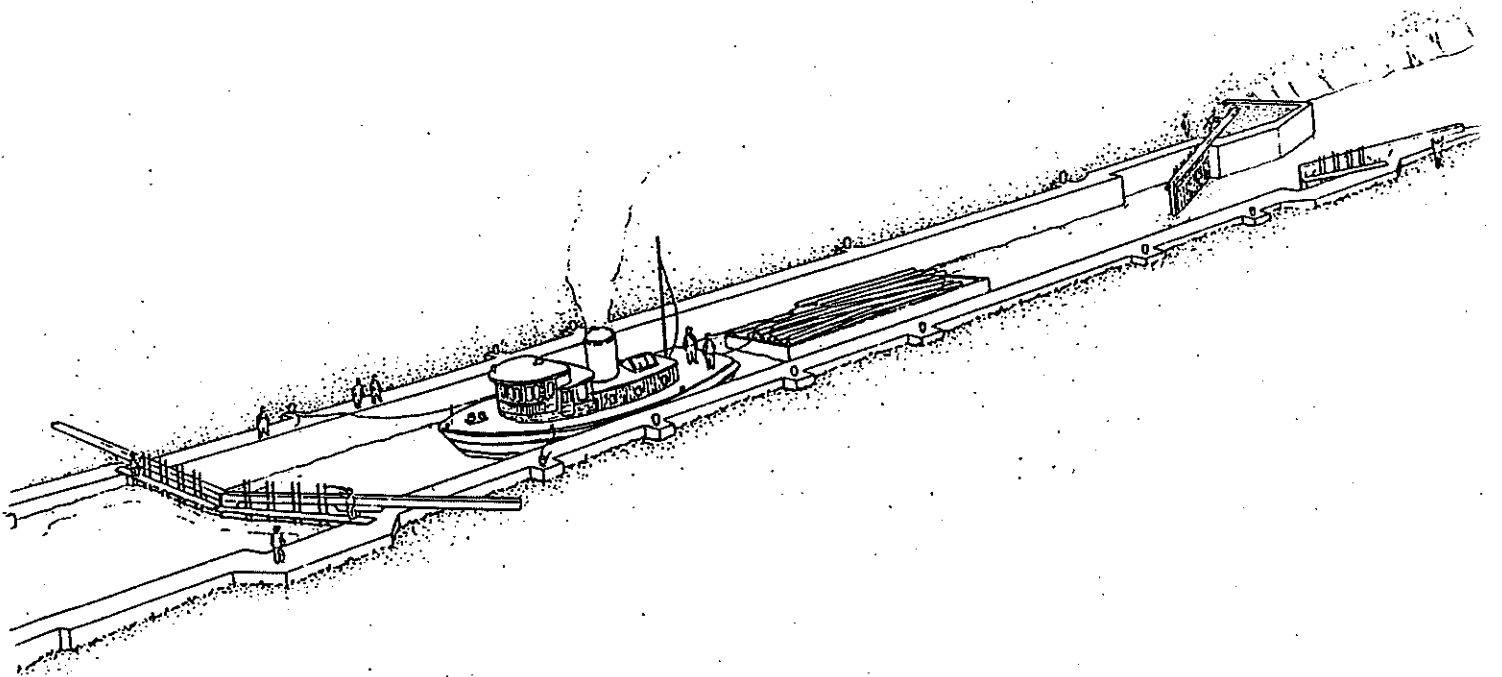


THE DELAWARE AND RARITAN CANAL STATE PARK

DEVELOPMENT, ACQUISITION AND MANAGEMENT PLAN



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The drawing of a boat in lock 6-A used on the cover was made by John R. Bowie and Dianne M. Pohlsander in 1989 for the Historic American Engineering Record.

Final responsibility for the plan rests with the D&R Canal Commission.

NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION

**Christine Todd Whitman, Governor
Robert C. Shinn, Jr., Commissioner**

**THE DELAWARE AND RARITAN CANAL STATE PARK
DEVELOPMENT, ACQUISITION AND MANAGEMENT PLAN**

prepared by James C. Amon, Executive Director

Adopted January, 1996



The Delaware and Raritan Canal Commission

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CONTENTS

Introduction

The Value of the D&R Canal State Park.....	1
The Canal State Park Planning Process.....	4

Projects for the Development of the Canal State Park

Introduction.....	9
Path Construction Projects.....	10
Access Areas.....	14
Historic Structure Restoration.....	15
Special Projects.....	16
Priorities of Development Projects.....	18

Maps.....	20
-----------	----

Canal State Park Acquisition Recommendations.....	30
---	----

Canal State Park Management: Issues and Guidelines

Management Issues.....	31
Management Guidelines.....	33

Appendix A

Complementary Development in the Canal Park Region.....	36
---	----

Appendix B

Projects from 1985 Development Guide.....	40
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INTRODUCTION

THE VALUE OF THE DELAWARE AND RARITAN CANAL STATE PARK

It is hard to describe the Delaware and Raritan Canal State Park without invoking some of its many ironies. The old canal was completed in 1834 as the nineteenth century equivalent of the New Jersey Turnpike. It was designed to provide a quick route between Philadelphia and New York City, and it did that so well it was often packed with coal boats, the 19th century equivalent of the eighteen wheelers that presently pack the Turnpike. Yet if you ask anyone about the charm of the canal today you can be sure you will hear something about its natural beauty, its serenity, and its value as an escape from the noise and bustle of 20th century New Jersey.

The 19th century Canal Company promoted the development of the canal's corridor because that meant more business. They offered free water to power mills, they built basins next to factories so that canal boats could pull out of the main stream to load or unload. They encouraged the development of small communities that could serve as transshipment points between wagons and canal boats. Today, those canal communities and mills are beloved historic structures; they are looked upon as jewels along the necklace-like canal park. Now, however, new development in the canal corridor is seen as an undesirable intrusion. The Canal Commission tries to protect the park from the impact of new development with regulations that require new buildings to be set-back from the park and screened from view by landscape buffers.

In many ways the biggest irony of all has to do with the canal water. The water once floated the boats that paid the tolls that made the canal's owners rich. Aside from a couple of places that rent canoes to pleasure boaters, no one makes money from canal boats today, but the canal's water itself is of very great value. The State of New Jersey sells the water to water companies who supply drinking water to more than a million residents of the State. Canal water is also bought to irrigate farm fields, cool industrial machinery, put out fires, and even to supply snow making machines for a nearby ski slope.

Diversity ranks with irony in providing an insight into the character of the Canal Park. The sixty-mile long Canal Park takes on much of the character of the area that it traverses; rural farms in Hunterdon County, suburban communities in Mercer and Somerset counties, the hearts of small towns like Lambertville and South Bound Brook, and a wide range of what the City of Trenton has to offer.

The park's diversity is also reflected in its uses. In addition to its use as a water supply system, the entire canal and more than two thousand buildings in its corridor are included on the National Register of Historic Places. It is the premier recreation site in central New Jersey. It is also a valuable natural area, providing a safe home for the

region's wildlife and serving as a migratory route for the propagation of native plants, birds and other animals.

The Canal Park's present day value, however, is based on considerably more than its diversity and the irony of its conversion from an industrial transportation route into a corridor of tranquility. The Canal Park is central New Jersey's most effective antidote to the problems brought on by suburban sprawl. Suburban sprawl is a force that seems inevitable in most of America, and it is especially virulent in central New Jersey. It brings with it the presumed convenience and pleasure of having homes, shops, schools, and work places set amid fields and forests instead of on crowded, often dirty, and often dangerous city streets. The appeal of a private yard for every family has become so widespread that it almost seems to be an integral part of the very definition of an American family.

But suburban sprawl also means a destruction of most of the real value of the countryside's fields and forests. The pieces of fields that are left after suburban development are seldom used for farm crops or pasture because the economy of farming is dependent upon a concentration of farms. The forests also begin to fail as havens for native plants and wildlife because they become fragmented or punctured by houses and yards and they become overwhelmed by invasive alien plants and by the limited species of wildlife that have learned how to adapt to human disturbance of their habitat.

Suburban sprawl inevitably erases the historic patterns of land use that allow most of an area's residents to have a sense that their region has a special, unique identity. Not only does each suburban development look pretty much alike everywhere in America, but these developments are seldom designed in response to the organic structure of the land. Until the late 20th century in America the pattern of land use was determined by the physical characteristics of the region. Settlements were largely clustered at places like natural ports, where a stream could be crossed, or near vital natural resources. Most of the land was undeveloped, revealing its hills and valleys, its streams or wet spots, and its rocky outcrops or ridges. Now development patterns are determined by the availability of a connection to a sewerage treatment plant, the distance to an interchange on an interstate highway, and the shape of the parcel that the developer is able to buy. The internal pattern of each development is a swirl of roads and buildings with only the slightest acknowledgement of the characteristics of the land or of the internal pattern of the neighboring developments. The result is that the countryside is covered with a crazy-quilt pattern of development, leaving isolated remnants of undeveloped land.

The strongest characteristic of central New Jersey's physical structure is its rolling hills and a network of streams that drain those hills. Connecting virtually all of those streams is the D&R Canal. The canal was built in the flood plain of the major streams in the region, it flows from the Delaware River to the Assunpink, then to the Stony Brook and the Millstone River, and finally to the Raritan River. This flood plain route was the flattest route, a critical issue for canals, but it also means that the tributaries of all these

streams flow into the Canal Park. A network of a preserved canal corridor and preserved corridors along all of the region's streams would tie together remnants of undeveloped land, it would allow the man-made world to be integrated with the natural world instead of being imposed upon it, and it would provide assurance that the most important part of the region's organic order would be retained.

The Canal Park is also the spine for a network that reflects the history of the land's use. The canal was an important force in the shaping of central New Jersey. It was the best transportation system in the region during much of the 19th century, so it spurred development in Trenton and New Brunswick, and even gave rise to a number of small towns. Many of the 19th century buildings that were associated with the canal are now gone forever, but many still remain today and are a vital part of the region's heritage. Even when these buildings are left standing in the wake of suburban development they often lose their meaning when their context is too radically changed. The preservation of the canal corridor, or the creation of a corridor between the historic site and the canal, assures the preservation of a context for those buildings and ties them together in a network that strengthens the value of each building.

The Canal Park and its networks of connecting stream corridors and historic sites therefore becomes central New Jersey's strongest force for preserving the organic order of the land and the history of its use. Traditionally, parks have not been expected to perform this role, but suburbanization has created problems that far exceed the problems of traditional development patterns.

New Jersey has a terrific opportunity to demonstrate to the rest of America how to cope with the destructive aspects of suburbanization. Through proper development, acquisition of critical lands, and wise management of the park, the State can strengthen the Canal Park's ability to establish a network that preserves the defining characteristics of the region's landscape, that establishes a meaningful context for its historic structures and communities, and that is integrated with the suburban landscape that has been built in the region over the last half a century.

Traditionally, state parks are thought of as places that preserve dramatic landscapes, like High Point State Park in Sussex County, or that provide large-scale recreational opportunities, like Island Beach State Park, or that provide relief to urban areas like Liberty Park in Jersey City. The Canal Park is a different kind of park. It is entwined in a suburbanized landscape. The Canal Park can not atone for the destructive impact of suburbanization, but it can show how to retain some of the most important qualities of a region that is experiencing this pervasive pattern of land use.

THE CANAL STATE PARK PLANNING PROCESS

This document has been prepared by the Delaware and Raritan Canal Commission as a guide to the recreational development and historic restoration of the Delaware and Raritan Canal State Park. It is intended to set the course of the State's stewardship of the Canal Park for a ten year period beginning in January, 1996.

This plan does not address projects or maintenance procedures that are necessary for the continued operation of the canal as a water supply system. The schedule of repairs to culverts, spillways, and other structures relating to the hydrology of the canal is determined by the New Jersey Water Supply Authority. Nor does this plan address the repair or replacement of vehicular bridges over the canal. In 1992 a bill was signed into law which removes the Canal Commission from planning or review of new or revised bridges over the canal and of the guide rails associated with those bridges.

As a guide to recreational development and historic preservation of the canal, this plan is part of the planning process which has already produced the following:

1. **DELAWARE AND RARITAN CANAL STATE PARK: MASTER PLAN, 2nd EDITION (1989).** This work establishes the principles and issues related to development of the Canal 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.
3. **DELAWARE AND RARITAN CANAL STATE PARK: HISTORIC STRUCTURES SURVEY (1982).** This book reports on a survey of the historic structures in the Canal Park and in several communities on the canal's route.
4. **DELAWARE AND RARITAN CANAL STATE PARK: HISTORIC AND RECREATIONAL DEVELOPMENT PLAN (1984).** This document builds upon the principles and information presented in the previously cited documents by proposing specific development and restoration projects, assigning priority to those projects, and estimating their costs.

This book is a successor to the 1985 **DELAWARE AND RARITAN CANAL STATE PARK: DEVELOPMENT GUIDE**. Like the 1985 book, this book draws from the 1984 **HISTORIC AND RECREATIONAL DEVELOPMENT PLAN** by selecting specific projects,

sometimes modifying the proposals made in 1984, and reassigning priority to each project.

The criteria for selecting the projects that are recommended for development in this book can be found in the MASTER PLAN, which sets forth the following principles and objectives for the Canal Park:

I. The Canal Park is a linear park.

1. Access areas should be moderate in size but developed at frequent intervals along the entire Canal Park.
2. Attention should be focused on recreational uses that are complementary to a linear park, such as hiking, bicycling, canoeing or jogging.

II. The Canal Park is a connector.

1. Breaks in the continuity of the canal or its path should be repaired.
2. Land should be acquired which will enhance the continuity of the park's corridor and allow the park to connect with resources in the region that are not adjacent to the park.
3. Methods of controlling land other than outright acquisition should be pursued to enhance the park's role as a connector.
4. Other State agencies, counties, municipalities, and private individuals or groups should be encouraged to develop, enhance, and protect resources which can become a part of the network associated with the Canal Park.

III. The Canal Park must retain a degree of serenity and separation from the modern day world.

1. Vehicular intrusion, either from roads that enter the Canal Park or from those that run parallel to it, should be avoided.
2. Landscape installations should be executed that will buffer the canal and towpath from adjoining property.
3. Land should be acquired to assure a width for the Canal Park that is adequate to create a sense of separateness from the modern day world.

IV. As a multiple-use resource, each of the Canal Park's primary roles must be given equal importance.

1. Any development of the Canal Park should accommodate the canal's historical qualities, its function as a recreation site, water supply system, and its role as a nature preserve.

V. The canal is a water supply system.

1. The integrity of the canal as a structure which carries water must be protected.
2. The quality of the water that enters the Canal Park--whether from a point source, overland flow of storm water runoff, or from ground water exchange--must be suitable for a source of drinking water.
3. Other uses or development projects must be compatible with the need to operate and maintain the canal as a water supply system.

VI. The Canal Park is a site for recreational activities.

1. Development of recreational facilities should be compatible with the character of the applicable "Canal Environment" as designated in Chapter Two of the MASTER PLAN.
2. Recreational development should be aimed at encouraging the widest possible range of compatible recreational activities.
3. Recreational development and access are to be allocated to all parts of the Canal Park in order to avoid concentrating use at a few locations.
4. Adjoining recreational resources should be connected to the Canal Park for mutual enhancement. The development of additional recreational resources adjoining the park is to be encouraged.

VII. The Canal Park is a historic resource.

1. All repair, maintenance, and development work on the canal and its associated structures should conform to the Secretary of the Interior's Standards and Guidelines for Rehabilitation.
2. The Canal Park's historic character is derived as much from the context through which the canal flows as from the canal's

structures. That context should be preserved in a manner that reflects its historic nature.

3. The role that the canal played in the history of New Jersey should be interpreted for public edification.
4. The Canal Park should be an appropriate context for nearby historic structures, landscapes, or sites.

VIII. To the extent that is possible and practical, the Canal Park is an area that should be maintained in its natural state.

1. The lands and water in the Canal Park should be maintained to preserve wildlife habitats and the flourishing of natural vegetation communities.
2. The Canal Park should be a means of connecting other natural areas in the region, thereby enhancing their ability to function.
3. Rare, endangered, or threatened species of plants and animals found in the park should be carefully preserved.
4. Landscape materials used in the Canal Park, or used on adjoining lands, should be native to the region and appropriate for their specific habitat except where historical landscapes are appropriately being re-established.
5. The greatest possible variety of habitats for plants and animals should be preserved.
6. The Canal Park's role as a migratory route for plants and animals should be maintained and improved.

IX. The Canal Park is a means of enhancing urban areas.

1. The recreational, historic, and natural conservation objectives are all applicable to urban areas through which the canal flows and should be appropriately applied there.
2. The Canal Park should serve as a transportation route within urban areas for non-motorized vehicles and pedestrians.
3. The Canal Park should be both a boundary between urban neighborhoods and a connection between them.

4. The Canal Park should be a means of connecting urban areas with recreational areas, historic sites, and natural areas in the region beyond the urban boundary.

X. The Canal Park is an outdoor classroom to be used for public education.

1. Historic structures in the park should be presented to public view in such a manner that they interpret the history and function of the canal.
2. Paths should include interpretive material to inform the public of the historical and natural features of the park.
3. Interpretive centers at several locations along the park should be established and maintained.

PROJECTS FOR THE DEVELOPMENT OF THE CANAL STATE PARK

INTRODUCTION

The projects that are proposed for the development of the Canal Park over the next ten years are grouped into four different categories.

The first category is path development. The goal is to have a continuous path along the entire length of the Canal Park, to have paths in the park that supplement the main path, and to have paths that lead from the Canal Park to nearby resources. All three of these kinds of paths are proposed here.

The second category of proposed development is the construction or improvement of places that give public access to the tow path and the canal. Small parking lots are needed at a number of places if the park is to be equally accessible throughout its sixty-mile length. At these access areas it is also frequently necessary to provide a few other features that will facilitate public use of the park. Canoe docks, picnic tables and landscaping are often needed along with parking lots.

A third category of development is the restoration of historic structures. The Canal Park is extremely fortunate that the canal is used as a water supply system. The New Jersey Water Supply Authority is responsible for managing the canal as a water supply system and they have a superb record of repairing spillways, culverts, waste gates, and other canal structures. Their repairs not only assure that the canal will continue to hold and deliver water to downstream customers, the Water Authority also makes these repairs in a manner that restores the historic character of the structure. Not all Canal Park structures are necessary for the delivery of water in the canal, however, so the Department of Environmental Protection must take responsibility for finding ways to restore some of the Canal Park's historic features.

No list is ever complete without a category for those things that do not fit into the other categories. In this case, those projects are put into a category called "special projects."

The path construction, access areas and historic structure repair sections are listed in an order which follows the flow of the canal water. The water enters the canal at Bulls Island, flows southward to Trenton where it makes a "U" turn and flows northward through Princeton and Griggstown on its way to New Brunswick. The abandoned section of the canal in Hamilton Township is no longer part of the water flow. Projects in this section are listed last.

This examination of development projects concludes with a list of the projects according to the priority that has been assigned to them.

PATH CONSTRUCTION PROJECTS

1. Completion of Path Between Frenchtown and Milford.

PRESENT SITUATION: The path that extends from Bull's Island to a couple of miles north of Frenchtown is not technically a part of the Canal Park, but it is maintained and administered by the Canal Park staff and it is used by the public as part of the Canal Park. There is a path on the abandoned Belvidere-Delaware Railroad bed from Frenchtown north to within about a mile of Milford's center. This last mile of railroad right-of-way has an active rail line which serves a paper factory. The end of the path occurs in a location that requires users to turn around and go back to Frenchtown. No other access exists.

PROPOSED DEVELOPMENT: There are two alternative routes for the path from its present northern terminus to Milford's Bridge Street. The first is alongside the active rail line. In the last several years a number of "rails-with-trails" have been developed and the preliminary evidence reveals that they are safe. The second solution would be more scenic. This would be to develop a path along the bank of the Delaware River connecting the existing path with Bridge Street. A bridge across a tributary to the Delaware River, the Hakiwokake Creek, would be necessary if the path is not constructed next to the railroad tracks. For either route it will be necessary to get the cooperation of the paper factory. Some landscaping may be needed to define and shelter the path.

2. New Path on West Side of Canal From Lambertville's Coryell Street to the Jimison Farm Bridge.

PRESENT SITUATION: A path on the east side of the canal in this mile-long section is to be completed in the Fall of 1995. This path has public access at seven places and private access from the back yards of many houses. This path is expected to become very heavily used by Lambertville residents for walking, jogging, walking with babies in or out of strollers, and by children on tricycles. These are all desirable uses of the Canal Park but they do not mix very well with the many, many bicyclists who will be using the canal path for rides that begin and end on either side of Lambertville. This could produce a conflict that would be unpleasant for both types of users.

PROPOSED DEVELOPMENT: A path needs to be built next to the Black River and Western Railroad line from Coryell Street to the Jimison Farm Bridge. Since

this path would be next to an active railroad it could not be built without the cooperation of the railroad's managers. The path would be shared with railroad maintenance vehicles. No landscaping or other park features are needed.

3. New Path on Abandoned Railroad Bed in Trenton Between Hermitage Avenue and Willow Street.

PRESENT SITUATION: The right-of-way of the Belvidere-Delaware Railroad is separate from the canal for about three city blocks in Trenton. The separation begins a couple of hundred yards east of Hermitage Avenue. The canal and the railroad rejoin a couple of hundred yards east of Willow Street. The railroad right-of-way was purchased by the State in the 1970's. It is a wide depression from its western end to approximately Fowler Street and its drainage is poor. The result is that it frequently has a foot or two of standing water.

PROPOSED DEVELOPMENT: The City of Trenton is expected to improve this right-of-way from Calhoun Street to its eastern terminus with the canal. West of Calhoun, drainage needs to be established, the area needs to be cleared, and a path needs to be built on the rail bed.

4. New Path on the Abandoned Railroad Bed in Trenton from Warren Street to Old Rose Street.

PRESENT SITUATION: In late 1995 or early 1996 a path will be completed that will extend from Trenton's Warren Street westward to the Trenton boundary at Lower Ferry Road and on to Frenchtown. The only section of the canal in the City of Trenton that is above-ground and does not have a path will be this one-third of a mile section.

PROPOSED DEVELOPMENT: Construct a path for one-third of a mile from Warren to Old Rose Street. The path can be built upon the abandoned railroad bed that is on the South side of the canal. Gates at Warren, Broad, and Montgomery Streets would be needed and bollards should also be used to control access to the path. Trees should be planted on the south side of the path. The chain-link fence should be removed.

5. New Path in Trenton between Old Rose Street and Mulberry Street (The section is where the canal is in a culvert under the US Route 1 Freeway.)

PRESENT SITUATION: The canal is not visible for this 1.15 mile section because it is in a culvert that was constructed under the US Route 1 Freeway. On the East

side of Route 1 are railroad lines, some of which are abandoned. On the West side are a number of industrial sites, some of which are also abandoned. The highway is a high speed, limited access road with very heavy traffic loads.

PROPOSED DEVELOPMENT: In July, 1995, it was announced that Federal Highway funds would be made available to study this corridor and design a route for a path in this section.

6. Cross US Route One in Lawrence Township.

PRESENT SITUATION: Route One crosses the canal at grade with a bridge that is high enough for canoeists to paddle under. No route for people using the tow path exists, however, so Route One is a barrier to continuous use of the path.

PROPOSED DEVELOPMENT: The best solution to the barrier that Route One creates is not clear. A pedestrian bridge would have to be very long because the road crosses the canal at an oblique angle, it would have to be very high because of the truck traffic on the road, and it would require access ramps for the disabled that could be longer than the bridge. Tunneling under the road is also unsatisfactory because it would create drainage problems and because the tunnel would be so long that it would be very unpleasant. No obvious route to go around has been identified.

7. Restore the tow path from Port Mercer to Alexander Road in Princeton.

PRESENT SITUATION: For a mile and a half downstream from the spot where Quaker Road bends sharply toward the west and leaves the canal, the tow path has been allowed to become overgrown. A path exists in this section on the top of the flood guard embankment (which was built to keep flooding water from the Stony Brook out of the canal) but this path is very narrow and badly rutted. Two pedestrian bridges associated with the Princeton Country Club cross the canal in this section and have piers in the old tow path.

PROPOSED DEVELOPMENT: Clear, grade, and resurface the towpath in this section. Leave the berm path in place because bird watchers enjoy walking there and looking down to the Stony Brook and into the Institute for Advanced Study's woods, one of New Jersey's premier bird habitats. At the pedestrian bridges either direct the path back up the berm and around the bridges or build a walkway into the canal under the bridges. No landscape installation would be needed but care should be exercised to remove only those trees and shrubs that are necessary to rebuild the tow path.

A new pedestrian bridge should be built from the towpath across the backwater channel of the Stony Brook that runs alongside the berm bank. This bridge would give access from the towpath to the Institute for Advanced Study Woods and the Rodgers Wildlife Preserve.

8. New Path on the East Side of the Canal from Alexander Road Across the Millstone Aqueduct.

PRESENT SITUATION: The tow path is on the west side of the canal in this one and half mile long section. It is a wonderful path and is very heavily used, so heavily that any further increases could diminish the pleasure it provides. On the east side of the canal there is a cleared path in this section that is a right-of-way for an oil pipeline. The Princeton Junction & Back Railroad bridge is an obstacle to pedestrian use of this cleared path, as is the Millstone River, which flows under the canal aqueduct and into Lake Carnegie.

PROPOSED DEVELOPMENT: The cleared path should be resurfaced, a pedestrian bridge should be built on existing piers at the Millstone aqueduct, and a walkway under the Princeton Junction & Back Railroad bridge should be built.

9. New Path from the Kingston Lock to the Cook Natural Area.

PRESENT SITUATION: The Cook Natural Area is one-half mile from the Kingston lock. An abandoned railroad right-of-way and a sewerage pipeline easement connect them, by slightly different routes. The property between the lock and the natural area is owned by the Princeton Forrestral Center.

PROPOSED DEVELOPMENT: For several years the Canal Commission has been working with the Princeton Forrestral Center to determine the best route for this path. A route has been selected and the Forrestral Center is in the process of giving an easement to the NJ Department of Environmental Protection for a path. Once the easement has been received a path should be built. No other park features are needed.

10. Restore the Tow Path in South Bound Brook Between the Queen's Bridge and the Five Mile Lock.

PRESENT SITUATION: A dirt road that at places is twenty to thirty feet from the canal exists at present and is used as a recreational path in this one and a half mile long section. Traces of the towpath are difficult to find because the area is quite overgrown.

PROPOSED DEVELOPMENT: Locate, clear, grade, and resurface the historic towpath. No other park features are needed.

ACCESS AREAS

1. **Jimison Farm (Delaware Township).** A parking lot for thirty to forty cars on the north side of Lambertville would meet public need and accommodate the concern of residents of Lambertville about congestion. The property between Route 202 and the Jimison Farm bridge is ideal and would need only minimal improvement. The access road would need to be repaved in places, a stone surface for the parking lot is needed, the vehicular area should be enclosed by a wooden guide rail, some trees should be planted, and a canoe dock built on the canal bank. Cooperation with the Delaware River Joint Toll Bridge Commission will be needed, because they own all or some of the land needed for the parking lot.
2. **River Drive (Titusville).** A strip of land between River Drive and the canal just south of the River Drive bridge over the canal should be cleared, graded, and stoned to make a parking lot for eight to ten cars. A wooden guide rail would assure that the cars do not destroy the trees and shrubs on the canal bank that would screen the parking area from the tow path.
3. **Scudders Falls (Ewing Township).** A parking area is needed between the canal and the Delaware River downstream of the little wooden bridge over the canal at Scudders Falls. This area would need to be cleared, graded, stoned, and enclosed with a wooden guide rail.
4. **Whitehead Road (Lawrence Township).** This location could become a major access area for residents of southern Lawrence Township. Downstream of the Whitehead Road bridge over the canal, on the east bank, there is undeveloped land that would make an excellent access area. The land needs to be acquired, the area graded and stoned, a wooden guide rail built to enclose the vehicular area, and some landscaping is needed.
5. **Harrison Street (West Windsor Township).** On the downstream side of the Harrison Street bridge over the canal, on the east side of the canal there is land that could be used to develop a small parking area. The property, or an easement to it, would have to be acquired, the area would need to be graded and stoned, a wooden guide rail built, and a path is needed from this parking lot to the path on the east side of the canal that is earlier proposed.
6. **Weston Causeway (Franklin Township).** A portion of a former road downstream of the Weston Causeway bridge on the east side of the canal has served as a

parking area for a number of years. A small bridge needs to be built over a drainage ditch next to the parking area and a canoe dock should be built on the canal bank so that people can easily put canoes in the canal from their cars.

7. **Five Mile Lock** (Franklin Township). A small parking lot has been built here but it needs to be regraded, stoned, enclosed with a wooden guide rail, and landscaped.
8. **Freda Marden Common** (Franklin Township). Extensive plans have been prepared for this access area, but no construction has been undertaken. Maintenance constraints would make it difficult to give appropriate care to everything that has been planned, but a portion of it is badly needed. The entrance road (with gate), parking lot, and path to the canal should be built; the canoe dock and pedestrian bridge should also be built.
9. **Lock One** (Hamilton Township). Interstate Highway 295 was recently built through the Duck Island area and includes a "scenic pull-off" which could give public access to Lock #1, the outlet lock into the Crosswicks Creek. The only way to get from the scenic pull-off to the lock at present is to fight through a couple of hundred yards of briars and understory growth. A path is needed and the area around the lock needs to be cleared and secured. (For more details on this area see the section on Lock #1 to Lock #2 in the discussion of Historic Structure Restoration.

HISTORIC STRUCTURE RESTORATION

1. **Prallsville Saw Mill** (Stockton). The Saw Mill is the last major structure in the Prallsville Mills Historic District that needs to be restored and utilized as part of the cultural center that has developed here over the years. Its restoration would allow it to be used for exhibits, concerts, meetings, and other events. Eventually, it should be developed to function mainly as a museum of canal and milling history.
2. **Lambertville Outlet Lock** (Lambertville). The lock that once passed canal boats between the D&R Canal and the Delaware River--and from there to Pennsylvania's Delaware Canal--is filled with debris and falling apart. Someday something grand should happen to this area, but it is of immediate concern that the lock be cleared and stabilized before it further deteriorates.
3. **Relocate Rockingham**. Rockingham, the historic house where George Washington lived for several months when the Continental Congress met in

Princeton, is to be relocated to a field between Kingston and Rocky Hill. Its relocation should include paths that connect the house to the Canal Park.

4. **Weston Canal House** (Franklin Township). This house has been stabilized to prevent further deterioration, but it is an unsatisfactory remnant of what a canal bridgetender's house should look like. It needs to be repaired so that it can be occupied. It may be necessary to move the house to the north side of the Weston Causeway.
5. **South Bound Brook Lock** (South Bound Brook). This lock retains a stronger resemblance to the working locks on the D&R than any of the other locks in the Canal Park. It is suffering, however, from neglect. It needs to have all vegetation removed from its walls and to be repointed.
6. **Lock #1 and the Canal From Lock #1 to Lock #2** (Hamilton Township). The Delaware and Raritan Canal State Park Law of 1974, which created the Canal Park, refers to this section as the "abandoned canal." It was not needed as part of the water supply system and so it was neglected and allowed to be abused by illegal dumping. This section of the canal has extraordinary beauty, however, and could be of great public utility if it were appropriately repaired. The Lock #1 area needs to be cleared, the lock needs to be stabilized, a pedestrian bridge needs to be built across the lock, and a gate needs to be put in the lock that would keep some of the tidal flow in the canal when the tide is out. The canal needs to be cleared of debris, trees and shrubs, and some of the silt that now clogs it. A path needs to be developed along this portion of the canal with access across the Crosswicks Creek to Bordentown. The southern part of Lock #2 needs to be excavated and restored to serve as the northern terminus for this section of the canal.

SPECIAL PROJECTS

1. **Canal Boat Ride.** There is widespread agreement that a ride on a replica of a canal boat would be suitable for the Canal Park. Many difficult problems must be solved before a ride can be achieved, including: is the boat ride to be established by the State or by a private concessionaire? (or by some kind of cooperation between the State and a concessionaire?); where should the ride be located?; can the boat be motorized or should the trees between the canal and the towpath be cut down to accommodate a tow rope between the boat and mules?; can the boat ride include a trip into a working lock? through a working swing bridge?; how can other recreational uses of the tow path be accommodated to the presence of mules? These questions need to be answered.

2. **Bull's Island Office and Sanitary Facilities.** A new building is needed at Bull's Island that would be used as an office for the park rangers, as a headquarters for visitors to this section of the Canal Park, and to house public lavatories.
3. **Blackwell's Mills Office and Maintenance Building.** Both the office and the maintenance buildings at Blackwell's Mills are inadequate for these uses. The maintenance buildings, in particular, are a problem because they are located in a historic barn and associated farm buildings that have not been adequately adapted to the new use.
4. **Interpretive Program.** Approximately thirty signs were erected in the 1980's that provide very good information about the history and present use of the Canal Park. Unfortunately, the signs were designed in a manner that makes them difficult to read most of the time. These signs need to be redesigned and reconstructed. In addition, signs need to be erected that explain how a canal lock worked. Other canal features might also need identification and explanation.
5. **Improve Tow Path Surface and Parking Lots.** The surfaces of the many paths in the Canal Park need constant attention, far more than can be expected from the regular maintenance program as it is presently funded. They need to be resurfaced, regraded in places, drainage systems need to be cleared or rebuilt, and the encroaching vegetation needs to be cut back regularly. A surface for parking lots that is more stable than loose stone, yet appropriate in character for the historic Canal Park is needed for the most frequently used parking lots.
6. **Canoe Docks.** A survey of the Canal Park needs to be made in order to determine how many new canoe docks are needed and where they ought to be located. A new design for canoe docks is also needed.
7. **Crosswalks.** At most of the places where the Canal Park path crosses a road there is a danger that bicyclists and pedestrians will be hit by cars. Crosswalks need to be established at these crossings to alert motorists to the potential danger.

PRIORITIES OF DEVELOPMENT PROJECTS

The projects have been grouped into four priority categories, but within each category the projects are not given priority ranking. If, for example, a project is assigned to the first priority category it carries the same priority as all the other first priority projects.

The priority ranking of each project is based primarily upon how the project relates to the principles and objectives set forth for the Canal Park in the MASTER PLAN (reproduced here on pp. 4-8). Further influencing the priority ranking is an understanding that for the foreseeable future the Canal Park management staff is likely to remain at its present size, or even suffer a reduction in size. Projects which would greatly increase maintenance and patrolling work are therefore given lower priority than those that will have lower demands for management. Finally, priority assignment has been influenced by the subjective judgement of the people who are involved in oversight and management of the Canal Park.

FIRST PRIORITY

Bull's Island Office
Access Area at the Jimison Farm
Access Area at Scudders Falls
Means of Crossing US Route One
New Path on East Side of Canal Between Alexander Road and Millstone Aqueduct
Blackwell's Mills Office and Maintenance Buildings
Develop Revised Method of Interpreting the Canal's History
Install Crosswalks at Places Where the Towpath Crosses a Public Street
Stabilize the Lambertville Outlet Lock

SECOND PRIORITY

New Path on West Side of Canal Between Jimison Farm and Coryell Street
Access Area at River Drive in Titusville
New Path on RR Right-of-Way between Warren Street and Old Rose Street
Restore Tow Path Between Port Mercer and Alexander Street
New Path Between Kingston Lock and Cook Natural Area
Relocate Rockingham
Establish Canal Boat Ride
Rehabilitate Tow Path and Parking Lots

THIRD PRIORITY

Restore Prallsville Sawmill

New Path on RR Right-of-Way Between Hermitage Avenue and Willow Street

Restore Canal Between Lock One and Lock Two

Access to Lock One from I-295 Pull-Off

Access Area at Whitehead Road

Access Area at Harrison Street

Restore Weston Canal House

Access Area at Five Mile Lock

Access Area at Freda Marden Common

FOURTH PRIORITY

New Path Between Frenchtown and Milford

New Path Between Old Rose and Mulberry Streets

Access Area at Weston Causeway

Stabilize South Bound Brook Lock

Rehabilitate the Tow Path in South Bound Brook

Build Canoe Docks Where Needed

CANAL STATE PARK ACQUISITION RECOMMENDATIONS

The Delaware and Raritan Canal Commission has established four categories of land acquisition recommendations:

1. Properties that buffer the park. In some sections of the Canal Park it is desirable to maintain an atmosphere of a natural or an agricultural landscape. There may not be any intended public use for the lands that are recommended to buffer the park, but these properties are important in order to maintain the quality of the public use of existing areas in the park.
2. Properties that are needed in order to expand public use of the park. These are generally small pieces of land that would be useful for parking lots, septic fields, or other park uses.
3. Properties that provide a link between the park and other natural, cultural or recreational resources in the region. The Canal Commission's vision of the Canal Park as the basis for a network of connected open space and historic resources in central New Jersey cannot be realized without the acquisition of corridors between the park and those resources.
4. Properties that adjoin the park and possess either outstanding features or extensive size which makes them important wildlife or native plant habitats. The Commission views the Canal Park as a combination of a long thin corridor and periodic large masses of adjoining natural lands. That combination will be the most effective way to assure that a wide range of habitat types--and therefore a wide range of plant and animal species--can be preserved for the benefit of this rapidly suburbanizing region.

This report will not include the specific properties that are recommended for acquisition because it would not be helpful to the acquisition process to reveal those recommendations at this stage of planning. A separate report has been prepared for the use of employees of the Canal Commission, the Division of Parks and Forestry, and the Office of Green Acres.

CANAL STATE PARK MANAGEMENT: ISSUES AND GUIDELINES

Proper management of the Canal Park is at least as important to public enjoyment of the park as the development of park facilities and the acquisition of additional park land. Trail surfaces need to be maintained, poison ivy must be constantly battled, trees and shrubs need to be controlled so that their growth does not encroach on recreation sites, the canal houses need to be repaired, painted and kept in good condition, rangers need to be present to help people who are using the park, grass must be cut, and machinery used to maintain or manage the park must be repaired and replaced.

It is not only necessary that these and the so many other regular maintenance jobs are done, they must be done in a way that is appropriate for the unique character of the Canal Park.

Responsibility for managing and maintaining the Canal Park lies with the NJ Department of Environmental Protection's Division of Parks and Forestry. The Canal Commission, however, has a role in this activity because the legislation that established the canal as a State park provides that among its other authorities, "The Commission shall review and approve, reject or modify, any State project planned or State permits issued in the park. . ." (N.J.S.A. 13: 13A-1 et seq.) There was clearly no intent to have the Canal Commission review every maintenance project carried out in the Canal Park, but it is equally clear that the Canal Commission is expected to review and assure that major maintenance projects are in compliance with the principles and objectives of the Canal Park MASTER PLAN.

The purpose of this section is to assert some of the major maintenance needs of the Canal Park staff and to review some of the most important guidelines that are derived from the Canal Park's MASTER PLAN and apply to maintenance practices. There is no attempt to list all of the repair needs of the buildings, bridges, parking lots, or other park features.

MANAGEMENT ISSUES

New Management Headquarters

The Canal Park is presently managed from two bases, one on Bull's Island that has responsibility for Bull's Island and the Feeder Canal and one at Blackwell's Mills in Franklin Township, which has responsibility for the rest of the Canal Park. The Blackwell's Mills base also has management responsibility for the 3,500-acre Six Mile

Run Reservoir property and for the Cook Natural Area. The Bull's Island base also manages the path and adjoining lands that extend from Bull's Island almost to Milford.

Recently, a section of canal path was constructed in Trenton and more of that path is expected to be built in late 1995 or early 1996. This new path will provide recreational opportunities to the residents of Trenton, the most densely settled area along the entire sixty miles of the Canal Park. With this tremendously important improvement to the Canal Park, however, comes greatly increased responsibility for maintenance and patrol of the Trenton section of the park. This responsibility cannot be met with the present staff of rangers and maintenance workers who are based on Bull's Island. Furthermore, one of the most interesting and potentially one of the most attractive sections of the park, the approximately two-mile long section between Lock One and Lock Two in Hamilton Township (the so called "abandoned " section of the main canal) is so remote from the present park operations that it is inadequately maintained or patrolled. More people are needed and they need to be based in Trenton. A new park office is needed in Trenton to serve as a headquarters for the staff and as a storage area for the equipment that is needed to properly manage the Trenton and Hamilton sections of the Canal Park. This new headquarters will require a staff of rangers, maintenance people, and supervisors, and it will need trucks, mowers, shovels, rakes, saws, and all of the equipment that is necessary to maintain an urban park.

Additional Maintenance Teams

The Canal Park is an extremely difficult park to manage because it is so complex and so spread out. The park crew is responsible for a large number of structures, ranging from bridgetender houses to historic Dutch barns. The problem is that there are as many buildings--most of which are on the National Register of Historic Places--as might normally comprise a small town, but they are spread over a sixty-mile length. The Canal Commission supports the proposal from the Canal Park Superintendent that it is necessary to have a maintenance team whose full-time job is to repair buildings. The minimum necessary for this team is a plumber, a carpenter, a mason, an electrician, and four maintenance people.

Another special problem arises from the extensive path network in the park, and the large number of parking lots spread along the park's length. A special trail and parking lot crew with the responsibility to fill ruts and pot holes, cut back poison ivy and other encroaching vegetation, repair fences, remove snow, and carry out the many other jobs related to paths and parking lots would be an effective way to undertake these kinds of jobs. This crew should have a minimum of three maintenance workers.

The Commission also concurs with the Park Superintendent's recommendation that two full time mechanics are needed to make sure that the Canal Park machinery is in workable condition.

MANAGEMENT GUIDELINES

The following principles are intended to serve as guidelines that the Canal Commission can be expected to use in reviewing State projects in the Canal Park.

1. The trees in the Canal Park are of great importance for a number of reasons. They add beauty, they provide shade in the heat of summer, they serve as windbreaks in the winter, they provide food for wildlife and they serve as homes for many species of birds, insects, and even some small mammals. Trees also enrich their sites by dropping leaves, branches, and eventually the main stem onto the ground. All of these tree products provide food and shelter for wildlife and, as they decompose, they return nutrients to the soil. Studies have shown that the value of a tree to its site far outlives the life of the tree itself. In fact, in some circumstances trees add value to their sites for a longer period after they have died than during the length of their lifetimes.

The following guidelines are aimed at tree removal:

- A. Living trees should not be removed from the park unless no alternative exists.
 - B. Dead trees should not be removed because they are dead. If they threaten the safety of park users they should be removed.
 - C. No trees, dead or alive, should be removed during nesting season.
-
2. There are several reasons why it is best to use native species whenever new shrubs or trees are planted in the Canal Park. Trees and shrubs that are native to the region and appropriate for the habitat are more likely to survive and will need less maintenance than exotic plants. Native trees and shrubs are more likely than exotics to produce fruits that are important to the wildlife in the region. The Canal Park is part of the ecosystem of the region, not an island apart from it. The use of native shrubs and trees will therefore enhance the Canal Park's ability to function as a part of the region's ecosystem while exotics may even have effects that harm the region. (Norway Maples, for example, are highly aggressive colonizers, spreading so quickly that they take over an area before there is a

chance for the native trees in this region to become established. They also produce such a dense shade that many woodland plants that normally grow in the forest understory do not receive enough sun light to survive in a thicket of Norway Maples. Much the same kind of thing occurs with Russian Olive.) Therefore all new trees and shrubs to be planted in the Canal Park must be native to the area and appropriate to the specific habitat.

3. The decision about whether or not to mow a field is really a decision about whether the area under consideration will remain a field or become a forest. There are a number of fields in the Canal Park that provide a desirable addition to the park. The Canal Park staff has been mowing these fields once a year in the autumn after the grasses and wild flowers have set their seeds. This is a policy that the Commission endorses and would encourage to be continued.
4. One of the problems with a sixty-mile long park is establishing an identity for the park that will allow people to know that it is the same park no matter what part of it they encounter. The best way to establish and maintain this identity is to be consistent in the design of gates, fences, bollards, signs, picnic benches, and other small features in the park, the features that are frequently called the "park furniture." Standards have been set for these items and should be relied upon whenever a new gate or fence or whatever is to be built.
5. It is a little tricky to be precisely accurate when discussing the trails in the Canal Park. When the canal was in commercial use there was a tow path on one side of the canal that was kept open as the place for mules to walk while they pulled canal boats. The exact character of the tow path is no longer known, and, in fact, it is a pretty good bet that it varied from place to place in width and surface material. It is reasonable to assume, however, that it was little more than a dirt path, worn in the canal bank with a width of two to four feet. The tow path is an important part of the canal's history and is, therefore, an important part of the canal's designation as a historic site. There is a tendency to refer to any path that follows the canal bank as a tow path, but that is not strictly the case. There are also paths alongside the canal that are built on abandoned railroad beds, not on the historic tow path. Most of the path on the Feeder Canal, for example, is built on the bed of the abandoned Belvidere-Delaware Railroad. Finally, there are some paths in the park that are neither the tow path nor a former railroad right-of-way.

Regardless of the prior history of the path, if it is alongside the canal it needs to have a surface width of at least eight feet in order to allow bicyclists to pass when going in opposite directions. It also needs to have a clearance of eight feet--fifteen in places where horseback riding is permitted--and a cleared section on either side of at least two feet. These dimensions can be altered in places where there are mature trees whose removal would be necessary to achieve the desired width.

The surface of the former tow path is to remain dirt. A special blend of clay and sand that is classified by the Department of Transportation as bank run I-5 has been used on the tow path surface with great success. On the former railroad beds, a surface has been used with great success that is a "stone dust" available at local quarries. Informal paths that serve more as nature trails than as a main canal path should be designed with far less rigorous standards. They should be narrow and winding or they will not convey the feeling that people seek when they go on a nature walk.

APPENDIX A

COMPLEMENTARY DEVELOPMENT IN THE CANAL PARK REGION

Participation from State governmental agencies other than the Department of Environmental Protection, from county and municipal governments, and from non-profit land trusts and environmental organizations is necessary to build the kind of Canal Park that has been envisioned. Organizations from all of those categories are already undertaking projects that will lead to the enhancement of the Canal Park. The following is a listing of projects in this category that are either underway or are planned. The projects are listed in accordance with their location relative to the flow of water in the canal. That means, for example, that projects located near Bull's Island would come first and projects near New Brunswick would be listed at the end. Projects that cover a broad area of the Canal Park are listed at the start of that area.

The Canal Commission staff may or may not be involved in the planning and execution of these projects but full credit for them belongs to the organization that is named in association with the project.

COMPLEMENTARY PROJECTS

1. **Scenic Road Designation for Route 29.** The NJ Department of Transportation is nearing completion of the process that must be followed in order to officially make Route 29 the initial element in a State Scenic Byways program. Route 29 runs alongside most of the Feeder Canal and is an important part of the Canal Park's environment. Designation of the highway as a Scenic Byway will make funds available for projects that will enhance the road's beauty, thereby enhancing the Canal Park's beauty.
2. **Lower Delaware River Wild and Scenic Designation.** The National Park Service is undertaking a program that should lead to the designation of the Delaware River from the Water Gap to Washington Crossing as a part of the National Wild and Scenic River program. The Delaware River is also a vital part of most of the Feeder Canal's landscape. Efforts to preserve and enhance the river corridor that will accompany designation will enhance the Canal Park.
3. **Delaware River Greenway.** A coalition of governmental and private organizations from both Pennsylvania and New Jersey has formed the Delaware River Greenway, an organization whose name is the same as their goal. This group aims at establishing a continuous greenway corridor along the Delaware between the Water Gap and Bordentown. Their efforts have already led to the

permanent preservation of some of the river's islands and other land in the corridor.

4. **Wickecheoke Creek Greenway.** The New Jersey Conservation Foundation has been working for several years on a project which will preserve a greenway corridor on the Wickecheoke Creek between the Prallsville Mills and the Locktown Church.
5. **Historic Designation for Stockton Borough.** The Borough of Stockton has been identified by an earlier survey carried out by the Canal Commission as being eligible for inclusion on the National Register of Historic Places as a historic district. No actual work has started on the survey and nomination. Brookville, the little community at the southern end of Stockton, should be examined as potentially a separate historic district.
6. **Kuser Mountain Preservation Area.** The independent land trust Friends of Hopewell Valley Open Space, along with the State Green Acres Program, Mercer County, and possibly Hopewell Township are working together to preserve approximately 1,200 acres next to the Canal in Hopewell Township.
7. **Historic Designation for Wilburtha Road Community.** The Wilburtha Road community has been identified by an earlier survey carried out by the Canal Commission as being eligible for inclusion on the National Register of Historic Places as a historic district. No actual work toward designation has begun.
8. **Trenton Canal Banks Project.** The City of Trenton has identified a neighborhood on both sides of the canal in its downtown area as a project area for rehabilitation. Several aspects of this project have already been completed and many more are scheduled for the next several years.
9. **Trenton Riverside Walk.** The Trenton Open Space Master Plan calls for the creation of a path along the Delaware River that would connect the Southern end of Stacy Park (Calhoun Street) with Lock Two. Some pieces of this path are already in place but the path as a whole is not expected to be in place for years. It may be possible to establish a path in this corridor, linking the Canal Park in central Trenton to the "abandoned" section in Hamilton Township, by following the new Route 129, the road that was built in the bed of the canal.
10. **Assunpink Creek Greenway.** The City of Trenton has identified a greenway corridor along the Assunpink from Whitehead Road to the Delaware. They propose to preserve and open for public access this corridor.
11. **Hamilton/Trenton Marsh and Crosswicks Creek Greenway.** The Delaware and Raritan Greenway, Inc., a non-profit land trust, has identified the

Hamilton/Trenton Marsh as a project area. They are encouraging and facilitating further public ownership of the 1,200-acre marsh and its surrounding bluffs, and they are working toward coordination of management of the many public and private organizations whose decisions impact on the marsh. Mercer County has begun a project which will preserve a greenway corridor along the Crosswicks Creek, the marsh's principal waterway.

12. **Brearly House Connector.** The Brearly House is a historic structure in Lawrence Township that is near the Canal Park, but which does not have any connecting path. A path would enhance both the Canal Park and the historic house.
13. **Connector to the Institute Woods.** The Institute for Advanced Studies in Princeton owns a woods which is one of the landscape jewels of the region. At present a branch of the Stony Brook makes it impossible for passage from the Institute Woods to the Canal Park.
14. **Stony Brook Greenway Corridor.** The D&R Greenway, Inc., is working on a plan to preserve a corridor along the Stony Brook from the Canal Park to the headwaters of the Stony Brook in Hunterdon County.
15. **Historic Designation for Harrison Street Community.** A group of houses on Harrison Street, east of the canal in West Windsor, are eligible for inclusion on the State and Federal Registers of Historic Places. They should be surveyed and nominated. They serve as the context for the park to everyone who approaches from the east on Harrison.
16. **Path from D&R to Monroe Park.** The Middlesex County Open Space Master Plan calls for the creation of a greenway corridor along the Millstone River from the Millstone Aqueduct eastward to Monroe Park in Monroe Township. A few pieces of this greenway have been acquired.
17. **Path from Kingston Lock to Route 130.** South Brunswick Township has obtained an abandoned railroad right-of-way that extends between the Cook Natural Area and Monmouth Junction. Along with Middlesex County, they are working to extend this link along the Lawrence Brook to Route 130 and beyond. The State is working on a link between the Cook Natural Area and the Canal Park in Kingston.
18. **East Coast Greenway.** A group of visionary planners is trying to establish a greenway corridor between Boston and Washington, D.C. The Canal Park from South Bound Brook to Trenton is part of this greenway.

19. **Montgomery Township Greenway Network.** Montgomery Township has adopted a plan that calls for the creation of a greenway network that would pass through much of the Township and connect with the Canal Park.
20. **D&R Greenway in Griggstown/Hovnanian Lands.** The D&R Greenway, Inc., is working on the creation of a greenway network in the Griggstown section of Franklin Township. Tied in with this greenway are the properties that were given by Hovnanian to Franklin to be forever preserved as open space.
21. **Connection to Six Mile Run Reservoir.** The Six Mile Run Reservoir property, approximately 3,500 acres in Franklin Township, is being managed by the Division of Parks and Forestry. Plans call for a path network to be developed here which should connect with the Canal Park's towpath. This would also be an excellent site for campgrounds to provide sites for users of this section of the Canal Park.
22. **Connection to Colonial Park.** Colonial Park, a Somerset County Park is one of the premier parks in the region. It has about 3000 feet that border the Canal Park, but the tow path is on the opposite side of the canal from Colonial Park. It is, therefore, impossible to go from one park to the other unless one has a boat. A bridge should be built.
23. **Zarephath Land and Greenway.** The New Jersey Conservation Foundation has developed plans to acquire land in the Millstone River floodplain around the Alma White College campus and along a stream that flows onto the Zarephath land from the east.
24. **Raritan River Greenway.** Somerset County is developing a greenway corridor along the Raritan River from the confluence of the North and South Branches of the Raritan to the Canal Park in Bound Brook.
25. **Connect Landing Lane with the New Brunswick Outlet Lock.** A good path is needed to follow the route of the section of the canal buried by Route 18.
26. **New Brunswick Outlet Lock.** The New Jersey Department of Transportation, along with the City of New Brunswick have been planning for many years to rehabilitate the New Brunswick Outlet Lock and the last mile or so of canal that leads to the lock.
27. **Raritan River Greenway Downstream of New Brunswick.** The Middlesex County Open Space Master Plan calls for the creation of a greenway corridor along the Raritan River from the New Brunswick Outlet Locks to the confluence of the Raritan with the Lawrence Brook.

- 28. Historic Designation for Port Mercer, Princeton Basin, and Blackwell's Mills.** These three canal communities were surveyed in 1982 and nominations to the State and National Registers were prepared. Changes were requested but nothing has been done to revise the nominations.

APPENDIX B: PROJECTS FROM 1985 DEVELOPMENT GUIDE

In 1985 the Canal Commission published a DEVELOPMENT GUIDE for the Canal Park which listed the projects which the Commission hoped to see completed by 1995. There were twenty-five projects in all, some requiring major undertakings and some minor. Below is a table that lists the projects included in the 1985 GUIDE with a comment on each project's status in mid 1995.

FIRST PRIORITY

PROJECT	1995 STATUS
1. Create a multi-use path on the abandoned railroad right-of-way between Lambertville and Prallsville.	Project completed.
2. Stabilize mill buildings at Prallsville and develop access to canal and river.	Project completed.
3. Rehabilitate Lambertville lock, the outlet lock and Belle Mountain area to establish a canal boat ride.	Project not started.
4. Restore railroad bridges for park use and develop access at Lockatong Creek and Moore's Creek.	Lockatong bridge complete. Moore's bridge not started. Access areas improved.
5. Establish a major canal and river access area at Scudder's Falls.	Some parking and temporary sanitary facilities completed. Entire area improved. More parking still needed.
6. Landscape the path in Titusville and Glen Afton.	Project completed.
7. Create a multi-use path in Trenton between Lower Ferry Road and Old Rose.	Path from Lower Ferry to Warren is almost completed. Remaining parts to be completed in early 1996. Path from Warren to Old Rose to be done.
8. Restore canal houses at Carnegie Road, East Millstone, Zarephath and Weston causeways.	Project mostly completed. Some work remains at East Millstone; major work remains at Weston.
9. Restore appearance of South Bound Brook lock and establish canal and river access.	Access area completed. Lock restoration not yet started.
10. Restore Bordentown Outlet lock (Lock #1).	Project not started.

SECOND PRIORITY

PROJECT	1995 STATUS
11. Develop major access area at Jimison Farm in Lambertville.	Project not started.
12. Establish seating and landscaping at several locations in Trenton.	Project not started.
13. Develop access at Whitehead Road, the US Route One crossing, and Port Mercer.	Access at Whitehead and Route One completed; access at Port Mercer to be done in early 1996.
14. Develop access at Millstone aqueduct and Kingston.	Project completed.
15. Develop access at Rocky Hill, Griggstown and Weston Causeways.	Access at Rocky Hill and Griggstown completed; access at Weston to be completed in 1996.
16. Create path in Millstone floodplain between Griggstown and Blackwell's Mills.	Project completed.
17. Top dress the tow path from Kingston to Landing Lane and prune encroaching vegetation along all path segments.	Most of project not started, but tow path restoration and pruning have occurred over several segments.

THIRD PRIORITY

PROJECT	1995 STATUS
18. Expand and improve Bull's Island camping. Develop path from Bull's Island to Prallsville.	Project completed.
19. Establish sanitary facility, seating and landscaping at Prallsville.	Seating and landscaping completed. Portable sanitary units used.
20. Landscape park in Lambertville; develop canal interpretation.	Landscaping completed; interpretation incomplete.
21. Rebuild tow path on east side of canal between Belle Mountain and Lambertville lock.	Project not started.
22. Improve access to Canal Park at Titusville, Lower Ferry Road, Alexander, Washington and Harrison Streets.	Access completed at Lower Ferry, Alexander and Washington. Others need further improvement.
23. Develop access to Lock One. Clear and improve canal and path between Locks One and Two.	Project not started.
24. Improve access at Griggstown Lock and East Millstone. Create paths in Millstone floodplain and camping at Griggstown and 10 Mile Lock.	Access completed at East Millstone. Paths in floodplain completed. Other parts of project not started.
25. Landscape and create access at 5 Mile Lock.	Access created but needs improvement and landscaping.