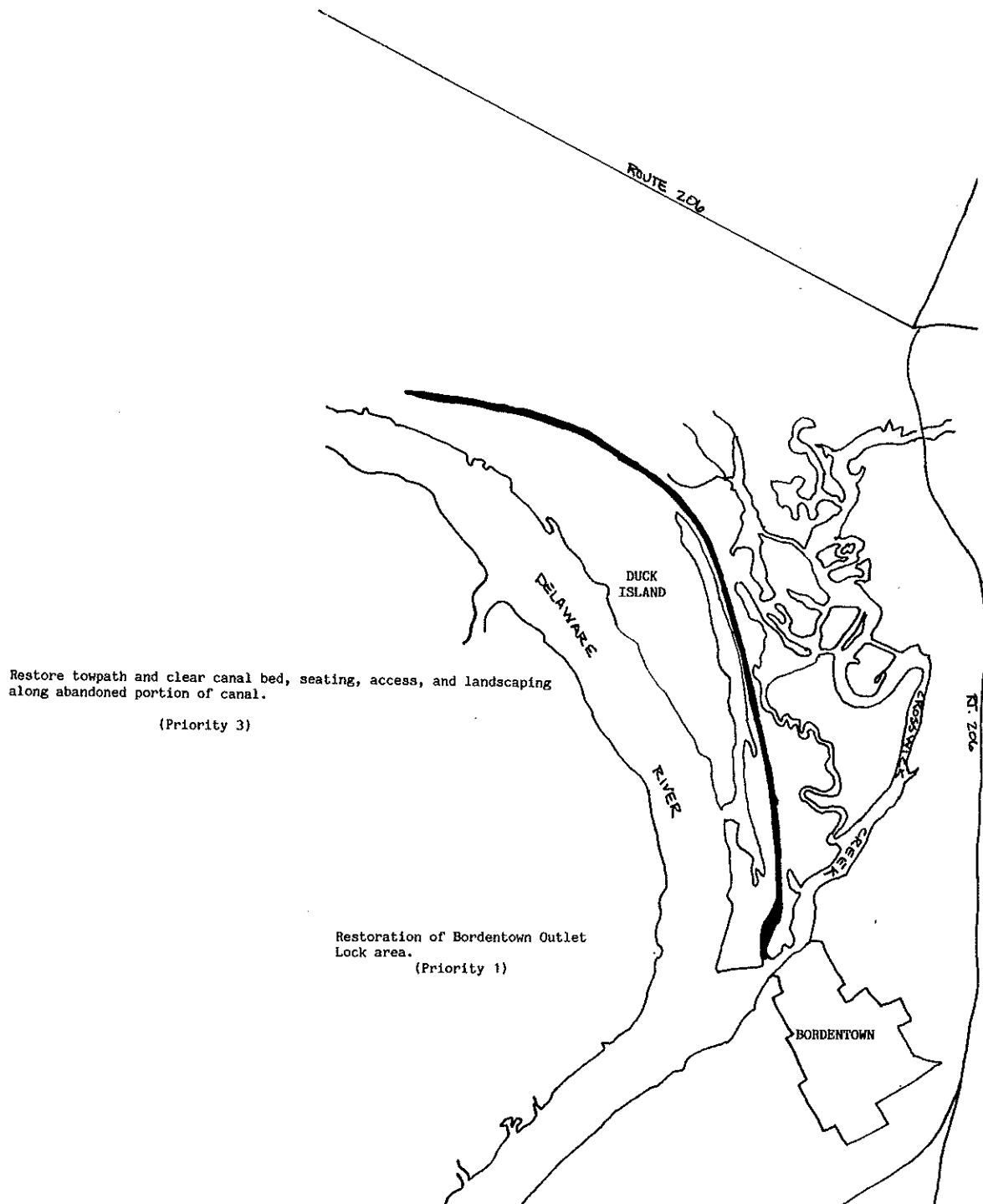
# **MAP 3** **TITUSVILLE TO** **SCUDDERS FALLS**



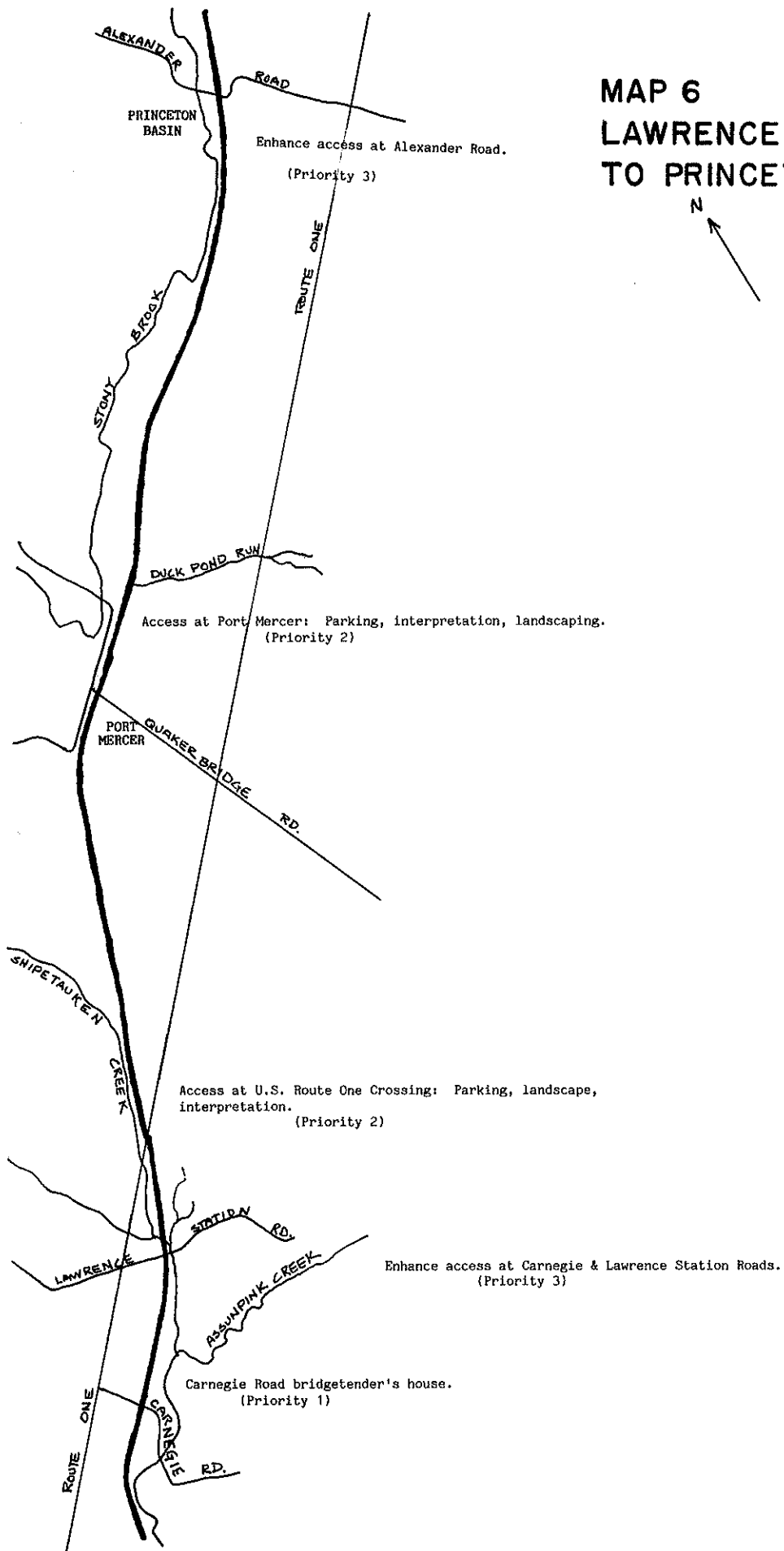
**MAP 4  
TRENTON**



# MAP 5 DUCK ISLAND

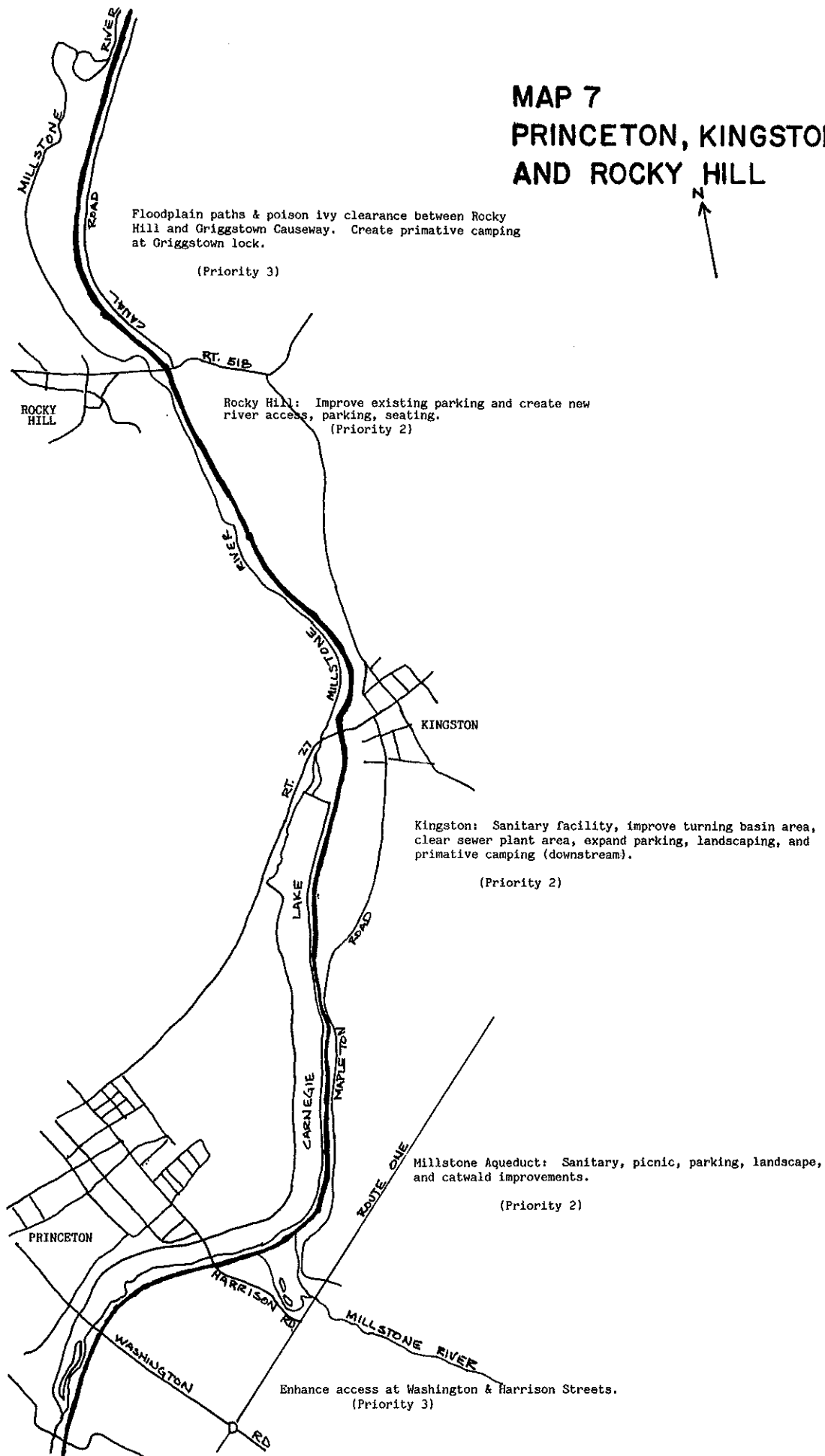


MAP 6  
LAWRENCE TOWNSHIP  
TO PRINCETON





# MAP 7 PRINCETON, KINGSTON AND ROCKY HILL





# MAP 9 WESTON AND SOUTH BOUND BROOK

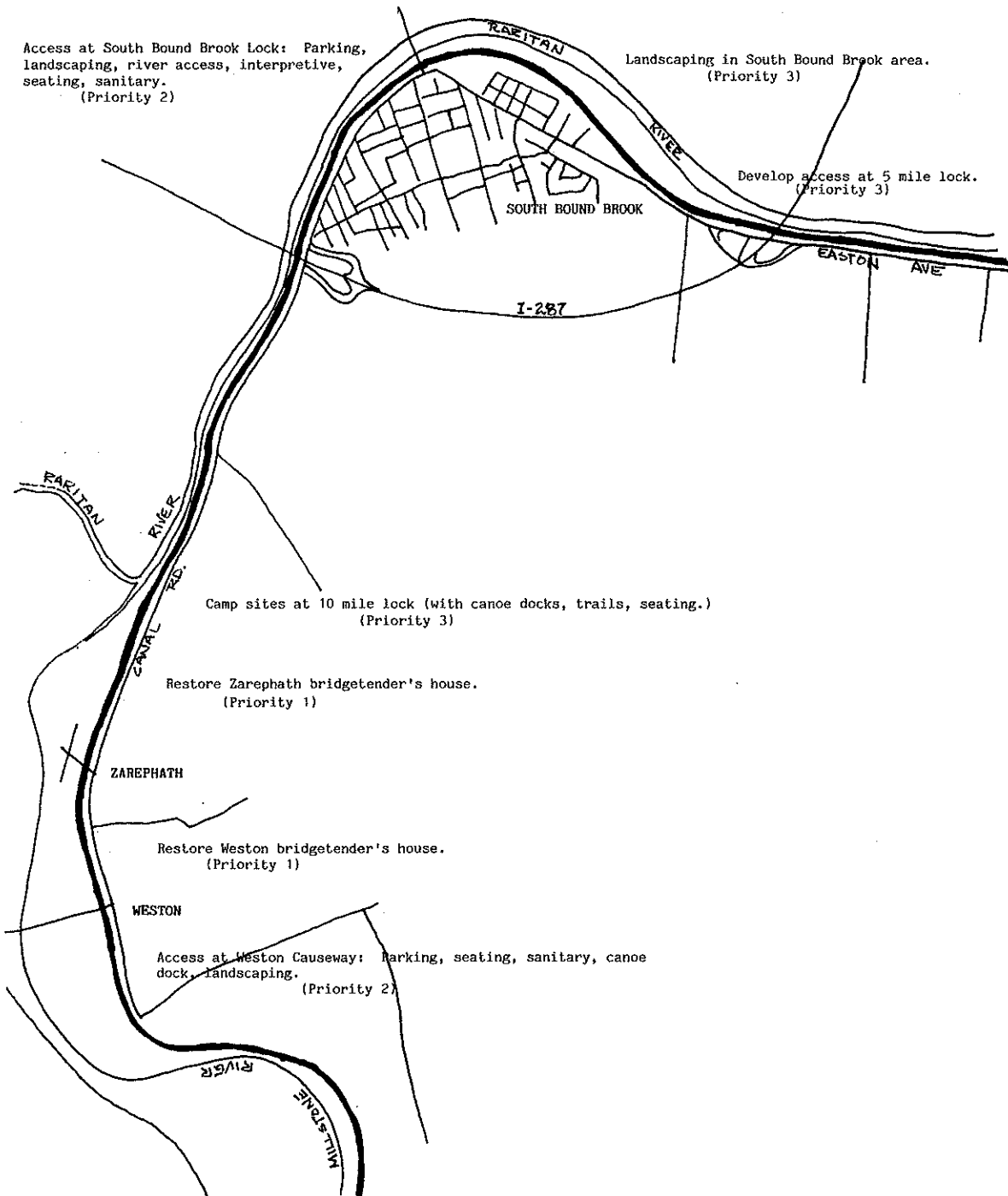


Restore appearance of South Bound Brook Lock  
(Priority 1)

Access at South Bound Brook Lock: Parking, landscaping, river access, interpretive, seating, sanitary.  
(Priority 2)

Landscaping in South Bound Brook area.  
(Priority 3)

Develop access at 5 mile lock.  
(Priority 3)

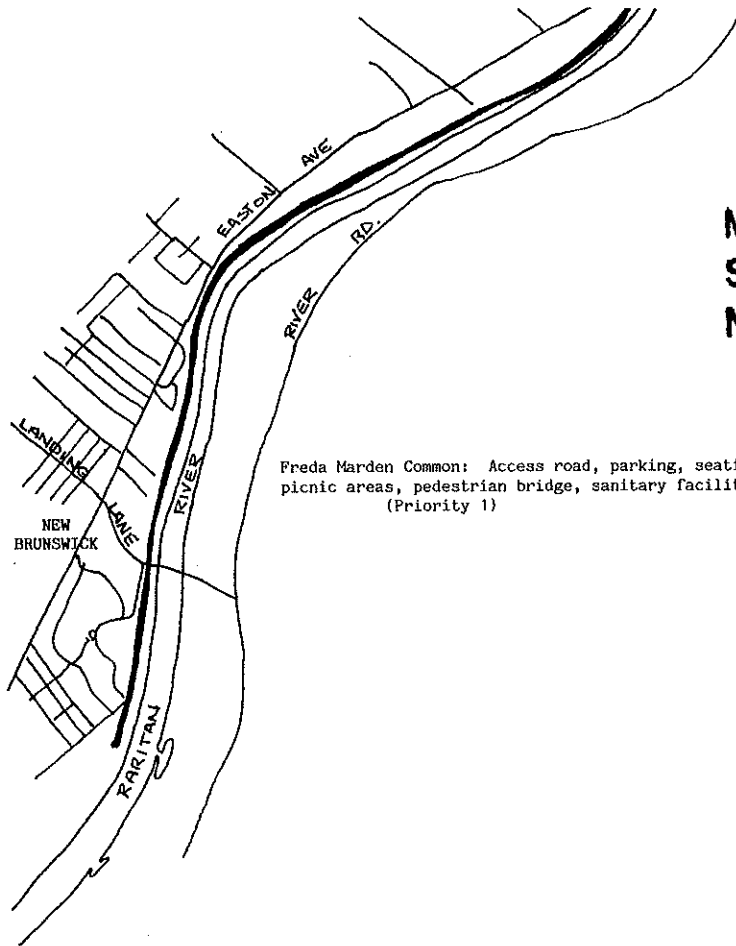


Camp sites at 10 mile lock (with canoe docks, trails, seating.)  
(Priority 3)

Restore Zarephath bridgetender's house.  
(Priority 1)

Restore Weston bridgetender's house.  
(Priority 1)

Access at Weston Causeway: Parking, seating, sanitary, canoe dock, landscaping.  
(Priority 2)



# MAP 10 SOMERSET AND NEW BRUNSWICK



Freda Marden Common: Access road, parking, seating & picnic areas, pedestrian bridge, sanitary facilities.  
(Priority 1)

## MAINTENANCE AND OPERATIONAL NEEDS

If the Canal Park is to be developed, more money must be available for its operation and maintenance. New trails, picnic areas, lavatories, and parking lots demand an increased number of people and materials to be kept in usable condition. The trails must be patrolled, cleaned, mowed, and even re-surfaced from time to time. Picnic tables and barbecue stands must be repaired and replaced. These jobs require more employees of the Canal Park; they require replacement parts and maintenance equipment; the equipment must be housed and repaired; the people who work on the park need a headquarters with desks, telephones, and secretaries with typewriters and other equipment.

The following recommendations are made in order to provide the added personnel, to provide the new material and equipment, and to establish the maintenance headquarters that are needed to keep the Canal Park in good condition.

### PHASE ONE:

1. Acquisition of maintenance and support equipment: tractors, mowers, rakes, trucks, patrol vehicles, etc. (This is a one-time expense.).....\$235,500
2. Annual increase to operating account.....\$284,700
3. Increases to staff:
  - A. 18 new maintenance/craft positions @ \$18,000 per year.....\$324,000
  - B. 8 new law enforcement positions @ \$19,000 per year.....\$152,000
  - C. 2 new administrative positions @ \$24,000 per year.....\$ 48,000Total.....\$1,044,200

### PHASE TWO:

1. Acquisition of maintenance and support equipment. (As with phase one, this is a one-time expense.).....\$101,000
2. Annual increase to operating accounts.....\$133,518
3. Increases to operating staff:
  - A. 11 new maintenance/craft positions @ \$18,000 per year.....\$198,000
  - B. 4 new law enforcement positions @ \$19,000 per year.....\$ 76,000
  - C. 1 new administrative position @ \$24,000 per year.....\$ 24,000Total.....\$532,518

### PHASE THREE:

(Not calculated at this time.)

## CANAL COMMISSION STAFF NEEDS

In order to continue to do a proper job of overseeing the Canal Park and promoting its enhancement through community involvement the following additions will be needed to the Canal Commission's staff.

1.	Review Zone Officer II	\$28,000
2.	Assistant Director	\$28,000
3.	Clerk Typist	\$14,000
		<u>\$70,000</u>



