



Delaware and Raritan Canal Commission
2023 ANNUAL REPORT





On the cover and back cover: Headquarters of the Delaware and Raritan Canal Commission, originally a wagon shed circa 1850, at historic Prallsville Mills, Stockton Borough.

Photos: Darlene J. Yubas

On this page: This canal house at 25 Calhoun Street, Trenton, is one of the few remaining of the original 66 canal houses on the D&R Canal. Commission staff occupied this building as its first office soon after the state agency was created by law in October 1974.

Photo: Theodore Settle

Contents

From the Executive Director’s Desk.....	3
Message from the Vice-Chairman	4
About the Commission	5
D&R Canal Commission Review Zones	6
Call to Order	7
Commissioners	8
Staff	11
Engineers	12
Highlights	16
Regulatory Program	32
Finances 2023.....	34
Approved Individual Projects 2023	38
Acknowledgments.....	42

Background, Maple, near D&R Canal, Stockton Borough.
Photo: Darlene J. Yuhas

This annual report was prepared in compliance with the provisions of N.J.S.A. 13:13A-11(i), which directs that “... each year, the Commission shall make an annual report of its activities for the preceding calendar year to the Governor and to the Legislature.” This report provides a complete statement of the Commission’s finances and covers its operations for 2023.



From the Executive Director's Desk

Anniversaries are often considered to be moments of reflection. They provide an opportunity to survey the past, consider the present, and prepare for the future. The year 2024 marks the 50th anniversary of the enactment of the legislation that created the Delaware and Raritan Canal Commission and the state park it protects. During this half century much has been accomplished. What started as 8 miles of usable towpath and a single parking lot has grown to a mature, 70-mile resource that is a vital recreational corridor, environmental resource and a tangible link to New Jersey's social, political, industrial and transportation history.

The Commission's land use regulatory program has evolved and expanded, implementing stormwater management regulations that address the impacts of cumulative development, watershed-based stream corridor preservation standards, and visual and historic impact review standards well in advance of other regulatory agencies. The standards enforced by the Commission have served the people of New Jersey well for more than 40 years, and in many ways remain remarkable for their comprehensiveness, practicality, and common sense approach to addressing the impacts of development within the Commission's Review Zone.

Despite these incontestable achievements, the next 50 years will pose challenges that the Commission's founders could not have contemplated in 1974. The Commission must respond to the stormwater management and stream corridor impacts posed by anthropogenic climate change. Patterns of development are different – sometimes radically so – from the growth plans of the 1980s. The Delaware and Raritan Canal State Park's historic resources are also under threat from more frequent and severe flood events, and from chronic underinvestment in maintenance. The recent grant award from the New Jersey Historic Trust to revise and update the 1989 Commission Master Plan has provided the Commission with the opportunity to start an approachable, diverse and far-ranging discussion on what kind of canal park New Jerseyans will have in the 21st century.

It is my hope that the Commission will use this time to honor its past, make a frank assessment of its current challenges, and create a plan for the future that will protect the Delaware and Raritan Canal for the next 50 years.

Sincerely,



John Hutchison



Photo: Darlene J. Yuhas

John Hutchison



Bruce D. Stout

Photo: Darlene J. Yuhas

Message from the Vice-Chairman

We at the Commission begin our agency's 50th year with a sense of tremendous pride for all we accomplished during 2023. I am confident that my fellow Commissioners and our staff consider it a privilege to uphold our regulatory responsibilities to protect and preserve the popular Delaware and Raritan Canal State Park and honor its unique past.

The canal, built in the 1830s to connect the Delaware and Raritan Rivers, served as an important means of transportation between Philadelphia and New York. Today, it offers not only myriad historical resources but also is a critical water source, providing drinking water daily to an estimated 1 million New Jerseyans.

Within the state park, residents and visitors can find an impressive variety of recreational opportunities including hiking, biking, kayaking and bird watching.

In the Highlights section of this annual report, you can learn more about the Commission's operations and the many ways our regulatory work benefits the present and the future of the 70-mile linear state park and the 450-square-mile watershed that surrounds it.

This year's edition shines a light on several significant public projects; so many of us were delighted to see progress made on the beautification and stabilization of the western canal embankment in Stockton Borough as well as the successful completion of the challenging repair to the former Belvidere-Delaware railroad trestle at Prallsville Mills and the rehabilitation of the Landing Lane spillway in the City of New Brunswick.

All of us at the Commission hope that you will find this annual report informative and useful and that it will spur you to get outdoors and enjoy the fabulous resource that is the Delaware and Raritan Canal State Park.

Sincerely,

Bruce D. Stout



About the Commission

The Delaware and Raritan Canal Commission, a state agency created by law in 1974, is responsible for preparing, adopting and implementing a master plan for the physical development of the Delaware and Raritan Canal State Park; reviewing state and local actions that impact on the park to ensure that these actions conform as nearly as possible to the Commission's master plan; and coordinating and supporting activities by citizens' groups to promote and preserve the park.

The Commission works closely with the New Jersey Department of Environmental Protection, State Parks, Forests & Historic Sites, State Park Service, which owns and manages the Delaware and Raritan Canal as a state park.

The Commission also coordinates its activities with the New Jersey Water Supply Authority, which operates and maintains the vitally important water transmission complex elements of the canal, providing up to 100 million gallons of drinking water daily for an estimated 1 million people in central New Jersey.

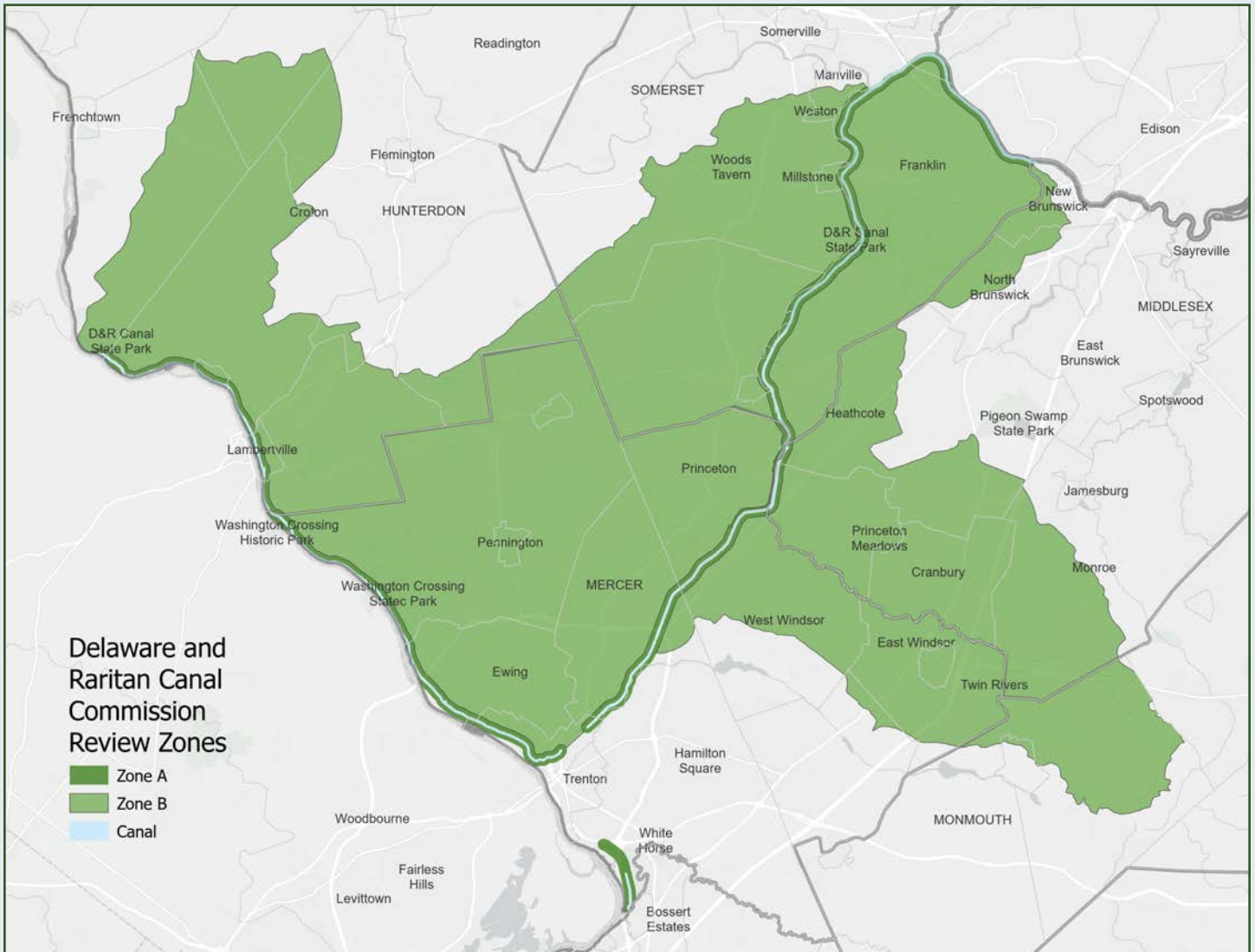
Together, the three agencies ensure that the environmental, recreational, historic and water supply resources of the Delaware and Raritan Canal are protected and preserved for future generations of New Jerseyans.

The Legislature gave the Commission the power to perform three major duties:

- Review and approve, reject or modify any action by the State in the Canal Park, or any permit for action in the Delaware and Raritan Canal State Park;
- Undertake planning for the development of the park; and
- Prepare and administer a land use regulatory program in designated Review Zones throughout a 450-square mile watershed around the canal that will protect the park from the harmful impacts of new development in central New Jersey.

Bridge over D&R Canal, Colonial Park, Somerset County.
Photo: Darlene J. Yuhas

The D&R Canal Commission Review Zones comprise 5 counties and 34 municipalities.



Map: Steven Jacobus, NJ DEP, Bureau of GIS

Hunterdon County

Delaware
East Amwell
Franklin
Kingwood
Lambertville
Raritan
Stockton
West Amwell

Mercer County

East Windsor
Ewing
Hamilton
Hightstown
Hopewell Borough
Hopewell Township
Lawrence
Pennington
Princeton
Robbinsville
Trenton
West Windsor

Middlesex County

Cranbury
Monroe
New Brunswick
North Brunswick
Plainsboro
South Brunswick

Monmouth County

Millstone Township

Somerset County

Franklin
Hillsborough
Manville
Millstone Borough
Montgomery
Rocky Hill
South Bound Brook



Call to Order ...

Presented to the Commission in 1992 by the late Carl R. Cathers, the gavel and board wood, at right, were from the D&R Canal “Muddigger” and/or workboat used to maintain the upper feeder canal. Both pieces of wood were left at the ‘end of the line’ (Prallsville Lock) when the canal closed in 1932.

Horace Cathers, Sr., who owned the property where the boats were kept, was told to do what he wanted with them, Mr. Cathers said in a handwritten inscription on the back of the board. The boats were torn down to the deck, and the lumber was used to extend the former quarry office that was then his home.

The board and gavel handle are long leaf yellow pine from a decking plank. The gavel head is oak from an arched roof rafter.

The gavel and board remain in use today. They are set out in front of the Vice-Chairman at the monthly meeting, as seen in photo on Page 8.

Mr. Cathers, who served as mayor of Stockton from 1976 to 1979 and was well-known as the town’s historian, died in 2022 at the age of 95.

Commission Meets Monthly

The Delaware and Raritan Canal Commission holds its meetings on the third Wednesday of every month. Information on our agenda and how to join us in person or online is available before each meeting on our website: nj.gov/dep/drcc/

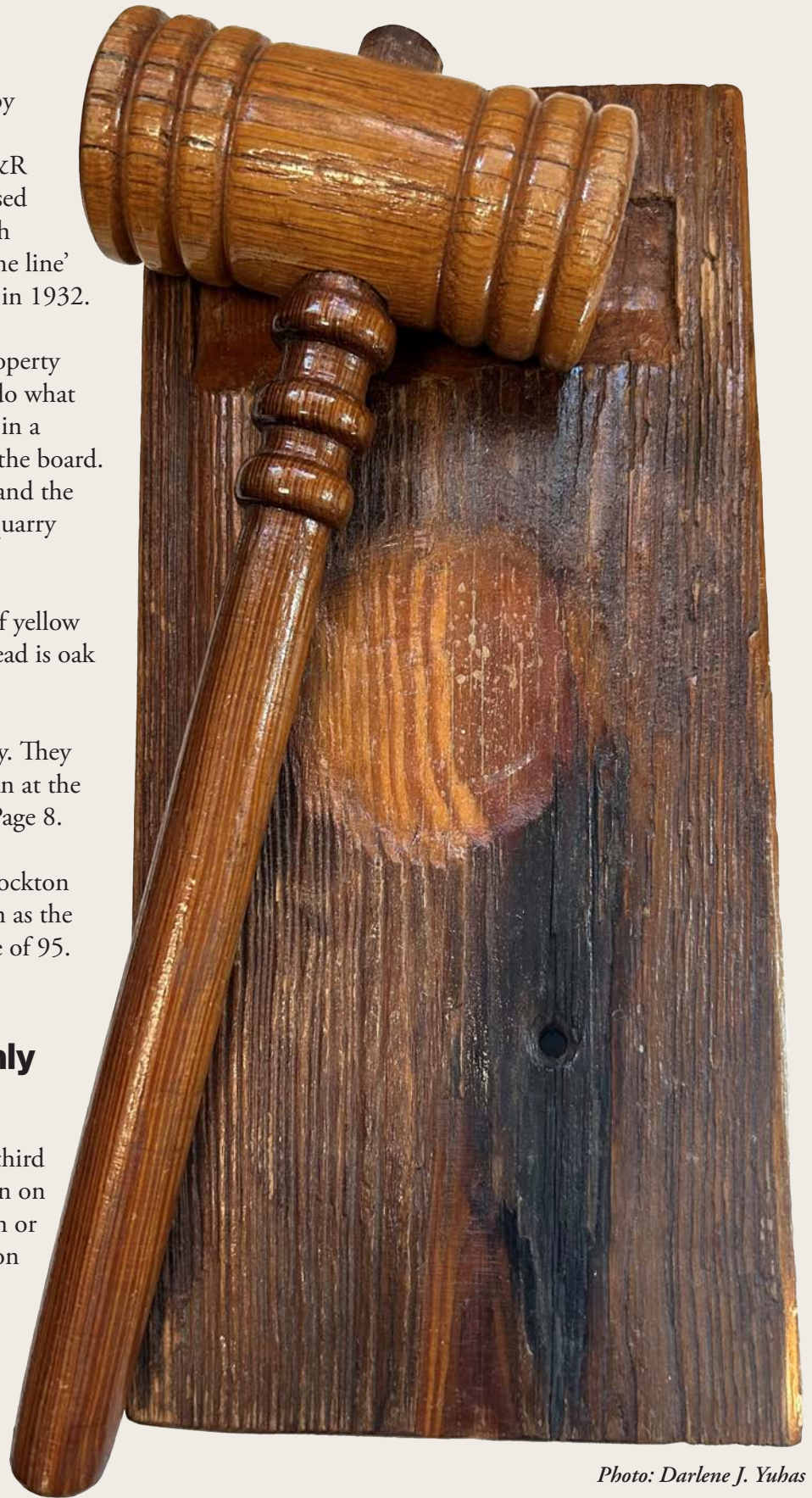
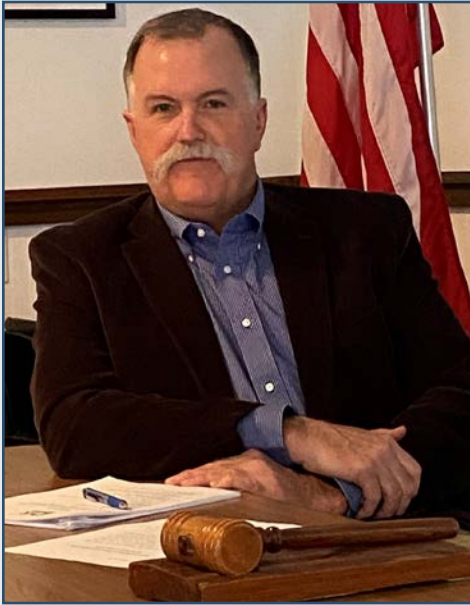


Photo: Darlene J. Yubas

Commissioners



Bruce D. Stout, Ph. D.

Vice-Chairman

Bruce D. Stout, Ph.D., a resident of Delaware Township, Hunterdon County, has been a public member of the Delaware and Raritan Canal Commission since 2013.

A frequent user of the Delaware and Raritan Canal State Park, Vice-Chairman Stout is Professor Emeritus at The College of New Jersey and has held numerous positions in government and academia. Former Chair of the Department of Criminology at The College of New Jersey, he taught at the Rutgers Graduate School of Criminal Justice and at Penn State-Abington. He also was Executive Director of the Violence Institute and the Behavioral Research and Training Institute at the University of Medicine and Dentistry of New Jersey, where he was a clinical assistant professor in the Department of Psychiatry at the Robert Wood Johnson Medical School.

In government, Vice-Chairman Stout has served as Deputy Chief of Policy and Planning for Governor Christine Todd Whitman, Executive Director of the Juvenile Justice Commission, Director of the Division of Child Behavioral Health Services and Research Director for the Juvenile Delinquency Commission. He also worked for the Office of Governor Jon Corzine, where he chaired the re-entry working group that developed the re-entry component of the Governor's crime plan and where he worked with the Government Efficiency and Reform Commission on sentencing and corrections reform. He is also a board member of the National Center for Advocacy and Recovery. He earned his doctorate at Rutgers University.

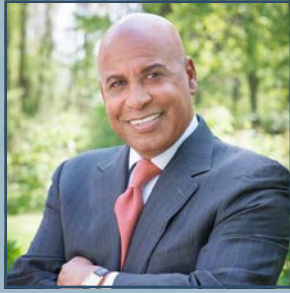
The Delaware and Raritan Canal Commission was created by the Delaware and Raritan Canal State Park Law of 1974, (N.J.S.A. 13:13A-1 et seq.), passed by the Legislature and signed into law by Governor Brendan T. Byrne. The law states that the Commission shall consist of nine members:

- The Commissioner of the Department of Environmental Protection, who serves ex officio; or a designee of the Commissioner, who may lawfully vote in the Commissioner's absence; and
- Eight citizens of the State, appointed by the Governor, with the advice and consent of the Senate. No more than four Commissioners shall be of the same political party. At least four of the Commissioners shall be residents of Hunterdon, Mercer, Middlesex and Somerset counties. One Commissioner must also be a mayor of a municipality appertaining to the Delaware and Raritan Canal State Park. No more than one Commissioner can be appointed from any one municipality.

Commissioners serve for terms of five years from their appointment, and until a successor has been appointed and qualified. Commissioners are uncompensated for their service. The law directs that the Governor designate one of the Commissioners, other than the Commissioner of the Department of Environmental Protection, to serve as Chairman. The position of Chairman has been vacant since November 19, 2014, and the Commission Vice-Chairman has served as Acting Chairman since that time.

The Commission meets once a month to take formal action on development applications and to make recommendations to staff about planning efforts. Commissioners appoint the Executive Director who serves at the pleasure of the Commission. The Commissioners are routinely involved with staff on many key issues.





Douglas H. Palmer

Commissioner

Douglas H. Palmer has served the public for more than 30 years, first, legislatively as a Mercer County Freeholder in the 1980s, and then, in 1990, when he became the first African American elected to lead the capital city of Trenton as Mayor and completed his fifth term in June 2010. He has developed and implemented urban policy and community development initiatives, presiding over the U.S. Conference of Mayors, the New Jersey Urban Mayors and other national and statewide organizations dedicated to data-driven problem solving and best practices.

Commissioner Palmer's achievements as Mayor included reducing crime and unemployment, dramatically increasing homeownership for working families, maintaining a high tax collection rate and balanced budgets, establishing a civilian police director and bringing to the state capital the Marriott Hotel, an anchor of downtown revitalization. He also led efforts to obtain funding for the \$75 million expansion of the Trenton Train Station. He is the recipient of numerous awards and honors, and he has been involved extensively in philanthropy and related projects.

He is President and Chief Executive Officer of Douglas H. Palmer and Associates, LLC, which specializes in intergovernmental and corporate consulting. In addition, he is a managing principal in Arete Strategic Development, LLC, and co-founder of Arete Financial where he is the manager of its public sector and infrastructure programs. He also is a partner in DSW Solutions, a government relations firm.

A graduate of Hampton University where he earned a Bachelor of Science in Business Administration, he is married to Christiana Foglio-Palmer. They have a daughter, Laila.



Phillip Lubitz

Commissioner

Phillip Lubitz has spent a lifetime living along the Delaware and Raritan Canal. He is a four-time mayor of Kingwood Township where he currently chairs the township Board of Adjustment and Housing Board. He has also served on Kingwood's Open Space Committee for the past 10 years.

Commissioner Lubitz earned a Bachelor of Arts from George Washington University and a master's degree in social work, with a concentration in administration and policy, from Rutgers University.

Background, Kingston Toll House.

Photo: Erica Vavrence



Shawn M. LaTourette

*Commissioner of Environmental Protection,
Ex Officio*

Appointed by Governor Philip D. Murphy, Shawn M. LaTourette became New Jersey's Commissioner of Environmental Protection on June 14, 2021. He is responsible for formulating statewide environmental policy while directing programs that protect public health and ensure the quality of New Jersey's air, land, water, and natural and historic resources. A lawyer and policymaker with more than 20 years of experience in environmental protection, Commissioner LaTourette began his career defending victims of toxic exposure. He also has served in executive roles and as a trusted adviser to government, community and non-profit organizations, and leaders in industry and infrastructure, while also litigating high-stakes lawsuits involving environmental, energy and public health concerns.

Born and raised in New Jersey, he graduated magna cum laude from Rutgers University and earned his law degree summa cum laude from Rutgers Law School, where he was the class salutatorian and received multiple environmental and governance awards, and published scholarship on environmental law, natural resource damage and climate issues.



Caryl "Chris" Shoffner

Commissioner

Caryl "Chris" Shoffner is Mayor of South Bound Brook Borough and has served as a member of the Delaware and Raritan Canal Commission since 2020. Before becoming Mayor in 2016, she was a borough council member for nine years. Deeply committed to her community, she also has served as a volunteer with the South Bound Brook Fire Company for the past two decades.

Commissioner Shoffner earned a bachelor's degree in education from Marywood University in Scranton, Pa., and worked as a special education teacher.

A member of the Teamsters Union for more than three decades, she was employed as a driver for Entenmann's for 24 years. She also worked as a driver for UPS for a decade and served as a shop steward.



John J. Reiser

Commissioner

John Reiser is a resident of North Brunswick Township. He served as County Engineer for Middlesex County for 43 years until his retirement in 2013. Commissioner Reiser is a civil engineer with a bachelor's degree and master's degree in civil engineering from Rutgers University.

Upon graduation from Rutgers, he attended the U.S. Army Corps of Engineers School at Fort Belvoir, Virginia. In 1965, he left the Army Corps of Engineers Reserve as a Captain on the general staff of an Engineering Brigade. Subsequently, he worked for the County of Los Angeles and the City of New Brunswick. Before retiring, he was a licensed professional engineer in four states.

Commissioner Reiser has been married for 56 years to Sandra Wisniewski. They have two children, Marla, a 1991 graduate of Stanford University, and Matthew, who graduated from Georgetown University in 1993.



Staff

John Hutchison, **Executive Director**
M. Colleen Christie Maloney, **Review Zone Officer**
Erica Vavrence, **Executive Assistant**
Darlene J. Yuhas, **Communications Director**

Engineers

Joseph Ruggeri, **P.E., CFM**
Damian T. Friebe, **P.E.**
Dhruv Patel
Chingwah Liang

John Hutchison

Executive Director

John Hutchison was appointed the fourth Executive Director of the Delaware and Raritan Canal Commission on July 10, 2017. Prior to his appointment, he served as a Senior Policy Advisor to the Commissioner of Environmental Protection. From 2010 to 2011, Mr. Hutchison was Executive Director of the Red Tape Review Group, a bipartisan commission established to review rules promulgated by State departments and agencies and make recommendations for reforming the regulatory process in New Jersey.

Before serving in the Executive Branch, Mr. Hutchison held various staff positions with the New Jersey Legislature. He served as Director of Research for the Senate Majority Staff from 1993 to 2007. He was aide to several standing reference committees, most notably the Senate Environment Committee, where he assisted in drafting legislation to reform the State's hazardous waste cleanup laws, promote the productive reuse of brownfields sites, and establish the Garden State Preservation Trust open space acquisition program. From 1988 until 1993, he was a Research Associate with the non-partisan Office of Legislative Services. At OLS he drafted legislation on a wide range of environmental protection, natural resource, agriculture and coastal issues. He also served as aide to the Senate Coastal Resources and Tourism Committee and the Assembly Economic Growth, Agriculture and Tourism Committee.

Mr. Hutchison formerly served as a member of the State Health Benefits Plan Design Committee, the New Jersey Economic Development Authority, the New Jersey State Privacy Study Commission, the New Jersey Lake Restoration Study Commission, the Lambertville City Planning Board and the Lambertville Shade Tree Commission.

The Delaware & Raritan Canal Commission is advised in its actions by its Executive Director, who serves as the chief administrative officer of the Commission. The Executive Director is an employee of the New Jersey Department of Environmental Protection, but by law is appointed by and serves at the pleasure of the Commission. The Executive Director oversees the operations of the professional staff based at their office at the historic Prallsville Mills complex in Stockton, New Jersey.



Maple tree, near D&R Canal, Stockton Borough.

Photo: Darlene J. Yuhas

Engineers



Joseph Ruggeri, P.E., CFM

Joseph Ruggeri is a Supervising Environmental Engineer in the New Jersey State National Flood Insurance Program Coordinator's Office of the Department of Environmental Protection. He is a licensed professional engineer and certified floodplain manager who holds both a Bachelor of Science and a Master of Science in Civil and Environmental Engineering from the College of Engineering at Rutgers University. Reporting directly to the Executive Director of the Delaware and Raritan Canal Commission, Mr. Ruggeri serves as the Commission engineer performing stormwater management and stream corridor reviews for proposed development projects within the canal watershed. He is a Past Chair of the New Jersey Association for Floodplain Management and past Treasurer of the Association of State Floodplain Managers.

For the first 16-plus years of his career with the DEP, he was responsible for preparing and reviewing dam engineering studies, construction permit applications, dam removal design plans, restoration grant and loan applications, hydrologic and hydraulic studies, dam breach studies, emergency action plans, flood inundation mapping and dam operation and maintenance manuals.

During the past 17-plus years in the New Jersey State National Flood Insurance Program Coordinator's Office, Mr. Ruggeri's responsibilities have included assisting municipalities with their participation in the Federal Emergency Management Agency, National Flood Insurance Program and the Community Rating System; leading the DEP Cooperating Technical Partners program in developing Flood Risk MAP products for FEMA; coordination and assistance to the U.S. Army Corps of Engineers in the planning, design and construction of flood mitigation projects; maintaining, amending, revising and distributing New Jersey Floodway and Flood Hazard Area Delineation Maps and their supporting data; and all work related to flood insurance, flood hazard mitigation, flood risk reduction, floodplain management and floodplain studies.

In addition, Mr. Ruggeri was highly involved in developing the New Jersey Governor Flood Task Force and the associated Report on Delaware River Flood Mitigation issued in August 2006 and the Passaic River Basin Flood Advisory Commission and associated report to the Governor in December 2010. He served as chair of the Floodplain Mapping Committee of the Delaware River Basin Interstate Flood Mitigation Task Force and as co-chair of the Delaware River Basin Floodplain Regulations Evaluation Subcommittee, and currently serves on several committees including the State Hazard Mitigation Team technical and planning committees.

Background, Lumberville–Raven Rock Bridge, Bulls Island Recreation Area.

Photo: Darlene J. Yuhas





Damian T. Friebe, P.E.

Damian T. Friebe, P.E., is a Supervising Environmental Engineer with more than 20 years of experience with the New Jersey Department of Environmental Protection's Watershed and Land Management Program. In that role, Mr. Friebe supervises staff engineers who perform reviews of environmental control work consisting of design calculations, plans and project specific specifications, while using laws such as the Flood Hazard Area Control Act, Waterfront Development Act, Coastal Area Facility Review Act, and Freshwater

Wetland Protection Act, to issue permits intended to minimize damage to life and property from flooding caused by development within regulated areas and to preserve the quality of surface waters.

Mr. Friebe also works as a review zone officer for the Delaware and Raritan Canal Commission, where his primary responsibility is to prepare engineering reports for the Commission to ensure compliance with the agency's regulations for all public and private projects located within the Commission's review zone.

He is a licensed professional engineer and graduate of the Florida Institute of Technology with a Bachelor of Science in Civil Engineering.



Originally constructed in the 1830s across the Delaware River at Bulls Island, the wing dam channels water into the mouth of the D&R Feeder Canal.

Photo: Bryan Buchanan, Eagle Eye Media



Chingwah Liang

Chingwah Liang is a Supervising Environmental Engineer in the New Jersey Department of Environmental Protection's Watershed and Land Management Program, Division of Watershed Protection & Restoration, Bureau of Flood Hazard & Stormwater Engineering.

Mr. Liang supervises staff engineers in the review of permit applications for the construction of bridges, roadways, flood control projects, streambank stabilization, channel modification, residential, and commercial development projects. Application engineering reports, development plans, hydrologic and hydraulic studies, and stormwater design models, are reviewed for compliance with the Flood Hazard Area Control Act Rules, Coastal Zone Management Rules, Freshwater Wetland Rules, Stormwater Management Rules, and technical guidance manuals. The purpose of the review is to minimize risks and damage to life and property from flooding caused by development activities within regulated areas and to preserve the quality of regulated surface waters. He has more than 19 years of experience with the DEP's Watershed and Land Management Program.

Mr. Liang also works as a review zone officer for the Delaware and Raritan Canal Commission, conducting stormwater management and stream corridor reviews, and preparing staff engineering reports for the Commission for any development located within the Commission's review zones, for which a permit is necessary.

He is a graduate of Stevens Institute of Technology with a Bachelor of Engineering in Civil Engineering.



Dhruv Patel

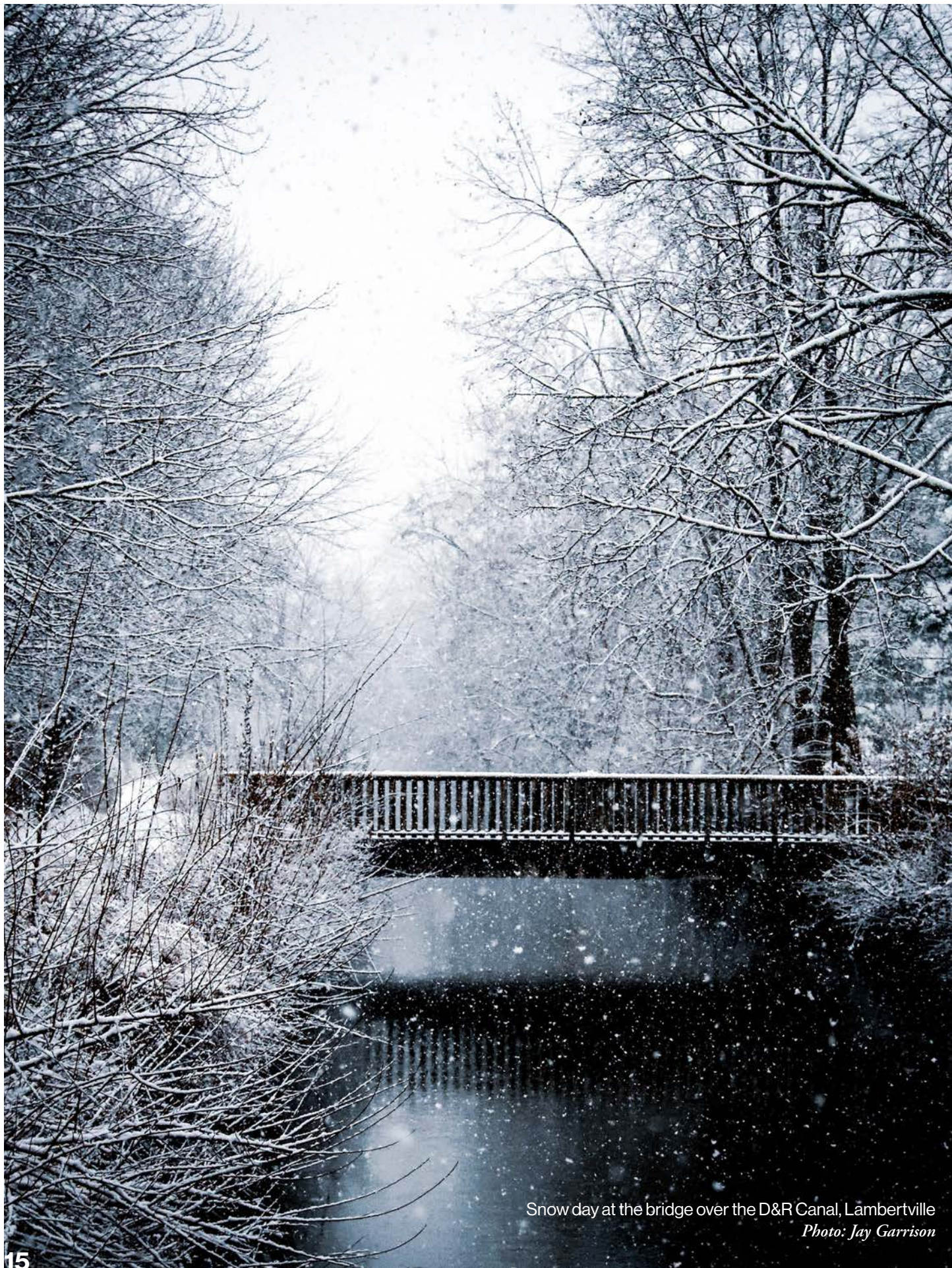
Dhruv Patel is a Supervising Environmental Engineer with the Bureau of Flood Hazard & Stormwater Engineering, Division of Watershed Protection & Restoration within the Watershed and Land Management Program of the New Jersey Department of Environmental Protection. He has more than 16 years of experience as a review engineer, analyst, regulator and researcher in the field of environmental permitting that controls development within and along the waters of New Jersey.

For the Delaware and Raritan Canal Commission, Mr. Patel works as a review zone officer, performing stormwater management and stream corridor reviews for the Commission's Executive Director for all public and private projects located within the Commission's review zone.

In his role at the DEP, Mr. Patel leads and supervises the engineering reviews that include evaluation, interpretation and analysis of the project designs, plans, engineering calculations, designs of stormwater management systems, engineering specifications and engineering reports, through implementing engineering requirements of the Flood Hazard Area Control Act Rules, Freshwater Wetlands Rules, Stormwater Management Rules and Coastal Rules, in relation to issuance of the permits to conduct activities within Review Zones under the program's regulations. The goal of his work is to minimize risk to the public health, safety, and welfare due to loss of life, injury, and property damage caused by flooding as well as to preserve the quality of surface waters.

He has earned both a Bachelor of Engineering in Civil Engineering and a Master of Engineering in Environmental Engineering.





Snow day at the bridge over the D&R Canal, Lambertville
Photo: Jay Garrison

Highlights



The following pages feature highlights of the Commission's operations and key projects that Commission staff either initiated or reviewed and approved within the D&R Canal State Park and the Commission's two Review Zones as per its regulatory authority.

Grain silo, Prallsville Mills.
Photo: Darlene J. Yubas



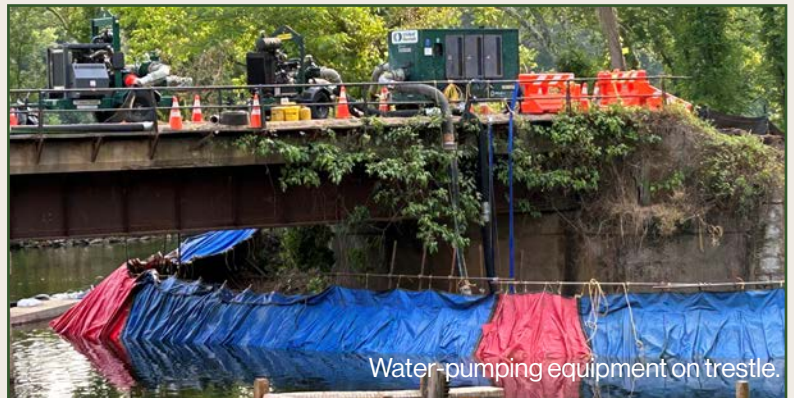
Storm-damaged Railroad Trestle Bridge Repaired, Trail Reopening Delights State Park Visitors



Clearing vegetation.



Cofferdam constructed.



Water-pumping equipment on trestle.



Repairs nearing completion.

Cheers from outdoor enthusiasts went up as big, orange barricades came down on the former Belvidere-Delaware railroad trestle bridge in Stockton Borough following completion of complex repairs to the adjacent embankment heavily damaged by Tropical Storm Ida.

As autumn unfurled its colors, the first week of October marked a new phase of fun for cyclists, plein-air artists, runners, dog walkers, photographers and others who enjoy traversing the historic bridge. The structure conveys the Delaware and Raritan Canal State Park multiuse trail over the confluence of the canal and the Wickecheoke Creek at Prallsville Mills.

Commission staff were able to observe the daily work and the project's progress from the windows and backyard of the agency's office on the banks of the creek.

The repair work entailed the installation of a riprap stone slope and pre-cast concrete T-wall, which was backfilled. The retaining wall elements were manufactured offsite. After clearing vegetation, workers, with the help of divers, installed a cofferdam. Water was continuously pumped out of the cofferdam to allow access to the work area.



Jenny Greenberg and Xenia.

“I’m happy that this is open now. It’s so beautiful here,” a smiling Jenny Greenberg said as she walked the multiuse path with Xenia, her sister’s merle Pomeranian. She was among dozens of Prallsville Mills passersby who had remarked to Commission staff that they missed having access to the trestle bridge while crews tackled repairs to the embankment badly eroded and partially collapsed when Tropical Storm Ida wreaked havoc in New Jersey in September 2021.

With the multiuse trail now restored, state park visitors are using the area all day, every day, in all kinds of weather.

From beginning to completion, the project was managed by the DEP’s Office of Resource Development.



Winter sunset over completed project.

Photos: Darlene J. Yubas





Drone team. L-R, David DuMont; Steven Jacobus; William Smith.

Photo: Darlene J. Yubas

With Sky-High Enthusiasm, Special Drone Project to Document D&R Canal's Key Resources Takes Flight

For the first time in its 50-year history, the Commission launched an ambitious endeavor to capture aerial footage of the D&R Canal and its historic resources for use in various upcoming initiatives and for posterity.

The special project is a collaboration between the Commission and DEP's Geographic Information Systems (GIS) Unit within the Department's Office of Information Technology. It is particularly significant because the Commission does not currently possess modern images of all canal resources or video of the D&R Canal in its present condition. Indeed, the only aerial film footage of the canal now in the Commission's possession was taken from a fixed wing aircraft circa 1974.

The video and still imagery will be uploaded in the future to a YouTube channel that can be accessed from the Commission's website.

"There's nothing like it in our history," Commissioner Executive Director John Hutchison said. "This is an exciting endeavor. The benefits of taking drone video footage of the canal are both numerous and wide-ranging. Drone

footage would assist with the implementation of the Commission land use regulatory program. It would also support the Master Plan revision project, since many of the most important and interesting engineering elements of the canal, such as the stone armoring along the Delaware River and the spillway in New Brunswick, can only be appreciated by boat, or are inaccessible to the public,” he said.

Further, drone footage will accurately document the location and record the condition of the historic resources of the canal, such as the bridges, bridgetender and lock tender houses and other structures, which may prove critical in the event that they are damaged or destroyed. A drone can be used to document the various “infalls”-- the culverts, headwalls, and pipes that drain into the canal. That information can then be plotted as a GIS layer and mapped on the same GIS-based program the Commission staff is creating for the Commission’s project file database. (*See related story Page 24.*) Mapping such information would benefit the Commission, DEP colleagues and the regulated community.

Leading the drone team is Steven Jacobus, the Section Chief of the DEP’s GIS Unit. Mr. Jacobus is the program manager and Chief Pilot responsible for overseeing the integration and development of small, unmanned aircraft systems, known as drones, into the DEP’s workflow.

The trio started taking footage in July at Bulls Island Recreation Area and captured sweeping views of the area and some still imagery featured on this page.

Out in the field, Mr. Jacobus is flanked by DEP colleagues David DuMont and William Smith. Mr. DuMont, an environmental scientist in Climate Resilience Planning, NJ Coastal Management Program, has been doing drone work with Mr. Jacobus since 2017. Most of his work focuses on GIS mapping using imagery to document priority projects. Mr. Smith, a GIS specialist in the Bureau of GIS, is involved in data development and remote sensing. He has been working with the drone team since 2018. Much of his work entails processing data, flying drones or participating as a visual observer.



Airborne drone.



Stone spillway, D&R Canal, near Bulls Island.

Photos: Steven Jacobus



The Big Five-O!

D&R Canal Commission, State Park get ready to mark milestone

On October 10, 1974, the New Jersey Legislature passed the Delaware and Raritan Canal State Park Law of 1974 (N.J.S.A. 13:13A-1 et seq.), signed into law by Governor Brendan T. Byrne. The legislation designated the lands along the D&R Canal owned by the State of New Jersey as the Delaware and Raritan Canal State Park. It also created the Delaware and Raritan Canal Commission, set forth the Commission's powers, functions and duties, established the boundaries of the Commission Review Zone, and created the Commission land use regulatory program.

At its beginning, the state park featured 8 miles of usable towpath and a single parking lot. Today, the 70-mile linear park is one of New Jersey's most popular, rich in history and offering residents and visitors myriad recreational opportunities. The canal serves as a critical drinking water resource. (See *'From the Executive Director's Desk,'* Page 2, and *'Message from the Vice-Chairman,'* Page 3.)

As the Commission prepared this report for publication, various events were being planned to celebrate the milestone. Follow the Commission on the social media platform formerly known as Twitter @DRCanalComm. Also check the Commission's website nj.gov/dep/drcc, the D&R Canal State Park website at dandrcanal.org and the D&R Canal Watch website at canalwatch.org.





“... The Delaware and Raritan Canal is a vital source of water supply and is of historic, ecological and recreational value to the citizens of New Jersey ...”

“... the canal and the narrow band of land along the canal banks owned by the state are also an extremely attractive and lucrative asset to the state ...”

Delaware and Raritan Canal State Park Law of 1974



Commission Picking Up the Pace on Critical Document Digitizing Project

Seeking to move more swiftly on its major initiative to preserve hundreds of boxes of irreplaceable project records, the Commission embraced a new approach to the tall task through the rental of a large document scanner and the hiring of temporary staff.

Soon after the arrival of a large document scanner in September, the Commission welcomed part-time colleagues, Megan Black and Kylee Conner, who immediately rolled up their sleeves and got their hands dirty – literally – digging into boxes of documents, some more than 40 years old. Undaunted by disintegrated rubber bands and rusted staples, they plowed through dozens of file boxes, organizing and digitizing thousands of pages in just a matter of weeks.



Megan Black, left, guides a project document through the large document scanner while Kylee Conner prepares a box of records for digitizing.

Photo: Darlene J. Yubas

“They are saving documents faster than I can label them. That’s how great it’s going,” Commission Executive Director John Hutchison said of the ambitious effort to ensure the agency’s records are properly retained and stored and protected from any natural disaster, fire, flood or other severe damage.

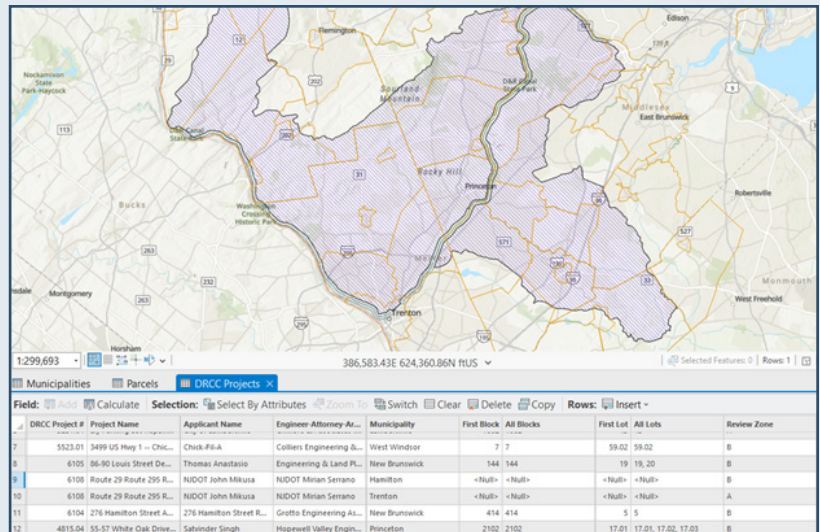
The estimated 1 million pages of essential agency documents had been stored only in paper format for more than four decades. Those pages fill an estimated 578 boxes now stored at the Department of Environmental Protection’s Central Warehouse in Trenton. Before being warehoused, however, most of the records were kept in dozens of old filing cabinets at the Commission’s flood-prone office at Stockton’s historic Prallsville Mills and, earlier, in an adjacent circa 1890 grain silo where the papers were unprotected from the elements.

The document digitizing initiative marks the first time in the Commission’s 50-year history that it has instituted a records retention and storage policy that complies with state regulations and creates a permanent electronic library of the Commission’s project documents. Commission staff members will now have at their disposal electronic records of previous projects, which – given the need to assess impervious surface cumulative to 1980 – are indispensable in determining Commission jurisdiction and the scope of review of future projects.

The electronic records library will also allow Commission staff to respond quickly to Open Public Records Act (OPRA) requests relating to past Commission projects as well as ensure continuity of government and of Commission operations.

Commission Advances Efforts on New Database

The Commission made considerable progress in 2023 on a joint effort with the DEP's Division of Information Technology, Bureau of Geographic Information Systems, to convert its obsolete and unstable MS Access project database to a GIS-based desktop tool. The new Commission-tailored database became active in April 2023, and after an evaluation period during which both systems will temporarily be operative, the Commission intends to adopt the new GIS desktop tool for all submitted applications during calendar year 2024.

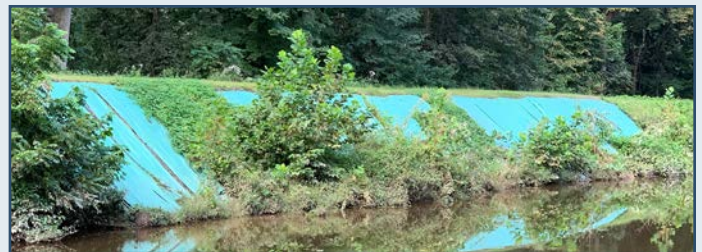


Working in tandem with DEP colleagues, Commission Executive Assistant Erica Vavrence transferred approximately 10,400 application files from MS Access to the new GIS-based database, a process that required her to “normalize” the data, which entailed reconciling the information and nomenclature inputted in MS Access, and before that Lotus Notes, into the new system. Errors and omissions in the prior databases have also been identified and will be corrected.

The new project database will allow the Commission to map and view projects as a GIS layer, which in turn can be linked to the Commission’s internal project files. Ultimately, the conversion to an agile GIS-based system will permit the creation of a GIS layer for the Commission’s preserved stream corridors, which will improve project review and in future provide a useful data inventory to the regulated community, state and municipal officials and the public.

Rehabilitation Work Bringing Stability, Beauty to Canal Embankment in Stockton

A rehabilitation project to stabilize the canal embankment through Stockton Borough began in earnest and work to improve its appearance was visible even before cold weather arrived in December.



The Commission reviewed and approved the New Jersey Water Supply Authority’s proposal to repair an approximate one-mile section of the western embankment of the Delaware & Raritan Feeder Canal that separates the canal from the Delaware River and located between the Prallsville Lock and the railroad bridge crossing over the canal at Brookville in Stockton Borough.

In its first phase of work, the Water Supply Authority removed plastic tarps previously installed following the damaging storms to help prevent a breach of the embankment. A stretch of the state park’s multiuse trail also was resurfaced, and permanent turf and seed will be used to stabilize the embankment, among other improvements.

Commission Vice-Chairman Bruce Stout, who has been a steadfast advocate for beautification of the embankment, said he was pleased with the progress on the project during 2023. Work is scheduled to resume in the spring.





Historic Landing Lane Spillway Restoration Is Completed

One of the D&R Canal's original structures, Landing Lane Spillway in New Brunswick, underwent a comprehensive rehabilitation during 2023 and reopened for public use at summer's end.

The New Jersey Water Supply Authority performed the work on the spillway, which is part of the original fabric of historic appurtenant structures along the canal and dates to its construction between 1830 and 1832. It is a significant part of the canal's flood control system and consists of a stone masonry structure that discharges into the Raritan River.

The Commission conditioned its approval of the project on examination and approval of a mock-up of the spillway stonework to ensure that the work maintained the historic character of this 19th century component of the Delaware and Raritan Canal's design. At one point during the project's planning, there had been some concern that the rehabilitated spillway stonework, which also serves as the state park's multiuse trail, would be constructed in a random ashlar pattern with darkly tinted and

Executive Director John Hutchison examines the stonework mock-up.

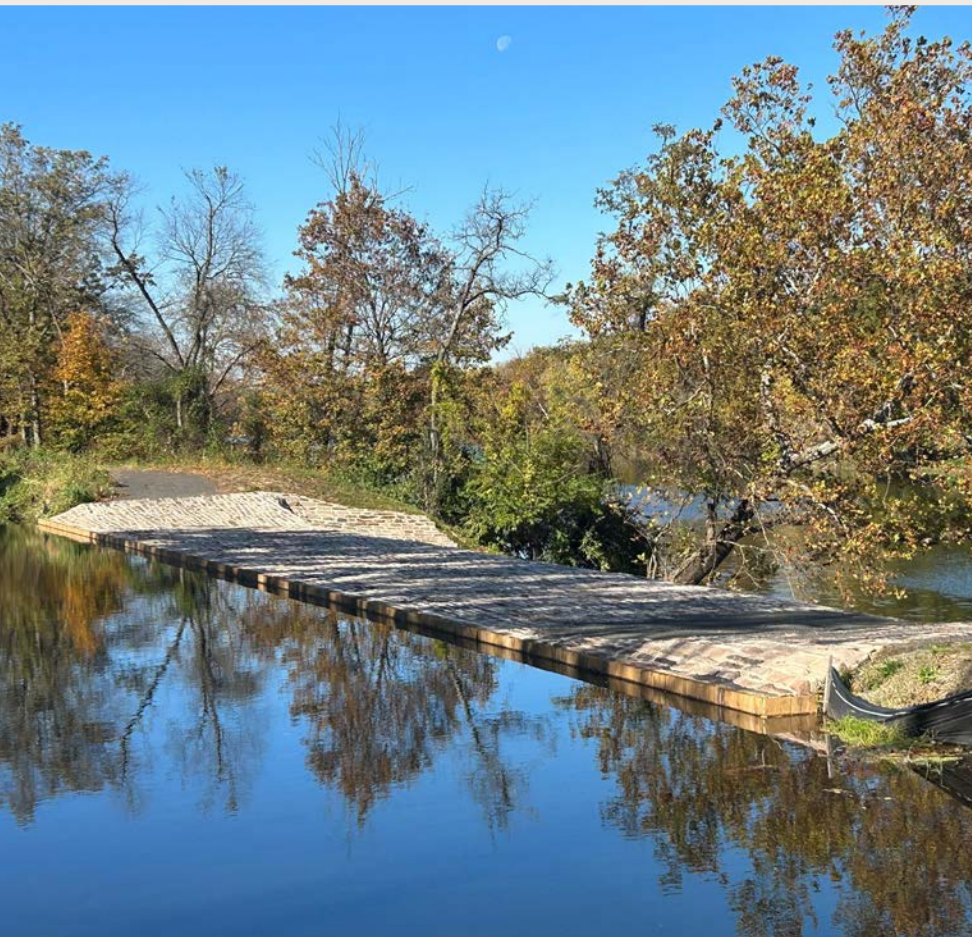
Photos: Darlene J. Yuhas

deeply recessed mortar joints, raising the possibility that it could obstruct cyclists using the trail.

Commission Executive Director John Hutchison met on site with Water Supply Authority staff and the DEP's State Historic Preservation Office in May to examine the mock-up, and all approved it.

The work resolved several deficiencies on the spillway including dislodged and misaligned stones, erosion at the base of the spillway, and deteriorated timber planking and sheeting.

NJWSA Facilities Manager Michael Sellar kept the Commission apprised of the progress throughout the year.



Top photos: Restoration begins. **Bottom photos:** Completed project.



Rockingham Prepares to Celebrate United States' Semiquincentennial

Sporting a new coat of paint and other upgrades, the Rockingham Historic Site in Franklin Township reopened its doors to visitors in early September following a months-long closure for a exterior renovation project.

Rockingham is among the New Jersey historic sites preparing for the United States' Semiquincentennial, the 250th anniversary of the signing of the Declaration of Independence to be celebrated in 2026. The structure dates to the early 1700s and is believed to be the second oldest house in the Millstone River Valley.



Rockingham Historic Site after exterior renovations.

*Photo: Rockingham State Historic Site and
NJ State Parks, Forests & Historic Sites*

George Washington lived at Rockingham while awaiting the news of the signing of the Treaty of Paris, which officially ended the American Revolution. Washington spent his time at Rockingham entertaining members of Congress and local figures until word of the end of the war reached him on October 31, 1783. A day later, on November 2 he composed his Farewell Orders to the Armies of the United States at Rockingham, a document which dismissed his troops and announced his retirement from the army.

In addition to the painting of exterior wood surfaces, the project, reviewed and permitted by the Commission, included the replacement of the wood-shingle roof as well as repairs to wood siding, trim, porch columns, windows and doors and the roof drainage system. The DEP's Office of Resource Development managed the project. The Commission also approved a parking lot resurfacing project.



Kingston Toll House
Photo: NJ State Park Service

Precious Piece of D&R Canal History Gets Gift of New Roof, Front Door

Stabilizing the historic Kingston Toll House and enhancing security were the main goals of a successful renovation project permitted by the Commission in April.

New Western Red Cedar shakes now top the structure and a rotted entrance door has been replaced with a period-appropriate plank door. Both necessary repairs were made possible through funding from the Canal Society of New Jersey and in partnership with the Kingston Historical Society.

During the canal's operation from 1834 to 1932, the structure served as a toll collector's booth and a bridgetender's station, a warm, dry location from where the tender could await oncoming canal boats.

The Kingston Toll House is one of only five that remain within the Delaware & Raritan Canal Historic District. Other bridgetender stations are located at East Millstone, Blackwells Mills, Griggstown and Zarephath.

Canal Commission Said Farewell to Beloved State Park Superintendent ...

Conveying its sincere gratitude, heartfelt admiration and best wishes, the Commission in April honored beloved D&R Canal State Park Superintendent Patricia Kallesser with a special resolution as she concluded her 16-year tenure and assumed new duties.

Executive Director John Hutchison presented Superintendent Kallesser with the framed resolution, which stated, in part, that she “met the challenges of her job with aplomb, poise and good nature, and these qualities, which she possesses in abundance, have endeared her to and won her the respect of the many government colleagues, local, county and State partner agencies, stakeholders and members of the public with whom she has interacted. The tangible results of her work are evident in the many repairs and improvements to the park initiated during her tenure, which were accomplished despite the complications posed by periodic floods, hurricanes, blizzards, and a global pandemic ...”

She now serves as Superintendent for the State Park Service’s Round Valley and Spruce Run Recreation Areas.



Superintendent Patricia Kallesser receives framed resolution from Executive Director John Hutchison.

Photo: Darlene J. Yuhas

... and Welcomed Two New Colleagues

Lauren Rojewski assumed the position of D&R Canal State Park Superintendent on April 1. She previously served as Superintendent at Spruce Run Recreation Area.

During her first monthly Commission meeting, Superintendent Rojewski said she was excited about her new duties and looked forward to building positive relationships.

The Commission also welcomed Jordan Viana as its new Deputy Attorney General. Throughout 2023, DAG Viana provided guidance on various legal issues, and the Commission has appreciated his expertise.



New Visitors Center Planned for Washington Crossing State Park



The DEP's State Park Service unveiled plans for a new visitors center at Washington Crossing State Park, with construction slated for completion in time for the nation's Semiquincentennial, its 250th anniversary.

The new center will replace the existing visitors center, constructed in 1976 to commemorate the nation's Bicentennial, located on Washington Crossing-Pennington Road in Hopewell Township.

Commissioner Executive Director John Hutchison submitted favorable comments on the proposal to the DEP, and after thoroughly reviewing the project, the Commissioners voted to approve it in June.

According to the proposal, the one-story building would be approximately 11,497 square feet with a lobby with flexible gallery; an auditorium/theater



Images: Courtesy of NJ State Park Service

with fixed seating for 130 persons; workspace for museum staff; a gift shop with storage; a climate-controlled and secure exhibit assembly room and artifact storage space; and all accompanying utilities. A public information area and other ancillary areas, including restrooms, a janitor's closet, and a coat closet, are also proposed. The proposed center would be surmounted by an 802-square-foot green roof and a rooftop terrace.



Photo: Darlene J. Yubas

Lambertville Tells Fascinating Stories with New Interpretive Signage

The installation of interpretive signage at two locations in Lambertville offers residents and visitors more opportunities to learn about the city's unique history.

The project, approved by the Commission in August, featured a signage installation at the Richard Holcombe House at 260 North Main Street and another at Bridge Street "Coryell's Ferry" just steps away from the approach to the Lambertville-New Hope "free" bridge over the Delaware River.

The Holcombe House is owned by the City of Lambertville. There is evidence that General George Washington was at the home of Richard Holcombe at least twice: once on July 27, 1777, and again on June 21-22, 1778, before the Battle of Monmouth.

Coryell's Ferry was one of the most important river crossing points in the 18th century. In late June 1778, General Washington and his army crossed the Delaware at Coryell's Ferry, according to the signage.

Coryell's Ferry

Old York Road and the Early Ferries

In the 1700s, Philadelphia and New York were the two largest cities in the American colonies. One of the most important roads linking the two cities was Old York Road, which led to the Delaware River near this spot. Ferries operated from both the New Jersey and Pennsylvania sides. As early as 1717, John Wells began a ferry service on the Pennsylvania side. In 1726 Samuel Coates started a ferry service on the New Jersey side, and seven years later, Emanuel Coryell took over its operation. When a covered bridge was built over the Delaware in 1814, the ferries went out of business, ending nearly 100 years of providing a vital means of transportation.

A Family Business
As one of the area's first colonial settlers, Emanuel Coryell bought land here and the rights to a ferry in 1732. When Emanuel died in 1749 at age 43, his son Abraham inherited the ferry, his father's house and surrounding land, but transfer of the property was delayed until 1760 when Abraham was 22. In 1764,

Coryell's Ferry During the American Revolution
In late June 1778 General Washington and his army crossed the Delaware at Coryell's Ferry. The American army had left its winter quarters at Valley Forge, PA in pursuit of the British army as it made its way from Philadelphia toward Monmouth Courthouse (near Freehold). When reaching Coryell's Ferry on Old York Road, Washington's army utilized the ferry for a monumental river crossing of close to 1,300 horses, about 300 wagons and 32 cannons. Over 11,000 soldiers crossed in Durham or similar flat-bottomed boats. After crossing

"To the Public: A New Stage is Erected to go from New York to Philadelphia by way of... the north branch of the Raritan to Coryell's Ferry, the only Ferry between Newark and Philadelphia, noted for its Shortness and Convenience over the River Delaware. This Road is known by the Name of the Old York Road through the finest, most pleasant and most inhabited Part of New Jersey."

Early Ferry Boats
The ferry boats used by the Coryells may have been similar to the one shown in the 19th century photo below. The flat-bottomed boat, with ramps at both ends for wagons and horses, would have been suitable for transporting cannon and supply wagons of the American army at Coryell's Ferry in 1778 and McKonkey's Ferry on December 25, 1776.

Note the cable lines used to withstand river currents which would have been stronger without the wing dam holding back water.

ry photo below. The flat-bottomed boat, with ramps at both ends for wagons and horses, would have been suitable for transporting cannon and supply wagons of the American army at Coryell's Ferry in 1778 and McKonkey's Ferry on December 25, 1776.

Note the cable lines used to withstand river currents which would have been stronger without the wing dam holding back water.

Image: Courtesy of Lambertville Historical Society





Image: Courtesy of NJ DOT

Commission Approved Replacement of Washington Road Bridge Over Canal

Commission staff worked closely with representatives of the New Jersey Department of Transportation and Princeton University as well as other officials to minimize disruptions to motorists and D&R Canal State Park multiuse trail users during a complex project to replace the bridge that conveys Washington Road (Mercer County Route 571) over the canal in the Municipality of Princeton and West Windsor Township.

The project area is located within the Delaware and Raritan Canal Historic and the Lake Carnegie Historic District, and on the West Windsor Township side of the canal immediately abuts the Camden and Amboy Railroad Branch Line Historic District and the Washington Road Elm Allée historic districts. Historic structures related to the Delaware and Raritan Canal within the area include the site of the former bridgetender's house and shelter, stone armoring of the canal embankment, and a drain from the period of the canal's historic significance.

The bridge carries an estimated 10,600 vehicles every day in two directions of traffic, connecting the former Princeton Borough area and State Highway Route No. 27 to U.S. Route 1 in the Penns Neck area of West Windsor Township.

Detours were set up in July at the start of the project.

Regulatory Program

The Delaware and Raritan Canal State Park Law of 1974 directs the Commission to preserve and protect the Delaware and Raritan Canal as a historic and natural resource as well as a water supply system for much of central New Jersey. To advance this statutory mandate, the Commission was given regulatory authority to protect the Delaware and Raritan Canal State Park from new development that “may cause an adverse impact on the park including drainage, esthetic and ecological factors.” To that end, the Commission reviews development projects within a designated “Review Zone” established by administrative regulations promulgated at N.J.A.C. 7:45 for their impact on the following:

- Stormwater drainage and water quality;
- Stream corridors;
- Visual, historic and natural quality; and
- Traffic.


The Review Zone is further divided into two subzones. Review Zone “A” is the area within 1,000 feet on either side of the center line of the canal, except in the Municipality of Princeton, where the west bank of Carnegie Lake shall be the boundary of Zone A and where the Raritan River is within 1,000 feet, its farthest bank being the boundary. Review Zone “B” is based upon sub-watersheds in central New Jersey that impact the Delaware and Raritan Canal. The Commission’s regulatory jurisdiction encompasses approximately 400 square miles of land area in central New Jersey.

Developments that are defined as “major” projects under the Commission’s regulations – projects that involve the cumulative coverage since January 11, 1980, of one-quarter acre or more of impervious surface, or the disturbance of one acre of land – must meet the Commission’s standards for managing stormwater runoff quantity and quality. In addition, a project of any size that is proposed in Zone A is reviewed for its visual, historic and natural quality impact upon the Delaware and Raritan Canal State Park. The Commission also reviews certain projects that are within one mile of the park for their traffic impact. The Commission also requires the preservation of corridors along the major streams that enter the park.

Through its regulatory program, the Commission holds conservation easements on more than 5,000 acres of land that provide flood storage, improve water quality of major streams that enter the canal and provide habitat for wildlife.



D&R Canal, Franklin Township
Photo: Darlene J. Yubas



The Commission staff, consisting of four full-time employees and four part-time engineers, reviewed a total of 573 projects in calendar year 2023. Of these reviews, 84 were deemed complete by staff and presented to the Commission for formal action; 85 were General Permit Authorizations issued by the Executive Director in accordance with Subchapter 5 of N.J.A.C. 7:45; 111 were jurisdictional determinations, and 82 were certificates of approval. In addition, 211 staff reports were determined to be technically or administratively deficient, and staff issued reports recommending that the necessary additional information be submitted to determine completeness. Commission staff also engaged in many informal reviews and 160 preapplication meetings with the regulated community to provide guidance on proposed and pending projects.

Conservation Easement Acreage Preserved

Stream corridors are critical to improving and maintaining water quality entering the Delaware and Raritan Canal and the canal park; they allow these areas to store and mitigate stormwater that may contribute to flooding. N.J.A.C. 7:45-9.5 direct applicants for individual permits that impact upon a Commission-regulated stream corridor to take whatever measures are necessary to ensure that those corridors will be preserved, and to prevent future encroachments in the stream corridor.

The Commission's regulations also provide that, at a minimum, such measures shall include easements, deed restrictions or other measures satisfactory to the Commission. To further this regulatory mandate, the Commission requires conservation easements on stream corridor buffers for approved projects.

The easements along stream corridors that flow into the Delaware and Raritan Canal State Park generally stipulate the landowner's responsibility to not develop the land, often require the planting of native vegetation, and often impose "no mowing" and other landscape maintenance restrictions. Easement documents are filed with the clerk of the county in which the permitted project is located and run with the land, meaning that the environmental protections automatically transfer with the property when it is transferred to a different owner.

The Commission's stream corridor protections and easement program have resulted in one of the largest protected riparian corridors in New Jersey. More than 5,000 acres of stream corridor have been preserved, and hundreds of acres of native plant restorations have been undertaken under the Commission's direction to date – an accomplishment reached at no cost to the taxpayers.

In 2023 the Commission executed easements that added an estimated 47 acres of stream corridor easements to those that have been preserved since the inception of the Commission's regulatory program in 1980.

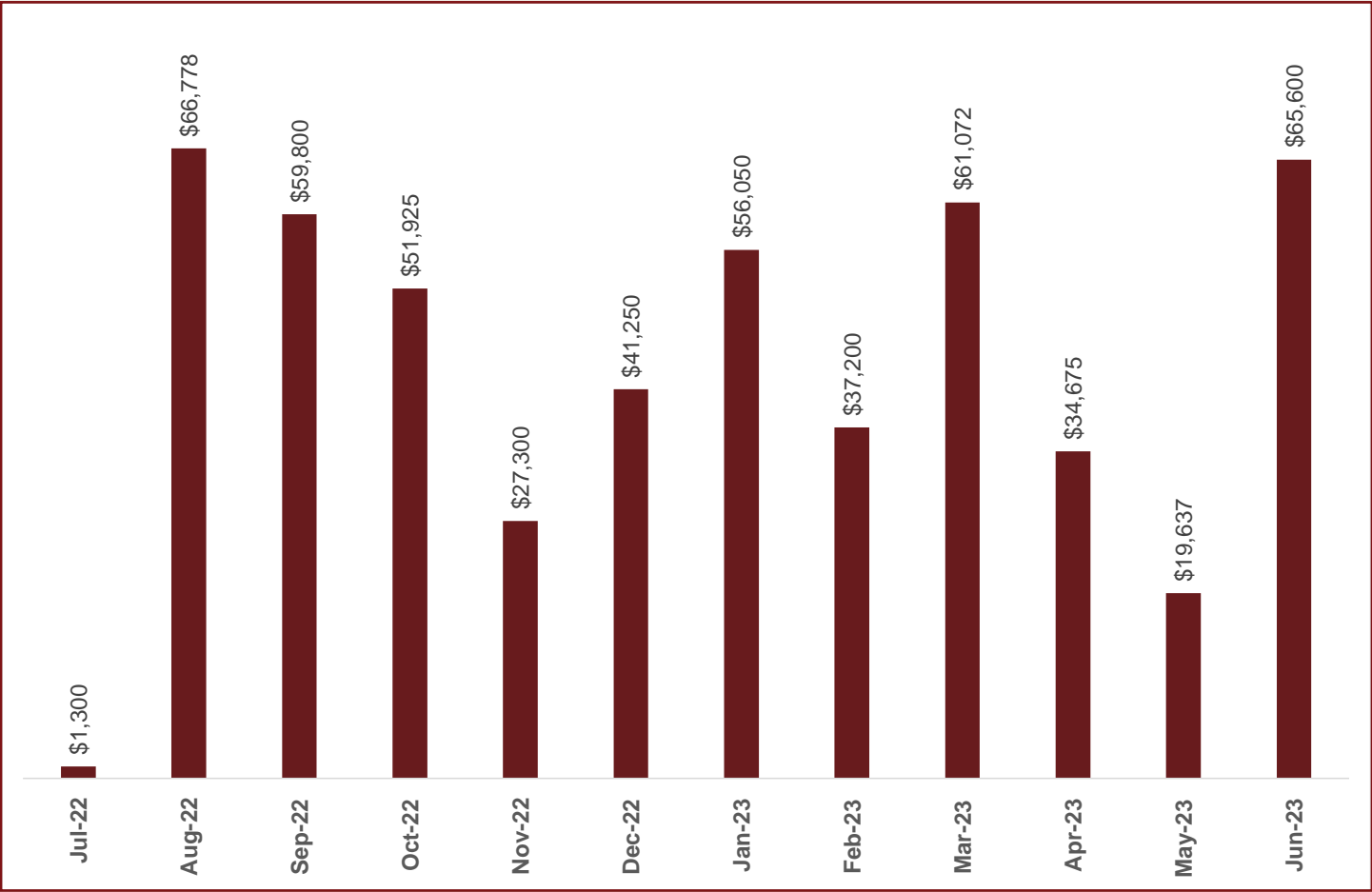
Finances 2023

The Delaware and Raritan Canal Commission derives its revenue solely through fees; the agency receives no General Fund appropriation. Commission fees are predominantly collected for stormwater and stream corridor impact reviews, but also include the review of visual, historic and natural quality impacts of proposed projects, traffic impact, jurisdictional determinations, general permits and subdivisions.

Annual expenditures are earmarked primarily for personnel/salaries and operating costs.

Operating expenses for the Commission generally encompass such basic needs as office supplies, OPRA compliance costs, and building and grounds maintenance.

Fiscal Year 2023 Monthly Fee Collections



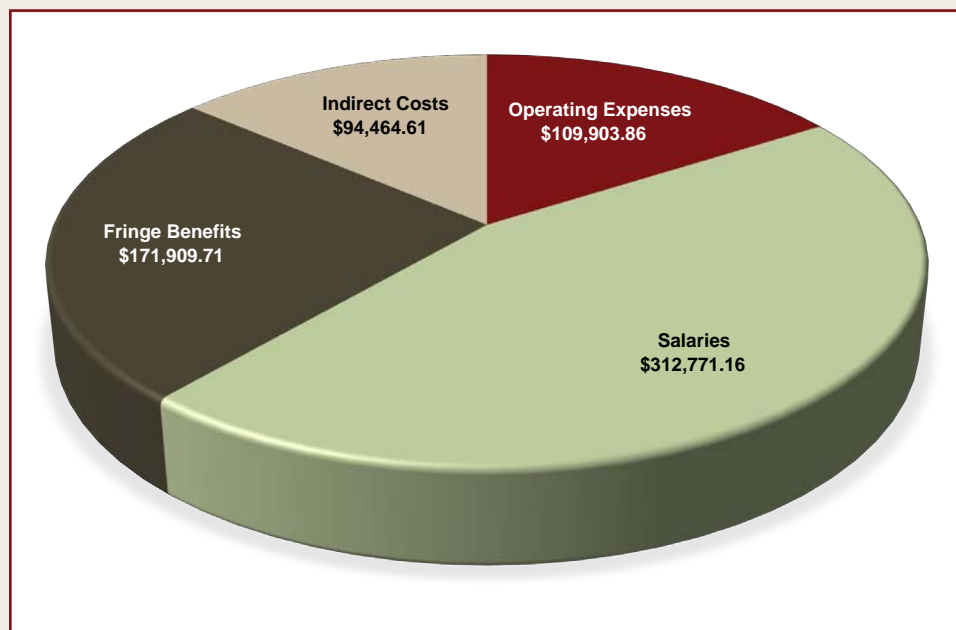
Fee Categories

The following table provides a detailed breakdown of application fees collected pursuant to the various subchapters of the Commission's regulations.

Fee Category	Amount Collected
Jurisdictional Determinations, N.J.A.C. 7:45-13.2(a)	\$5,100
General Permit No. 1, N.J.A.C. 7:45-13.2(b)	\$2,200
General Permit No. 2, N.J.A.C. 7:45-13.2(c)	\$2,475
Subdivision Review (lot line review only), N.J.A.C. 7:45-13.2(i)	\$300
Stormwater Runoff & Water Quality Impact, N.J.A.C. 7:45-13.2	\$437,575
Stream Corridor Impact, N.J.A.C. 7:45-13.2(g)	\$53,100
Visual, Historic & Natural Quality Impact Review, N.J.A.C. 7:45-13.2(d)&(e)	\$11,362
Other (primarily 'major modifications'), N.J.A.C. 7:45-13.2 (k)	\$10,475
TOTAL	\$522,587

Commission Expenditures

The Commission expended a total of \$689,049.34 in FY2023. Those expenditures are broken down into operating costs, salaries, fringe benefits and indirect costs as depicted in the following chart:



Fringe and Indirect costs

When the fee schedule was devised in 2009, two significant charges against the Commission budget were not included in the schedule:

Fringe costs: The annual appropriations act requires the Department of the Treasury, Office of Management and Budget (OMB) to credit/transfer to the General Fund “such sums are a necessary” to cover the State’s costs for employee fringe benefits (pension contribution, healthcare, workers compensation, employer share of FICA, unemployment insurance, temporary disability, unused sick leave).

The fringe rate is imposed on annual salary expenditure for the three full-time Commission employees, plus the amounts budgeted for the part-time engineering staff paid under the special project overtime blanket.

Employee salary costs typically represent about 80% of total annual expenditures and have risen over the past five fiscal years, and will rise by 3.5 percent annually through June 2027 as union-negotiated contractual increases take effect:

Fiscal Year	Salary Expenditure
2018	\$198,953
2019	\$202,483
2020	\$227,892
2021	\$240,761
2022	\$240,761
2023	\$312,771.16

The fringe rate is set in an OMB Circular Letter issued each fiscal year. Fringe costs have increased from 35.15% in FY 2011 to 68.45% of salary expenditures and represent 25% of the Commission’s total expenditures for FY 2023.

The fringe cost is \$ 171,909.71 for FY 2023.

Indirect costs: Indirect costs are the charges for management and administrative costs (utilities, IT, building rent and lease costs) as well as the Commission’s share of Statewide indirect costs as allocated by the OMB.

Indirect cost rate is calculated based on salaries and fringe, including the part-time engineering staff. The indirect rate has remained stable over the past decade; 20.29% in FY 2011 to 19.5% in FY 2023. Indirect costs represented 14% of the Commission’s total expenditures in FY 2023.

Prior to FY 2011, indirect costs were paid out of the Division of Parks and Forestry budget. Starting in FY 2011, indirect costs were charged until FY 2018. The Commission had obtained an exemption from indirect costs since 2018, which the OMB did not renew in FY 2023.

The indirect cost is \$94,464.61 for FY 2023.



A detailed itemization of the \$109,903.86 in Commission Operating Expenses for FY 2023 is provided in the following table:

Expenditure Detail	Total Amount Expended
Office Supplies & OPRA Compliance Digitizing Services	\$1,396.20
Historic Document Retention Digitizing Project	\$5,986.19
State Print Shop Services	\$978.04
Photocopier Rental	\$2,088.13
Household/Security	\$1,846.64
Telephone	\$968.78
Postage	\$1,745.40
NJ OIT Website Administration	\$573.90
Internet Provider	\$1,888.94
Custodial Services & Pest Control	\$7,379
Temporary Employee Services	\$6,793.90
Office of the Attorney General Services	\$42,430
Vehicle Maintenance & Fuel	\$645.79
Rent – Other	\$344.55
Buildings & Grounds Improvements	\$25,292.85
Equipment Purchases	\$5,995.59
Computer Hardware & Peripheral Purchases	\$2,549.96
Rutgers Bloustein School of Planning & Public Policy – Commission Master Plan Research Project	\$2,000
Reimbursement	-\$1,000
FY 2023 Total Operating Expenses	\$109,903.86

Approved Individual Projects 2023

JANUARY

ZONE A

None.

ZONE B

#22-1771B	50 Atrium Drive – Warehouse Addition (Franklin Township)
#21-2441EE	Princeton University – 185 Nassau Street Landscaping and Site Improvements (Municipality of Princeton)
#22-2441XX	Princeton University – Butler Interim Dining Pavilion (Municipality of Princeton)
#19-5430	The Place at East Windsor – Proposed Apartment Buildings (East Windsor Township)
#21-5635A	J.V.B. Wicoff Elementary School – Phase 2 Additions and Renovations (Plainsboro Township)
#22-5770A	63 South Middlebush Road – Proposed Residence (Franklin Township)
#21-5783	2001 Old Trenton Road – Proposed Age-Restricted Development (West Windsor Township)
#22-5944	Union Transportation Trail Extension (East Windsor Township)

FEBRUARY

ZONE A

#22-5560B	PSE&G Roseland-Lambertville Transmission Tower 74/1-1 – Access Road (Lambertville City)
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ZONE B

#21-3669A	297 Davidson Avenue – Self-Storage Facility (Franklin Township)
#21-5678	Camelot at East Windsor/Amaranth at East Windsor – Residential Development (East Windsor Township)
# 22-5832	200 Cottontail Lane – Proposed Warehouses (Franklin Township)

MARCH

ZONE A

None.

ZONE B

#22-2308I	Trenton-Mercer Airport – Forest to Meadow Conversion (Ewing Township)
#22-2789X	The College of New Jersey – Tennis Courts Reconstruction (Ewing Township)
#22-3589F	Carnegie Center West – Corporate Housing Apartment Building (West Windsor Township)
#21-4156C	159 Princeton Hightstown Road – Partial Building Demolition (East Windsor Township)
#20-5647	Monroe Veterans Housing – Proposed Apartment Building (Monroe Township)
#22-5922	352 Eggert Crossing Road – Cannabis Cultivation Facility (Ewing Township)



APRIL

ZONE A

#23-4721E

Washington Road Bridge over Delaware and Raritan Canal – Replacement
(Municipality of Princeton/West Windsor Township)

ZONE B

#23-5665A

29 Pleasant Valley Harbourn Road – Major Modification (Hopewell Township)

#21-5755

200 Willow Road – Proposed Commercial Dog Kennel (Hillsborough Township)

MAY

ZONE A

#23-5536B

34 River Drive – Major Modification (Hopewell Township)

#23-5997

74 South Union Street – Retractable Pergola (Lambertville City)

ZONE B

#23-2357B

Cranbury Business Park – Recreation Areas and Walkway (Cranbury Township)

#23-2441ZZ

Princeton University – Hobson College (Municipality of Princeton)

#22-2864A

Agilex Flavors & Fragrances – Air Pollution Control Equipment (Franklin Township)

#23-3560D

487 Cherry Valley Road – Princeton Montessori School Addition (Montgomery Township)

#23-4862A

Melvin H. Kreps Middle School – Parking Lot Improvements (East Windsor Township)

#21-5711

1613 Lincoln Highway – Proposed Self-Storage Facility (Franklin Township)

#22-5833

31 Schoolhouse Road – Proposed Warehouse (Franklin Township)

#22-5941

Woolsey Park – Band Shell Improvements (Hopewell Township)

#23-5986

1500 Parkway Avenue – Warehouse Redevelopment (Ewing Township)

JUNE

ZONE A

#23-1858B

Washington Crossing State Park – Visitor Center (Hopewell Township)

#23-2441AAA

Princeton University – Lake Campus Operations Building (West Windsor Township)

#22-5943

399 Campus Drive – Proposed Warehouse (Franklin Township)

ZONE B

#22-5126A

2 Farrington Boulevard – Multiuse Development (Monroe Township)

#22-5945

839 Route 33 West – Proposed Demolition/New Building (Monroe Township)

#23-5993A

Mary Jacobs Foundation – Library Patio (Rocky Hill Borough)

JULY

ZONE A

- #21-4952C The General's Retreat – Carriage Barn Renovation (West Amwell Township)
- #23-5991 8 Church Street – Single-Family Residence Construction (Stockton Borough)
- #23-6007 16 Church Street – Mixed-Use Development Exterior Renovations (Lambertville City)

ZONE B

- #22-3222B 51 Remy Court – Rear Yard Improvements (Montgomery Township)
- #23-4182D South Hunterdon Middle School Building (West Amwell Township)
- #23-4815C 58 White Oak Drive – Major Modification (Municipality of Princeton)
- #20-5636 Franklin Townhomes (Franklin Township)
- #22-5659A 1200 Somerset Street – Car Wash Renovations (New Brunswick City)
- #22-5717B Wargo Pond Dredging (Hopewell Township)
- #22-5936 320 Carter Road – Proposed Residence (Hopewell Township)
- #23-5969 Ewing Township Board of Education – Gusz Building Addition (Ewing Township)

AUGUST

ZONE A

- #23-3357A Lambertville Historical Society – Interpretive Signage (Lambertville City)

ZONE B

- #22-0089A Stony Brook Regional Sewerage Authority – Hopewell Wastewater Treatment Plant Upgrade (Hopewell Township)
- #23-2441CCC Princeton University – Poe-Pardee Field Geo-Exchange (Municipality of Princeton)
- #23-4636C 102 Walters Avenue – Warehouse-Office Complex (Ewing Township)
- #20-5547 420 & 430 Amwell Road – Proposed Retail/Office Buildings (Hillsborough Township)
- #22-5850A Dog Days Daycare Center – Expansion (Hillsborough Township)
- #22-5886A 72 Alexander Avenue – Phillips Barber Expansion (Lambertville City)
- #22-5947 Hartwick and Village Drives – Memory Care Facility (Montgomery Township)

SEPTEMBER

ZONE A

- #23-2090L Union Fire House – Verizon Wireless Tower Extension/Additions (Hopewell Township)
- #22-3059D 940 Easton Avenue – McDonald's Restaurant (Franklin Township)
- #23-4952D 1872 River Road – Proposed Hotel (West Amwell Township)
- #23-4168C 42 York Street – Outdoor Improvements (Lambertville City)
- # 23-5812B 47 South Union Street – Garage Renovation and Window Replacement (Lambertville City)

ZONE B

- # 23-2572B 89 Twin Rivers Drive – Building Renovation (East Windsor Township)
- #23-2823H The Hun School of Princeton – Poe Dormitory Demolition & Reconstruction (Municipality of Princeton)
- #23-3341M Penn Medicine Princeton Health – Temporary Parking Lot (Plainsboro Township)
- #23-3341N Penn Medicine Princeton Health – Cancer Center Parking Garage (Plainsboro Township)
- # 23-5665B 29 Pleasant Valley Harbourn Road – Major Modification (Hopewell Township)



OCTOBER

ZONE A

None.

ZONE B

#22-1851B	638 Brunswick Pike – Cannabis Facility (West Amwell Township)
#22-2448E	330 Demott Lane – Senior Residential Development/Solar Field (Franklin Township)
#23-2595B	Princeton Executive Park – Modification (West Windsor Township)
#22-3475C	1100 Lenox Drive – Brandywine Office Complex (Lawrence Township)
#21-5529A	Skillman Park Pathway – Phase II (Montgomery Township)

NOVEMBER

ZONE A

#23-3621A	18 North Union Street – Alterations (Lambertville City)
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ZONE B

#22-2308J	Trenton-Mercer Airport – Aircraft Rescue and Fire Fighting Building (Ewing Township)
#23-4384C	370 Scotch Road – Warehouse (Ewing Township)
#21-5810	187 Davidson Avenue – Proposed Warehouse (Franklin Township)
#22-5908	Millstone Road and N.J. Route 33 – Warehouse Facility (Millstone Township)
#22-5929	Mount Lucas Road Reconstruction – East Stuart Road to Poor Farm Road (Municipality of Princeton)

DECEMBER

ZONE A

#23-2441EEE	Princeton University – Lake Campus North Modification (West Windsor Township)
#23-2634A	47 Bridge Street – Stucco Façade Replacement/Alterations (Lambertville City)
#23-6076	NJDOT Structure No. 1105-152 – Bridge Scour Countermeasures (Municipality of Princeton/Franklin Township/South Brunswick Township)

ZONE B

#23-2441DDD	Princeton University – Center for Jewish Life (Municipality of Princeton)
#23-3728E	600-650 College Road East – Solar Canopies (Plainsboro Township)
#23-5168A	Village Drive – Residential Development (Montgomery Township)

Acknowledgments

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New Jersey Department of Environmental Protection

Robin Madden, CPM, *Chief of Operations, State Parks, Forests & Historic Sites; Designee for the DEP Commissioner, the ex-officio member*

Mark Texel, *Administrator, New Jersey State Historic Sites*

Lauren Rojewski, *Superintendent, Delaware and Raritan Canal State Park*

William White, *Construction Management Specialist 2*

Larry Tutela, *Construction Management Specialist 2*

Jesse West-Rosenthal, Ph.D., *Project Specialist 3, NJ Historic Preservation Office*

Jennifer Leynes, M.H.P., *Project Specialist 3, NJ Historic Preservation Office*

Vicki Chirco, *Resource Interpretive Specialist, Historic Resources*

Stephanie Fox, *Resource Interpretive Specialist, Natural Resources*

New Jersey Water Supply Authority

Marc Brooks, *Executive Director*

Michael Sellar, *Facility Manager*

Darin Shaffer, *Chief Engineer*

Heather Desko, *Senior Watershed Protection Specialist*

Julie Shelley, *Property and Permit Administrator*

New Jersey Office of the Attorney General

Jordan Viana, *Deputy Attorney General*

New Jersey Office of Information Technology

Julie Garland Veffler, *Director, Communications & Digital Services*

Lara Richey, *Graphic Designer*

Carl Sebestyen, *Data Processing Systems Programmer*

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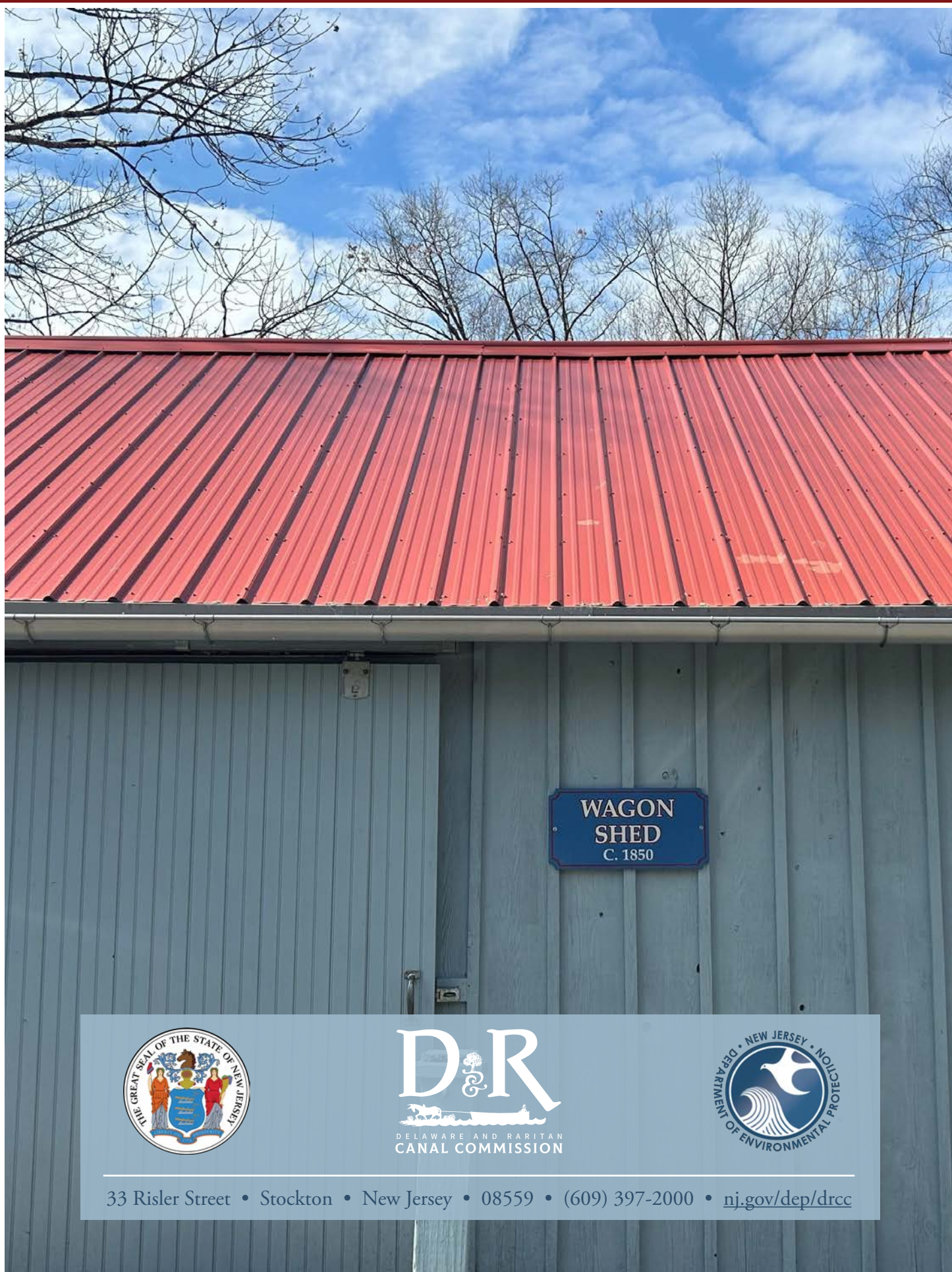
Bryan Buchanan, *Eagle Eye Media*

Jay Garrison

Blackwells Mills Canal House porch.

Photo: Erica Vavrence





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