



DELAWARE AND RARITAN  
CANAL COMMISSION

MINUTES OF THE MEETING OF JUNE 16, 1999

TIME: 12:15 P.M. - 3:15 P.M.  
DATE: Wednesday, June 16, 1999  
PLACE: Canal Commission Office  
Stockton, New Jersey

ATTENDING:

- COMMISSIONERS: Messrs. Herzog, Marshall, Pauley, Torpey; Ms. Goodspeed and Mrs. Nash
- STAFF: Mr. Amon, Ms. Holms, and Ms. Wannemacher  
Mr. Lewin Weyl, Deputy Attorney General
- GUESTS: Lynn Middleton, DOT  
Lynn Rich, DOT  
Alison Miller, W. Windsor Twp.  
Marvin R. Levy, Central Jersey Sierra Club  
Chris Antar, Princeton Packet  
Leslie Roche, F.R. Harris  
Cheryl Taliaferro, DOT Landscape  
John Spedding, DOT Landscape  
Richard Barrett, STOP  
Grace Sinden, Princeton Regional Health Commission  
Gail Ullman, Princeton Environmental Commission  
Alan Goodheart, STOP  
Lee Solow, Princeton Regional Planning Board  
William J. Cerynik, State Park Service, Central Region  
Rebecca Williams, D&R Canal State Park  
Susan Herron, D&R Canal State Park  
Ted Stiles, D&R Canal Advisory Group  
Aubrey Haines, Chairman, Princeton Chamber of Commerce  
Phyllis Marchand, Mayor, Princeton Twp.  
Leonard Godfrey, Princeton Twp. Committee  
Dianne Brake, MSM Council  
Wendy W. Benchley, Princeton Borough Council  
Joe Shepherd, NJWSA  
Marvin Reed, Mayor, Princeton Twp.  
Mary Sue Henifin, Special Council, Princeton Borough & Twp.  
Michael McKay, Princeton University



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EXECUTIVE  
DIRECTOR  
James C. Amon

COMMISSIONERS

Frank J. Torpey <i>Chairman</i>	Martin D. Jessen <i>Vice-Chairman</i>	Winona D. Nash <i>Treasurer</i>	Sam Herzog R. William Pauley	Robert C. Shinn, Jr. Caroline J. S. Armstrong	Douglas H. Palmer Marfy Goodspeed
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NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION  
Christine Todd Whitman, *Governor* Robert C. Shinn, Jr. *Commissioner*

Eugene McFarland, Princeton University  
 Olav Redi, W. Windsor Twp.  
 Paula McGuire, W. Windsor Twp.  
 Sandra Shapiro, W. Windsor Twp.  
 Peggy Killmer, DVRPC-RCC  
 Jean Mahoney, STOP/Princeton Borough Shade Tree Commission;  
 Noelle Mackay, Stony Brook-Millstone Watershed Assoc.  
 George S. Hawkins, Stony Brook-Millstone Watershed Assoc.  
 D.S. Holmes, Eden Institute  
 Bill McKelvey, Canal Society of NJ  
 Kevin Moore, Jamieson, Moore, et al  
 Richard Moralle, T&M Associates  
 Robert von Zumbusch  
 Bill Wolfe, Sierra Club, NJ Chapter

Mr. Torpey opened the meeting and announced that this was a regular meeting of the D&R Canal Commission and that all provisions of the Open Public Meeting Law of 1976 had been met.

#### MINUTES

Mr. Herzog moved approval of the minutes of May 19, 1999; Mrs. Nash seconded the motion and it passed unanimously.

#### REVIEW ZONE ACTIONS

Mr. Amon presented one "A" Zone application for approval:

99-2543 - Ewing-Lawrence Sewerage Authority Administration Building - Lawrence Twp.

A proposed 6,400 square-foot one-story office building on 23.5 acres, approximately 600 feet from the Canal Park. Mr. Amon said there were several structures between it and the park and therefore would not create a harmful visual impact. Ms. Goodspeed moved approval of the A Zone application, Mrs. Nash seconded the motion, and it passed without dissent.

Mr. Amon then presented the following "B" Zone applications for approval:

97-2398 - Mindel Tract A - Franklin Township, Somerset County  
 97-2398 - Mindel Tract C - Franklin Township, Somerset County  
 98-1263A - Princeton Junction Metro Office Center Phase 3 - West Windsor Twp.  
 97-2360 - Edgewood Estates - Franklin Township, Somerset County  
 99-2523 - PSE&G Brunswick Avenue Site - Trenton  
 99-2042A - Ewing Commerce Park - Ewing Township  
 99-2534 - Gates/Bencze Residence Addition - Hopewell Township

With regard to the Princeton Junction Metro Office Center, Mr. Amon said that the Commission had previously granted the applicant a waiver from strict compliance with the stream corridor regulation, and that an easement would be given to the Commission to protect it. With regard to the PSE&G Brunswick Avenue Site, Mr. Amon explained that the applicant proposes to cap a former gas works site and build two detention basins for stormwater management. The Commission's Review Zone Officer said that because the site would not be used at this time, it would not require a water quality basin. However, she recommended that should the site be developed in the future, a water quality inlet device ("Vortechincs #7000" or equivalent design) should be installed prior to the discharge of stormwater into the two basins. With that condition, Mr. Herzog moved approval of the "B" Zone applications, Ms. Goodspeed seconded the motion, and it passed unanimously.

#### PRESENTATION BY NJ DOT OF MILLSTONE BYPASS ROAD PROPOSAL

Ms. Middleton of the Department of Transportation told the Commissioners that the Department was proposing to remove traffic signals on Route One at Washington Road and Harrison Street, and replace the bridge over the Millstone River. In order to do this, a bypass would be built linking Princeton-Hightstown Road to Washington Road on the west side of Route One. She said that the new road would be 450 feet from the canal at its closest point, and 840 feet from its furthest. The road would have two 12-foot lanes, an 8-foot shoulder, and a speed limit of 40 MPH.

Mr. Spedding described the proposed landscaping. He said that where possible, rows of trees would be planted along the road. He said the Department of Transportation was working with Princeton University about the possibility of increasing the amount of vegetation, and possibly installing a berm. Mr. Amon noted that a conservation easement would be placed on the vegetative buffer.

Mrs. Nash asked how large was the property between Route 1 and the Canal Park, and what was the future use of the university property. Mr. McPartland, speaking for the University, said that the area was approximately 300 acres, and that they proposed more campus development in the future.

Mr. Stiles stated that the proposed road will have significant impact on the Canal Park, including detrimental noise impact on wildlife, and harmful environmental impact on the Millstone River. He suggested using the Alexander Street overpass and creating a frontage road closer to Route One.

Mr. Holmes, Director of the Eden Institute, disagreed, saying that the present situation is hard on Canal Park users. He felt that a road paralleling the park would be comparable to Route 29, which Park users find acceptable.

Mayor Reed said that information on traffic statistics was incomplete and felt that the bypass would shift traffic and bring it closer to the Canal Park. He said a more adequate analysis of alternatives was needed through the preparation of an Environmental Assessment or Environmental Impact Statement. Ms. Middleton responded that the DOT was currently preparing an Environmental Assessment.

Mayor Marchand felt that it was the wrong time to endorse any alignment and that other alternatives would have a less harmful impact on Canal Park users. Mr. Hawkins also agreed that a decision should not be made until an EIS is available. He said that roads that divide people from natural resources are a mistake.

Ms. Brake said that planners have been studying the Route One corridor since 1981 and many alternatives to alleviate traffic congestion have been considered. She supports the present bypass alternative but said that improvements could be made to better protect the environment.

Mr. Wolfe said that the proposal was at odds with the mission of the Canal Park and that the Commission should oppose the project as presented and request more alternatives. He also agreed that no action should be taken until a full EIS has been completed.

Ms. Shapiro, a West Windsor resident, disputed Mr. Holmes' remarks and said that the noise from Route 29 was not pleasant and that the Canal Park in this section was quieter. She felt that the traffic noise would adversely impact the park.

Ms. Killmer said that any barriers installed to suppress sound would have to be huge; she felt that the planners and engineers in the Department of Transportation were not effectively communicating with each other.

Ms. Haines said that sitting traffic creates air pollution, and that the elimination of the traffic signals would be an environmental improvement.

Ms. Benchley said that traffic studies show that intersections in Princeton have a grade of "C" or worse, and that the proposed bypass will stop traffic at the canal waiting to get into Princeton. She also noted that between 8 and 20 elm trees, part of the historic elm tree allee on Washington Road, would be cut down. She supported a frontage road as a less harmful alternative.

Ms. Miller said that alternatives have been studied for 10 years, and that the current intersection of Washington Road and Route One is unsafe. She said further delay will cost lives.

Ms. Henifen said that the Commission should have more information on traffic counts, decibel levels, and visual pathways before acting.

Ms. McGuire of Penns Neck said that many Penns Neck residents are opposed to this proposal.

Mr. Barrett said that he feared that after the road is built, “induced demand” will require that the road be widened to four lanes.

Ms. Rich of DOT said that an Environmental Assessment will be completed in the fall but would like the endorsement of the Canal Commission.

Mr. Stem said he supports this alternative and that it should be the basis for an EA or EIS.

A discussion ensued regarding the difference between an Environmental Assessment and an Environmental Impact Study, which is a more rigorous analysis required if it is determined that there are significant environmental impacts. Mr. Weyl said that the Commission does not have the authority to require the DOT to prepare a full EIS.

The Commissioners agreed that more information was needed before they could endorse the proposal. Ms. Goodspeed requested that the Commission’s interests be more directly addressed. Mr. Amon said that the proposal provided some improvement to existing conditions and opportunities, including the closure of an adjacent dump and improved parking areas for Canal Park users at Harrison Street and Washington Road.

Mr. Torpey said that this was a difficult problem in balancing environmental considerations with the practicality of moving traffic. He concluded that the Commissioners were in agreement that an Environmental Assessment and information regarding alternative routes were needed before a decision could be reached.

#### NEW BUSINESS

Mr. Amon said that a 72-acre farm in lower Franklin Township was being purchased by the D&R Greenway and the Somerset County Park Commission as the initial piece in a planned “South Franklin County Park.” As Chairman of the Somerset County Park Commission, Mr. Torpey is requesting the Canal Commission to support the public acquisition of this parcel. Ms. Goodspeed moved approval of a resolution supporting the public acquisition of the Speiden farm in Franklin Township, Mr. Pauley seconded the motion and it passed unanimously.

#### OLD BUSINESS

Mr. Amon reported that the homeowners in Titusville with the canal bulkhead problem have notified the Commission that they have determined that repairing the bulkhead is not their responsibility.

He also reported that Trap Rock Industries contacted the Commission regarding the demolition of the two historic houses in Franklin Township, saying that they wished to do the historical evaluation while the buildings were being torn down, and that they wanted to remove the foundations, (in opposition to two of the conditions of the Commission’s approval of the

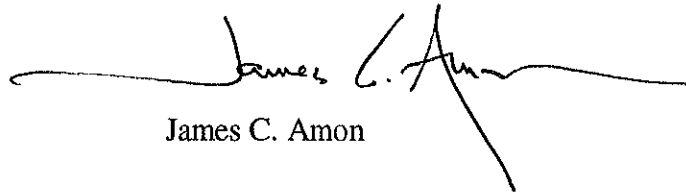
demolition). Mr. Amon said he told TRI that these requests were not consistent with the Commission's resolution approving the demolition and if they requested he would schedule an opportunity for them to appeal the earlier approval.

#### CANAL PARK SUPERINTENDENT'S REPORT

Ms. Herron announced that there were very exciting interpretive programs being planned in Griggstown and Kingston this summer.

The meeting adjourned at 3:15 PM.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "James C. Amon", with a long horizontal flourish extending to the left and a vertical line extending downwards from the end of the signature.

James C. Amon