

**PUBLIC COMMENTS SUBMITTED**

**Comments of Wilma Frey, New Jersey Conservation Foundation  
Re: Borough of Hopatcong, Petition for Plan Conformance  
Before the New Jersey Highlands Water Protection and Planning Council  
September 20, 2012**

New Jersey Conservation Foundation supports the Borough of Hopatcong's Petition to conform both its Preservation and Planning Areas to the Highlands Regional Master Plan.

While we are not opposed to the concept of a Highlands Center in Hopatcong, we do have some concerns about the center as proposed on the map submitted.

The Highlands Centers that were previously designated, including Byram, Hackettstown and Pohatcong, focused on and included specific attributes and areas that would contribute to and benefit from center designation. They included both specific areas for development and redevelopment, specific historic/cultural resources, and designated Highlands Environmental Resource sites, to protect environmental resource areas located within the Center's boundaries. They were much more specifically delineated.

The "Conceptual Hopatcong Center" is a broad brush, non-specific approach, which includes not only the entire Existing Community and Lake Community Zones, but also substantial acreage along the lakeshore to the north that is located in the Highlands RMP Protection Zone.

All in all, this proposed center is totally out of scale with the size of the municipality within which it is located.

It also does not appear to take into account the existing water supply deficits that apply in the majority of the borough and the fact that the majority of the area that is designated for the center is also the location of the 2-year to 12-year wellhead protection areas for the numerous public community and public non-community wells that serve the Borough. Wastewater capacity is also a major concern, and needs to be considered by the Borough and the Highlands Council on at least a subregional scale.

We strongly urge the Township, with the Highlands Council and its planners to substantially refine and reduce the size of this proposed center, so that it incorporates clear objectives, such as for example, walkability and access to alternative transportation modes, commercial and mixed use development or redevelopment, and conservation and open space protections, as well as the identification and protection of historic, cultural and scenic resources.

Comments to the Highlands Council, September 20, 2012

My name is Deborah Post. I own property in Chester Township.

Mr. Shope has just spoken regarding this Council's tdr deed restriction, a subject on which I have spoken many times before this Council.

Mr. Shope described how Mr. Borden advised that the deed restriction was a negotiable document and that his draft was the best any landowner could expect. The threat that this Council's previous staff would make all efforts to implement even more onerous deed restrictions was always clear.

We now have an example of the implementation of Mr. Borden's threat. I am bringing this example to this Council's attention so you have the opportunity to rectify a wrong as well as to review and revise the deed restriction with the concept of equal protection in mind.

Item 3 of the deed restriction currently posted on this Council's website reads: "All uses of the Property shall be allowed to the extent permissible under the Highlands Act and the Highlands Regional Master Plan."

In contrast, the deed restriction issued to a hardship case last year does not include the "uses shall be allowed" language of item 3 in the Council's posted deed restriction, but rather states instead "new uses of the Property shall not be allowed." Ms. Swan executed a deed restriction for an unsophisticated unrepresented landowner qualifying for hardship that is vastly different from the deed restriction presented by her staff as the tdr deed restriction which is still posted on this Council's website. Ms. Swan and Mr. Borden executed a bait and switch that additionally harmed an already harmed landowner because this person's property is now unsaleable, and de facto worthless.

The landowner has a buyer who proposes a use that would be permitted by the Highlands Act because the proposed use does not require a septic, does not include development, does not create impervious cover, does not disturb any land, and does not interfere with any habitat. Yet, because it is a "new use" the bait and switch deed restriction, more onerous than the one presented on the Council's website, will not allow any new use.

Why should this Council care about one of the few landowners who has actually received compensation you ask?

- First, the ethical implications of bait and switch, pulling the wool over the eyes of the unsophisticated and already harmed, are beyond the pale.
- Second, because having the marketplace understand that tdr deed restricted Highlands land is truly worthless is not good for your cause and will only increase pressures to repeal the horrendous Highlands Act.

- **Third, if indeed there is sincere interest in creating a functioning compensation program, any such program is doomed to failure if the deed restriction is so onerous that no landowner in their rational mind would sign it.**
- **And finally, because equal protection and non-discriminatory practices are the American way...although I fully appreciate not the New Jersey way.**

**I again provide you with the Pitkin County Colorado tdr deed restriction with its substance contained in two sentences. The Highlands tdr deed restriction should read similarly.**



Certificate, GRANTOR hereby conveys, sells, transfers and assigns to GRANTEE, its successor and assigns, the following deed of easement in perpetuity:

1. Definitions: For purposes of this deed of easement, the following terms shall apply:

"Agricultural or horticultural use" means the use of land for common farmsite activities, including but not limited to: the production, harvesting, storage, grading, packaging, processing, and the wholesale and retail marketing of crops, plants, animals, and other related commodities and the use and application of techniques and methods of soil preparation and management, fertilization, weed, disease, and pest control, disposal of farm waste, irrigation, drainage and water management, and grazing.

"Development" means the division of a parcel of land into two or more parcels, the construction, reconstruction, conversion, structural alteration, relocation or enlargement of any building or other structure, or of any mining, excavation or filling of land, and any use or change in the use of any building or other structure, or land or extension of use of land, for which permission may be required pursuant to the Municipal Land Use Law (N.J.S.A. 40:55D-1 et seq.).

"Highlands Development Credit" means an entitlement in the form of transferable interest allocated to land with limited capacity for development without adversely affecting ecological integrity, which can be used to increase the density or intensity of development in a designated receiving zone.

"Highlands Exemption Area" means that area of a parcel of land where an applicable single family dwelling exemption permitted by the Highlands Act may be exercised and which is depicted on Schedule C.

"Highlands Regional Master Plan" means the plan adopted by the Highlands Water Protection and Planning Council pursuant to Section 8 of the Highlands Act (N.J.S.A. 13:20-8).

"Public Entity" means any department of the State or any political subdivision thereof.

2. Any future development of the Property is expressly prohibited except as authorized by Paragraph 4, below.
3. All uses of the Property, other than agricultural or horticultural use, shall be allowed to the extent permissible under the Highlands Act and the Highlands Regional Master Plan, including an activity conducted in accordance with an approved woodland management plan pursuant to section 3 of P.L.1964, c.48 (C.54:4-23.3) or the normal harvesting of forest products in accordance with a forest management plan approved by the State Forester or the construction or extension of trails with non-impervious surface subject to the limitations set forth in Paragraph 10, below.
4. **[If applicable]** GRANTOR has reserved a Highlands Act exemption for the construction of no more than one (1) single-family dwelling and any associated development limited to the development thresholds set forth in N.J.S.A. 13:20-28.a(2) in the Highlands Exemption Area depicted on Schedule C. The Highlands Council reserves

1. Definitions: For purposes of this deed of easement, the following terms shall apply:

"Development" means the division of a parcel of land into two or more parcels, the construction, reconstruction, conversion, structural alteration, relocation or enlargement of any building or other structure, or of any mining, excavation or filling of land, and any use or change in the use of any building or other structure, or land or extension of use of land, for which permission may be required pursuant to the Municipal Land Use Law (N.J.S.A. 40:55D-1 et seq.).

"Highlands Development Credit" means an entitlement in the form of transferable interest allocated to land with limited capacity for development without adversely affecting ecological integrity, which can be used to increase the density or intensity of development in a designated receiving zone.

"Highlands Regional Master Plan" means the plan adopted by the Highlands Water Protection and Planning Council pursuant to Section 8 of the Highlands Act (N.J.S.A. 13:20-8).

"Public Entity" means any department of the State or any political subdivision thereof.

2. Any future development of the Property is expressly prohibited, except as may be authorized by Paragraphs 4 and 5, below.

3. GRANTOR certifies that at the time of application to convey this deed of easement to GRANTEE, and at the time of execution of this deed of easement, only those uses, and the existing development associated with such uses, described on the attached Schedule B existed on the Property. Baseline documentation regarding the Highlands resources present on the Property, including an aerial image of the Property, is maintained on file by GRANTEE consistent with GRANTEE'S web-based Consistency Review Application available at [www.highlands.state.nj.us](http://www.highlands.state.nj.us).

4. The existing uses of land set forth on Schedule B may be continued, maintained and repaired, but may not be expanded unless authorized by an applicable Highlands Act exemption in N.J.S.A. 13:20-28. If expansion of any existing use is authorized by an applicable Highlands Act exemption, then such use may not exceed the disturbance and impervious surface thresholds set forth in N.J.S.A. 13:20-28.a(2).

5. New uses of the Property shall not be allowed except for (a) an activity conducted in accordance with an approved woodland management plan pursuant to section 3 of P.L.1964, c.48 (C.54:4-23.3); (b) the normal harvesting of forest products in accordance with a forest management plan approved by the State Forester, or (c) the construction or extension of trails with non-impervious surface for non-motorized use only subject to written authorization by the Highlands Council.

6. This deed of easement shall be a burden upon and shall run with the Property and shall bind GRANTOR, its successors and assigns, in perpetuity.

7. GRANTOR agrees that the terms, conditions, restrictions and purposes of this deed of easement shall be inserted in any subsequent deed, subdivision deed, lease, sub-lease or

not in  
posted document

**DEED RESTRICTION**

THIS DEED RESTRICTION, made and entered into this \_\_\_\_ day of \_\_\_\_\_, 2002, by D. Jan Black.

**WITNESSETH**

N.J. WHEREAS, D. Jan Black ("Owner") is the fee simple owner of that certain real property in Pitkin County, Colorado, that is more particularly described on Exhibit A attached hereto and made a part hereof by this reference (the "Property"); and

WHEREAS, contemporaneously with the execution of this Deed Restriction, Pitkin County is executing and delivering to the Owner one separate Irrevocable Certificate of Transferable Development Rights, bearing Certificate No. \_\_\_\_\_, evidencing the permanent severance from the Property of all development rights; and

WHEREAS, the Owner has represented that no development or improvements currently exist on the property; and

WHEREAS, in exchange for the issuance of said Certificate by Pitkin County, the Owner is prepared to deed restrict the Property against any future development.

NOW, THEREFORE, for and in consideration of the issuance to D. Jan Black of TDR Certificate No. \_\_\_\_\_, and for other good and valuable considerations, the receipt and sufficiency of which are hereby acknowledged, the Owner agrees as follows:

1. **Deed Restriction of Property.** D. Jan Black hereby permanently restricts the Property against any future development, as the term development is defined in the Pitkin County Land Use Code. The Highlands Act N.J.S.A. 13:20 -
2. **Covenants Running With The Land; Binding Effect.** The provisions of this Deed Restriction shall constitute covenants that run with the title to the Property for the benefit of Pitkin County, Colorado its successors and assigns and shall be deemed an appurtenance to the title to such lands. N.J.

IN WITNESS WHEREOF, D. Jan Black has executed this Deed Restriction as of the day and year first above written.

New Jersey  
STATE OF COLORADO )  
COUNTY OF PITKIN ) ss.

The foregoing Instrument was acknowledged before me this \_\_\_\_ day of \_\_\_\_\_, 2002, by D. Jan Black.

Witness my hand and official seal.

My commission expires: \_\_\_\_\_

\_\_\_\_\_  
Notary Public

ACCEPTED BY PITKIN COUNTY  
BOARD OF COUNTY COMMISSIONERS

By: \_\_\_\_\_  
Title: \_\_\_\_\_

Mark-up of actual deed restriction used  
in Pitkin Cty CO's TDR program.

## **ANJEC's Monthly Highlands Issues of Concern: Sept 20, 2012**

The following comments are made by the Association of New Jersey Environmental Commissions (ANJEC) to develop routine communication with the Council and to assist the Council in its task of implementing the Highlands Act and the Regional Master Plan.

All comments and recommendations are made in the spirit of constructive criticism. We intend to submit a similar document once a month and to continue to follow up on Council response to our recommendations. Concerns expressed are not necessarily our only concerns but are arranged from larger, overarching one to those of more local concern.

### **I. Exemption 11 Issues/Open Space Diversions/Lack of Energy Policy to Protect Highlands Resources**

#### ***Susquehanna Roseland Power Line:***

Still awaiting final DEP permitting, construction has begun. Fate of "mitigation" funding promised to the Highlands Council and administration of fund remain unknown. Issues include visual/scenic impacts, traditional construction impacts (e.g. soil erosion), wildlife habitat impacts, cultural and historic resources impacts.

#### ***Tennessee Gas Pipeline/Transco Pipeline:***

Completed section of TGP pipeline still causing erosion and sediment control problems. Second "loop" threatens additional Highlands resources including Monksville Reservoir. Transco route impacts wetlands and South Branch of the Raritan River, a major conduit for Highlands potable water.

#### **Recommendations:**

1. Exemption 11: Legislature with Council participation should revisit Exemption 11 to tighten up vague language that facilitates large-scale projects and develop review guidance to assess consistency of such projects.

*11. Public utility lines, rights of way, or systems: The routine maintenance and operations, rehabilitation, preservation, reconstruction, repair, or upgrade of public utility lines, rights of way, or systems, by a public utility, provided that the activity is consistent with the goals and purposes of this act.*

Council should map large linear facilities and identify potential Highlands Resource conflicts in advance of construction proposals

2. Diversions: Council should take a more forceful position concerning diversions of public open space in the Highlands Region before the Statehouse Commission and Green Acres.

3. Energy Policy: Council should work cooperatively with Governor's office, BPU, DEP, and legislature to create more effective protection of Highlands Resources from large-scale linear

projects including but not limited to pipelines and power transmission lines. New Jersey's need for energy must be balanced with the need to protect open spaces, recreational needs water resources, scenic and historic character and wildlife habitats.

## **II. Lack of Outreach and Coordination Between the Council and Water Consuming Communities and Utilities:**

Consumers of Highlands water and the utilities that serve them have a vested interest in maintaining clean and plentiful supplies (e.g. Jersey City, Newark etc.).

Recommendations:

### **1. Outreach Program:**

The Council should establish an ongoing outreach program to encourage water conservation, infrastructure improvement, water allocation adjustments and conservation pricing in jurisdictions that consume Highlands water.

### **2. Water Use Fees:**

The Council should actively explore instituting user fees (e.g. New Jersey Water Supply Authority's Watershed Protection Program) to generate funding to be used for land preservation, riparian zone protection/ restoration and forest protection in supply source areas.

## **III. Exemption Authority Delegation**

Considerable confusion exists among municipalities regarding the assumption of exemption delegation authority.

Recommendation:

### **Model Ordinance and Training:**

The Council should fast track development of the "sample ordinance" and training program for municipalities.

## **IV. Need for Sub-regional Planning Coordination**

Conformance, center designation, and redevelopment area designation are proceeding on a municipal basis without adequate coordination of essential infrastructure services (e.g. water supply, wastewater treatment, stormwater management)

Recommendation:

**Sub-regional planning:** Where regional scale resources are implicated (e.g. the Phillipsburg metro region, Lake Hopatcong) the Council should require sub-regional inter-municipal planning through conformance to assure long-term resource protection.

## **V. Local Issues**

### **1. Split Rock Boat Ramp, Rockaway Township:**

The NJDEP Division of fish and wildlife proposes to install a new trailer boat access ramp at Split Rock Reservoir and has entered into an engineering contract for the design of an additional parking facility under the PSE&G Susquehanna-Roseland Line.

An HPAA is currently under consideration by the Department. The Department is essentially reviewing itself in this case. This proposal creates resource conflicts with threatened and endangered species in the Split Rock area, raises stormwater control concerns, creates additional management and policing conflicts with Rockaway Township, threatens adjoining cultural resources (Splitrock furnace and prehistoric site). Additionally, the Split rock Reservoir dam is to be upgraded and the S-R line is poised to begin construction.

**Recommendations:**

HPAA Review: The Council should critically review the HPAA to assess the consistency of the proposal with the RMP including the overall impact of programming the Highlands resources for more intense recreational use, municipal impacts, and impacts on designated Highlands cultural resources.

Permit Coordination: The Council should assure permit coordination at the NJDEP between the Split Rock ramp project, S-R transmission line construction and the Split Rock dam renovation to protect the Highlands Resources.

**2. Archery Park Development, Union Twp.**

The NJDEP Division of Fish and Wildlife is proposing a 32 acre development, including parking, a 55,000 square foot building and outdoor archery ranges on the Clinton Wildlife Management Area. Current Environmental Assessment required under NEPA is inadequate and does not deal with this site. Project involves Federal funding. As a Wildlife Management Area, the site is in the Preservation Area, Protection Zone and contains wildlife habitat, prime farmland, and limestone geology and has high scenic value, viewable from the heavily used Spruce run Reservoir. The project is in close proximity to the reservoir.

**Recommendations:**

Clarify and Advise

Council should require more specifics from DFW and make them aware of Highlands requirements.

Review of the Environmental Assessment

The Council should critical review the EA to assure compliance with Federal requirements under NEPA and to assure consistency with the RMP.

**3. Fenimore Landfill, Roxbury Twp.**

The Council has designated the formally disturbed area as a Highlands redevelopment area with specific conditions including preservation of the remaining portions of the tract. The objective was to facilitate a utility scale solar installation. NJDEP issued an ACO with conditions. Citing lack of performance by the developer, DEP has terminated the ACO and is currently in court with the developer. Additional materials were imported to the site to provide cover for the former landfill. Additional contamination has been documented. This resulted in heavy truck traffic highly disturbing to the neighboring public and Roxbury Twp. to address traffic concerns, a new dedicated access road is

proposed that will involve forest removal, invasion of the Highlands Steep slope protection area, crossing of the Morris Canal, a designated Highlands Historic Resource, municipal open space and possible invasion of the conservation area required by the Highlands Redevelopment Area designation.

**Recommendations:**

**Adopt Policies Modeled after the Pinelands**

The Council should review the Pinelands Commissions rules for solar facilities on landfills and adopt a similar process for the Highlands.

**Revocation of Highlands Redevelopment Area Designation**

The Council should join with the DEP in its enforcement action and revoke the Highlands Redevelopment Area pending the outcome of the enforcement action.

Respectfully submitted, 10/20/12:

David Peifer

Highlands Project Director

Association of NJ Environmental Commissions

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(973)539-7547



## Statement to NJ Highlands Council, 20 September 2012

**Subject:** Opposition to Split Rock Reservoir Boat Ramp

**Submitted by:**

Mary Lee Fulcher  
10 Split Rock Road  
Boonton Twp., NJ 07005

I am speaking in opposition to the Split Rock Reservoir boat ramp project proposed by F&W. I live 3 miles from the reservoir and so have the advantage of seeing and hearing about what happens there much more readily than people in Trenton, 60+ miles distant. I have followed events since the original F&W presentation to Rockaway Township in early 2000. It was not well received.

The original project included a parking lot, a **car top boat launch** and a hiking trail. The 2002 Environmental Assessment document predicted “no measureable” impact to land, water, fish, wildlife and plants, and “no significant” social and economic impact (including emergency services, traffic and use levels – more about that later – and historic furnaces, which have since been vandalized). In 2004, the Daily Record published a letter captioned, “DEP Creates Open Air Latrine.”

However, even before the parking lot was completed in 2003, trespassers and vandals had arrived. Destroying or bypassing gates on Charlottesburg Road (a rugged wood road along the eastern shore of the reservoir), they created party spots and campsites along the shore. They left litter, clothing, furniture, tires and countless bottles and cans. They brought in cars and trashed them. They cut down trees for firewood. In recent years, a pickup truck was driven into the reservoir until it was submerged. Tragically, in another incident, a kayaker discovered the body of a suicide victim.

The boat ramp is an entirely optional project. The Scope of Work, page 11, (in which the reservoir description is erroneous) says, “The State **would like** to provide better access for boating and emergency services...” In fact, any boater wanting easier shoreline access can visit Clinton or Canistear Reservoirs, which are also rural and not far from Split Rock Reservoir.

Rockaway Twp. currently uses a dedicated, gated access site west of the dam for emergency services. If necessary, it can negotiate a new site with Jersey City rather than risk a traffic jam at the public lot and ramp. On busy days, vehicles park along the north and south sides of the lot **and down the middle**.

I suspect that the boat ramp has been prompted by commercial interests. One company has been selling kayak tours at Split Rock on a regular basis since at least 2004, reaping a tidy profit without incurring any user fees. A friend told me a truck from PA advertising kayak lessons was parked on Split Rock Road on Sept 11<sup>th</sup> about a mile east of the reservoir.

From the beginning, State oversight has been virtually non-existent. The escalating vandalism culminated in an out-of control situation during the July 4<sup>th</sup> weekend 2 years ago. This included an overflowing parking lot, a YouTube video of kids drinking and jumping into the water, picnic trash, dirty diapers.... It was a mess.

The situation was so awful that then Mayor Sceusi wrote to the DEP and Jersey City requesting support, giving them 10 days to respond. Otherwise, he intended to block the parking lot entrance and exit. Complicated jurisdictional issues made that the only place where the Twp could act. Neither entity



responded; the lot was closed. I emphasize again -- **DEP DID NOT RESPOND TO THE MAYOR'S LETTER UNTIL AFTER THE LOT HAD BEEN BLOCKED.** The Township subsequently removed the blockade when a meeting was arranged. To my knowledge, nothing that extreme has occurred since, but that does not mean the vandalism has ceased.

Tony Petrongolo has been F&W manager for Split Rock. From the beginning, his attitude toward the reservoir has been quite cavalier. At the initial meeting, when asked about supervision, he responded that those observing infractions would report the violators. Nowhere, however, has information ever been posted as to how to accomplish that, if indeed anyone wanted to. At a later date, he responded to my question regarding human waste problems. His reply – engraved in my memory – was equally blasé; I won't repeat it. His reply to my question about lawsuits was, "We always settle." Ingrid Sceusi of the RT Historical Society was concerned about damage to the historic stone furnaces; his reply: "We'll put up a sign."

F&W management policy at Split Rock is simply to install regulatory signs in the naive belief that they will be obeyed. Examples from Split Rock indicate that responses to these signs take one of three routes: the sign is *ignored* (No alcoholic beverages, No SWIMMING – that's a joke, boaters wear bathing suits), the sign and/or site it is supposed to protect is *vandalized* (furnace structure and tri-sided parking lot sign) or the sign mysteriously *disappears* (Handicap parking and CARTOP ONLY Boat launch).

I want to emphasize that management of the Split Rock site is abysmal – essentially non-existent. Rockaway Twp. bears the burden of being the first responder. To reward F&W's irresponsible stewardship with boat ramp approval will lead to the further loss of an environmental treasure. And remember, this is a *reservoir*, where ironically there are "No Trespassing, public water supplies" signs on the opposite downstream side of Split Rock Road. Would this project even be considered if it were proposed by a resident for a privately owned lake -- not a reservoir -- violating significant wetland regulations? Not likely!

I have heard that the State believes Split Rock is underutilized. I respond that it is equally -- if not more so -- undermanaged and inadequately patrolled. There isn't even a patrol boat. Conservation officer visits are rare and brief. If the ramp is built, who will know if a visitor spreads ice-melt chemicals on the ramp, or if food trucks drive down the ramp and sell shoreline snacks, leaving food wrappers in the water?

Rather than being permitted to enlarge the project, F&W should be compelled to provide adequate protection and supervision 24 x 7 x 365. **NOW.** If you can't take proper care of what you've got, you don't deserve more.

In my opinion, with respect to its abysmal stewardship of Split Rock, F&W is a Deadbeat Division of DEP – create it and then walk away, leaving others to deal with problems. I believe that to approve this project by following the letter of the law would be to violate its spirit and intent. Project approval could well be the tipping point in starting this secluded area on a downward path to becoming an environmental slum.

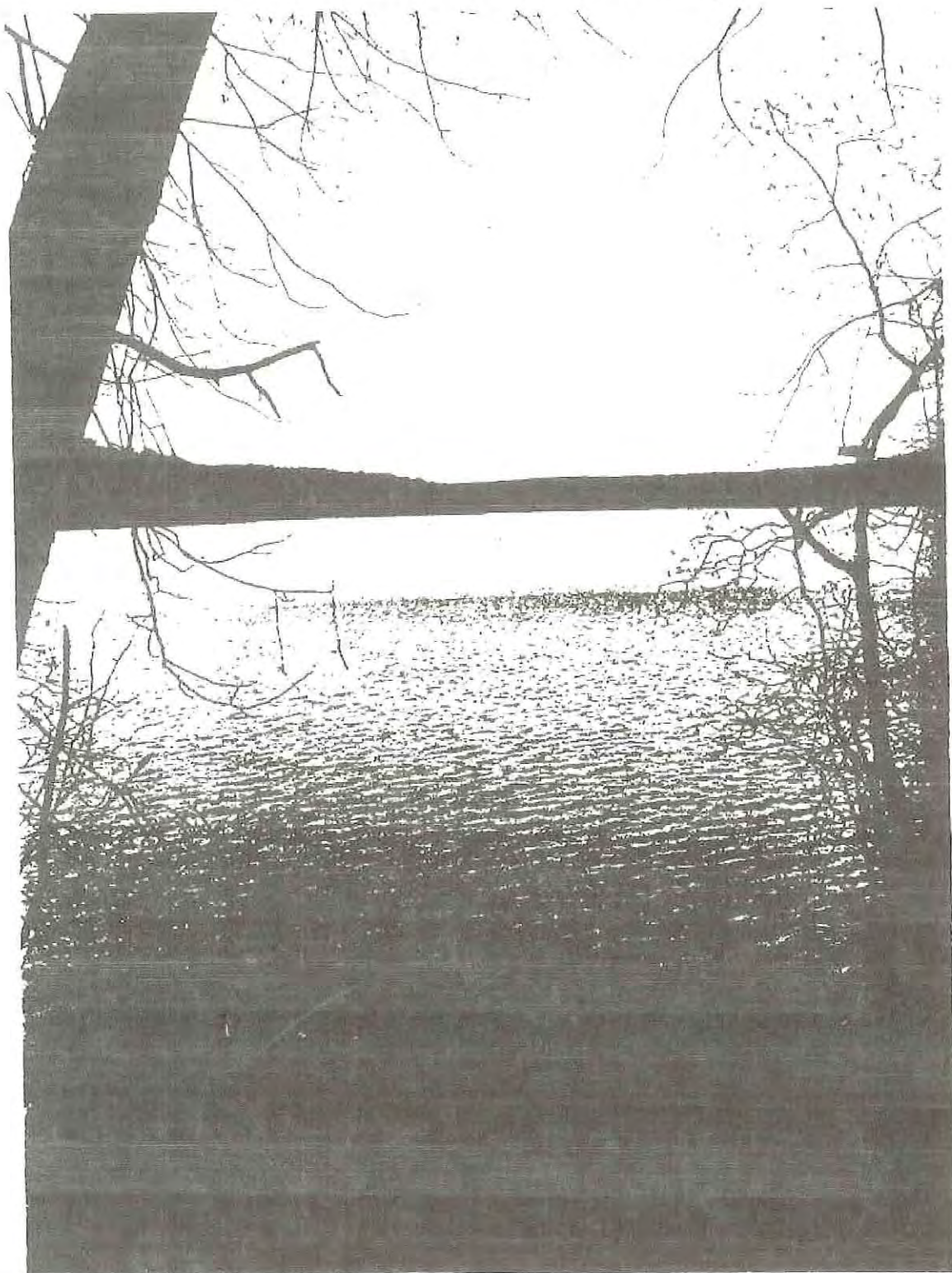
I hope I have convinced the Council that approval of the Split Rock Boat Ramp and enlarged parking lot is unwarranted and would be extremely detrimental to the entire Split Rock area.

Thank you.

# Environmental Assessment

## Splitrock Reservoir Trailhead/Cartop Boat Launching Facility

Comments submitted at Highlands Council  
Meeting on September 20, 2012 by Mary Lee Fulcher  
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Let's protect our earth



Prepared by:  
New Jersey Department of Environmental Protection  
Division of Fish and Wildlife



D1



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# Environmental Assessment - Splitrock Reservoir Trailhead/Cartop Boat Launching Facility

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## I. Introduction and Description of Proposed Project

In June 1996, the New Jersey Department on Environmental Protection (DEP) purchased 2500 acres of watershed land along the Rockaway River in Jefferson Township, and a conservation easement on 1516 acres in Rockaway Township, from the City of Jersey City. The total purchase price was \$6.8 million, in funds authorized by the Green Acres, Farmland and Historic Preservation, and Blue Acres Bond Act of 1995. One of the primary purposes of the Green Acres Act of 1995 was "to provide moneys for the acquisition and development of lands for public recreation and conservation." As part of the purchase of the conservation easement from Jersey City, the State acquired the right to establish a hiking trail through the parcel and a boat launching facility on the 625-acre Splitrock Reservoir. Only non-motorized boats, or those powered by electric motors, would be permitted.

This project is being proposed by the New Jersey Department of Environmental Protection's Office of Natural and Historic Resources. The proposal which is the subject of this document, is the construction of a 25 to 30-vehicle, crushed-stone trailhead/parking area (Appendix A) which will provide public access to Jersey City's Splitrock Reservoir property for recreational purposes as set forth in the easement i.e., hiking, fishing, and boating. This project will also provide historical interpretation opportunities related to a nationally significant, nineteenth-century iron forge located nearby.

The proposed parking area is being designed to potentially service a future ramp for the launching of trailered boats, as provided for in the easement. The development of a boat ramp may be a part of a future proposal and environmental assessment. For the purposes of this assessment, only cartop boats will be launched at the site.

The project site (Figure 1) is located on Jersey City property in Rockaway Township, Morris County adjacent to Split Rock Road just east of the Splitrock Reservoir Dam, between the dam and a large power line right-of-way. The proposed trailhead/parking area would be approximately one-half acre in size (270' x 90') and will be maintained and operated by the DEP's Division of Fish and Wildlife (DFW).

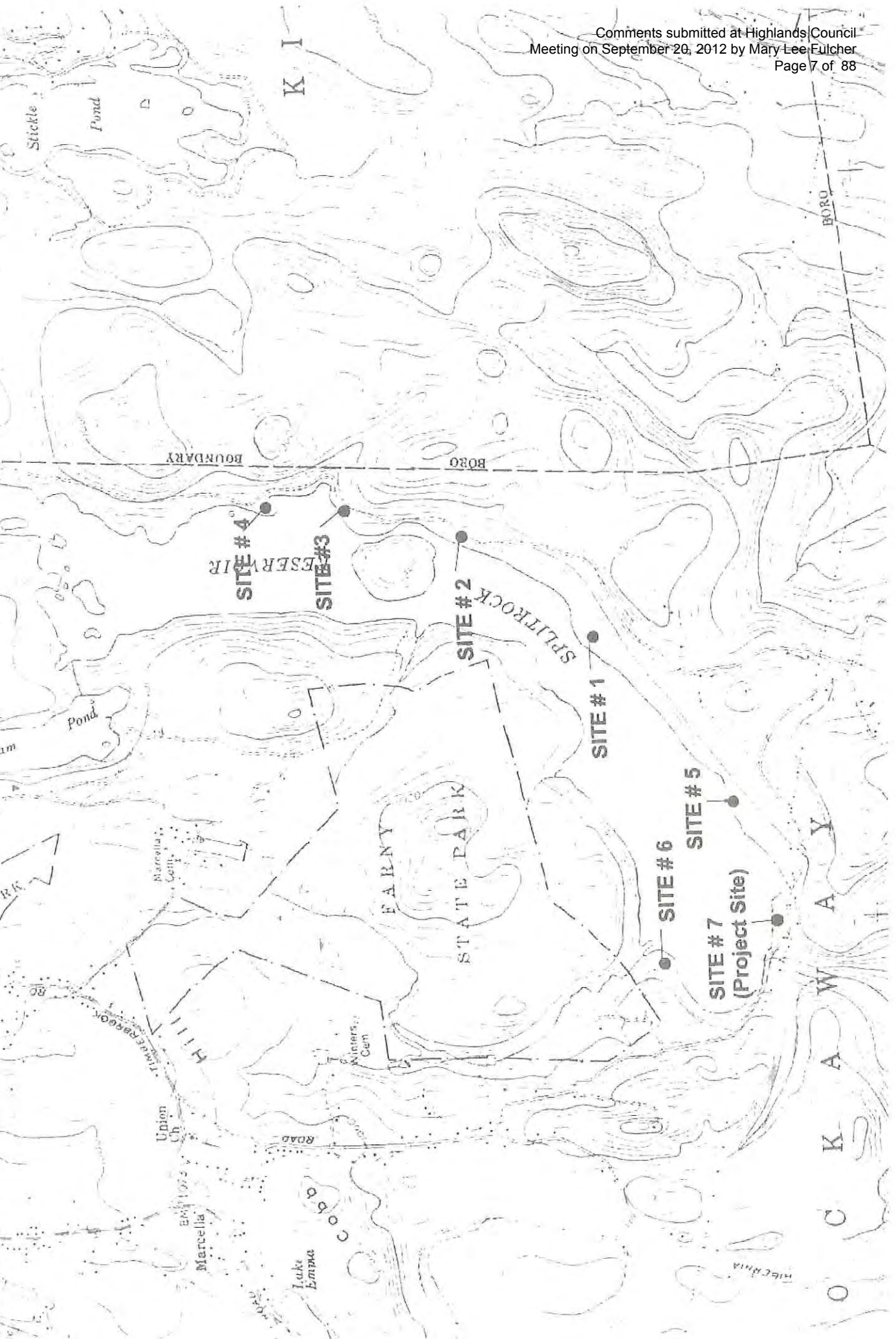
The setting is rural, mountainous, and largely forested. Surrounding the project site are the 1516 acre Jersey City easement area, the 3119-acre Wildcat Ridge Wildlife Management Area administered by the DFW and the 3929-acre Famy State Park administered by the DEP's Division of Parks and Forestry (DPF).

This proposed trailhead/parking area will provide safe and legal access for the public to outstanding outdoor recreational opportunities in an environment of stunning natural beauty. Hiking, fishing, birding, and canoeing will be the primary recreational activities enjoyed by visitors to the site.

The proposed project will address recognized recreational needs and provide high quality recreational opportunities for a wide variety of users. Fishing and hiking have been identified in the "New Jersey Open Space and Outdoor Recreation Plan" as two of



**FIGURE 1 – POTENTIAL ACCESS SITES – SPLITROCK RESERVOIR**



the most popular outdoor recreational activities in New Jersey. This same plan identifies significant and growing needs for places for the public to enjoy outdoor recreational activities. According to the "1996 National Survey of Fishing, Hunting and Wildlife-Associated Recreation," the latest in a series of 5-year surveys conducted by the US Fish and Wildlife Service, there are 428,000 freshwater anglers in New Jersey and 504,000 birders who take trips more than a mile from home to watch birds. The number of hikers in New Jersey is hard to assess, according to the NY-NJ Trail Conference, but this organization indicates that it represents 90-100,000 outdoor enthusiasts in the Greater New York Metropolitan Area.

## II. Description of Environment Prior to Project

The proposed project is located on a level, disturbed site just east of the Splitrock Dam and is sandwiched between Split Rock Road and the Reservoir. The site is screened from view from the Reservoir by large rock outcrops and is covered by early successional woodland. It appears to have been used as a staging area during the construction of the latest Splitrock Dam, the trees on-site having become established in the early 1950's or later. The geology of the area is glacial in origin and the soils are shallow and extremely rocky.

The current Splitrock Reservoir was created with the construction of a 55-foot-high dam during the period of 1947-49. This dam appears to have modified an existing structure that impounded the 350-acre Split Rock Pond. The new structure raised the water level 20 feet and added an additional 275 acres to the former pond. The current Jersey City water supply reservoir is approximately 3.5 miles in length, covering approximately 625 acres with a maximum depth of 38 feet and a capacity of 3.3 billion gallons. The previous dam on Split Rock Pond, which was originally constructed in the late 1700's or early 1800's, impounded approximately 350 acres with a maximum depth of approximately 15 feet. This dam was probably modified several times through the nineteenth century. The pond was used in association with iron mining and the operation of an iron forge. The original Split Rock Pond, prior to human alteration, was a natural glacial lake, the size of which is unknown.

Splitrock Reservoir is classified as FW-2 Trout Maintenance water. The reservoir acts as a supplemental water supply source providing water to Boonton Reservoir by way of the outlet stream, Beaver Brook. This stream is classified as Trout Production waters from the Splitrock Dam downstream to Meriden Road. Beaver Brook is a tributary to the Rockaway River that flows into Boonton Reservoir. Splitrock Reservoir is very scenic with a rocky, forested shoreline unbroken by development except for the dam. A hiking trail, the Four Birds Trail Loop, surrounds the reservoir. Connecting trails from the Four Birds Trail Loop lead to adjoining tracts of state land, i.e., Famy State Park and Wildcat Ridge WMA. Currently, hiking (under the state easement) is the only permitted recreational use of the Jersey City property, although there is no legal parking area on-site for access to the trail. Though illegal, the tract is regularly used for fishing, hunting, ATV use, and horseback riding to varying degrees and has been for many years.

The fish population of Splitrock Reservoir is composed of native and introduced (non-native) species. The Newark Bait and Fly Casting Club had use of Split Rock Pond for recreational fishing for many years prior to its purchase by Jersey City in 1923. It is likely that the club stocked a variety of fish species to enhance recreational fishing opportunities.



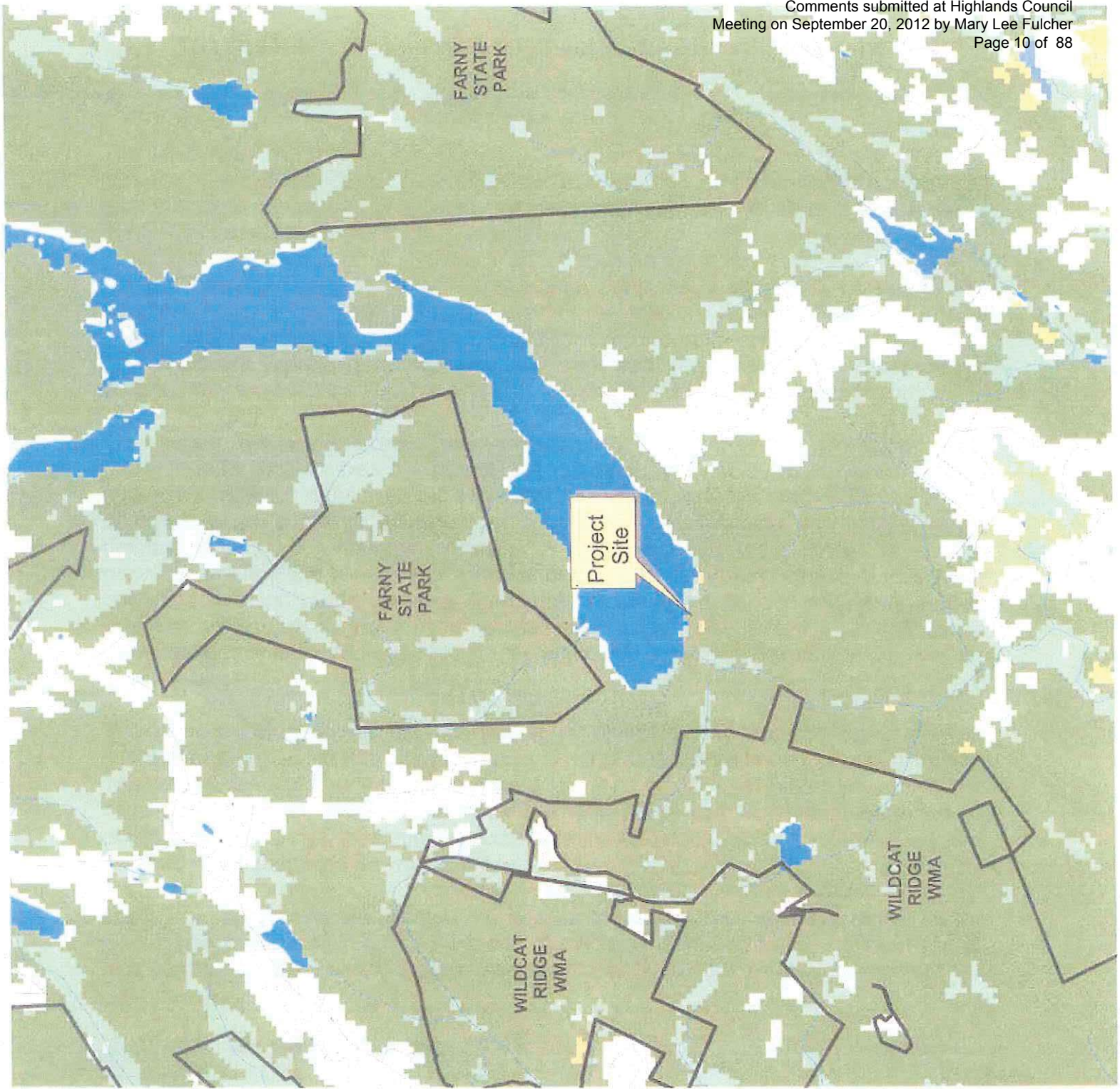
A fish population survey, conducted in 1993 by U.S. Environmental Protection Agency identified the presence of the following native species; pumpkinseed (*Lepomis gibbosus*), yellow perch (*Perca flavescens*), redbreast sunfish (*Lepomis auritus*), chain pickerel (*Esox niger*), white sucker (*Catostomus commersoni*), golden shiner (*Notemigonus crysoleucas*), brown bullhead (*Ameiurus nebulosus*), bluespotted sunfish (*Enneacanthus gloriosus*), banded killifish (*Fundulus diaphanus*) and landlocked alewife (*Alosa pseudoharengus*). The native anadromous alewife became landlocked in Lake Hopatcong and has been widely introduced throughout the state. Non-native species captured in the survey were black crappie (*Pomoxis nigromaculatus*), largemouth bass (*Micropterus salmoides*) and bluegill (*Lepomis auritus*). The presence of smallmouth bass (*Micropterus dolomieu*) has been reported in Splitrock Reservoir by numerous anglers over time, even though this species was not found in the US EPA survey. The DEP's Division of Fish and Wildlife supplementally stocked smallmouth bass in Splitrock Reservoir in 2000 as part of a strategy to manage the fisheries resources and enhance fishing opportunities.

The trophic state of the reservoir appears to be on the border of mesotrophic and eutrophic. Secchi disk readings taken in mid-August 1995 and 1997 were 12 and 13 feet, respectively. Conductivity readings ranged from 48 to 54 (mhos). Typical of deeper lakes in the region, Splitrock Reservoir stratifies during the summer. Oxygen levels in mid-August were <1 mg/l in the hypolimnion in depths greater than 23 feet creating unsuitable conditions for fish in this area. The reservoir is considered marginal trout maintenance water with only three feet of trout supporting water present in the metalimnion in mid-August.

The project site is located within a large area of interconnected forested habitat mapped by the DFW's "Landscape Project" in the highest category of criticality for threatened and endangered species (Figure 2). In the area of the project site, however, this forest patch tends to be significantly fragmented by a power line right-of-way, Split Rock Road, an area of agricultural and residential development at the southeast end of Splitrock Reservoir and Splitrock Reservoir itself. A search of DEP's Heritage Database (Appendix B) found one state endangered species, the red-shouldered hawk (*Buteo lineatus*) and two state threatened species, the wood turtle (*Clemmys insculpta*) and the barred owl (*Strix varia*), within a mile of the project site. Additionally, a review of the Landscape Project mapping revealed the presence of a federally endangered species, the Indiana bat (*Myotis sodalis*), within two miles of the project area and several occurrences of another state endangered species, the bobcat (*Lynx rufus*), within a mile of the project site. The state threatened bald eagle (*Haliaeetus leucocephalus*) was also noted to have nested on Splitrock Reservoir historically (last recorded in 1952). Discussions with the staff of DEP's Office of Natural Lands Management also revealed the presence of a state endangered plant, the three birds orchid (*Triphora trianthophora*), within a mile of the project site.

Large forested blocks such as this are also important to a wide variety of area-sensitive wildlife species of special concern such as the veery (*Catharus fuscescens*), broad-winged hawk (*Buteo platypterus*), solitary vireo (*Vireo solitarius*) and Canada warbler (*Wilsonia canadensis*).





**Figure 2: Critical Wildlife Habitat**

Split Rock Reservoir Area





### III. The Probable Environmental Impact of the Project if Implemented

Comments submitted at Highlands Council  
Meeting on September 20, 2012 by Mary Lee Fulcher  
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#### A. Land – No Measurable Impact

The land adjacent to Splitrock Reservoir, lying in Rockaway Township, is presently zoned by the municipality for residential development, with zones ranging from R-20 (20 acre minimum lot size), to R-5 (5 acre minimum lot size), to R-88 (88,000 square feet). The project site is zoned R-20 (Appendix G).

The DEP's prior purchase of the development rights for a significant portion of this residentially zoned property provides a level of protection to Splitrock Reservoir and its surrounding environs superior to that envisioned by the municipality's large lot zoning. The significant impacts generally associated with such residential construction will not occur simply because there will be no such construction on the protected parcels.

This project will not encourage residential growth. Growth in the general area will continue to be dictated by those parcels still residentially zoned by Rockaway Township and other adjoining municipalities, and not afforded the protection of a DEP fee simple purchase or purchase of development rights. There will be no encouragement or discouragement of industrial growth. Commercially, there may be some encouragement, if the recreational fisheries prove to be particularly attractive. Currently operating bait and tackle stores or boat sales shops in the general area may see an increase in purchases from users of the new parking lot. New bait and tackle businesses may be encouraged to set up shop in any available commercial zones in the general area.

The project will result in the conversion of approximately one-half acre of early successional woodland to a stone-surfaced parking area for the benefit of public access. The implications of this loss of woodland on fish, wildlife and water resources are discussed at length below. The beneficial aspects of this wooded acreage on air pollution would be lost, although these benefits would be negligible from the limited area involved in the proposed project.

Lastly, this project will not result in the loss of any ecologically sensitive lands, as the project has been sited in an area already significantly disturbed by the construction of, and continued presence of, a large dam structure, Split Rock Road and a power line right-of-way.

#### B. Water - No Measurable Impact

##### 1. Overview

The issue of using municipal water supply reservoirs for recreational purposes including fishing was widely debated in the United States in the 1950's and 1960's. By that time the concept of "multiple use" of natural resources, including water supply reservoirs, had become a standard recreation and parks management practice.

A nationwide survey, conducted by the Sport Fishing Institute, revealed that 93 percent of the respondents indicated that their municipal reservoirs had been opened to public

fishing by 1960 (Stroud 1965). In Virginia, the fact that only a few of the reservoirs were closed to public fishing evidenced the general acceptability and compatibility of recreation with the primary function of the reservoirs as producers of potable water (Martin 1964). Although the number of studies is limited, results suggest that the impact of recreation on water quality is insignificant. After reviewing numerous case studies, the Rhode Island Planning Council concluded that "the most overwhelming and credible information on the subject of recreational impact on water quality leads one to the conclusion that if there is an impact, it is slight, and it can in no way be considered a major source of pollution in water supplies (Rhode Island Statewide Planning Program 1974). In the Quabbin Reservoir in Massachusetts, despite the presence of more than 50,000 users fishing from shore and in small engine motorboats annually, the water quality remains excellent. Quabbin continues to be a Class A reservoir, unaffected for some 28 years by the existing recreational activities (Klar and Ghirin 1983).

The record shows clearly that multiple-use management of domestic water supply reservoirs, being not only ideally suited in many cases to meet this need, can be implemented without dangerous deterioration of the water quality required for suitable levels of potability and health. The desirability and feasibility of using domestic water supplies for fishing and other recreational purposes has been demonstrated repeatedly throughout the country, actually dating back long before the advent of World War I (Stroud 1965).

In New Jersey, many potable water supply reservoirs allow a variety of recreational activities, including fishing, on the water and adjacent lands, and have done so for many years. Most notable are Round Valley, Spruce Run, Monksville and Manasquan Reservoirs, which were constructed as multi-use, potable water supply reservoirs. There have been no documented adverse impacts on water quality, aquatic biota or habitat, resulting from recreational activities at any reservoir in New Jersey.

Manasquan Reservoir is a direct water supply system. Water goes directly from the reservoir to the treatment plant. In this type of system, concerns for water quality in the reservoir would be greater than for those reservoirs, such as Splitrock, that convey water to treatment plants via rivers, streams and additional reservoirs, in which water quality is impacted along the way. Despite this, consultations with Rich Famularo, manager of the Manasquan Reservoir water supply system, revealed that he had not observed any impacts to water quality related to recreational fishing at the reservoir.

The use of boats powered by electric motors or paddles on Splitrock Reservoir will generate minimal wave action that would have insignificant impacts on aquatic habitats, such as weed beds and shorelines. The use of lead sinkers and jigs for fishing has not been shown to have any discernible impact on water quality.

## 2. Existing surface drainage at project site

The size of the proposed parking lot will be approximately 0.50 acres. Stormwater runoff from the site is influenced by a localized drainage divide on the site that splits the flow in two general directions – to the east-northeast and to the west-southwest. At present, it appears that approximately one-third of the site drains to the east-northeast into a wooded and wide gully/swale that eventually drains into Splitrock Reservoir some 350ft.

away from the easterly edge of the proposed site. The runoff from the remaining westerly two-thirds of the site drains toward and into Split Rock Reservoir. The runoff from Split Rock Road itself and then flows along the north side of the road for approximately 240 ft. more or less before it enters into an old cast iron and block catch basin inlet. From here the runoff flows southerly through a 12" RCP under Split Rock Road where it exits on the south side of the road to flow overland towards Beaver Brook located downstream of the Splitrock Reservoir dam. Once out of the 12" RCP the runoff flows for approximately 97 ft. to a precipice and once over it, continues downhill for another 155 ft. before it enters Beaver Brook. The stream bottom of Beaver Brook at this discharge entry point contains a number of solid waste materials including metal containers, a table top and a tire rim. The easterly periphery of Beaver Brook in this immediate area is also being degraded by a number of all-terrain vehicle (ATV) trails that are causing severe erosion and probable movement of suspended and settleable solids and some petroleum hydrocarbons into Beaver Brook during times of rainfall.

### 3. Runoff water quality

Prior to the installation of any parking lot surfacing, best management practices for soil erosion and sediment control will be implemented. The site will then be clearcut, stumps removed (grubbed) and the area rough graded. No final design has yet been developed to indicate the finished contours of the parking lot surface, but all runoff will be directed to the east-northeast. Runoff from the site will drain into a pre-treatment area (vegetative filter strip) before discharging into a wooded swale leading to Split Rock Reservoir. Major pollutants expected to be generated at the proposed parking site (albeit in small quantities) include a number of heavy metals (with Cu, Pb, and Zn being most common)<sup>1</sup>, petroleum hydrocarbons including polycyclic aromatic hydrocarbons (PAH) and suspended solids. The major contributor of these pollutants will be the motor vehicles utilizing the site, through leaking crankcases and transmissions, brakes, tire dust, and other metal components of these vehicles. The ¾ blend quarry process surface was chosen as an alternative to bituminous concrete pavement in order to minimize or at least slow the movement of the aforementioned pollutants from the parking lot surface to the adjoining environs. It is well documented that petroleum hydrocarbons and trace metals are readily adsorbed onto particulate matter and consequently their movement is often directly related to the movement of those particulates. There is as yet no reliable data to quantify how much of these pollutants each vehicle will produce during the time it is parked in the lot or moving through it. The generation of such pollutants depends upon the age of the vehicle, its maintenance, the time of travel to the site (length of time the engine operates), and the duration of the period of parking – none of which is known at this time. It is anticipated that the granular character and coarseness of the ¾ blend quarry mix will soak up any leaks of petroleum hydrocarbons and any associated contaminants contained therein, thus making them less susceptible to rapid transport/movement during subsequent rainfall events. The ¾ blend surface is also expected to provide a coefficient of roughness that will slow the flow of rainfall runoff somewhat across the parking lot.

<sup>1</sup> Trace metals may be grouped into two categories: transitional metals and metalloids. Transitional metals (e.g copper, cobalt, iron and manganese) include those elements essential for metabolic function at low concentrations but may be toxic at high concentrations. Metalloids on the other hand (e.g. arsenic, cadmium, lead and mercury) are generally not required for metabolic activity but may be toxic at low concentrations.



While the proposed  $\frac{3}{4}$  blend surface will initially have some permeability, allowing some infiltration and absorption of rainfall, eventually, due to compaction, permeability will generally decrease to the extent that much of the rainfall impinging on the parking lot will be converted to runoff. Refurbishment of the surface of the lot by new applications of the  $\frac{3}{4}$  blend mix will restore some of the lot's permeability and absorption / adsorption capabilities.

#### 4. Protection of surface water quality

While the proposed parking lot is not expected to be a major generator of pollutants to either Splitrock Reservoir or Beaver Brook, some pollutants are expected to eventually move from the parking lot area and into the adjoining environs. Current research indicates that the highest concentrations of pollutants will be flushed within the first 15 to 20 minutes of rainfall. Therefore, the water quality design storm, defined as the one-year frequency S.C.S. Type III, 24 hour storm or 1.25 inches of rainfall falling uniformly in two hours, as cited in the N.J. Residential Site Improvement Standards, would appear to be the appropriate storm to calculate the volume of runoff in most need of treatment. Therefore, it is calculated that approximately 34,000 gallons will need specific treatment<sup>2</sup>. If undisturbed areas downslope of the edges of the parking lot are utilized for treatment it is expected that 25% of the runoff will infiltrate to become interflow in the unsaturated zone and another 25% could<sup>3</sup> become part of the base flow in the saturated zone. The remainder is expected to flow overland through the A soil horizon.

Assuming that the site will be sloped to drain east-northeasterly toward Splitrock Reservoir, runoff will be directed into the 350ft.+/- long wooded gully area lying east of the proposed parking lot periphery, thereby exposing the runoff to the filtration, sedimentation, infiltration, sequestration, adsorption and degradation by volatilization and hydrolysis provided by the litter on the forest floor and the A and B soil horizons. The 1976 Morris County Soil Survey indicates the soils at the project site and in the gully to the east of the project site to be Parker-Edneyville extremely stony sand loam (PeC). The soil profile indicates there are adequate depths of the A and B horizons to provide the necessary treatment given adequate time of travel. The presence of a multitude of boulders and fallen trees in this gully will facilitate a slowing of the runoff velocity and increase the flowpath of the runoff, thereby enhancing treatment. Further enhancement will be achieved by the placement of 2 or 3 staked straw or coconut wattles placed cross-sectionally in the swale at 100 foot intervals. Petroleum hydrocarbons and associated PAH and suspended solids removal are expected to range from 60% to 80%. The metals attached to particulates are expected to be reduced by similar percentages. Soluble metals may be reduced by half of those percentages.

The proposal to treat any proposed runoff from the parking lot by means of overland flow through undisturbed areas is a viable and acceptable option under the DEP's BMP Manual (*Best Management Practices for Control of Nonpoint Source Pollution for Stormwater – Fifth Draft, 5/3/2000*). Given the treatment options proposed, it is expected that the project will not cause a contravention or non-compliance with any

<sup>2</sup> Would be around 5,700 gallons if only the first 20 minutes of runoff needs treatment.

<sup>3</sup> The recharge potential may be limited by the existing character of the bedrock in this area that is described as a massive textured biotite granite with few cracks and fissures.

approved State water quality standards, in Splitrock Reservoir or Beech Fork Reservoir, it is expected to increase turbidity levels or affect the aquatic biota or their habitat in the receiving waterways. A pre and post construction surface water monitoring program in the Reservoir at the proposed discharge point of the overland flow will be instituted to help assess the need to supplement this overland flow treatment with additional treatment measures. Parameters to be monitored include: petroleum hydrocarbons, copper, lead, zinc, total suspended solids, hardness, total phosphorus, nitrite-nitrate nitrogen, nitrite nitrogen and polycyclic aromatic hydrocarbons.

## 5. Ground water quality and quantity

For purposes of this assessment it is again assumed that the parking lot will eventually shed 100% of the rainfall impinging upon it. However, due to the diminutive size of this project all runoff will be quickly reintroduced/returned to the watershed within which it exists, therefore there should be little if any impact on the quantity of the groundwater in the general area. By discharging the runoff into undisturbed areas, and assuming adequate residence time, little impact on ground water quality is expected. Some minimal recharge capability<sup>4</sup>, however, will be lost on the project site itself, following installation of the new stone/quarry blend surface.

## C. Fish and Wildlife - No Measurable Impact

### 1. Indiana Bat

The most significant wildlife species located in the area of the project site is the Indiana bat, a species listed as endangered under the federal Endangered Species Act (87 Stat. 884; 16 U.S.C. 1531 et seq.). New Jersey is one of the few states outside the species' core range in the Midwestern U.S. where breeding has been confirmed (U.S. Fish and Wildlife Service, 1999). An important hibernaculum for this species is located in a cave on Wildcat Ridge WMA approximately 2 miles from the project site, with two additional hibernacula approximately 5 miles away. These locations represent important wintering habitat for the Indiana bat. During the period from April 1 through November 15, the bats emerge from this wintering location to breed and forage in the surrounding area. Based on what is currently known about the Indiana bats' life history and foraging behavior, the U. S. Fish and Wildlife Service has determined that this species can be assumed to be present within a 5-mile radius of the hibernaculum during the breeding season.

Consultation regarding this project has been conducted with DFW endangered species biologists and biologists from the US Fish and Wildlife Service's Ecological Services Office in Pleasantville, NJ. It has been determined that no measurable impact on the Indiana bat will occur as a result of this project given: 1) the low habitat suitability of the site due to the young age class of trees present and 2) the fact that the site will be searched by competent biologists with the approval of the US Fish and Wildlife Service prior to the clearing of any trees during the period of April 1 to November 15.

<sup>4</sup> See previous footnote 3 on underlying bedrock.

## 2. Red-Shouldered Hawk

The search of the Heritage Database for the project site found that the state-endangered red-shouldered hawk "may" be present on the site. An analysis of this information by DFW endangered species biologists, however, indicated that this report was based on a variety of known locations within Famy State Park on the opposite side of the Reservoir at least one-half mile from the project site. Red-shouldered hawk nesting is known to occur within suitable habitat at Famy State Park. This habitat is characterized as large tracts of mature wooded wetland. This type of habitat does not occur on the project site (which is characterized as a small patch of young, upland forest). Foraging by red-shouldered hawks could occur on the project site, although the small amount of clearing and its proximity to disturbed areas make it inconsequential in this regard. No measurable impacts on the red-shouldered hawk would result from the construction of the parking area. Increased use of the reservoir for recreation as a result of the project would not result in impacts to the hawk, as the reservoir itself does not represent habitat. Increased use of the hiking trails could be problematic in potential for nest disturbance but this potential was not felt to be significant.

## 3. Wood Turtle

The search of the Heritage Database for the project site found that the state-threatened wood turtle "may" be present on the site. An analysis of this information by DFW endangered species biologists indicated that this determination was based on a number of sightings of this species along the headwater streams of the Beaver Brook south of the Splitrock Reservoir some distance from the project site. The habitat in the immediate vicinity on the proposed parking area was characterized as "peripheral." One of these headwaters streams flows from the Splitrock Dam just west of the project site. For eight months of the year, the preferred habitat of the wood turtle is wooded riparian wetlands. From May through August, wood turtles disperse out through adjoining upland forest. Given the size of the project and the peripheral nature of the habitat in the vicinity of the project site, DFW biologists determined that no measurable impacts on local wood turtle populations could be expected to occur. Increased use of the reservoir for recreation as a result of this project would not impact the wood turtle, as the reservoir itself does not represent wood turtle habitat. Increased use of the hiking trails in the area could be problematic in that they cross wood turtle habitat and could increase the risk of illegal collecting. This risk, however, was not felt to be significant.

## 4. Bobcat

The bobcat is a secretive, nocturnal, and extremely wide-ranging species listed as state-endangered. A review of the DFW's Landscape Project maps found several sightings of this species within a mile of the project site. Because of its secretive habits, this species is seldom seen. The size of the habitat disturbance associated with the project precludes the possibility of measurable impacts on local bobcat populations in the estimation of DFW's endangered species biologists. Increased use of the reservoir for recreation as a result of this project will not impact this species, as the reservoir itself does not represent bobcat habitat. Increased use of the trail system is likely to result in few encounters with this secretive species with little chance of significant population impacts.



## 5. Barred Owl

A search of the Heritage Database found the state-threatened barred owl to be present in the immediate vicinity of the project site. This species, like the red-shouldered hawk, nests in large tracts of mature wooded wetlands. No nest sites are located in the vicinity of the project area, nor does it represent preferred habitat for nesting or foraging. Consequently, and given the small amount of disturbance associated with the project, DFW's endangered species biologists have determined that this project will have no measurable impact on local barred owl populations. Increased recreational use of the reservoir as a result of the project will not impact the barred owl, as the reservoir itself does not represent barred owl habitat. Increased use of the local trail system could be problematic from the standpoint of nest disturbance but the potential for significant impacts were considered to be highly unlikely.

## 6. Bald Eagle

The bald eagle is a federally-threatened and state-endangered (breeding population only) species. Heritage Database records indicate that this species once nested on Splitrock Reservoir, the last occurrence being in 1952. Given increasing numbers of nesting bald eagles in New Jersey over the last decade or more, it is not unlikely that this species could nest here again in the near future. The DFW will monitor Splitrock Reservoir for use by breeding bald eagles.

Potential nesting habitat, normally characterized by mature trees in relatively undisturbed areas, will not be impacted by the proposed project. Increased recreational use of the area could potentially impact nesting if not restricted in close proximity to a new nesting site during the breeding season. If nesting should occur at Splitrock, the DFW will take steps, in cooperation with the landowner, to restrict access to an appropriate buffer area. The productivity of any potential nest would be monitored by DFW staff, as are all known bald eagle nests in New Jersey.

Nesting bald eagles can be successful in association with large, heavily utilized water bodies, as can be seen at Union Lake in Cumberland County, Merrill Creek Reservoir in Warren County, and Round Valley Reservoir in Hunterdon County. Levels of recreational use at Splitrock Reservoir are not expected to approach the levels associated with the above water bodies where bald eagles are successfully nesting at the present time.

## 7. Waterfowl

A variety of relatively common waterfowl species, including the Canada goose (*Branta canadensis*), wood duck (*Aix sponsa*), ruddy duck (*Oxyura jamaicensis*), bufflehead (*Bucephala albeola*) and common merganser (*Mergus merganser*), to name a few, utilize Splitrock Reservoir, particularly as a resting and feeding area during migration. This is typical of many of the large lakes of northern New Jersey. The proposed project may cause waterfowl not to utilize the portions of the Reservoir immediately adjoining the project area due to disturbance during the construction phase. In the long-term, no impacts on waterfowl use of the Reservoir will occur in that the parking lot is to be constructed on the adjoining upland. In the estimation of DFW waterfowl biologists, no significant impacts on waterfowl will occur, since Splitrock Reservoir is large enough for



waterfowl to move about on site in response to disturbance. Disturbance levels at Splitrock Reservoir are not expected to be nearly as high as at many other large lakes and estuarine water areas in New Jersey where gasoline-powered boats are utilized with no significant impacts on waterfowl populations.

## 8. Black Bear

The black bear (*Ursus americanus*) is large, somewhat secretive, common mammal of the extensive woodlands surrounding the Splitrock Reservoir. The number of black bears in New Jersey appears to be rapidly increasing based on population studies conducted by the DFW. The scale of the proposed project is such that measurable impacts on the local population of black bears are not possible in the estimation of DFW biologists responsible for black bear research. Increased recreational use of the Reservoir associated with the project will not impact this species since the water areas do not represent black bear habitat. Increased hiking activity around the Reservoir could result in more black bear encounters, although encounters with aggressive bears normally occur with animals that are being illegally fed or with bears that have been habituated to humans.

## 9. Forest Interior Species of Special Concern

In consultation with the DFW's endangered species biologists and a qualified ecologist from a statewide conservation organization, it was concluded that the proposed site would have the least impact of any of the sites considered, on the ecological integrity of the large contiguous forest area associated with Splitrock Reservoir. Due to the small amount of clearing (approximately one-half acre), and the proximity of existing disturbed areas including Split Rock Road, the power line right-of-way, the Splitrock Dam and the Reservoir itself, there would be no measurable impact on interior-forest species, or any other special concern species in the area.

## 10. Aquatic Wildlife

There are no expected significant impacts to aquatic wildlife from the construction and operation of the proposed project. Angling and the harvest of sportfish is expected to have only a slight impact on the fish population which will be monitored and regulated by the DFW through the annual Fish Code. Regulations are already in effect for Splitrock Reservoir designed to maintain the quality of the black bass fishery

## D. Plants - No Measurable Impact

### 1. Three-Birds Orchid

A search of the Heritage Database relative to another potential project site revealed the presence of the state endangered three-birds orchid within Famy State Park. Ecologists within the DPF's Natural Heritage Program were consulted regarding the potential impacts of the project. A recent analysis of the area by Natural Heritage Program staff based on existing occurrences resulted in the enlargement of the Program's "Priority Site" designed to protect this population. The proposed project is located outside the

Increased recreational use of the Reservoir will not impact the three-birds orchid, as the Reservoir itself does not represent habitat. The trail surrounding the Splitrock Reservoir, although passing in close proximity, was specifically routed to avoid existing populations of the three-birds orchid in consultation with Natural Heritage Program staff.

## **E. Social and Economic - No Significant Impact**

### **1. Traffic and Use Levels**

An independent consulting firm was hired to assess the traffic impact of the proposed project (Appendix C). The consultant's assessment was conducted under the scenario of a parking lot and a boat launch located on Split Rock Road at the southern end of the Reservoir. Only the impacts of the parking area portion of the project are being assessed in this report so that the consultant's conclusions can be viewed as a worst-case scenario.

The findings of the consultant were that the anticipated impacts of a parking area/boat launch combination would be "minimal," as reflected by the existing roadway network. The consultant felt that the great majority of the traffic would approach the site via the Green Pond Road to Upper Hibernia Road to Split Rock Road route since Green Pond Road is a major collector roadway which provides excellent access to the north and south. They indicated that the majority of traffic would be at non-peak hours and that the existing roadway capacity could accommodate the volumes. Warning signage was recommended to improve safety at specific locations on Green Pond and Upper Hibernia Roads.

The only reliable angler use information for a major reservoir in New Jersey is from Merrill Creek Reservoir, a 650-acre water body in Warren County very much analogous to the Splitrock Reservoir in terms of angler-use potential. Anglers are checked in and out of the Merrill Creek facility by full-time attendants, resulting in the availability of comprehensive use information.

Merrill Creek Reservoir has a large boat ramp and parking for approximately 100 cars with trailers. Like Splitrock, electric motors only are permitted. An excellent warmwater fishery is present in both Merrill Creek and Splitrock, but trout are stocked additionally at Merrill Creek, a very strong enticement for additional angling pressure.

For the latter reasons, angling pressure at Merrill Creek would be expected to be far greater than at Splitrock under the current scenario of a parking lot with cartop launching only. Actual observed peak use figures for Merrill Creek, however, are similar to the peak numbers assumed in the consultant's traffic assessment. These worst-case traffic volumes were judged to have no significant impact on local roadway capacities.

Actual average weekday use (10 vehicles/day) and weekend use (34 vehicles/day) numbers at Merrill Creek Reservoir during the peak fishing season (May 8 – July 30) are



Numbers of hikers that will use the parking area are more difficult to predict although current levels are negligible.

The State Department of Transportation was contacted regarding the impact on State highways of a proposed boat launch and parking area for 40-45 vehicles off Split Rock Road. Although this scenario, again, far exceeds what is being proposed, it was felt that the additional volumes would most likely not effect the capacity along Routes 80, 46 and 23 or any of the other State roadways involved in the approach to the project site.

Trends in angler use at Splitrock can also be expected to mirror those observed at Merrill Creek. Angler use at Merrill Creek increased rapidly soon after opening to the public in 1990. Angler use peaked within the first six years and then declined steadily for the next four years to a level of approximately half the peak level. The current level of angler use at Merrill Creek is expected to remain relatively stable.

## 2. Emergency Services

The Fire Marshall of the neighboring Town of West Milford was contacted for some insight into the level of emergency services that might be required of Rockaway Township as a result of the opening of Splitrock Reservoir to public use. West Milford is responsible for five large reservoirs, four of which are open to fishing, so that their experience can reasonably be viewed as a worst-case. The Fire Marshall indicated that in the past eighteen years, emergency services have been required to respond to three incidents on reservoirs and one of these was in an adjoining Township. One was a drowning on a closed reservoir, the second was a plane crash (in Vernon Township), and the third was a small brush fire on an island in a reservoir open to fishing. In his opinion, even though the reservoirs under his jurisdiction are utilized for fishing quite extensively, very few problems have been associated with their use for this purpose (Appendix D).

## 3. Historical Resources

The project site is located within the boundaries of the Split Rock Furnace historic site that is listed in the New Jersey and National Registers of Historic Places. The Split Rock Furnace is one of only three remaining "almost complete and intact charcoal iron furnaces" in the State of New Jersey. In this location, the proposed project offers a unique opportunity to highlight and interpret a significant historic resource that has been hidden and neglected for many years.

Because of the historic significance of the area, a professionally qualified archaeologist was hired to conduct a field survey of the project site as well as of the adjoining potential boat ramp site (Appendix E). This survey found no evidence of significant cultural resources on the project site. The report also suggested that "the parking area will provide a safe and convenient place for visitors to the historic site to park" and that the increased visitation "will provide an opportunity to interpret the site to the public." The



report also cautioned that "increased visitation may bring malcontents and people collecting on the site, which are definitely negative impacts."

This survey was submitted to the State Historic Preservation Office (SHPO) for review. The SHPO agreed with the conclusion of the report that the proposed site was an acceptable location for the project. Because it is located within the boundaries of the historic site, the project will require authorization under the New Jersey Register of Historic Places Act. The SHPO found, however, that "preliminarily, based on the project site described in the survey report, it appears that this project will not constitute an encroachment per the Act if an agreement is reached between Fish and Wildlife and the SHPO regarding steps to be taken to develop interpretation, preservation, and safety programs for portions of the historic site accessible from the new parking area."

#### 4. Law Enforcement

State Conservation Officers from the DFW will be responsible for enforcing Wildlife Management Area regulations at the state parking facility and for enforcing the State's Fish Code and Game Code on the reservoir and surrounding lands. Park Rangers from the DPF will be responsible for the enforcement of state regulations on the Four Birds Trail Loop around the reservoir as well as on the adjoining Fanny State Park lands. Both agencies will assist the Rockaway Township Police, where possible, in enforcing regulations against trespass on the Jersey City property and in dealing with the rampant ATV problem in the area. Rockaway Township Police have been extremely helpful in dealing with difficult ATV issues on the adjoining Wildcat Ridge Wildlife Management Area. An increased state law enforcement presence in the Splitrock area, as a result of this project, may assist in curbing some of the area's perennial ATV problems.

The DFW has recently hired five additional Conservation Officers in its Northern Region to address longstanding manpower shortages. Efforts are currently being made to station one of these officers at the Wildcat Ridge Wildlife Management Area in close proximity to the project area where he will be in position to respond rapidly to problems. Although this officer will have patrol responsibilities elsewhere, legislation has been introduced by Senator Bucco (S-1725) and Assemblyman Merkt (A-3570), to add another Conservation Officer to the Division's staff to patrol only a limited area centered on Splitrock Reservoir. If passed, this legislation would provide a more permanent law enforcement presence in the project area and allow for a more effective effort, in cooperation with the Township and Park Rangers, in combating the existing ATV problem.

Under the heightened state of alert resulting from recent terrorist activities, some of the water supply reservoirs in New Jersey are closed to recreational activities at night. This precaution may be in effect indefinitely. Access to the Splitrock Reservoir property will be limited to one, easily monitored parking area. Vehicles parked in any other portion of the watershed property will be doing so illegally and can be dealt with by state or local law enforcement authorities. Additional security measures may be implemented at water supply reservoirs statewide in the future.



#### **IV. Methods of Mitigating Potential Adverse Environmental Impacts**

##### **A. Site Location and Size of Facility:**

A fairly level, previously disturbed site, adjacent to an existing road, was selected for the project. These factors will greatly reduce site preparation activities and disturbances such as tree removal and excavations. The size of the parking area has been reduced from 50 – 75 spaces as originally proposed, to 25 – 30 spaces. This will limit the area of disturbance to approximately one-half acre. This relatively small facility, although adequate for projected use levels, will provide a means to limit use of the reservoir and trail systems, if necessary.

The selected site is located in close proximity to a number of disturbed habitats including Split Rock Road, the Splitrock Reservoir, the Reservoir dam, a power line right-of-way and a block of agricultural and residential development extending to the southeast. The juxtaposition of these disturbed areas will limit any impacts to area-sensitive wildlife inhabiting the large, adjoining blocks of contiguous forest.

##### **B. Stormwater Runoff Abatement:**

A crushed stone surface was selected for the parking area and a vegetative filter strip was added to the design to limit/distribute stormwater runoff from the project site, thereby limiting any water quality impacts on the reservoir.

##### **C. Electric Motors:**

Boats accessing the reservoir from the project site will be limited to electric motors, thereby limiting any impacts from noise, wave action, or to water quality that could result from the use of gasoline-powered engines.

##### **D. Tree Removal Restrictions:**

During the period of April 1 to November 15, the project site will be searched by competent biologists for roosting Indiana bats prior to the clearing of any trees to eliminate the possibility of any impact on individuals of this species.

##### **E. Traffic Light on the Dam:**

Split Rock Road narrows to one lane with a limited sight distance as it crosses the Splitrock Reservoir Dam. This situation has, apparently, not been a major safety problem in the past given traffic volumes to date. The implementation of this project, although a very modest traffic generator, could impact this situation given the increasing amount of residential development taking place in the area.

The use of lights to regulate traffic on one-lane roadways is a methodology that has been successfully implemented in other parts of New Jersey. Rockaway feels that, as a result of continuing residential development in the area, a traffic light at Splitrock Dam would be advisable, DEP would consider assisting the Township with its installation. DEP would also consider assisting with the installation of a traffic light at some future date if, as a result of the implementation of this project or other changing traffic patterns, the Township of Rockaway felt it was advisable.

#### **F. Sanitary Facilities:**

A portable rest room of the environmentally friendly "Clivus multrum" type will be provided on-site and maintained by the DFW. This may necessitate the elimination of 2-4 parking spaces within the lot, to be determined after construction has been completed.

#### **G. In-Lieu-of Tax Payments:**

The Township of Rockaway received an average of \$241,000 annually over the past three years in in-lieu-of tax payments from the State for tax exempt state lands in the municipality. This funding is intended to offset the cost of municipal services provided in support of state land holdings, for example, road grading, law enforcement, emergency services, etc., but can be used for any municipal need at the discretion of the Township. In-lieu-of tax payments are provided to municipalities annually based on the percentage of State land in the township with the funding continuing indefinitely under current state law.

#### **H. Trash Removal**

Several conservation and outdoor recreation organizations have volunteered to assist the DFW with clean-up and trash removal responsibilities at the project site and around the Splitrock Reservoir property in general. On April 6, 2002, the Morris County Federation of Sportsmen's Clubs sponsored a clean-up of the Jersey City property and removed over 30 yards of refuse. This organization has volunteered to conduct these clean-up activities on a regular basis. These activities can be coordinated with those of the New York/New Jersey Trail Conference, who have also volunteered to sponsor similar events.

#### **I. Water Quality Monitoring**

The DFW will institute a program of pre and post construction water monitoring at the proposed discharge point of the parking lot runoff to the Splitrock Reservoir. The need to supplement the overland flow treatment of the stormwater runoff with additional treatment measures will be assessed based on the results of this proposed monitoring.

## V. Alternatives to the Proposed Project

In June of 1999, five potential sites were evaluated by an engineering consultant for the development of a parking area/boat launch on Splitrock Reservoir. In November of 1999, the same firm evaluated a sixth site (Figure 1).

### A. Sites #3 and #4:

These sites are the farthest north along Charlottsburg Road and would require the greatest amount of access road improvements. As a result, their development costs would be prohibitively high at approximately \$2 million and \$2.4 million, respectively. These sites were rejected without further consideration.

### B. Sites #1 and #2:

Development of the above two sites would also be fairly expensive, at \$1.12 million and \$1.58 million, respectively. The location of these two sites is excellent, however, in terms of boating access to both ends of the Reservoir with electric motors. Electric motors have a fairly limited range. The above sites are very attractive from the standpoint of boating access when the cost is viewed in relation to their position on the Reservoir. Both of these sites are located, however, within a relatively undisturbed portion of the Reservoir property and adjacent to a large, contiguous block of mature forest. Their development could impact area-sensitive wildlife species as well as the semi-wilderness quality of the interior of the Reservoir property.

### C. Site #6:

This site is located in the southwest corner of the Reservoir and was considered at the request of Rockaway Township. An 1800' access road to the site follows an existing "jeep trail" which is blocked off at its entrance to Split Rock Road. The cost to develop this site is relatively reasonable at approximately \$560,000. The access road, however, encroaches on a designated state "natural area" and the parking area would be located on the edge of a large, contiguous forest block.

### D. Site #5:

This site is located a short distance north of the project site. Its cost for development is estimated at \$450,000. An existing "jeep trail," extending from Split Rock Road down to the site, would need to be improved. The parking area site is covered by mature forest although the surrounding forest block is impacted by the same disturbances as the project site, particularly the power line right-of-way and the agricultural/residential development to the southeast. This site would be an acceptable alternative if concerns about the historic iron forge preclude the use of the preferred project site.

### E. No Action:

This alternative would result in a significant loss of high-quality public recreational opportunities, acquired by the state Green Acres Program along with the long-term preservation of the Jersey City Watershed property. The residents of northern Morris County and surrounding counties would be particularly impacted since proximity would



make their potential enjoyment of this unique area more likely. Opportunities for fishing and/or canoeing in a serene and picturesque setting such as Splitrock Reservoir are limited in the State of New Jersey. Without an access site mutually agreed upon by the State and the City of Jersey City, the public would not be able to enjoy the outstanding fishery potential of this reservoir nor the solitude of its semi-wilderness environs.

Hikers and birders would have difficulty, under this alternative, in accessing the Four Birds Loop Trail that circles the reservoir. Currently, no legal parking exists on the Jersey City property or along adjacent municipal roads. Parking may be provided at some point on an adjoining portion of Famy State Park. This parking, however, would be more than a mile from the Four Birds Trail Loop and trail connections would be required that would traverse sensitive portions of the Famy Natural Area.

Illegal trespassing would continue unabated, particularly for fishing and ATV use.

## VI. Consultations

Greg McLaughlin, Office of Natural Lands Management, DPF  
Robert Cartica, Office of Natural Lands Management, DPF  
Dr. Larry Niles, Chief, Endangered and Nongame Species Program, DFW  
Mike Valent, Principal Zoologist, Endangered and Nongame Species Program, DFW  
Dave Jenkins, Prin. Zoologist, Endangered and Nongame Species Program, DFW  
Jason Tesauro, Endangered and Nongame Species Program, DFW  
Lisa Arroyo, Endangered Species Biologist, US Fish and Wildlife Service  
Annette Shearer, Senior Endangered Species Biologist, US Fish and Wildlife Service  
Amanda Dey, Endangered and Nongame Species Program, DFW  
Dr. Emile DeVito, New Jersey Conservation Foundation  
William Anderson, Manager, Bureau of Traffic Engineering, NJDOT  
Michael Woch, Fire Marshall, Township of West Milford  
Mike Gregg, Historic Preservation Office, DEP  
Dorothy Guzzo, Administrator, Historic Preservation Office, DPF  
Paul Stem, Asst. Regional Superintendent, DPF  
Kevin Wright, Resource Interpretation Specialist, DPF  
Paul Castelli, Principal Biologist and Waterfowl Project Leader, DFW  
Robert Papson, Principal Fisheries Biologist, DFW  
Pat Carr, Principal Biologist and Bear Project Leader, DFW  
Celeste Tracy, Office of Natural Lands Management, DPF  
Larry Miller, Office of Natural Lands Management, DPF  
Lance Miller, formerly Director, Division of Watershed Management, DEP  
Leslie McGeorge, formerly Director, Division of Science, Research and Technology, DEP  
Robert Oberthaler, Chief, Bureau of Water Allocation, Water Supply Admin., DEP  
Rich Famularo, Manager, Manasquan Reservoir Water Supply System  
Larry Wheelock, NJ Field Representative, NY-NJ Trail Conference  
Jim Mershon, Senior Naturalist, Merrill Creek Reservoir  
William Honochevsky, Division of Watershed Management, DEP  
Liz Semple, Nonpoint Source Team Leader, Div. Of Watershed Mgmt., DEP  
Sandra Blick, Division of Watershed Management, DEP



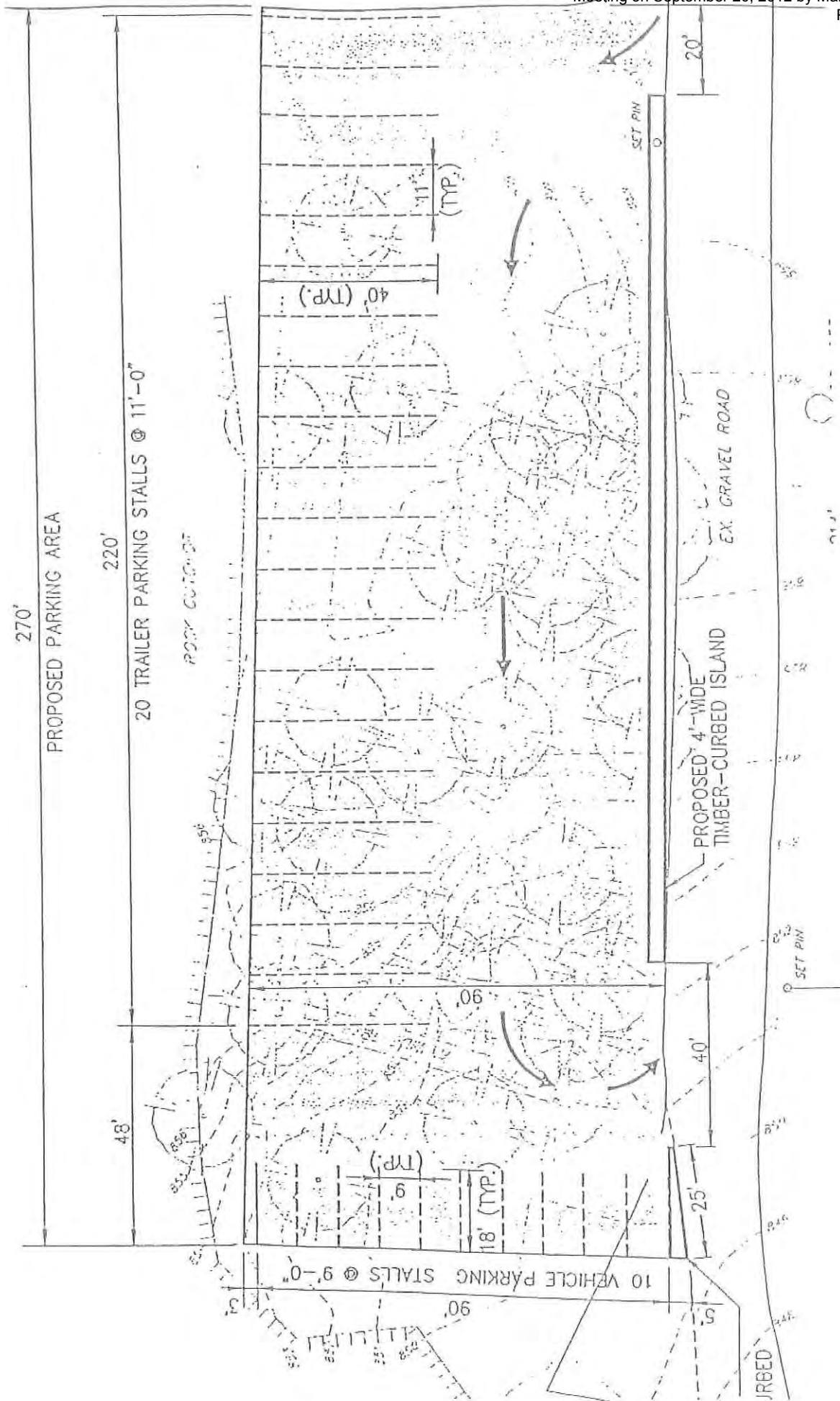
## VII. References

1. Martin, R. G., 1964, Multiple Use of Municipal Water Supply Reservoirs. Virginia Wildlife, 25:12:16
2. Rhode Island Statewide Planning Program, 1974. The Potential Values and Problems in Using Water Supply Reservoirs and Watersheds for Recreational Purposes. Technical Paper No. 47, Providence, Rhode Island.
3. Klar, Lawrence R. Jr. and Aldo Ghirin, 1983. Recreation at Drinking Water Reservoirs in Massachusetts: A Survey of Water Managers. Paper No. 82071 of the Water Resources Bulletin.
4. Stroud, Richard H., 1965 Exec. Vice-Pres. Sport Fishing Institute, Washington, D.C. The Recreational Use of Watersheds. Sport Fishing Institute Bulletin No. 171.
5. New Jersey Green Acres Program, 1999. New Jersey's Common Ground 1994-99: State Comprehensive Open Space and Outdoor Recreation Plan Summary. Trenton, NJ.
6. US Fish and Wildlife Service and the Bureau of the Census, 1998. 1996 National Survey of Hunting, Fishing and Wildlife-Associated Recreation. Washington, DC.

## VIII. Appendices

# Appendix A

## Preliminary Site Plan



# Appendix B

## Natural Heritage Database Search Results



State of New Jersey  
Department of Environmental Protection

DONALD T. DiFRANCESCO  
Acting Governor

Robert C. Shir  
Commissioner

Division of Parks and Forestry  
Office of Natural Lands Management  
Natural Heritage Program  
P.O. Box 404  
Trenton, NJ 08625-0404  
Tel. #609-984-1339  
Fax. #609-984-1427

May 9, 2001

Tony Petrangelo  
DEP - Division of Fish and Wildlife  
Station Plaza 5  
P.O. Box 400  
Trenton, NJ 08625

Re: Splitrock Reservoir

Dear Mr. Petrangelo:

Thank you for your data request regarding rare species information for the above referenced project site in Rockaway Township, Morris County.

The Natural Heritage Data Base has records for occurrences of red-shouldered hawk and wood turtle that may be on the site, and for red-shouldered hawk and barred owl that may be in the immediate vicinity of the site. The attached lists provide more information about these occurrences. Because some species are sensitive to disturbance or sought by collectors, this information is provided to you on the condition that no specific locational data are released to the general public. This is not intended to preclude your submission of this information to regulatory agencies from which you are seeking permits.

Also attached is a list of rare species and natural communities that have been documented from Morris County. This county list can be used as a master species list for directing further inventory work. If suitable habitat is present at the project site, these species have potential to be present. If you have questions concerning the wildlife records or wildlife species mentioned in this response, we recommend you contact the Division of Fish and Wildlife, Endangered and Nongame Species Program.

PLEASE SEE THE ATTACHED 'CAUTIONS AND RESTRICTIONS ON NHP DATA'.

Thank you for consulting the Natural Heritage Program. Feel free to contact us again regarding any future data requests.

Sincerely,

A handwritten signature in dark ink, appearing to read "T. Breden".

Thomas F. Breden  
Supervisor

cc: Lawrence Niles  
NHP File No. 01-4007484

POSSIBLY ON PROJECT SITE  
RARE SPECIES AND NATURAL COMMUNITIES PRESENTLY RECORDED IN  
THE NEW JERSEY NATURAL HERITAGE DATABASE

COMMON NAME	FEDERAL STATUS	STATE STATUS	REGIONAL GRANK STATUS	SRANK	DATE OBSERVED IDENT.	LOCATION
Scabratee LINEATUS		E/T	G5	S1B, S2N	1990-06-05 Y	VARIOUS LOCATIONS WITHIN FARNY STATE PARK (SPLITROCK TRACT).
		T	G4	S3	1993-08-15 Y	MULTIPLE LOCATIONS ALONG THE BEAVER BROOK AND ITS TRIBUTARIES FROM ITS HEADWATERS NEAR SPLITROCK RESERVOIR, LYONSVILLE AND MERIDEN TO BEACH GLEN, INCLUDING: A) ROUTE 513 NORTH TO MERIDEN ROAD. ALONG SMALL STREAM BETWEEN LYONSVILLE ROAD AND ARCHER DRIVE. B) ALONG MERIDEN BROOK, HALFWAY BETWEEN SPLITROCK RESERVOIR DAM AND MERIDEN ROAD. C) ALONG STREAM, APPROXIMATELY 0.9 MILE SOUTHWEST OF SPLITROCK RESERVOIR, ROCKAWAY TWP.
S INSCULPTA						ROUTE 80, EXIT 37, NORTH GREENPOND ROAD TO MERIDEN ROAD, HOUSE #49.



IMMEDIATE VICINITY OF PROJECT SITE  
RARE SPECIES AND NATURAL COMMUNITIES PRESENTLY RECORDED IN  
THE NEW JERSEY NATURAL HERITAGE DATABASE

COMMON NAME	FEDERAL STATUS	STATE STATUS	REGIONAL GRANK STATUS	SRANK	DATE OBSERVED	IDENT.	LOCATION
CEBRALUS LINEATUS		E/T	G5	S1B, S2N	1995-09-24	Y	A) FARMER HILL ROAD TO MERIDEN ROAD TO VISTA DRIVE. TURN LEFT AT 90 DEGREE INTERSECTION, 200 FEET IN WOODS/SHAMP ON LEFT SIDE OF ROAD. B) SWAMP, OLD BEACH GLEN ROAD, 0.5 MILE FROM FARMER HILL ROAD. C) NORTH OF INTERSECTION OF MERIDEN AND GREEN POND ROADS. D) RT. 513 TO MERIDEN ROAD, APPROXIMATELY 3/4 - 1 MILE, ON SOUTH SIDE OF ROAD ALONG BEAVER BROOK. E) ROCKAWAY VALLEY ROAD BETWEEN SPLIT ROCK ROAD AND HILLCREST ROAD. F) FORESTED AREAS ALONG HILLCREST ROAD.
BARRED OWL		r/T	G5	S1B	1991-07-77	Y	FARMER HILL, RD. TO MERIDEN RD. TO VISTA DR. TURN LEFT AT 90 DEGREE INTERSECTION, CALL RESPONSE LOCATION OFF ROAD. ALSO, EAST OF MERIDEN RD. JUST SOUTH OF MERIDEN.
BARRED OWL		T/T	G5	S1B	1999-SPRNG	Y	APPROXIMATELY 0.25 MILE WEST OF INTERSECTION OF UPPER HIBERNIA ROAD AND SPLIT ROCK ROAD. EAST OF RAILROAD EMBANKMENT.

IMMEDIATE VICINITY OF PROJECT SITE  
RARE SPECIES AND NATURAL COMMUNITIES PRESENTLY RECORDED IN  
THE NEW JERSEY NATURAL HERITAGE DATABASE

COMMON NAME	FEDERAL STATUS	STATE STATUS	REGIONAL GRANK STATUS	SRANK	DATE OBSERVED	IDENT.	LOCATION
VARIA		T/T	G5	S1B	1993-03-26	Y	A/B) FROM RT. 513 (GREENPOND ROAD) TAKE UNPAVED ROAD EAST- JUST NORTH OF KATHERINE D. MALONE SCHOOL. ABOUT 0.5 MILE ON ROAD. C/D) 2 LOCATIONS ALONG BRUNACHE ROAD.

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This form is used to request a search of the Natural Heritage Database for records of rare or endangered species and natural communities on or near a project site. The Natural Heritage Program provides the information in order to assist the requestor in preserving habitat for rare and endangered species and natural communities.

To initiate a search, please provide: A) A letter explaining the project; B) A copy of a USGS quad map(s) delineating the bounds of the project site; C) A completed data request form.

Send completed request to: Office of Natural Lands Management, Natural Heritage Program, PO Box 404, 22 South Clinton Avenue, Trenton, NJ 08625-0404.

NAME Tony Petrusolo  
AGENCY Division of Fish and Wildlife, DEP  
ADDRESS P.O. Box 400, State Plaza 5, Trenton, NJ 08625

PHONE 4-1401

PROJECT OR SITE NAME Splitrock Reservoir

COUNTY (CHECK THOSE THAT APPLY):

ATLANTIC	BERGEN	BURLINGTON	CAMDEN	CAPE MAY	CUMBERLAND	ESSEX
GLOUCESTER	HUDSON	HUNTERDON	MERCER	MIDDLESEX	MONMOUTH	MORRIS
OCEAN	PASSAIC	SALEM	SOMERSET	SUSSEX	UNION	WARREN

USGS QUAD(S):

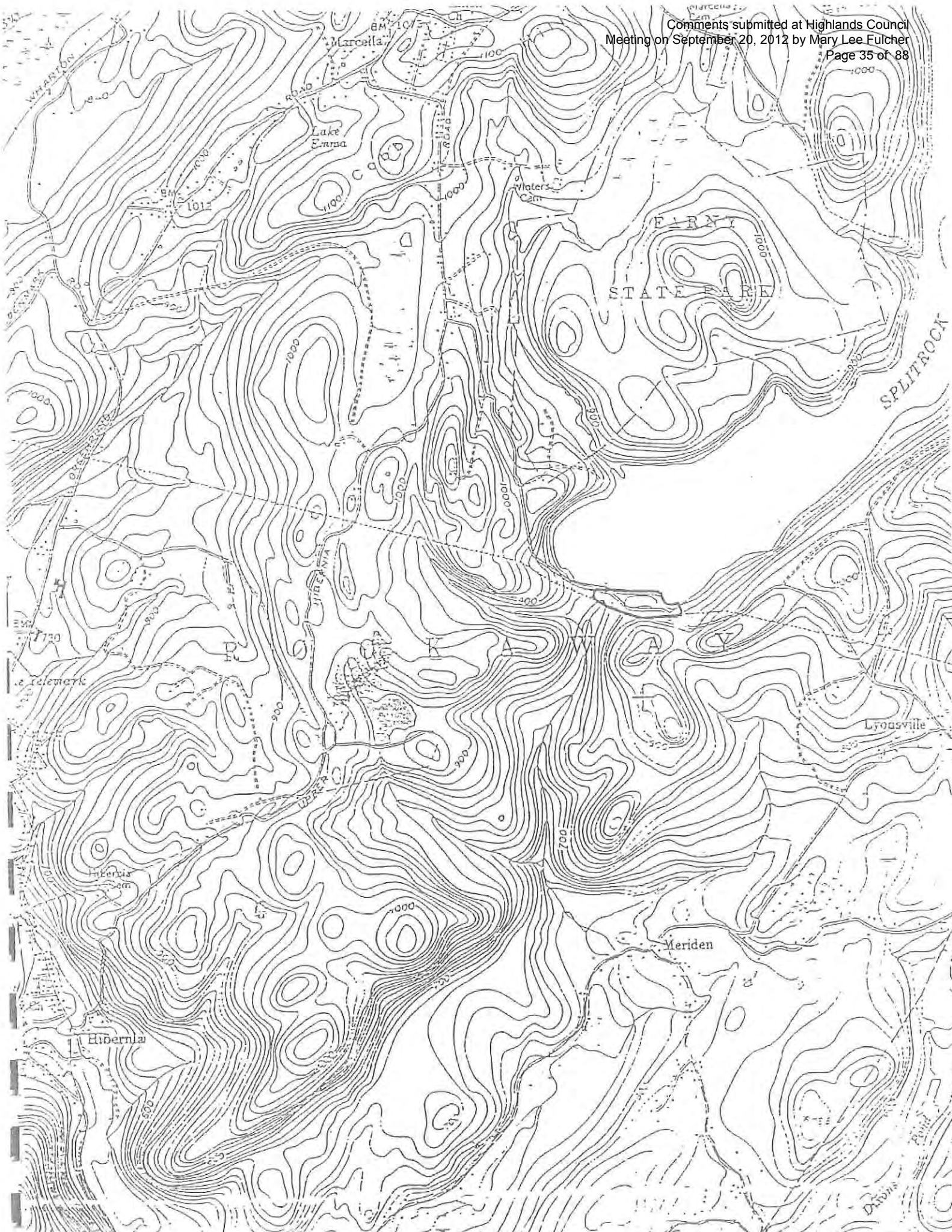
Any material supplied by the Office of Natural Lands Management will not be published without crediting the Natural Heritage Database as the source of the material. It is understood that there will be a charge of \$20.00 per hour for the services requested. An invoice will be sent with the request response and payment should be made by check or money order payable to "Office of Natural Lands Management."

Date Needed ASAP Signature [Signature]  
(see reverse side of form)

FOR OFFICE USE ONLY			
Item Code:	REG <input type="checkbox"/>	ST <input type="checkbox"/>	RTC <input type="checkbox"/> NC <input type="checkbox"/>
	REGEO <input type="checkbox"/>	STEO <input type="checkbox"/>	RTCEO <input type="checkbox"/> NCEO <input checked="" type="checkbox"/>
Hrs:	<u>1.0</u>		
Project Code:	<u>01-4007484</u>		
Inv. #:			

DATE RECEIVED

MAY 2 2001



# Data Request Worksheet

Comments submitted at Highlands Council  
Meeting on September 20, 2012 by Mary Lee Fulcher  
Page 36 of 88

760 Project: Splitrock Reservoir ✓

812

Quad(s):

Q1 2E Boonton

Q2 4C074E4

Q3

Q4

Q5

Q6

Petrangelo

Mr. Tony Petrangelo

DEP - Division of Fish and Wildlife

Station Plaza 5

✓ P.O. Box 400

Trenton, NJ 08625

Municipality(s):

Rockaway ~~Borough~~ Township

Element Occurrences:

GEC5 → 4IV  
2CS

County(s):

✓ Morris

Priority Sites:

None

New Wood Turtles:

None

Bog Turtles (PAS):

None

EOCODE	NAME	PR EC	QUADCODE	MRC NUM	DOT NUM	EDR ANK	SEO TRACK	DIRECTIONS
ANNKCL9030*007*NJ	BUTEO LINEATUS	S	4007484 4007485	23 30	23 39	E	Y	A) FARMER HILL ROAD TO MERIDEN ROAD TO VISTA DRIVE. TURN LEFT AT 90 DEGREE INTERSECTION, 200 FEET IN HOODS/SWAMP ON LEFT SIDE OF ROAD. B) SWAMP, OLD BEACH GLEN ROAD, 0.5 MILE FROM FARMER HILL ROAD. C) NORTH OF INTERSECTION OF MERIDEN AND GREEN POND ROADS. D) RT. 511 TO MERIDEN ROAD, APPROXIMATELY 3/4 - 1 MILE, ON SOUTH SIDE OF ROAD ALONG BEAVER BROOK. E) ROCKAWAY VALLEY ROAD BETWEEN SPLIT ROCK ROAD AND HILLCREST ROAD. F) FORESTED AREAS ALONG HILLCREST ROAD.
ABNKC19030*022*NJ	BUTEO LINEATUS	S	4007484	35	35		Y	VARIOUS LOCATIONS WITHIN FARMY STATE PARK (SPLITROCK TRACT).
ABNSS12020*057*NJ	STRIX VARIA	S	4007484 4007485	30 32	30 32		Y	A/B) FROM RT. 511 (GREENPOND ROAD) TAKE UNPAVED ROAD EAST. JUST NORTH OF KATHERINE D. MALONE SCHOOL. ABOUT 0.5 MILE ON ROAD. C/D) 2 LOCATIONS ALONG BRUNACIE ROAD.
ABNSB12020*070*NJ	STRIX VARIA	S	4007484	29	29		Y	APPROXIMATELY 0.25 MILE WEST OF INTERSECTION OF UPPER HIBERNIA ROAD AND SPLITROCK ROAD. EAST OF RAILROAD EMBANKMENT.
ABNSB12020*074*NJ	STRIX VARIA	S	4007484	24	23	E	Y	FARMER HILL RD. TO MERIDEN RD. TO VISTA DR. TURN LEFT AT 90 DEGREE INTERSECTION, CALL RESPONSE LOCATION OFF ROAD. ALSO, EAST OF MERIDEN RD. JUST SOUTH OF MERIDEN.
ABAA02020*123*NJ	CLEMYS INSCULPTA	S	4007484	25	23	D	Y	MULTIPLE LOCATIONS ALONG THE BEAVER BROOK AND ITS TRIBUTARIES FROM ITS HEADWATERS NEAR SPLITROCK RESERVOIR, LYONSVILLE AND MERIDEN TO BEACH GLEN, INCLUDING: A) ROUTE 513 NORTH TO MERIDEN ROAD. ALONG SMALL STREAM BETWEEN LYONSVILLE ROAD AND ARCHER DRIVE. B) ALONG MERIDEN BROOK, HALFWAY BETWEEN SPLITROCK RESERVOIR DAM AND MERIDEN ROAD. C) ALONG STREAM, APPROXIMATELY 0.9 MILE SOUTHWEST OF SPLITROCK RESERVOIR, ROCKAWAY TWP. D) ROUTE 80, EXIT 37, NORTH ON GREENPOND ROAD TO MERIDEN ROAD, HOUSE #49.



2001	EOCODE	SNAME	PR	QUADCODE	MRG	DOT	EOB	SEO	DIRECTIONS
			EC		NUM	NUM	ANK	TRACK	

da Processed

# Appendix C

## Results of Indiana Bat Consultation with U.S. Fish and Wildlife Service



In Reply Refer to:  
ES-017794

# United States Department of the Interior

## FISH AND WILDLIFE SERVICE New Jersey Field Office Ecological Services

927 North Main Street, Building D  
Pleasantville, New Jersey 08232

Tel: 609/646 9310

Fax: 609/646 0352 December 4, 2001

<http://njfieldoffice.fws.gov>



Comments submitted at Highlands Council  
Meeting on September 20, 2012 by Mary Lee Kulisser

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Mr. Tony Petrongolo  
New Jersey Division of Fish and Wildlife  
P.O. Box 400  
Trenton, New Jersey 08625-0400

Dear Mr. Petrongolo:

This responds to your October 11, 2001 request to the U.S. Fish and Wildlife Service (Service) for review of your assessment of potential impacts to the federally listed endangered Indiana bat (*Myotis sodalis*) and its habitat from proposed construction of a 30-car gravel parking area adjacent to an existing trail and boat access at Splitrock Reservoir, Morris County, New Jersey.

This response is provided pursuant to the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) to ensure the protection of endangered and threatened species and does not address all Service concerns for fish and wildlife resources. These comments do not preclude separate review and comments by the Service as afforded by the Fish and Wildlife Coordination Act (48 Stat. 401, 16 U.S.C. 661 *et seq.*), if any permits are required from the U.S. Army Corps of Engineers pursuant to the Clean Water Act of 1977 (33 U.S.C. 1344 *et seq.*), nor do they preclude comments on any forthcoming environmental documents pursuant to the National Environmental Policy Act of 1969 as amended (83 Stat. 852; 42 U.S.C. 4321 *et seq.*).

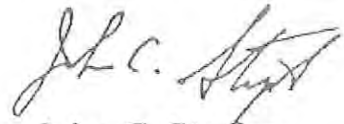
The Service has reviewed the site maps and information provided with your October 11, 2001 facsimile and subsequent telephone conversations with Lisa Arroyo and Annette Scherer of my staff. Construction of the parking area will remove approximately 0.5 acre of trees within a 1,512-acre wooded easement area managed by the New Jersey Division of Fish and Wildlife. The site was previously cleared and disturbed, indicating that the trees to be removed are less than 40 to 50 years of age. All tree clearing will occur during the period when Indiana bats are hibernating and, therefore, are unlikely to be present. Impacts to the Indiana bat from the proposed project are anticipated to be negligible and discountable. Therefore, the Service concurs with your determination that the proposed project is not likely to adversely affect the Indiana bat.

Except for the Indiana bat and an occasional transient bald eagle (*Haliaeetus leucocephalus*) no federally listed or proposed threatened or endangered flora or fauna are known to occur within the vicinity of the proposed project. No further consultation pursuant to Section 7(a)(2) of the ESA is required by the Service. If additional information on listed and proposed species becomes available or if project plans change, this determination may be reconsidered.



Please contact Annette Scherer of my staff (609) 646-9310, extension 34 if you have any questions or require further assistance regarding threatened or endangered species.

Sincerely,

A handwritten signature in black ink, appearing to read "J.C. Staples". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

John C. Staples  
Assistant Supervisor

# Appendix D

## Pennoni Associates Traffic Assessment



PENNONI ASSOCIATES INC.  
CONSULTING ENGINEERS

950 Clifton Avenue  
Clifton, NJ 07013-2790  
Tel: 973-365-0510  
Fax: 973-365-0016

NJFW 20006901

April 29, 2002

Mr. Robert Olsen  
NJ Division of Fish and Wildlife  
150 Fredon-Springdale Road  
Newton, NJ 07860

RE: TRAFFIC ASSESSMENT  
PROPOSED BOAT LAUNCH  
SPLITROCK RESERVOIR  
ROCKAWAY TOWNSHIP, NEW JERSEY

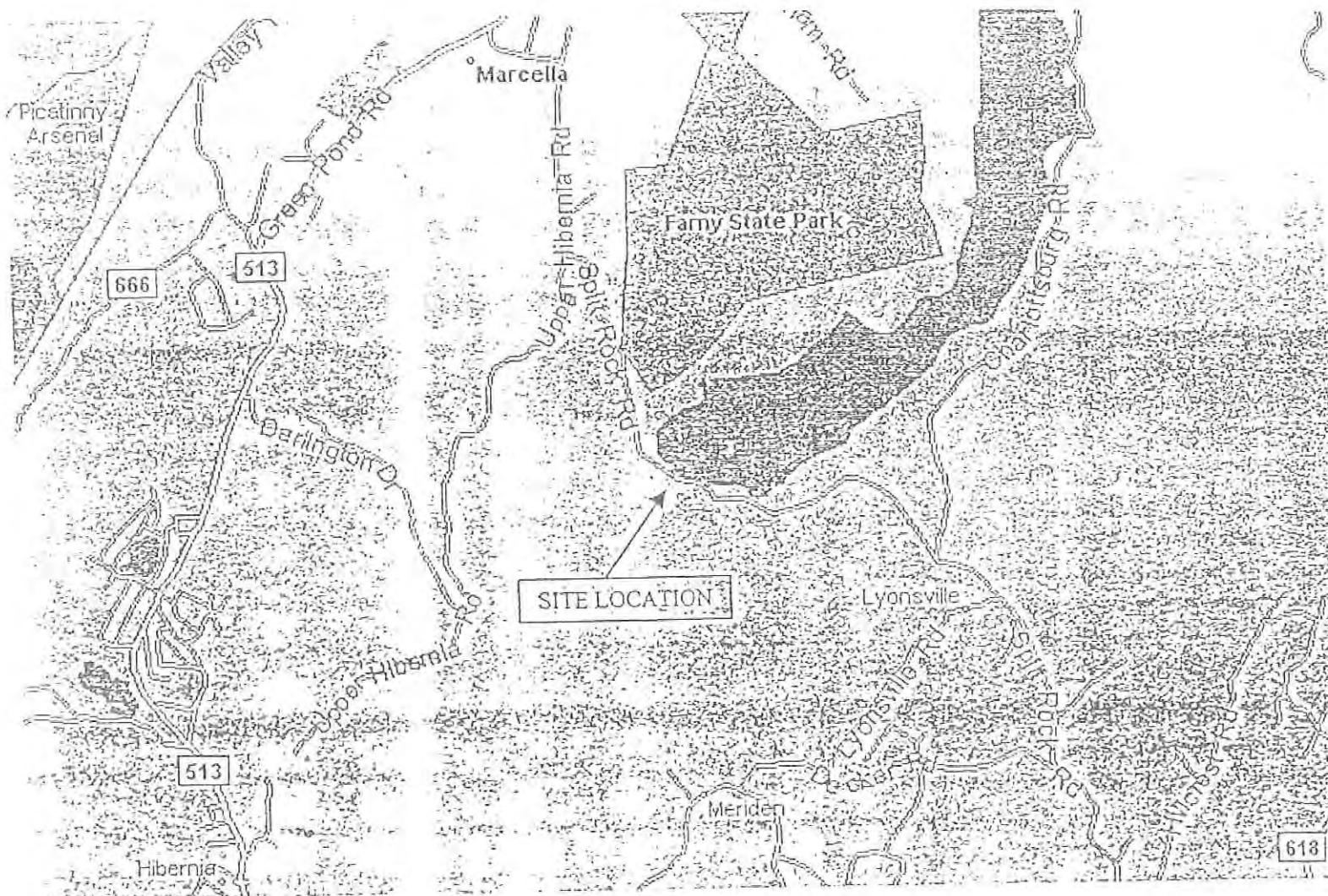
Dear Mr. Olsen:

In accordance with your request, Pennoni Associates Inc. ("Pennoni") has assessed the traffic impact of the proposed Splitrock Reservoir boat launch. The proposed boat launch and, associated staging and parking area are contemplated to be located adjacent and east of the existing dam structure along the southerly shore of Splitrock Reservoir. Please refer to the following Figure 1 for Site Location Map. Twenty-five to thirty parking spaces are proposed for vehicle-boat trailer combinations. Boats are restricted to electric-battery powered units that generally fall within a 12 foot "bass-fishing" boat type.

An assessment has been undertaken that has considered the traffic demands associated with the proposed boat launch facility. Traffic counts have been conducted at two key intersections and general roadway conditions have been noted along Split Rock Road. Vehicle trip generation and distribution has been projected for vehicle trips associated with the boat launch facility. The potential impact of boat launch traffic has been assessed by conducting roadway capacity and level of service analyses. Based on the foregoing scope of work, the anticipated impact of the proposed boat launch would be minimal, as reflected by the existing roadway network.



Figure 1 Site Location Map



## EXISTING ROADWAY CONDITIONS

### Green Pond Road

Green Pond Road, also designated Route 513, is a general north/south roadway that has one lane of travel in each direction. Per the New Jersey Department of Transportation ("NJDOT") Straight Line Diagram, Route 513 is under Municipal jurisdiction at milepost 51.86 or at the intersection with Upper Hibernia Road. Green Pond Road has a posted speed limit 40 mph and is classified by NJDOT as a rural minor arterial. In the vicinity of the proposed boat launch, Green Pond Road provides direct connections to Route 80 to the south and Route 23 to the north.

### Upper Hibernia Road

Upper Hibernia Road is a local access street with a paved width of approximately 20 feet. Upper Hibernia serves as an east/west connector to the Split Rock Road intersection that ultimately terminates at an existing trail-head parking area associated with the Flyway Spur Trail and existing hawk watch

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Proposed Boat Launch

activity. Upper Hibernia Road provides access to local residences, as well as access to existing hiking trails with trail links to Wildcat Ridge Hawkwatch.

### Split Rock Road

Split Rock Road is also a local access street with a paved width of approximately 20 feet that provides access to local residences and existing recreational uses. Split Rock Road has a general east/west orientation that dips south along the Splitrock Reservoir. A segment of Split Rock Road is conveyed as a one-lane roadway atop the Splitrock Reservoir dam and spillway.

### TRAFFIC VOLUME COUNTS

Manual turning movement vehicle counts were conducted on Saturday, March 2, 2002 at the following unsignalized intersections:

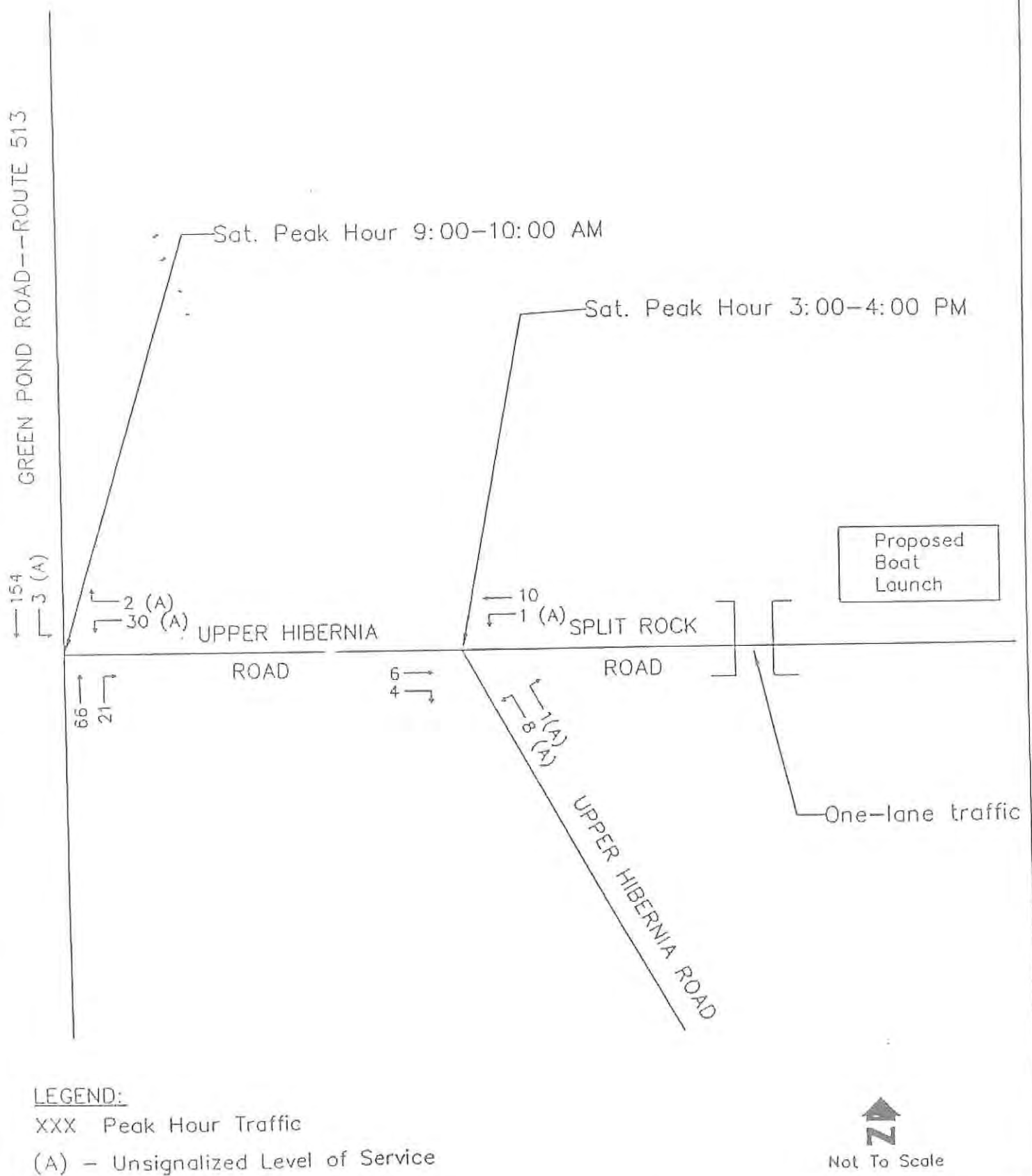
- Green Pond Road (County 513) and Upper Hibernia Road
- Split Rock Road and Upper Hibernia Road

The counts were conducted from 6:00 AM to 10:00 AM and from 2:00 PM to 4:00 PM. The turning movement counts were conducted during the anticipated peak times of activity associated with the proposed launch area. Please see Figure 2 for the representative Saturday peak traffic volumes for the counted intersections.

The intersection of Green Pond Road and Upper Hibernia Road experiences a Saturday peak hour from 9:00 AM to 10:00 AM. The traffic volume total at the three-legged intersection sums to 276 vehicles. Green Pond Road is designated the major roadway with the minor westbound Upper Hibernia Road approach under STOP control. These volumes are illustrated in Table I.

The intersection of Split Rock Road and Upper Hibernia Road experiences a Saturday peak hour from 3:00 PM to 4:00 PM. The traffic volume total at the three legged intersection sums to 31 vehicles. These volumes are illustrated in Table II.

In addition to the Saturday manual turning movement counts, 24-hour automatic traffic recorders ("ATRs") were installed in the vicinity of the Split Rock Road and Upper Hibernia Road intersection. ATRs were installed on Split Rock Road on either side of Upper Hibernia Road from Thursday, February 27, 2002 to Thursday, March 7, 2002. The results of the ATR counts indicate two-way daily traffic volumes on Split Rock Road, west of Upper Hibernia Road present a daily weekend average of 307 vehicles, and traffic volumes east of Upper Hibernia Road present 118 vehicles per day.



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TABLE I

Saturday Peak Hour Traffic Volumes Green Pond Road and Upper Hibernia Road Peak Occurs at 9-10 AM					
Green Pond Road				Upper Hibernia Road	
SB		NB		WB	
Left	Thru	Thru	Right	Left	Right
3	154	66	21	30	2

TABLE II

Saturday Peak Hour Traffic Volumes Upper Hibernia Road and Split Rock Road Peak Occurs at 3-4 PM					
Upper Hibernia Road				Split Rock Road	
EB		NB		WB	
Right	Thru	Left	Right	Left	Thru
4	6	8	1	1	10

## CAPACITY AND LEVEL OF SERVICE ANALYSIS

Capacity and level of service analysis (LOS) has been conducted for the two manually counted intersections at Green Pond Road/Upper Hibernia Road and Upper Hibernia Road/Split Rock Road. The analysis is based on the methodology published by the Transportation Research Board, Highway Capacity Manual 2000. Levels of service are reported on a grade scale basis from A to F with A having minimal delays and F indicating average control delays if greater than 50 seconds.

### Level of Service Results

Each intersection has been analyzed for their respective peak hours with a resulting LOS "A" at both intersections. Given the excellent levels of service at both intersections, it is anticipated that the distribution of boat launch traffic will not materially change future roadway conditions. The Green Pond Road/Upper Hibernia Road and Upper Hibernia Road/Split Rock Road unsignalized intersections will continue to provide access to the area residences and recreational uses, as well as the for the proposed boat launch area.

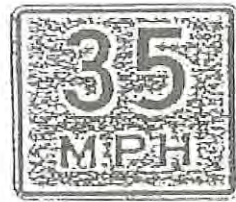
## ROADWAY RECOMMENDATIONS

Regardless of the outcome of the boat launch project, a few minor roadway signage packages have been developed to serve the motorist under existing conditions and future conditions.



## Upper Hibernia Road

There are two curves in the road as one approaches Green Pond Road from the Split Rock Road intersection. These curves are sharp and advance warning signage is recommended. The first location is a curve to the left. Here, based on our field observations the advance signage should include an advisory speed plate for 10 mph. The next curve approaches Green Pond Road turning to the right. Here the recommended advisory speed is 20 mph. The recommended signs are a W1-2L (left curve) and W1-2R (right curve). The advisory speed sign, W13-1, is mounted below the curve sign. The following illustrates the typical signs:



W13-1  
18" x 18"



W1-2R  
30" x 30"

## Green Pond Road

Green Pond Road has a speed limit of 40 mph. Upper Hibernia Road intersects Green Pond Road forming a "T" intersection opposite the Marcella Community Center. Sight distances are limited by grades and the horizontal alignment to approximately 420 feet to the north and 580 feet to the south. These distances exceed Stopping Sight Distance design criteria for Green Pond Road with 420 feet meeting the criteria for 50 mph. The County of Morris also has recommended sight distance standards. For 40 mph, the recommended sight distance is 475 feet. Recognizing that the sight distance to the north is less than County standards, it is recommended that advance warning signage be installed. The sign is a W2-2 as illustrated below:



W2-2  
30" x 30"

## TRIP GENERATION AND DISTRIBUTION

The vehicular activity at this limited facility will generally be car/boat trailer combinations and fishing oriented. Typically, sport fishing is an early morning event with some afternoon activity; weekends are more active than weekdays. While there is no published data available on trip making characteristics we have made rational assumptions based on experience.

For the purpose of the study, we have projected that the parking reaches capacity of 30 cars. Sport fishermen will typically arrive between 6:00 to 10:00 AM with approximately 70 percent arriving in the first two hours. In the afternoon, the departure period is generally 3:00 to 6:00 PM again with a peak in the first two hours. At other times of the day, the activity is sporadic and volumes are very modest.

Based on the foregoing, we have estimated the following peak period trip activity at the driveway:

ESTIMATED TRIP GENERATION (VEHICLES) Splitrock Reservoir Boat Launch-30 Parking Spaces			
Time	In	Out	Total
6:00-7:00 AM	11	NIL	11
7:00-8:00 AM	8	NIL	8
8:00-9:00 AM	5	NIL	5
9:00-10:00 AM	4	NIL	4
3:00-4:00 PM	7	11	18
4:00-5:00 PM	5	13	18
5:00-6:00 PM	3	3	6
Daily Total	43	27	70

For the afternoon hours, we have also projected that approximately 15 boaters will arrive for late afternoon recreation. Therefore, the afternoon could experience peak hour traffic, which is modest at 18 vehicles or approximately one vehicle every three minutes.

Given that the site is between Route 80 and Route 23, the predominate route to the proposed boat launch would be via Green Pond Road, which is a direct connector to both the Route 80 Interstate and the Route 23 Freeway. Another factor that favors the Green Pond Road/Upper Hibernia Road/ Split Rock Road access route, would be the generally better roadway conditions provided for the car/trailer combination. From the recreational users perspective, the trailer and boat combination is a valued asset that is protected by selecting easily negotiable roadways.

An incidental number of boat launch trips with local origin and destination characteristics may originate the east of the proposed site that in light of the projected 18 peak hour total trips would be on the order of 2 or 3 trips utilizing local roadways.

The Green Pond Road route is lightly traveled peaking at less than 20 additional vehicles in the peak hour. Projecting a 50/50 split, since Green Pond Road intersects Route 23 and Route 80, the peak traffic is as follows:

TRIP DISTRIBUTION Splitrock Reservoir Boat Launch				
	Green Pond Road		Upper Hibernia Road	
	Right In	Left In	Left Out	Right Out
6:00-7:00 AM	6	5	0	0
4:00-5:00 PM	3	2	9	9

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Mr. Robert Olsen

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Proposed Boat Launch

## TRAFFIC IMPACT

The impact of a development is measured in terms of volumes, capacity, and physical constraints. The intersection of Green Pond Road and Upper Hibernia Road is a key intersection.

Green Pond Road carries approximately 4,800 vehicles daily. On weekdays, the traffic is oriented south in the morning and northbound in the afternoon. Peak hour traffic volumes are approximately 450 vehicles. The addition of approximately 14 peak hour vehicles to the roadway will not impact capacity to any significant degree.

The boat launch traffic is spread out throughout the day but it is modest at approximately a total of 70 daily trips (a boater makes two trips, one in and one out). The peak hour is estimated at approximately 18 vehicles. These volumes are modest and are in scale with the nature of the road. As a comparison, the 18 vehicles are approximately equivalent to the peak hour trips from 18 homes.

As previously discussed, the intersections of Green Pond Road/Upper Hibernia Road and Upper Hibernia Road/Split Rock Road operate at excellent levels of service "A" with sufficient capacity for the minor trip generation associated with the boat launch facility.

## SITE ACCESS

Conceptual site access would be located to the east of the existing dam structure that provides a single lane for Split Rock Road traffic. Site access recommendations include the following concept level recommendations:

- Provide separate ingress and egress driveways.
- Egress driveway to be located as far east as possible and away from dam.
- Parking to be prohibited along site frontage along Split Rock Road.
- Recreational use signage per Manual of Uniform Traffic Control Devices from Green Brook, Road to Split Rock Road site access.
- Sight line obstructions caused by overgrowth should be removed at the dam approaches and proposed access points.
- "One Lane Ahead" should be posted at the dam approaches.
- Traffic signal control should be considered for alternating traffic flows across the existing dam.

## FINDINGS

Based on the foregoing, we find that the proposed Splitrock Reservoir boat launch will be a modest traffic generator. The majority of traffic will be at non-peak hours and roadway capacity can accommodate the volumes.

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Mr. Robert Olsen

Proposed Boat Launch

Since drivers who are not familiar with the area will be using the site and, therefore the approach roadways, we have recommended advance warning signage be installed at the Green Pond Road/Upper Hibernia Road intersection and at the two curves on Upper Hibernia Road.

Very truly yours,

PENNONI ASSOCIATES INC.



Brian Intindola, P.E.  
Project Manager

BAI:dp  
Attachments



The concept of Level of Service (LOS) is a qualitative measure of operational conditions within a traffic stream or at an intersection, as perceived by motorists. Thus, depending on the circumstance, LOS generally describes traffic conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

Level of Service at an unsignalized intersection typically is an indication of traffic conditions from the point-of-view of a motorist on the minor street desiring to cross or enter a major street. In the case of an All-Way STOP controlled intersection, LOS will relate to all approaches. The definition of level of service relates LOS to the Control Delay for a STOP-controlled movement. (Left turning movements from the major street can also be considered when affected by opposing traffic.) Control Delay includes the time required for a vehicle to travel from the motorist's first stopped position (last-in-queue) to the stop line and then to enter the intersection.

Six LOS categories are defined for which analytical procedures have been developed. They are given letter designations from A to F with LOS A representing the most desirable operating conditions and LOS F the least. As indicated in the following table, the average Control Delay at LOS A is less than 10 seconds per vehicle, while at LOS F, the average Control Delay is in excess of 50 seconds per vehicle.

## LEVEL OF SERVICE CRITERIA AT UNSIGNALIZED INTERSECTIONS

Level of Service	Average Total Delay Per Vehicle (seconds)
A	$\leq 10$
B	>10 - 15
C	>15 - 25
D	>25 - 35
E	>35 - 50
F	>50

Reference: 2000 Highway Capacity Manual  
Transportation Research Board, Chapter 17

# Appendix E

## West Milford Twp. Emergency Services Letter



## TOWNSHIP OF WEST MILFORD

OFFICE OF THE  
FIRE MARSHAL

1480 Union Valley Road • West Milford, NJ 07480 • Tel: (973) 728-2840 • Fax: (973) 728-2880

October 11, 2000

Division of Fish & Game & Wildlife  
PO Box 394  
Lebanon NJ 08833

Attention: Bob Parson

Dear Bob:

As per our discussion regarding emergency responses to reservoirs in the Township of West Milford, in the eighteen years I have worked for West Milford Township our emergency services has responded three times:

1. A drowning, this person was trespassing.
2. Plane crash into Canistear Reservoir.
3. A small brush fire on an Island located on Clinton Reservoir.

Even though fishermen use our reservoirs quite extensively, they appear to be a very responsible group with very little problems.

If you have any further questions regarding this or any other matter, please contact me.

Sincerely,

Michael K. Woch  
Fire Marshal

# Appendix F

## Stage I Cultural Resources Survey Conducted by Edward S. Rutsch



**Selected pages**  
**From**  
**Split Rock Boat Ramp Project Submissions**

**Prepared for**  
**New Jersey Highlands Council**  
**Sept. 20, 2012**

**Mary Lee Fulcher**  
**10 Split Rock Rd.**  
**Boonton Twp., NJ 07005**

## ENCLOSURES

Comments submitted at Highlands Council  
Meeting on September 20, 2012 by Mary Lee Fulcher  
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### Water Quality

B	9	Letter to Editor- Open air latrine	Sept, 2004
B	7	Sign - Public Water Supply, No Trespassing	Apr, 2012

### Environmental Assessment

D	1	Cover	Jun, 2002
D	2	Contents	Jun, 2002
		News article: Open air latrine	

### Parking Lot

E	1	Launch site, boat trailer	Nov, 2003
E	2	Parking, cartop signs	Apr, 2004
E	3	Unloading boat	May, 2005
E	5	Parking, cartop signs gone	Jul, 2012

### Informative Sign

F	1	Fishing panel	Nov, 2003
F	2	Furnace panel	Nov, 2003
F	3	Hiking panel	Nov, 2003
F	4	Fishing panel, vandalized	Jun, 2012
F	5	Furnace panel	Jun, 2012
F	6	Hiking panel, vandalized	Jun, 2012

### Furnaces

G	1	Both Structures	Jun, 1996
G	5	Vandalism (A)	Sep, 2005
G	6	Vandalism (B)	Sep, 2005

### Charlottesville Rd Gates

H	1	Gate, destroyed, replaced	Oct, 2000
H	2	Gate, destroyed, replaced	Feb, 2001
H	3	Bypassing gate, replaced	May, 2006
H	4	Gate, current	Jul, 2012

### Trespassing

I	1	Litter	Apr, 2000
I	2	Trashed car	Jan, 2004
I	3	Party site	Spring, 2004

### July, 2010

J	1	Mayor letter	2Jul, 010
J	2	Article -- - Lot blocked, Daily Record	2Jul, 010
J	3	Editorial --- Neighbor News	Aug, 2010

### Boat Ramp, Scope of Work

K	1	Cover	Feb, 2011
K	2	Background	Feb, 2011

Daily Record

SPLIT ROCK RESERVOIR

9/16/04

## DEP creating 'open-air latrine'

### To the Editor:

I'm writing in response to your recent story on Split Rock Reservoir in Rockaway Township. The reservoir has been open for boating for less than a year but the surrounding land has been open for hiking for several years. I have spent a good deal of time on the trails up there and have seen negative changes this year.

The Charlotteburg Road side of the reservoir always had a litter problem, but it has gotten worse. On the opposite shore, which was mostly litter-free due to inaccessibility, trash has arrived with the boats. A sanitary problem has also arrived. Walking along the previously pristine western shore this summer, I was repeatedly repulsed by the sight of fly-covered human feces and used toilet paper. As more people descend upon the place, it appears that the shoreline is going to become an open-air latrine.

But bacteria and viruses may not be the only contaminants entering this category one headwater. Years

ago, when nearby Clinton Reservoir was drained, I came across a discarded marine battery on the basin floor. Did some fisherman throw the battery overboard when it died? Did he have any idea that lead accumulates in ecosystems? What we do know is that battery-powered boats are permitted at Split Rock and so are irresponsible people.

In an area with our population density, these problems and others were predictable. And in the venues that were open to us, concerned citizens did just that. But the New Jersey Department of Environmental Protection ignored our warnings, refused to permit a public hearing, and issued a fraudulent in-house review that said opening up the reservoir would have "no measurable impact" on the environment. The time has come to fire Commissioner Bradley Campbell, reform the DEP, and eliminate the corrupt influence of the Fish & Game boys.

ROBERT WISNIEWSKI  
Mt. Tabor

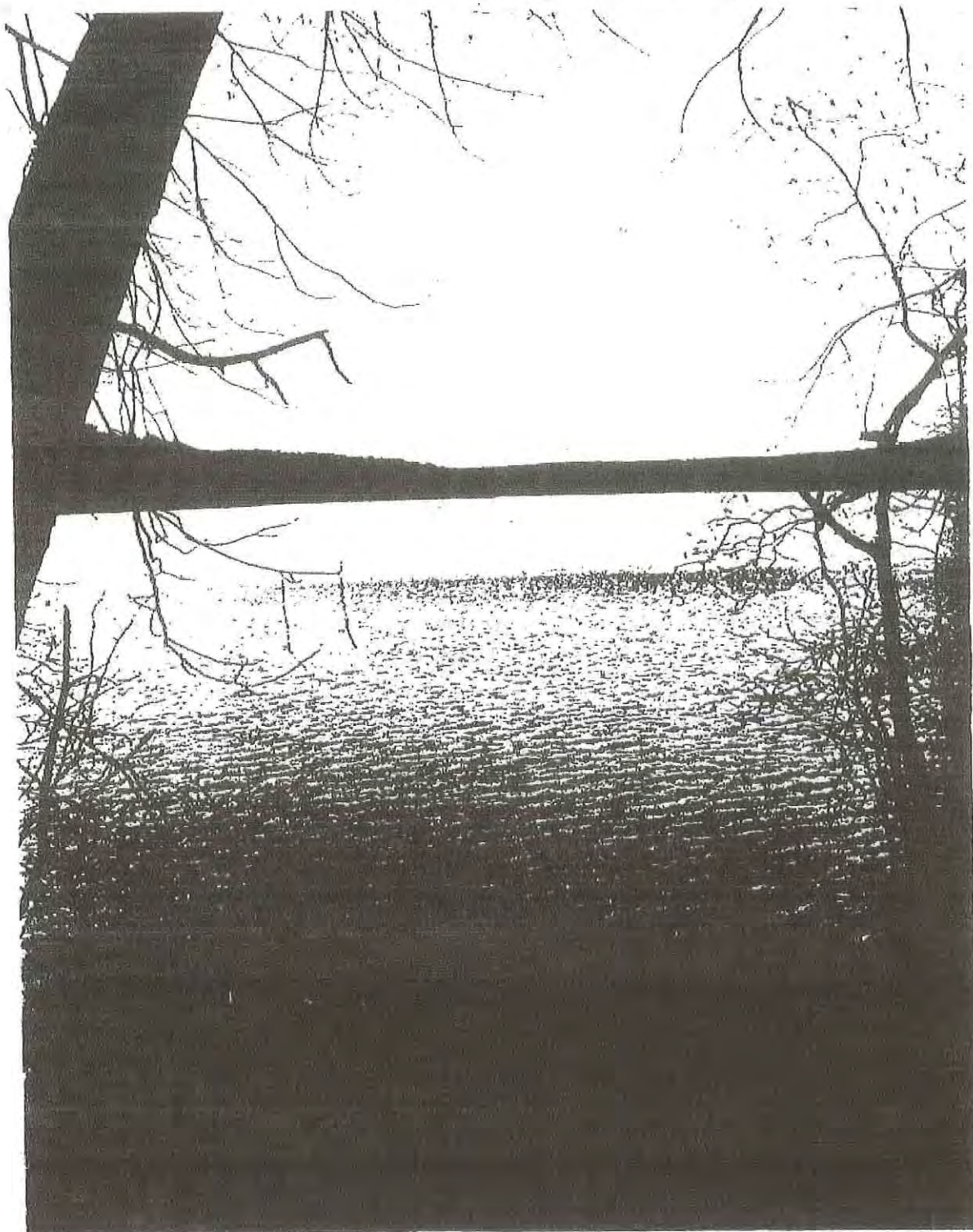




B  
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# Environmental Assessment Splitrock Reservoir Trailhead/Cartop Boat Launching Facility



Let's protect our earth



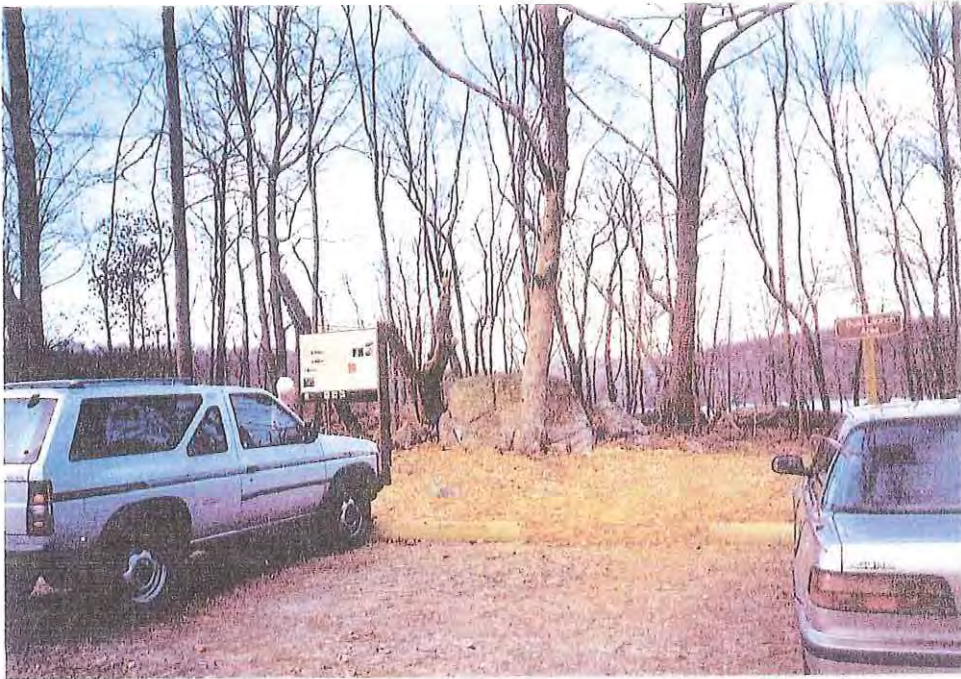
Prepared by:  
New Jersey Department of Environmental Protection  
Division of Fish and Wildlife



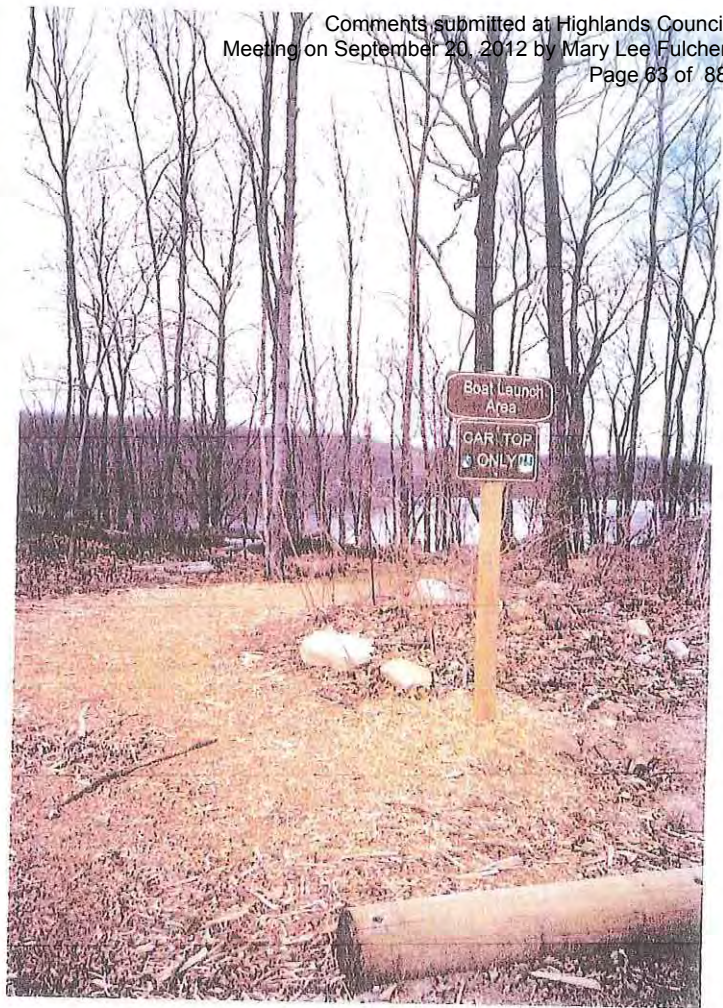
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5-17



# Welcome to Splitrock Reservoir

Welcome to the Fanny Highlands region of New Jersey and Splitrock Reservoir. The 2,500-acre reservoir and surrounding 1,100 acres are owned by Jersey City but protected by the New Jersey Department of Environmental Protection's Division of Fish and Wildlife under a conservation easement purchased by the state's Green Acres Program. During your visit, enjoy some scenic views while taking the 1.5-mile loop trail, paddle around the reservoir in a canoe or kayak, or fish for bass, crappie, and trout. *and come packed from your district or municipality-powered boat*



Largemouth Bass



Smallmouth Bass



Chain Pickerel



Barred Owl



Bobcat



Scarlet Tanager

## Protect Yourself and Wildlife

Regulations are set to ensure the long-term protection of wildlife and their habitat, water quality, and your safety. Splitrock Reservoir has some regulations specific to this site. Please abide by the following during your visit here:

1. You may enjoy boating on Splitrock Reservoir in your non-motorized boat (canoe, kayak, row-boat) or boat with electric motor. No gasoline-powered engines are permitted on the reservoir.
2. Please stay on the trail as you travel around the Reservoir. Access to areas off the trail is not permitted.
3. **MIKING ONLY PLEASE.** Horseback riding, mountain biking and ATV use is not permitted on Splitrock Reservoir property.

## Fishing Regulations for Splitrock

Special Lunker Bass Regulations are in effect for Splitrock Reservoir. For a complete listing of the fishing regulations, refer to the Fish and Wildlife Digest available in the brochure box.



Wood Duck





# Splitrock Furnace

## History Was Made Here

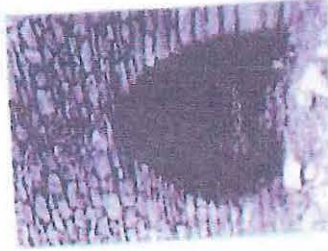
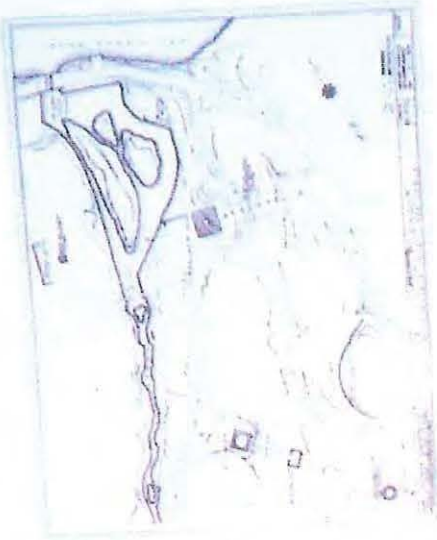


The Fanny Highlands region was one of the richest iron producing areas in New Jersey. The extensive veins of magnetite iron ore that run beneath the bedrock were nearly mined from the mid-1700's to the early 1950's. Remnants of mining operations can be seen throughout the region. As you hike the trails, look for stone walls, foundations and old machinery.

Once mined, the raw ore was smelted, or turned into iron. Crushed ore was loaded into a blast furnace and heated until it became molten and flowed into molds where it cooled and became cast iron. A forge was used to hammer and refine cast iron into wrought iron products. Charcoal was used to fuel the early furnaces. Coal was preferred when it became available.

The original Splitrock forge was built by Ebenezer Ferrand in the 1790's. The forge and surrounding property changed hands several times during the 1700's and 1800's but remained in operation during most of that time. Various improvements were made to the site over the years, including the construction of a crushing mill, saw mill and coal house. The furnace that is visible here today (Furnace #1 on the drawings) was the last charcoal-fired blast furnace built in New Jersey. It was erected in 1862 during the Civil War when iron was in great demand. It continued to operate until sometime in the 1970's when it went out of business.

Many foundations and old stone walls are visible at this site, but Furnace #1 is in the best condition. The drawings illustrate where the various buildings were located and how the furnace operated. Furnace #2 is thought to have been a time-kiln used to make the flux that was necessary for the blast furnace.



## Respect Your Heritage

This site represents a unique part of the region's history. Please treat this area with respect so that it may be preserved for all to see and take pleasure in.

- Do not enter the area beyond the "No Access Beyond This Point" signs. This will not only help to preserve the site but will keep you safe from falling rocks.
- Look but don't touch. Please do not remove artifacts as they belong to all of us as part of our heritage.



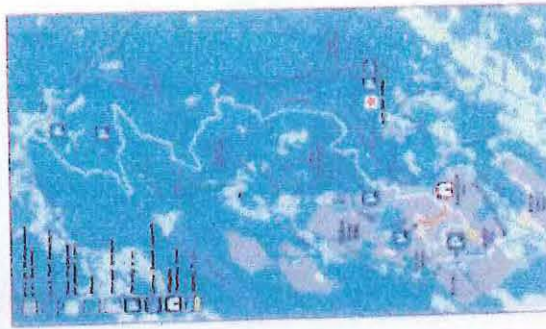


"I invite you to walk as folks have walked for generations and be friendly with my trees, my flowers and my wild creatures." —Unknown.

## Take a Hike:

View geology, history and ecology on foot

The Fanny Highlands region of New Jersey encompasses a 35,000-acre watershed in Morris County. Glaciation is responsible for the geology of the area. Massive glacial erratics, extensive boulder fields and rugged terrain forms the topography.



Extensive veins of magnetite iron ore were heavily mined from the mid 1700's to the early 1950's. Remnants of mining operations can be seen throughout the region. As you hike the trails, look for stone walls, foundations and old machinery. An old cemetery, lying just off Four Birds Trail, bears witness to the many immigrant workers who toiled in the mines.

## Trail Mileages

### Four Birds Trail: white blazes

- Hibernia to Gratioti Cliffs Side Trail 19.4 miles
- Hibernia to Gratioti Cliffs 1.9 miles
- Hibernia to Splitrock Loop Trail 2.4 miles
- Hibernia to Splitrock Road 4.0 miles
- Splitrock Rd. N to Splitrock Loop Trail 4.6 miles
- Splitrock Rd. to Timberbrook Rd. 5.4 miles
- Timberbrook Rd. to Greenpond Rd. 7.0 miles
- Greenpond Rd. to Newfoundland (Rt. 23) 4.1 miles
- Hibernia to Newfoundland (Rt. 23) 3.7 miles
- Gratioti Cliffs Trail: yellow blazes 19.4 miles
- Flyway Spur: orange blazes 0.5 miles
- Splitrock Loop Trail: blue blazes 0.9 miles
- Complete loop around reservoir (in conjunction with Four Birds Trail) 7.8 miles
- 13.8 miles

\*Permit required for hiking trails NORTH of Splitrock Reservoir on Newark Watershed Conservation and Development Corp. property. Call them at (973) 697-2850. The trails shown on this map are maintained by volunteers of the New York-New Jersey Trail Conference. (201) 512-9348.

## Trail Etiquette:

Practicing safety, courtesy and common sense can make your visit more enjoyable



1. Sections of these trails are very rugged. Hiking boots are recommended.
2. The terrain varies from moderate to difficult. Study a topographic map before starting out and know your physical abilities and limitations.
3. Hike with a friend when possible. Always let someone know where you are going and when you plan to return.
4. Remember to bring a first-aid kit.
5. Many species of wildlife live here. Please respect them by never attempting to touch a wild animal or its young; never place yourself between an animal and its young or food; watch for signs of nervousness or distress and retreat if you detect them. If you find yourself face-to-face with a wild animal, lower your eyes and back away slowly. Never disturb nesting wildlife.
6. Many people will be visiting this site. Please stay on designated trails and roads to avoid trampling vegetation, disturbing wildlife or contributing to erosion.
7. These trails are open for HIKING only. Please, no motorized vehicles, bicycles or horses.
8. Practice "Leave No Trace" techniques. Carry out what you carry in.



Cooper's Hawk





# Welcome to Splitrock Reservoir

Welcome to the Family Habitat region of New Jersey and Splitrock Reservoir. The 0.25-acre reservoir and surrounding 1,100 acres are owned by Jersey City and protected by the New Jersey Department of Environmental Protection's Division of Fish and Wildlife under a conservation easement purchased by the state's Green Acres Program. During your visit enjoy scenic vistas while taking the 1.3 mile loop trail, paddle around the reservoir in a canoe or kayak, or fish for bass, crappie and chain pickerel from your electric or manually powered boat.



Largemouth Bass



Smallmouth Bass



Chain Pickerel



Wood Duck

## Enjoy New Jersey's Wildlife

Wildlife watching opportunities are endless. Look for waterfowl and migratory migrants during spring and fall migration, visit the hawk watch at nearby Wildlife Management Area or look for signs of white-tailed deer, wild turkey, black bear and more on the trail.

Ecologically this area supports a vast array of aquatic and terrestrial plant and animal species, many of which are considered rare or endangered. Red-shouldered hawks, barred owls, bobcats, wood turtles and Indiana bats are all known to live in the region.

## Protect Yourself and Wildlife

Regulations are set to ensure the long-term protection of wildlife and their habitat, water quality, and your safety. Splitrock Reservoir has some regulations specific to this area. Please abide by the following during your visit here:

1. You may enjoy boating on Splitrock Reservoir in your non-motorized boat (canoe, kayak, row-boat) or boat with electric motor. No gasoline-powered engines are permitted on the reservoir.
2. Please stay on the trail as you travel around the Reservoir. Access to areas off the trail is not permitted.
3. **HIKING ONLY PLEASE!** Horseback riding, mountain biking and ATV use is not permitted on Splitrock Reservoir property.

## Fishing Regulations in New Jersey

Special Lunker Bass Regulations are in effect for Splitrock Reservoir. For a complete listing of the fishing regulations, refer to the Fish and Wildlife Digest available in the brochure box.



Bobcat



Barred Owl



Scarlet Tanager



F 4



# Splitrock Furnace

History Was Made Here



The Fanny Highlands region was one of the richest iron-producing areas in New Jersey. The extensive veins of magnetite that ran beneath the bedrock were heavily mined from the mid-1700's to the early 1900's. Remnants of mining operations can be seen throughout the region. As you hike the trail, look for stone walls, foundations and old machinery.

Once mined, the ore was smelted, or turned into iron. Crushed ore was loaded into a blast furnace and heated until it became molten and flowed into molds where it cooled and became cast iron. A large was used to hammer and refine cast iron into wrought iron products. Charcoal was used to fuel the early furnaces. Coal was preferred when it became available.

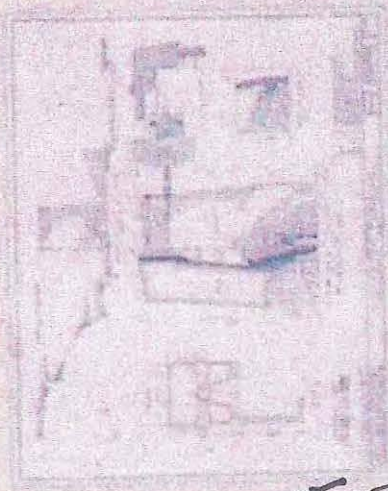
The original Splitrock forge was built by Ebenezer Perford in the 1740's. The forge and surrounding property changed hands several times during the 1700's and 1800's but remained in operation during most of that time. Various improvements were made to the site over the years including the construction of a crushing mill, saw mill and coal house. The furnace had to visible two body furnace #1 on the drawing) was the last charcoal fired blast furnace built in New Jersey. It was erected in 1812 during the Civil War when iron was in great demand. It continued to operate until sometime in the 1870's when it went out of business.

Many foundations and old stone walls are visible at this site. But furnace #1 is in the best condition. The drawings illustrate where the original buildings were located and how the furnace operated. Furnace #2 is thought to have been a lime kiln used to make the flux that was necessary for the blast furnace.

## Respect Your Heritage

This site represents a unique part of the region's history. Please treat this area with respect so that it may be preserved for all to see and take pleasure in.

- Do not enter the area beyond the "No Access Beyond This Point" signs. This will not only help preserve the site but will keep you safe from falling rocks.
- Look but don't touch. Please do not remove artifacts as they belong to all of us as part of our heritage.



F55



"I invite you to walk as folks have walked for generations and be friendly with my trees, my flowers and my wild creatures." —Unknown.

## Take a Hike:

The Piny Highlands region of New Jersey encompasses a 35,000-acre watershed in Morris County. Chaco is responsible for the geology of the area. Massive glacial erratics, extensive boulder fields and rugged terrain forms the topography.

## Local History and Ecology on Foot

Extensive views of mountains from are were heavily mined from the mid 1700's to the early 1900's. Remnants of mining operations can be seen throughout the region. As you hike the trails, look for stone walls, foundations and old machinery. An old cemetery, lying just off Four Birds Trail, bears witness to the many immigrant workers who toiled in the mines.

## Trail Mileages

<b>Four Birds Trail: white blaze</b>	19.4 miles
Hibernia to Gratiot Cliffs Side Trail	1.9 miles
Hibernia to Gratiot Cliffs	2.4 miles
Hibernia to Splitrock Loop Trail	4.0 miles
Splitrock Loop Road	4.6 miles
Splitrock Rd. to Splitrock Loop Trail	1.6 miles
Splitrock Loop to Timberbrook Rd.	7.0 miles
Timberbrook Rd. to Greenpoint Rd.	4.1 miles
Greenpoint Rd. to Newfoundland (Rt. 23)	3.7 miles
Hibernia to Newfoundland (Rt. 23)	19.4 miles
Gratiot Cliffs Trail: yellow blaze	0.5 miles
Flyer Spur: orange blaze	0.9 miles
Splitrock Loop Trail: blue blaze	7.8 miles
Complete loop around reservoir (in conjunction with Four Birds Trail)	13.5 miles

\*Permit required for hiking trails NORTH of Splitrock Reservoir on Menck Watershed Conservation and Development Corp. property. Call them at (973) 897-2650.

The trails shown on this map are maintained by volunteers of the New York New Jersey Trail Conference. (201) 512-9348.



## Trail Etiquette:

Practicing safety, courtesy and common sense will make your visit more enjoyable.

1. Sections of these trails are very rugged. Hiking boots are recommended.
2. The terrain varies from moderate to difficult. Study a topo map before starting out and know your physical abilities and limitations.

3. Hike with a friend when possible. Always let someone know where you are going and when you plan to return.
4. Remember to bring a first-aid kit.

5. Many species of wildlife live here. Please respect them by never attempting to touch a wild animal or its young; never place yourself between an animal and its young or food; watch for signs of harassment or distress and retreat if you detect them. If you find yourself face-to-face with a wild animal, lower your eyes and back away slowly. Never disturb nesting wildlife.

6. Many people will be visiting this site. Please stay on designated trails and roads to avoid trampling vegetation, disturbing wildlife or contributing to erosion.

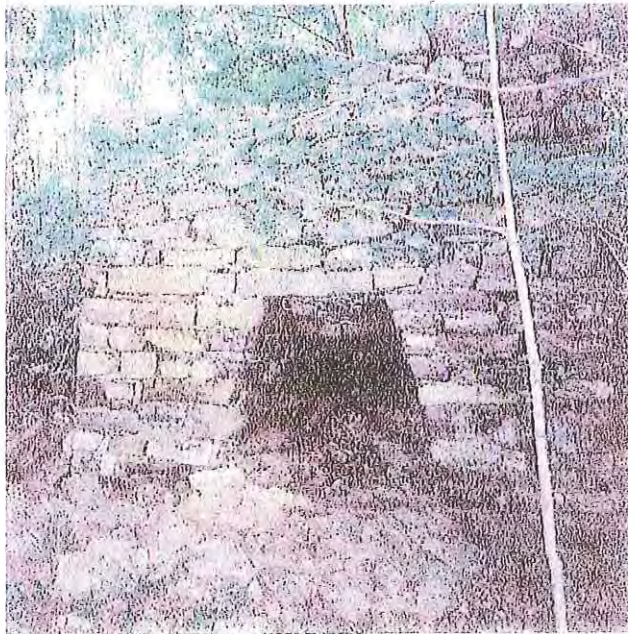
7. These trails are open for HIKING only. Please no motorized vehicles, bicycles or horses.
8. Practice "Leave No Trace" techniques. Carry out what you carry in.



Leaver's Mass II



**Cobb furnace structures near  
Splitrock Reservoir Dam  
(photos below)**



91





95







**Vandalism, Split Rock Reservoir  
Charlotteburg Road Gate  
Photos taken October, 2000**



H 1





14 2





14  
3

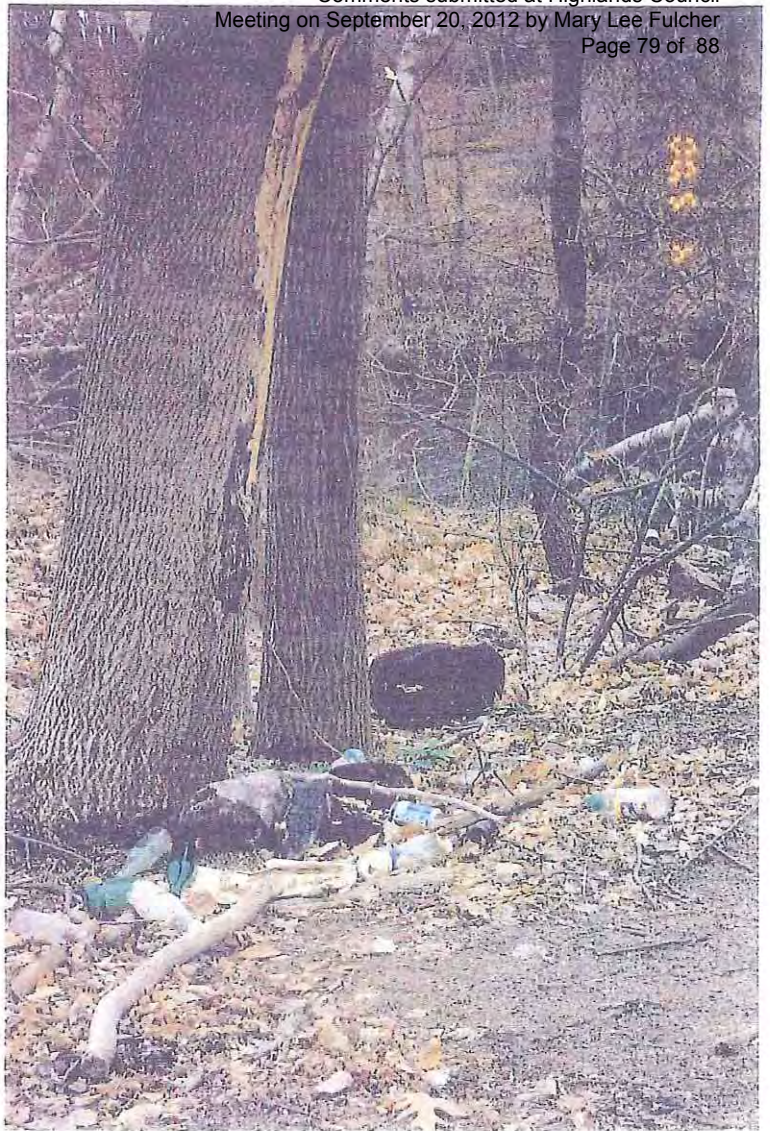






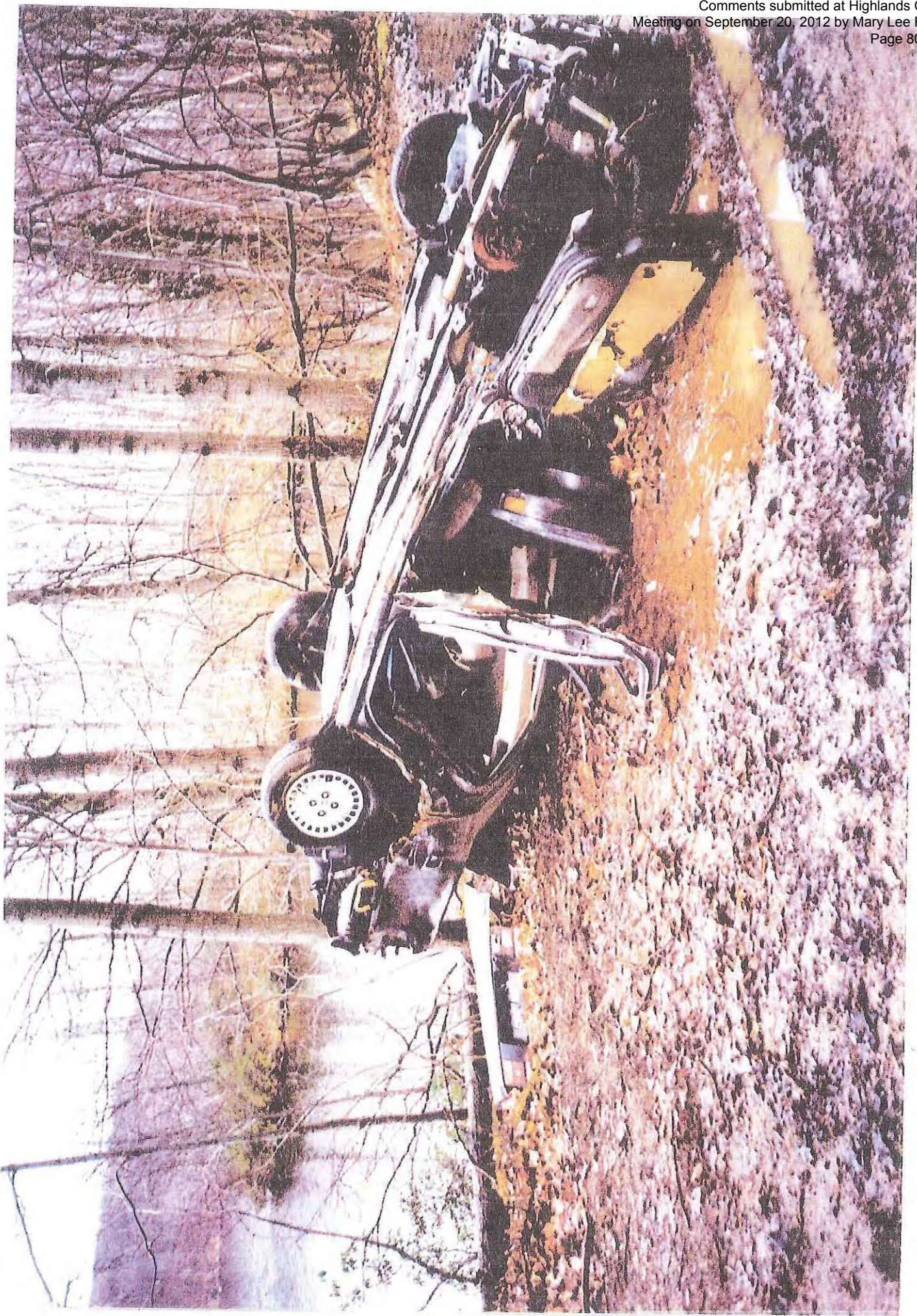
# 4





I 1

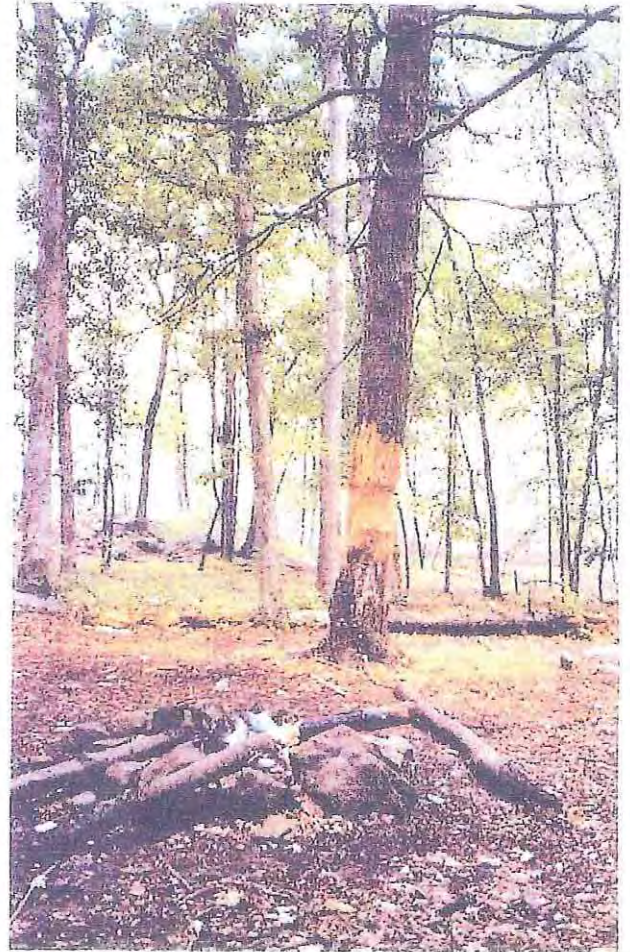




12



## Charlottesburg Road Forest Damage Spring, 2004



† 3





SINCE 1844

## ROCKAWAY TOWNSHIP

65 MOUNT HOPE ROAD, ROCKAWAY, NEW JERSEY 07866

### OFFICE OF THE MAYOR

Louis S. Sceusi, Mayor

July 14, 2010

Ms. Amy Cradic, Assistant Commissioner  
NJ Department of Environmental Protection  
PO Box 402  
401 East State Street, 7<sup>th</sup> Floor  
Trenton, NJ 08625-0402

Mayor Jeremiah Healy  
City Hall  
280 Grove Street  
Jersey City, New Jersey 07302

Dear Ms. Cradic and Mayor Healy:


I am writing to make you aware of recent activity at Split Rock Reservoir and the course of action that the Township is forced to take in an attempt to avoid a catastrophe. As we predicted, Split Rock Reservoir is increasingly used during the summer months for illegal activities. Most significant are the number of adolescents who go to Split Rock Reservoir to swim, party and dive off the cliffs. Not only is this activity prohibited, but it is extremely dangerous. As the entity, which responds to emergency calls at the Reservoir, we are very concerned that these activities will result in medical emergencies in remote locations that are not easily or safely accessible by our volunteer emergency responders.

In addition to the illegal swimming that is occurring, the volume of people, including swimmers and kayaks, visiting the Reservoir on a daily basis is unprecedented in part due to the Internet appearance of the Reservoir on Facebook and YouTube. The parking lot is quickly filled beyond capacity and cars are then parked illegally on the street, further limiting emergency access vehicles. The natural beauty of the area is being degraded and the legal activities are being threatened.

The severity of these issues is demonstrated by the voluminous number of calls that the Rockaway Township Police Department has received relating to the use of the Reservoir. Since Memorial Day 2010, the Police Department has responded to 213 events at the Reservoir, they have issued 197 summonses for parking violations and have expended 4,278 minutes of police manpower solely in connection with the Reservoir. The Township cannot permit the recent

activities to continue. The Township's enforcement of the parking restrictions on the road has not been enough to curtail these illegal and extremely dangerous activities. While the Township Police Department has jurisdiction over the road and issues summonses accordingly, the management and use of the Reservoir is the responsibility of the State of New Jersey and Jersey City. In light of the Township's safety concerns and limited resources, I renew my request that the State or Jersey City take the necessary steps to properly patrol the Reservoir to ensure that the illegal activities are stopped.

In an attempt to limit the number of people visiting the Reservoir and in an effort to avoid a tragedy, the Township is prepared to block access to the parking lot from Split Rock Road. Unless I hear from you within 10 days from the date of this letter, the Township will install concrete barriers preventing access to the parking lot from Split Rock Road. This temporary measure will hopefully reduce the likelihood of illegal use of the Reservoir and an accident until such time as the State or Jersey City takes steps to properly control the safe use of the Reservoir.

Sincerely,  
  
Louis S. Sceusi  
Mayor

Attachment

LSS/amr

c: Mr. Frank Luna, Office of Intergovernmental Affairs  
John Kelly, Business Administrator, Jersey City  
Tony Petrangelo, NJ Division of Fish and Wildlife  
Rockaway Township Municipal Council (w/o attach.)  
Gregory Poff, Business Administrator (w/o attach.)  
Chief Walter Ardin, Police Department (w/o attach.)  
Joseph Fiorilla, Director of Parks and Recreation (w/o attach.)  
Tiena Cofoni, Esq, Municipal Attorney (w/o attach.)



# 7/27/10 Split Rock access blocked

By ROE JENNINGS  
STAFF WRITER

**ROCKAWAY TWP.** — The town has blocked access to the Split Rock Reservoir's parking lot in the latest escalation of a long-running dispute with the state and Jersey City over littering, illegal swimming and other alleged misbehavior.

Mayor Louis Sceusi said he ordered concrete barriers installed on Monday morning after neither the state Department of Environmental Protection, which built the small lot in 2004, nor Jersey City responded to his July 14 letter reiterating the town's concerns.

Jersey City owns the 625-acre reservoir, which was opened to electric and nonmotorized boats — but not swimming — by the DEP six years ago over the strenuous objections of Sceusi and others in



Nick Acocella of Caldwell and Chris Mizzone of Totowa unload kayaks Monday at a small area off the side of Split Rock Road. They said they were unaware of the closed parking lot until they arrived.

Rockaway Township.

Sceusi said the barriers will remain in place "until such time as we can be sure that the people responsible for maintaining the property can keep it safe."

In recent weeks, videos have surfaced on YouTube showing teenagers jumping from

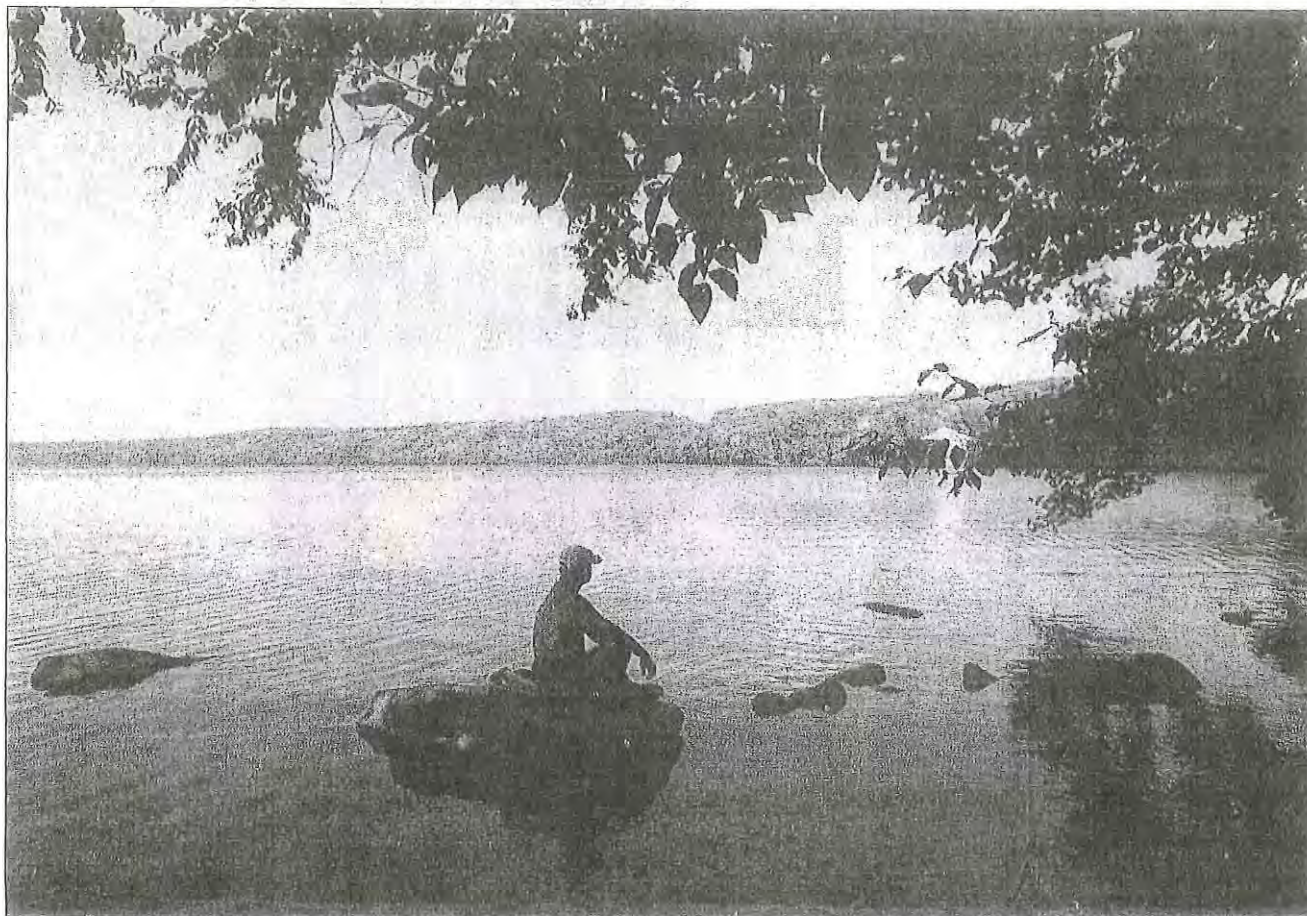
ropes attached to trees into the reservoir.

"I deem it a safety hazard, a potential hazard. I don't want to see anybody drown out there or be injured," Sceusi said.

DEP spokesman Larry Hanja, in response, said the agency is aware of

See Reservoir, Page A2





STAFF PHOTO: KAREN MANCINELLI

Cesar Lipert of Denville sits on a rock near the bank of Split Rock Reservoir after an afternoon of sailing. Rockaway Township has blocked access to the reservoir's parking lot in a dispute with the state and Jersey City.

## Reservoir

FROM PAGE A1

the parking lot shutdown and will be in contact with Rockaway Township. The lot, which DEP built after acquiring a conservation easement from Jersey City, has room for around three dozen vehicles.

"We're hoping we can resolve this situation quickly and reopen the area for public use as quickly as possible," Hanja said.

Hanja said the problems cited by Sceusi were not necessarily being caused by those parking at the lot, which is primarily used by

kayakers and canoeists. He added that state conservation officers patrol the area and enforce the prohibitions on drinking, littering and vandalism. Town Business Administrator Greg Poff said the barriers were placed to block access to the reservoir from Split Rock Road, which the town owns, and that Rockaway Township was within its authority in doing so. Poff said police, in the past four weeks, handed out 200 tickets to drivers parked illegally on Split Rock Road.

"Many of the illegally parked people are swimming or cliff diving," Poff said.

Rockaway Township has sparred with the state and

Jersey City for years over Split Rock. The town opposed opening the reservoir and succeeded in convincing the DEP to build a smaller lot than it originally had planned.

Sceusi said he had personally witnessed young children swimming in the reservoir and noted that it would be Rockaway Township's responsibility to aid anyone in distress.

"This is not a place for children to learn how to swim," Sceusi said.

The lot shutdown, which Sceusi acknowledged

likely will be temporary, has displaced those who paddle on the water.

Kimberly Markwith said she brings her kayak to Split Rock up to three times per week, most recently on Sunday. She said she is awed by the wildlife, ranging from bears to beavers and otters, that she glimpses from her boat.

"It's just a beautiful place to be," Markwith said.

Rob Jennings 973-428-6667;  
robjennings@gannett.com







PHOTO COURTESY OF MICHAEL DACHISEN

Summer has brought crowds of teens to Splitrock Reservoir, swimming and diving and leaving garbage in the woods.

## EDITORIAL

# Smart move by the mayor

Splitrock Reservoir, a secluded spot in Rockaway Township, has been in the spotlight since the July 4th weekend. Hundreds of holiday partiers crowded the site then, dangerously diving 35 feet off the rocks into the water and leaving their garbage in the woods.

To make it all worse, a video on YouTube showed the teens enjoying themselves as they jumped from the cliff — enabling hundreds of more young people to know about the reservoir and the fun they could have there.

The 625-acre reservoir and the surrounding 1,500 acres are private property owned by Jersey City, but are protected by the Department of Environmental Protection's Division of Fish and Wildlife, under a conservation easement purchased by the DEP's Green Acres Program.

The reservoir was opened several years ago for limited public use, which includes hiking, fishing from boats (not from the shore) and the use of canoes, kayaks and boats with electric motors. Swimming is prohibited. Hikers must stay on trails.

From the start, Rockaway Township's mayor, Louis Sceusi, was opposed to allowing recreational use of the reservoir for safety reasons. Should an emergency occur, Rockaway Township police, fire and EMS would be called in to help. Had there been a swimmer or diver in trouble over the July 4th weekend, access would have been blocked by the cars illegally parking on Split Rock Road.

Reportedly, with the 25-car parking lot full, vehicles were left along the side of the narrow dirt road. An ambulance would not have been able to get through.

In the weeks afterward, the may-

or and Town Council attempted to find a resolution. Illegally parked cars could be ticketed, and were, but that was the extent of what the town could do. Swimmers could not be stopped by Rockaway Township Police because there is no town ordinance against swimming there. Jersey City officials or the DEP would have to take action, but wouldn't.

Finally, on Monday, July 26, Mayor Sceusi had concrete barriers set up to block the entrances to the reservoir's parking lot. That got the DEP's attention. A meeting between state and township officials resulted in the DEP's authorizing the township to stop trespassers and the parking lot was reopened.

That was good news for all of the people who want to continue enjoying the area while following the rules.

State conservation officers and park police are reportedly launching expanded patrols of Splitrock to assist town police in combating swimming, diving, littering and other illegal activities.

People who have misunderstood the situation have criticized Rockaway Township for not placing garbage cans there and have commented that the town can't stop people from using public property and that officials are just concerned now because outsiders have discovered what for some local residents was their private lake. The real issue for Rockaway Township has been having the responsibility of caring for anyone who is hurt there, although it is someone else's property.

The mayor did the right thing by closing the parking lot and by reopening it as soon as some action was taken by the DEP.

8/11/10

Neighborhood News

J3

# **SCOPE OF WORK**

## **BOAT RAMP**

Splitrock Reservoir  
Rockaway Township, Morris County, N.J.

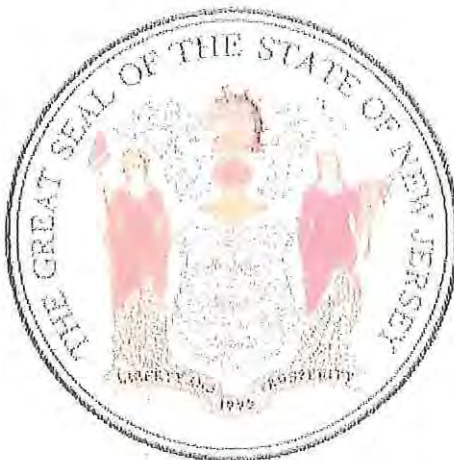
**PROJECT NO. P1077-00**

## **STATE OF NEW JERSEY**

Honorable Chris Christie, Governor  
Honorable Kim Guadagno, Lt. Governor

## **DEPARTMENT OF THE TREASURY**

Andrew P. Sidamon-Eristoff, Treasurer



## **DIVISION OF PROPERTY MANAGEMENT AND CONSTRUCTION**

Steven Sutkin, Director

**Date: February 24, 2011**



PROJECT NAME: Boat Ramp  
PROJECT LOCATION: Splitrock Reservoir, Rockaway Township  
PROJECT NO: P1077-00  
DATE: February 24, 2011

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## 2. Client Agency Representative:

Name: John Piccolo, Project Manager  
Address: Department of Environmental Protection  
Office of Resource Development  
P.O. Box 404, Trenton NJ 08625  
Phone No: (609) 628-0127 / (609) 203-7146  
E-Mail No: John.Piccolo@dep.state.nj.us

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## VI. PROJECT DEFINITION

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### A. BACKGROUND

Splitrock Reservoir is 625 acres and is located on the borders of Rockaway Township and Kinnelon. The existing parking area and proposed boat ramp location can be reached via a dirt road known as Split Rock Road. The reservoir consists of several large lakes interconnected with many large islands. There is a large man-made dam on the southwest end of the reservoir. The reservoir and surrounding natural area were opened to the public on November 21, 2003.

The property wherein the project is to be situated is owned by the city of Jersey City. Through agreement of sale, a conservation easement was conveyed to the DEP for various intents, among them, the right to construct a boat launch ramp and parking facility on the southern shore of Split Rock Reservoir.

The State would like to provide better access for boating and emergency services by constructing a boat ramp. The State would also like to explore the feasibility of additional parking closer to the site of the proposed boat ramp, as shown in **Exhibit 'C'**.

### B. FUNCTIONAL DESCRIPTION OF THE BUILDING

The proposed site is densely wooded with scattered rock outcroppings. A moderate to severe grade exists between the existing roadway (Split Rock Road) and the shoreline.

There is an existing 25-vehicle parking area for visitors that was constructed under project P0907-00, in 2001. The parking area provides reservoir access for people who want to launch a car top boat for

## **RESOLUTION**

### **PETITIONING THE LEGISLATURE FOR THE RESTORATION OF THE SCIENTIFICALLY DETERMINED PRESERVATION AREA BOUNDARY IN POHATONG TOWNSHIP, WARREN COUNTY, NEW JERSEY**

**WHEREAS**, the Highlands Water Protection and Planning Act (“Act”) was adopted August 10, 2004; and

**WHEREAS**, the Act placed the entirety of Pohatcong Township within the “Highlands Region”; and

**WHEREAS**, the Act denoted a preservation area that was identified as being of “exceptional natural resource value that includes watershed protection and other environmentally sensitive lands where stringent protection policies should be implemented . . .”; and

**WHEREAS**, the initial preservation area boundary in Pohatcong Township as determined by the substantial body of scientific and environmental studies upon which the Act was based and as depicted upon the draft Highlands Preservation Map issued by the Highlands Task Force on April 16, 2004 limited the preservation area in Pohatcong Township to the extreme southeast corner of the Township; and

**WHEREAS**, at a meeting held April 20, 2004 (Minutes attached hereto as **Exhibit A**) the then Mayor and Council of Pohatcong Township held a discussion under “New Business” wherein the Mayor advised he had requested the Township Engineer’s office prepare a report for the purpose of requesting the Highlands Task Force that it expand the preservation area within Pohatcong Township and a Motion approved authorizing the Mayor to send that report to the State for that purpose; and

**WHEREAS**, as a direct result of the April 22, 2004 report prepared by Cherry & Weber Associates, P.C., (Report attached hereto as **Exhibit B**) the preservation area boundary was dramatically moved several miles with the result that more than two-thirds of the Township was incorporated into the preservation area boundary as described in the Act; and

**WHEREAS**, the current Mayor and Council of the Township of Pohatcong feel strongly that this dramatic change in the boundary is unjustified, not based upon the underlying science that formed the basis of the Act, and accomplished without the matter having been placed on a published Agenda for the purpose of alerting the public, and with a lack of any public input or hearing other than those members of the public who happened to be at the April 20, 2004 meeting.



**NOW, THEREFORE, BE IT RESOLVED** by the Township Council of the Township of Pohatcong, County of Warren and State of New Jersey, that request is made to the Legislature and the Governor that the Act be amended for the purpose of restoring the preservation area boundary in Pohatcong Township to the original location determined by the extensive scientific studies that formed the basis for the Act.

### **CERTIFICATION**

I, Wanda L. Kutzman, Township Clerk of the Township of Pohatcong, County of Warren, do hereby certify that the foregoing is a true and exact copy of the Resolution adopted by the Pohatcong Township Council on September 18, 2012.

---

Wanda L. Kutzman, Township Clerk