SCENIC RESOURCES MANAGEMENT PLAN

Bedminster Township, Somerset County

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Prepared by the Bedminster Planning Board

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INTRODUCTION

Bedminster's Master Plan is . . ."dedicated to preserving, protecting and enhancing Bedminster's natural and cultural resources, and promoting a sustainable future for the Township and the region". One of the core goals outlined in the Master Plan's vision statement is *"Protecting scenic vistas of the rural countryside and the villages and hamlets that impart the special character of Bedminster"*.

In order to protect these valued resources, Bedminster has prepared a **Scenic Resources Management Plan (SRMP),** which:

1. Evaluates successful scenic management approaches,

2. Establishes criteria and methodology for assessing scenic resources,

3. Inventories and characterizes scenic resources,

4. Recommends management policies and

5. Suggests design guidelines and standards to guide public and private actions.

MASTER PLAN GOALS AND OBJECTIVES

Goals and Objectives

Bedminster's objectives for scenic resource conservation are elaborated in the adopted goals and objectives. Goals that relate directly to scenic resources are found in a wide range of policy areas as noted below:

Land Use and Management

a. To exercise stewardship over Bedminster's lands and waters to ensure that these resources are available for the sustenance and enjoyment of present and future generations.

b. To maintain, conserve and enhance the **special character of the countryside and historic** villages which have made Bedminster Township an attractive place for many generations, and manage future development to **preserve the rural character**, including the Township's meandering streams and brooks, **open fields and pastures**, tree-shaded streets, and rolling landscape.

c. To protect, maintain and enhance **Bedminster's unique sense of place**, which includes diverse residential neighborhoods, attractive non-residential uses, **historic settlement areas and scenic landscapes**.

Natural Resources

a. To protect natural resources including, but not limited to, steep slopes, woodlands, ridgelines, pristine watersheds, trout streams, wetlands, stream corridors, groundwater supplies, potable water reservoirs, aquifers, rivers, habitats of threatened and endangered species and unique natural systems

c. To promote the protection of biological diversity through the **maintenance of large continuous tracts and corridors** of recreation, forest, flood plain and other open space lands.

d. To identify and **manage stream corridor buffer areas** by maintaining undisturbed vegetation and to maintain and improve water quality, wildlife corridors and opportunities for passive and active recreation.

e. To **deter development on steep slopes** in order to protect existing natural systems and to prevent soil erosion and degradation of surface water quality.

g. To continue the acquisition of important natural lands through the use of the Township's open space tax and other sources of funding.

m. To protect and **preserve the dark sky quality** and starscape of the Township by promoting well-shielded outdoor lighting designs to minimize glare and sky glow, and by promoting the use of minimal necessary levels of nighttime outdoor illuminance.

n. To **maintain the rural and country atmosphere**, which prevails throughout most of the Township.

Transportation

b. To **discourage** further **highway development** or extension into agricultural or **scenic areas**.

h. To recognize that **roadways** are public lands that **deserve aesthetic design** consideration as well as efficient movement of vehicles, and to carefully plan the gateway entrances to the Township because they represent a visitor's first impression of the Township.

j To identify **road standards**, which merit special consideration for **rural areas**.

Recreation and Open Space

e. To establish as the **highest priority for public acquisition, areas of unique recreational or scenic value, or environmental sensitivity**.

g. To encourage the **public acquisition** of areas of **exceptional recreational or scenic value**, or environmental sensitivity, at all levels of government, with priority given to acquisition of land to meet present and future demand for active and passive recreation.

Historic and Cultural Resources

a. To promote public policies designed to **preserve** and rehabilitate **historic** resources and **districts**.

b. To safeguard the heritage of the Township by **preserving** those **resources that have** historic, archaeological, social, cultural, economic and architectural **significance** based on national, state and local importance and criteria.

c. To **discourage encroachment** on historic structures and sites by uses and buildings that is incompatible or **detracts from the historic resource or its setting**.

d. To encourage the preservation, rehabilitation or adaptive reuse of historic buildings and structures that **protects their architectural integrity and preserves their context within the historic landscape**.

e. To encourage the development of land use regulations that acknowledges and permits **special treatment for historic landscapes, districts, sites, and structures** by providing setbacks, buffers and other design criteria.

Community Design

a. To **ensure that new development is visually and functionally compatible** with the physical character of the Township.

b. To **provide** for **standards and guidelines for physical design** and community planning so that land uses interrelate and function compatibly and harmoniously in terms of scale and location.

c. To **improve the visual and physical appearance** of developed areas while protecting residential neighborhoods from encroachment by incompatible uses.

d. To **retain** wherever possible **from public rights-of-way the attractive vistas that make Bedminster special, including views of hills, valleys, ridgelines, woodlands, farmlands, hedge rows, stream corridors, flood plains and other natural areas**.

e. To **coordinate** such items as **architectural design, access, landscaping, lighting, signs and similar design features to produce visually and functionally compatible development**.

The Community Design Objectives noted above serve as a focus for this Scenic Resources Management Plan.

MASTER PLAN POLICIES

Bedminster's 2003 Master Plan addresses Scenic Corridors and Resources in the Land Use Plan, Conservation Plan, Recreation Plan, Historic Preservation Plan and Farmland Preservation Plan. The Recreation Plan identifies Greenways and their key role as scenic character elements. The Master Plan also reviews the Somerset County Scenic Corridor and Roadway Study and its identification of scenic roadways in the Township.

Bedminster Conservation Plan

The Conservation Plan identifies a series of scenic corridors, roadways and stream segments. In 1991 the Township's Land Use and Conservation Plans were amended to include the designation of scenic corridors. The Plans included:

1. Pottersville Road – Between Union Grove Road and the Lamington River
2. Lamington Road – Between Route 206 and the Lamington River
3. Rattlesnake Bridge Road – Between Lamington Road and the North Branch
4. Cowperthwaite Road – Between Lamington Road and River Road
5. Lamington River – Between the North Branch and Hacklebarney State Park in Morris County
6. North Branch – Between the Lamington River and Peapack Road
7. Larger Cross Roads – Between Pottersville Road and River Road
8. Long Lane – Between Larger Cross Road and Black River Road
9. Black River Road – Between Lamington Road and to the Morris County line
10. Fowler Road – Between Holland Avenue and Pottersville Road
11. Old Farm Road – Between Lamington Road and Old Dutch Road
12. Old Dutch Road east of Route 206 – Between North Branch and Route 206
13. Routes 202/206 - Between the North Branch and Somerville Road
14. River Road – Between Routes 202/206 and the Lamington River
15. Klines Mill Road - Between River Road and Burnt Mills Road
16. Bunn Road – Between Burnt Mills Road and River Road

The Conservation Plan notes that "scenic resources are an important element in the overall perception of the quality of life in Bedminster. The protection of scenic vistas, particularly those seen from public rights-of-way, will serve to maintain the Township's rural character. Since the local development review process plays a primary role in shaping new land use patterns, local review agencies are the appropriate administrative authority to encourage conservation of scenic characteristics". Recommendations include:

a. The scenic corridors identified in the Background Studies, should be further categorized in terms of the scenic elements that contribute to their quality.

b. Design standards should be developed for different categories of attractive views, including enclosed roadside views, extended roadside views, and distance views.
c. Design standards should be incorporated into the Township's subdivision and site plan process, in order to guide the location and configuration of development.

These recommendations prompted the preparation of this Scenic Resources Management Plan.

Scenic resources are highlighted in several background studies to the Master Plan, which note that

- Bedminster Township has winding country roads, many of them unpaved; it has meandering streams and brooks, open fields and pastures, white colonial era churches with their graceful spires, tree-shaded streets, and a gently rolling countryside, interspersed with occasional gorges and ravines."

- The importance of scenic resources is specifically recognized in the State Development and Redevelopment Plan, and the Municipal Land Use Law (N.J.S.A. 40:55D-1 et seq.) provides a basis for scenic resource management within the purpose, "to promote a desirable visual environment through creative development techniques and good civic design and arrangements" (N.J.S.A. 40:55D-2i). This purpose has particular relevance in subdivision and site plan review.

- The Master Plan reviews the scenic assets in terms of physical, hydrographic and vegetative landscape features as well as man-made features.

- Roadside and distance views are identified as important, and management of change and the location of new development is highlighted as part of the development review process.

Forested areas present an important local scenic asset. In discussing the "*Importance of Protecting Forests",* it notes that "While the extent of forest cover has rebounded during the past century, modern development impacts on forested lands prompt continuing concerns. The rational nexus for requiring woodlands protection relates to the benefits of woodland areas, which:

a. Modify local climatic conditions near or within their boundaries;
b. Create a feeling of privacy and seclusion;
c. Serve as recreational areas;
d. Provide habitats for plant and animals;
e. Reduce surface runoff because of the high moisture holding
f. **Enhance the visual characteristics of the scenic corridors;**
g. Reduce noise impacts;
h. Produce oxygen.

Other areas, which merit protection include:

Hedgerows and forest areas along traveled roadways and established property boundaries,
Unique forest types (i.e. Virginia pine forest),
Wooded slopes along scenic corridors,
Woodlands adjacent to public water supply tributaries, which protect water quality,
Woodland habitats critical for endangered and threatened species and
Woodland areas along open space corridors.

The Recreation and Open Space Plan

The Recreation and Open Space Plan acknowledges the role of non-motorized travel and recommended that "the Township should continue to identify extensions of the Hike-Bike Trail to the rural scenic corridors of the countryside." The Master Plan found that "the **paved through roads** in the Township are attractive bike routes because of their scenic quality, location, and strategic orientation" and that the "**scenic corridors** that dominate Bedminster's circulation system provide the opportunity for **interesting visual experiences for bicyclists**, and these highways and byways are widely used for bicycling."

The Recreation and Open Space Plan also relates scenic corridors to equestrian activity, noting that "**Equestrian trails** arranged in an unbroken system are a **defining feature** of Bedminster's character. A **public system of trails using scenic roadways** is intended to unite and provide continuity for the extensive system of private trails. Preservation of important private trail links should be encouraged through private sector activity."

Greenways were cited for their **role in preserving** "local character and **"rural" qualities** through the buffering of stream corridors, protection of prominent ridgelines and historic sites and scenic rights-of-way and by developing linkage**s** to larger contiguous parcels of open space and to historic settlement areas."

Greenway management recommendations in the Recreation and Open Space Plan that relate to scenic resources include the following:

- "**Scenic roadsides** designated in the Master Plan **should be maintained in a natural pastoral condition with natural hedgerows along road frontage**."
- "**Open views along roadways should be of farm uses** such as crop fields, pastures and livestock paddocks, **woodlands or** farm and residential **structures of pre-20th century architectural style**."
- "Scenic vistas are considered to be a public resource. The **character and quality of exceptional viewsheds** should be maintained and enhanced."
- "Desirable and notable **vistas should be identified by development applicants**."

The Recreation and Open Space Plan cites "**gateways**" as scenic areas that "should be treated in a way sensitive to the Township's image and provide an enhanced demarcation, which conveys a **sense of identity** and distinguishes the Township from its surroundings." It also calls attention to two unique habitats, regarded as natural resource areas to be protected and enhanced. These include:

a. The old growth forest - North Branch south of Burnt Mills and
b. The Virginia Pine forest - south of Lamington Road in southwestern Bedminster.

The Recreation and Open Space Plan also identifies the following viewsheds of exceptional value in the Township:

a. The Second Watchung ridgeline as viewed from any place in the township.
b. The Rattlesnake Bridge Road corridor as viewed from the heights entering from Branchburg Township.
c. The Lamington Road corridor as viewed from the heights entering from Tewksbury Township.
d. The Lamington River Bridge crossing as viewed entering or leaving the Township via Cowperthwaite Road.
e. The Rockaway Valley Rail right-of-way (cited for possible use as part of a public or private trail system).

The Recreation and Open Space Plan recognizes that scenic roadways are elements in the greenway system. "Already under public ownership, roadways are another class of linear resource, which offer connections in the greenway system especially where they intersect the stream corridor elements." Roadways "can offer **scenic vistas and viewsheds** that merit management to **protect community character**." Road improvement standards for rural roads should respect the character of these scenic corridors.

The Recreation and Open Space Plan found that "a **detailed viewshed analysis** would assist Bedminster in formulating design controls that would **protect the roadside character and preserve and enhance long views**." This SRMP provides that detailed analysis.

<u>Historic Preservation Plan</u>

The Historic Preservation Plan notes that most of the **historic roadways and footpaths**, which have traversed Bedminster for centuries, **are** among the roads **designated as scenic corridors**. Thus, scenic resource management recommendations should respect and reflect the Township's desire to conserve historic resources. The term "Historic site" in the Master Plan means "any real property, man-made structure, natural object or configuration or any portion or group of the foregoing of historical, archaeological, cultural, scenic or architectural significance".

Circulation Plan

The **design principle for rural roads** seeks **to maintain the natural and man-made elements** of the roadways and roadside **that contributes to the rural character** of the surrounding areas. Generally, this means **retaining curves and grades that reflect the natural topography**, retaining open drainage ditches and **high banks that frame the cartway**, and maintaining roadway widths at the minimum necessary to safely convey the anticipated level of use. Road improvement standards for rural roads should also respect the character of these scenic corridors. To keep and maintain the rural and scenic character of Bedminster the Township should work with the County to establish a Comprehensive Bicycle Plan.

Farmland Preservation Plan

Bedminster's farmland preservation efforts are directed at the central or "heartland" portions of the community as well as the attractive and viable farms around the margins of the community. The Farmland Preservation Plan seeks to encourage the expansion of agricultural pursuits and a diversification of agricultural activities and **maintains the scenic character** of the Township, **particularly at the gateways** where residents and visitors enter the Bedminster countryside.

Farmland preservation and open space conservation are related objectives which Bedminster's master plan addresses in several ways. "The Greenways of Bedminster", the 1999 Greenway Plan, acknowledged the interaction of farmland preservation and open space conservation and highlighted the **importance of maintaining large contiguous parcels**. It also cited an objective of maintaining the scenic character of the Township, particularly at the "gateways" to the Bedminster countryside.

A key focus of the Farmland Preservation Plan is to **preserve farmland around the scenic gateways** of the Township, where residents and visitors enter the Bedminster countryside.

REVIEW OF FEDERAL, STATE, COUNTY AND LOCAL PROGRAMS

A literature review was conducted of various local, state and federal programs to manage scenic resources. Over 20 separate approaches were reviewed to determine an appropriate methodology for the Bedminster SRMP.

Many of these programs were an outgrowth of the National Environmental Policy Act of 1969 (NEPA). The purpose of NEPA was to encourage productive and enjoyable harmony between man and his environment; to promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of man; to enrich the understanding of the ecological systems and natural resources important to the nation. Under NEPA, Federal agencies were required to utilize a systematic, interdisciplinary approach to ensure the integrated use of the natural and

social sciences and the environmental design arts in planning and in decision-making which may have an impact on man's environment.

State departments of transportation, due to the demand for federal funding, used various programs to identify the importance of visual impact of transportation improvements within the environment. This is reflected in several of the literature references found in Appendix A.

Public Law 102-240 or ISTEA Title I Surface Transportation required the Secretary of Transportation to allocate funding among the States for Interstate highway construction and maintenance, Interstate highway substitute, National Highway System, surface transportation program, bridge program, **scenic byways**, and grants.

Within Title I authorized the planning, design, and development of State scenic byway programs along with a national advisory committee on scenic byways and a grant-in-aid program to the states local scenic highway programs. With an emphasis at the state level, numerous programs were generated including the Oregon Scenic Byways Program, Alaska's Scenic Byways Program: The Bottom Up Approach and California Scenic Highway Guidelines, to mention a few. Under the New Jersey program, Route 29 was the first designated scenic byway, extending from Trenton in Mercer County to Frenchtown in Hunterdon County. This fiscal year a number of improvements are programmed along the Route 29 corridor.

The New Jersey State Development and Redevelopment Plan (SDRP) contains a policy which states that the user should "Participate in the coordination of state, county and local government identification and delineation of scenic and historic corridors throughout New Jersey, and take the necessary steps to protect them.[1] The glossary of the SDRP defines the term "scenic corridor" to mean "a publicly accessible right-of-way and the views of expanses of water, farmland, woodlands, coastal wetlands or other scenic vistas that can be seen from the right-of-way".[2] Historic corridors mean "a right-of-way or an area comprising one or more landmarks, historic sites or a historic district"[3]. The State Planning Commission's scope for the term right-of-way is very flexible and includes any strip of land mapped for use by a sidewalk, street, road, railroad, transmission line, pipeline, shade trees, or for another special use, whether or not that use is active. It could be a hiking path or beach.

Somerset County in its study of scenic corridor and roadways developed two working definitions for purposes of its study.

> *Scenic Corridor* means the area of influence [that] is generally extended beyond the properties immediately adjacent to the road and includes the entire landscape visible from the right-of-way.

[1] New Jersey State Development and Redevelopment Plan. New Jersey State Planning Commission. March 1, 2001. Page 145.
[2] Ibid. Page 333.
[3] Ibid. Page 325

> *Scenic roadway* means the area of influence [that] is generally limited to the adjacent property or right-of-way and concentrates on the visual foreground adjacent to the roadway edge.[4]

Some of the definitions reviewed are found in statutes or ordinances. Many states define a scenic roadway, corridor or byway in the state statute creating the program. Most municipalities define the terms in adopted ordinances. In other cases, the ordinance refers to the study or report establishing the system within the community.

Considering the scope and priorities for this plan, a suggested definition is the following:

Scenic resources means

1. *Those views of natural landscape,*
2. *Picturesque and historic manmade features*
3. *Or roads conforming to landscape (natural or manmade), or to historic features*
4. *Or demonstrating historic value from a public right-of-way.*

The Somerset County Planning Board's Scenic Corridors and Roadways Study (July 1992) noted that Bedminster, Franklin and Montgomery Townships had designated scenic corridors within their jurisdictions, but noted that none of their efforts involved the "objective review and evaluation criteria" employed by the County. Scenic roadways and corridors both have recognized high quality visual amenities, but scenic roadways provide roadside views while scenic corridors offer more distant views.

The County developed evaluation criteria including weighted positive and negative factors to score various roadways and corridors with the highest score recorded at 42.5. The following are the scenic corridors or roadways that were designated in Bedminster by Somerset County.

Name	Ranking	Roadway	Corridor
Pottersville Road	20-24.99		X
Lamington Road	30+		X
Rattlesnake Bridge Road	25-29.99		X
Burnt Mills Road	20-24.99	X	
Peapack Road	20-24.99	X	
Cowperthwaite Road	25-29.99		X

Local scenic resource programs were also reviewed. The review of other local scenic management approaches was focused on implementation programs codified through adopted ordinances in New Jersey and other states. A number of New Jersey municipalities have identified scenic resources as important assets and developed regulatory schemes to protect these resources. The techniques used to protect these

[4] Somerset County Scenic Corridor and Roadway Study. Somerset County Planning Board. July 1992. Page 21.

resources vary in detail and extent. For example, some require findings for residential cluster development that promote one or more of objectives, such as the preservation or protection of agricultural land; preservation of scenic vistas along roadways; protection of large stands of trees; protection of stream corridors; protection of archeological or historic sites or structures; and preservation and protection of environmentally sensitive lands.

Single-Family Conservation Design Subdivisions provide a method of creating imaginatively designed single-family residential environments that preserve and safeguard desirable and appropriate open spaces, treed areas, historic sites, existing streetscapes, steep slopes, flood plains, wetlands, wetlands transitional areas, stream corridors and scenic vistas by permitting the reduction of lot sizes without increasing the number of residential lots otherwise permitted and feasible to be developed. This is similar to Bedminster Township's use of lot averaging for such purposes.

In some cases, scenic management standards are located in a "resource management program" section of the land development regulations. Examples of this are found in Far Hills, Holmdel Township and several Pinelands municipalities, such as Hamilton Township (Atlantic County) and Manchester Township.

The Far Hills Land Management Ordinance includes management programs that address various resource areas such as agriculture, air quality, forestry, archaeological preservation, open space and recreation, threatened and endangered plant and animals, vegetation removal and scenic areas. Section 801 states that "any application for development shall demonstrate conformance to management programs…". The section on scenic resources includes the purpose "*… to direct the location of development so that it will enhance the visual character of the area."*

In Far Hills, "*Scenic corridors are defined as areas visible from public roadways, or visible from an inland water body possessing a water surface greater than 50 feet width. In addition, the area shall exhibit one or more of the following features:*

a. over water views;

b. mature woodlands;

c. mountain, hilltop, or cliff top ridges which generally exceed the elevation of land within one-half mile of the ridge by at least 250 feet, and which satisfies one or more of the following:

(1) the ridges are substantially undeveloped in appearance,

(2) the ridge is continuous for at least one mile as measured along the ridge,

d. unique geologic or topographic features of natural or historic significance;

e. long views;

f. panoramic vistas of natural or built environments.

The standards that must be followed by the applicant require that:

3. Development in scenic corridors should be set back at least 200 feet from the public right-of-way or water body greater than 50 feet in width. Where development cannot feasibly be set back 200 feet due to environmental circumstances or existing development, development may be located within 200 feet of the right-of-way or waterway, provided that:

a. the development is set as far back from the road or waterway as is practicable; and,

b. the development is designed and the area associated with the development is landscaped or screened to mitigate the impact of the development on views by using:

(1) native or undisturbed vegetation; and/or

(2) indigenous building materials

4. Development in scenic corridors should be sited behind visual barriers, such as trees, rock outcroppings, vertical cliff faces and ridgelines.

5. The height and location of development in scenic corridors should protect unobstructed views of, and from, the ridges and should not detract from the ridgelines.

6. Development in mature woodlands in scenic corridors should be built below tree tops and preserve as many trees during construction as possible.

7. Development in scenic corridors should be located and designed to preserve views of cultural landmarks and of unique geographic and topographic features.

8. On hillsides development should be located at any point in the foreground to midground of the hill to not create a barrier visible from the scenic corridor.

Holmdel Township also maintains a specific section of its Land Development Ordinance on scenic resources (§30-116.5 Scenic Resources.) which includes standards similar to those found in Far Hills, but also requires that:

> "Development shall be located and designed to preserve views of cultural/historic landmarks and of unique geographic and topographic features, including but not limited to the Unique Natural Areas identified in the Township's 1990 Natural Resources Inventory".

Vernon Township's approach to managing "Visual Resource Lands" reflects Township concerns as stewards of a portion of the Appalachian Trail. The section of the Land Development Ordinance addressing "visual resource lands" establishes a rationale for addressing its unique topography and reflects local concerns that unique vistas are threatened by sprawl. The following is Vernon's rationale:

"Vernon's expansive valley and substantial mountains make the scenic vistas unique among New Jersey's municipalities. However, the unique views provided both from the valley floor toward plateaus and ridges, and from plateaus and ridges toward the valley floor, are threatened by continuing development patterns which establish building sites that destroy the visual resources of open fields, mountain profiles, water courses and woodlands. Left unchecked, such development would afford views mainly of buildings in repeated, monotonous patterns akin to those found in suburban sprawl. Sprawl development in Vernon threatens to transform the character and quality of this community more acutely than in other communities because of the expansive views and many vantage points found throughout the Township, particularly along scenic corridors. The effects of sprawl are insidious enough in suburban communities where vantage points are limited. In Vernon, sprawl threatens to destroy the dramatic visual attributes that have proved so inviting to the Township's citizens and visitors, and so essential to community character Sprawl and the appearance of sprawl threaten to defeat Vernon's substantial economic interest in outdoor recreation and tourism. Unless Vernon can remain a place of distinctive natural beauty, it is at risk of losing its identity as a place of destination".

Vernon cites the purpose and authority for its regulations, which are designed to protect Vernon's remaining open spaces from conventional development patterns and measures which tend to compromise the intrinsic value of farmlands, fields, woodlands, mountain profiles or ridgelines, ridge faces, plateaus, and water courses and bodies, which are defined as "visual resource lands" within the Township.

Authority for the regulations is specifically derived from and designed to be consistent with its police powers under the Municipal Land Use Law, its 1995 Master Plan, and the New Jersey State Development and Redevelopment Plan.

Some of the design standards used by Vernon Township in achieving its purposes have application to Bedminster Township, including:

1. Building locations.
    - The establishment of building envelopes and building sites in open fields shall be avoided.
    - Building envelopes and sites shall be adaptively located on and along the edges of fields to the greatest practicable extent.
    - Existing tree lines and woodlands which frame open fields shall be preserved and used to effectively screen new buildings from view or blend them with, in or among wooded background environs.
2. Driveways.
    - Driveways and roads shall follow existing farm lanes, tree lines or stone rows wherever possible.
    - Common driveways and rural lanes are encouraged in order to reduce improvements and impervious coverage of visual resource lands and to avoid unnecessary disturbance.

- Maximum driveway width shall be 12 feet.
- Maximum length of a common driveway shall be 1,000 ft.
- All driveways in excess of 500 feet shall provide a suitable turnout.
- No more than 4 units shall be served by a common driveway

3. Extent of disturbance.
    - Total tract disturbance of visual resource lands shall not exceed 7% of gross tract area for purposes of improvements including but not limited to streets, stormwater management facilities, grading, vegetation removal, cartway and basins.
    - Total lot disturbance shall not exceed 60% of lot area or 20,000 s.f. whichever is less.
    - Disturbance of lots shall be construed to include grading for lawn areas.
4. Scenic Vistas.
    - Intense development of visual resource lands shall be prohibited.
    - Only such development as is compatible with and respectful of the provisions and spirit of this section shall be permitted.
    - Disturbed and improved lands shall, to the greatest practicable extent, be or remain predominately invisible from public ways and trails, including but not limited to the Appalachian Trail and the scenic corridors of the Township, such as but not limited to those in the AET districts.
5. Ridgelines.
    - Except as otherwise provided herein, no lot or site shall be designed or developed which significantly disturbs an existing mountain profile represented by a tree line along a ridgeline; nor shall the face of any ridge be disturbed, clear-cut or developed in such a way as to significantly compromise the natural features and appearance of such ridge face for the sake of creating view lots' or similar private interest
    - Any tree removal on a readily visible sloped plateau or ridge face shall be subject to a tree management plan approved by the Planning Board.
    - No building envelope shall be established nor any building or structure erected which would lie atop the crest of an unwooded hill or plateau.
    - Building envelopes may be established, and buildings or structures erected on hilltops or plateaus only when such hills or plateaus are substantially wooded by trees of at least 35' in height, and would remain so by an approved tree management plan and suitable conservation restriction.
6. Adaptive measures
    - To the greatest practicable extent, adaptive reuse, renovation, preservation or other protection or enhancement shall be required where a tract or site contains structures or features of historic or architectural significance, and, where one or more structures are involved, when such structures are suitable for rehabilitation
7. Guide rails
    - In the event guide rails are required due to site or tract conditions, they shall be predominately of wood or stone construction, or some combination thereof

8. Conservation easements
    - Conservation easements and restrictive covenants may be reasonably required by the Planning Board to enforce this section

Vernon's approach focuses on the types of activities that may impede or disrupt scenic vistas and resources.

Another scenic management technique is the use of "undisturbed buffers" to shield development. For instance, the Freehold Township Ordinance requires

> *"(a) A planted scenic corridor buffer area is to be provided adjacent to all designated scenic corridors. The buffer width shall be in accordance with the requirements set forth in Schedule C. Within the required scenic corridor buffer area no disturbance is permitted except for installation of driveways and (underground) utilities.*

Lighting standards to prevent or minimize off-site illumination is another common standard. In Hamilton Township, Atlantic County, with its expansive rural areas the following lighting standard applies:

> "*The impact, or lack thereof, taking into account the proposed project and considering also its night lighting impact on scenic corridors and vistas".*

Other lighting standards are more specific, as is the case of Vernon Township, Sussex County in areas associated with the Appalachian Trail (AT), where the ordinance states

> *" … the illumination of sites, streets and parking areas within 500 feet of the AT shall be prohibited except where public safety would reasonably require illumination. In such event, lighting shall be carefully designed to prevent or minimize off- site illumination and glare. High-luminosity vapor lamps and other highly illuminating fixtures shall be prohibited on residential and non-residential properties adjacent to the AT."*

Another scenic resource management issue relates to the location of new utility distribution lines and telephone lines, which are frequently required to be placed underground. Above-ground generating facilities, switching complexes, pumping stations, and substations are generally required to be screened with vegetation from adjacent uses, with electric transmission lines to be located on existing towers or underground to the maximum extent practical.

In regard to signage, most ordinances address sign size, type and scale, but further steps may be employed for scenic resources, such as restricting them from buffer areas or specifically not allowing billboards, flashing signs, portable signs, internally illuminated signs, and pole signs within the scenic vista zone.

Regulations limiting disturbance on steep slopes and ridgelines are also useful standards in protecting scenic character. Some municipalities require a scenic vista inventory from an applicant that identifies steep slopes and ridgelines, as seen in the following excerpt from the Far Hills ordinance:

> e) *Development in scenic corridors should be sited behind visual barriers, such as trees, rock outcroppings, vertical cliff faces and ridgelines.*
> f) *The height and location of development in scenic corridors should protect unobstructed views of, and from, the ridges and should not detract from the ridgelines.*

Landscaping requirements can also protect scenic vistas, corridors and resources. Some ordinances require existing vegetation is to be preserved and maintained in its natural state wherever practicable, and/or discourage or prohibit supplemental landscaping to protect existing views and vistas.
Conservation easements are also a useful technique to maintain a viewshed or vista. In some cases conservation easements or other restrictive covenants may be the most effective technique available to protect a unique scenic resource.

SCENIC RESOURCE CONSERVATION PRIORITIES

States, local governments and federal agencies that have embarked on scenic byway or corridor preservation plans cite numerous reasons for doing so. Some examples below are taken from a national publication, which surveyed approximately 20 programs.

- To preserve and enhance natural beauty,
- To promote tourism,
- To preserve historic resources,
- To preserve and enhance cultural resources,
- To provide recreational opportunities,
- To promote understanding of State's heritage,
- To appreciate State at a leisurely pace,
- To present regional diversity,
- To provide pleasurable facilities for hikers and bikers,
- To showcase National Forest and Public Lands to non-traditional users,
- To increase use of National Forest and Public Lands awareness and understanding of activities,
- To preserve geologic attributes,
- To promote lifestyle of inhabitants,
- To preserve and exhibit natural vegetation,
- To preserve and enhance man-made beauty,
- To preserve and enhance scientific and engineering elements,
- To provide an alternative to faster paced travel,
- To improve property values and

- To provide safe and relaxing travel.[5]

As noted in the introduction, the purpose of this scenic management plan is to identify scenic features in the Township, to provide recommendations for managing the inventoried resources, and to provide design guidelines that can be incorporated in the Township's Land Development Ordinance.

The diverse set of 32 goals and objectives and more than a dozen policies related to scenic resources in the Bedminster Master Plan provide a policy framework that can be summarized as follows:

- Sense of Place
  1. Protect Bedminster's sense of place,
  2. Maintain the special character of the countryside and historic villages,
  3. Conserve the attractive vistas from public rights-of-way that make Bedminster special,
  4. Focus on scenic resources at gateways to the Township.

- Landscape Character
  1. Promote the maintenance of large tracts of farmland, woodland and other lands
  2. Safeguard natural resources especially stream corridors, prominent ridgelines, floodplains, forested areas, grasslands, wetlands, unique habitat, productive farmlands, hills, valleys and hedgerows.

- Cultural Heritage
  1. Protect the heritage of the Township and its historic resources,
  2. Encourage the conservation of archeological resources,
  3. Promote linkages of public spaces, especially open space and historic settlement areas.

- Travel Ways
  1. Recognize roadways as public lands deserving aesthetic consideration,
  2. Identify scenic access areas including stream corridor buffer areas, roadways, pedestrian and equestrian trails, unpaved roads and former railroad rights-of-way,
  3. Identify extensions of the Bike-Hike Trail to rural scenic corridors.

AESTHETIC OBJECTIVITY

Dennis Hudacsko, AICP, a member of the Planning Board subcommittee, authored a paper titled Aesthetic Objectivity: a Valid Basis for Visual Impact Assessment, which was presented at the American Planning Association (APA) Annual Conference in Seattle. From the elements of fine art composition theory and bio-psychology theory he

[5] An Analysis and Summary of the 1990 National Scenic Byways Study Inventory. Greenhorne & O'Mara, Inc. Federal Highway Administration, FHWA-PD-91-014.

recommends an evaluative vocabulary for aesthetics, intended to overcome concerns about subjectivity and lack of predictability in the realm of visual aesthetics.

Hudacsko's research suggests that individuals react differently from their own observations of things, but that there is enough common reaction that the reactions can be seen or expressed objectively.

He uses "affect theory" to identify six types of aesthetic emotional experiences. He notes people process information as they encounter a physical space. Therefore, different spaces are judged on the experience the individual has as new information is received. The six experiences used in assessing aesthetics are:

1. Attraction – When we quickly understand and relate new information in some way to past experience.
2. Distraction – When our attention is frozen for a moment on an object, which causes us to exclude all other sights and sound from our attention such as a flashing sign, draws our attention to a hazardous space.
3. Stress - When new information is not readily processed to fit into our past experience may cause a degree of stress.
4. Relief – When one encounters a sense of release from a level of stress.
5. Disillusionment – When expectations are not what was expected.
6. Aversion – The one aspect of affect theory, that is truly subjective, since it is based on past experiences.

Hudacsko suggests a sequence of steps to provide an objective assessment of the visual impact of a proposal on a site and its surroundings, including:

1. Site Dissection – Identify the chief visual elements of the site, such as boundaries, linkages, viewing points and focal points depicted conceptually on the development plan. This should include not only major elements, but also entrances and exits through the site, including the views from approaching vehicles along the adjacent roadway and the view from neighboring properties. Aesthetic experiences and causal factors are identified and listed for each space with the primary emphasis being the identification of incongruities between purpose and appearance.

2. Boundary Review – Next the physical features of the boundary of the spaces should be visually delineated. The character of the boundary features should convey a visual sense of harmony rather than variety. Boundary features may be planted buffers, building walls or some form of enclosure. Boundaries should not produce attractive experiences. They should be reviewed for a sense of stress and the conditions that may generate it.

3. Focal Point Review –concerns regarding the focal point include.

a. Proportion is a special concern. Reviewers should examine profiles for elements that appear to defy gravity or seem out of scale for their intended purposes.
b. Dimension provides a sense of space. Reviewers should ensure that foreground and background of objects frame focal points.
c. Dominance provides a sense of importance ranging from vital to trivial. Reviewers should look for incongruence between the visual importance of focal point objects and the vitalness of the activity.
d. Economy provides a sense of legibility. Reviewers should identify how an increased number of focal points within one space can move from simplicity to confusion.
e. Movement is a desired sense of direction induced by linear arrangement of similar objects. Reviewers should check that alignments coincide with the focal points.
f. Portals such as building entrances and parking lot entry/exit points should have a variety of design.
Focal points should be examined to ensure that their design and embellishment produce an attractive experience and avoid stress and disillusionment.

4. Transition Review – Transitions are best designed as very small distinct spaces of their own such as a building foyer. These portal-linking spaces should be examined for disillusionment and relief experiences.

5. Specific Element Review – Attention needs becomes focused to a distraction such as the approach of a near intersection or merging with traffic conflict, which bring on negative reaction. Careful planning is needed to ensure that the distraction is positive.

Hudacsko recommends that an ordinance incorporating the visual impact assessment methodology should have the following:

a) Require aesthetic site plan objectives to be clearly depicted and distinguished from engineering information. A separate mapping on reduced letter size sheets is more suitable than full sized engineering sheets for public review before a local board and can be reproduced and handled at these public meetings.
b) Require aesthetic information to be reduced to conceptual elements. Mapping should depict functional areas, space boundaries, viewing points, activity focal points and portals, including numbering for easy identification.
c) Require specification of the design objectives for boundaries, focal points and transitions. Narrative descriptions should be keyed to number elements. The visual character of each element should be described in terms relating to the intended aesthetic experience. Details of features are unnecessary and can serve to deflect attention from judging the impact. Information should be expressed in artistic terms: Enclosure, Style, Balance, Proportion, Movement, Dominance,

Economy, Dimension and character. Descriptions should be sufficient to serve as a specification for engineering of the actual design features.

d) Require that plans can be denied approval where design features are likely to produce experiences with excess aversion, disillusionment, distraction or stress.
e) Require design features that produce relief and attraction, mitigate potential adverse impacts.
f) Require that aesthetic concept plans encompass all public areas of a site, areas viewable by neighbors and street approaches to the site.

Hudacsko predicts that an ordinance with these features will enable local governments to address aesthetic issues with fairness, impartiality and objectivity. The community will benefit by having predictability of future positive aesthetics experiences and land owners and developers will benefit from the increased aesthetic quality and more effective design, helping to minimize approval costs.

CONDUCTING THE VISUAL ASSESSMENT

In literature research for the Scenic Resource Management Plan, the concept of visual assessment was identified in a variety of cases. Many state and local programs used this technique as a method to evaluate alternative solutions or projects in assessing how they might impact the visual environment. Projects such as road improvements, pipelines and cogeneration plants are just a few of the multitude of projects assessed in this fashion.

The approach also has been applied in many western states as a means of visual resource management. In these cases it is a systematic approach for characterizing visual resources in a project area and using the findings to assess project impacts. While visual resource management terminology is not uniform, there is general agreement on the broad elements of the major approaches. These approaches consider visual experience to be the product of both visual resources and viewer response. A project such as a highway causes visual resource change that can be measured objectively. Viewer response to this change usually displays broad patterns of consensus. Thus, visual impacts include both landscape change and viewer response to that change.

The inventory of scenic resources for Bedminster utilizes a visual resource management approach to characterize scenic attributes. The SRMP design guidelines address the goals, objectives, policies and priorities for managing scenic resources in the Township. The visual character of scenic corridors is observed in the processional experience of travel. In conducting the visual assessment the following steps were followed:

Determine the Base Map

Since the primary focus of the visual experience is what is seen from a vehicle on a public street, the base map for the project is a 2002 black and white aerial photo. The uniqueness and diversity of spaces or sequences of spaces as seen from a vehicle is focused primarily on the scenic rural roadways in the Township as opposed to suburban roads and interstate highways.

Adding Data to the Base Map

In developing the base map the following methodology provides a way of developing not only the base map but also additional updated information, which helps to identify scenic resources without immediately taking to the field.

The Bedminster Township Geographic Information System (GIS) was used to develop the visual assessment. Utilizing road centerline data, digital elevation grid and land use/land cover information updated to the year 2000, an analysis of the viewshed was undertaken to provide background data prior to any fieldwork. Analyzing data with ArcGIS Spatial Analyst, viewshed mapping depicts the limits of visible areas within scenic corridors or visual boundaries along roadways.

As background, in 2002 the New Jersey Department of Environmental Protection (NJDEP) completed recompiling 10 meter digital elevation models (DEM's) gathered by the United States Geological Survey (USGS) for each Quadrangle in New Jersey. Consistent with the presentation of land use/land cover data published by the NJDEP, the DEM's were recompiled on a watershed management area basis and reprojected to North American Datum 1983 State Plane feet. The recompiled 10 meter digital elevation grids from NJDEP represent a 300% increase in resolution, as 30 meter DEM's were the only widely available source of topographic data. The 10 meter digital elevation grids provide a larger number of sample elevation points, providing for more detailed topographic analysis. ArcGIS Spatial Analyst provides the means to analyze digital elevation grids and determine how topographic features and changes affect an observer's view from a roadway.

This approach also allows land use/land cover to be factored into viewshed analysis. By utilizing optional features in Spatial Analyst, viewshed analysis takes into consideration vertical and horizontal scaling in dimensional terms with the height of intervening forest stands and the height of the observer's viewpoint. This is critical in determining the extent of the scenic corridors, since forest stands or hedgerows can greatly diminish the extent of the observer's view during the "leaf out" period. Table 1 indicates the assumed height of forest elements used in the analysis.

Table 1

Forest Type	Assumed Height
Brush/Scrubland	15’
Coniferous Forest	50’
Deciduous Forest	70’
Old Field (>25% brush covered)	15’
Plantation	40’

Viewshed analysis using Spatial Analyst requires the input of observer points, which are individually analyzed relative to the 10-meter digital elevation grid to determine the extent of visible terrain.

The viewshed analysis identifies areas that are “visible” or “not visible” using color to depicts the visual boundaries of the scenic corridors, reflecting topography and land cover.

ARC GIS has been used to create detailed mapping depicting specific aspects of scenic corridors related to land cover. Roadways traverse a variety of landscape features including fields, pasture, stream corridors and floodplains and forest stands. These features contribute to feelings of intimacy, closeness, openness or grandeur.

Linear movement cues are mapped along the roadways, such as ditches, fencing and hedgerows, as well as changes in orientation, changes in focal point for the observer along with changes in peripheral constraints.

Field Verification of Interpretation

GIS maps were field verified to confirm viewshed elements. This step involved driving the corridors and editing the initial GIS maps to reflect conditions found in the field.

SCENIC RESOURCE INVENTORY

A series of 22 individual corridor maps titled "Scenic Feature Mapping" were prepared providing a detailed analysis of the scenic character elements affecting the Township's rural roadways and State highways. The legend includes a series of symbols that identify specific characteristics of the roadway and its surroundings. The maps also utilize colored Land Use/Land Cover data to illustrate the visible viewshed area, as seen from the roadways. Added to this layer is the individual street shape, with symbols added to areas where there is a change in landscape. The following is a description of the symbols identified on the individual corridor maps:

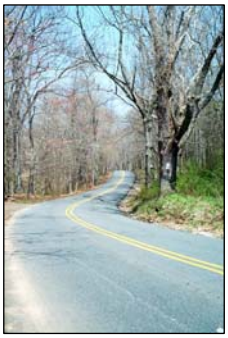
Change in Orientation – This symbol, identified by a red circle, depicts areas along the road where a curve or change in direction occurs. A change in orientation offers a new viewpoint of the corridor and changing feature that refresh the scene.

Peripheral Constraint – This marker, seen as the orange triangle, indicates areas where the viewer moves from an area of high-density to one of low-density or vice-versa. An area like this is often witnessed when traveling from an area of open fields to wooded areas. The result of this transition is that the viewers peripheral vision either narrows or expands to the new setting and offers a feeling of closeness or openness.

Direction/Length of Attention – Identified by a black arrow marker, the symbol identifies the extent to which a viewers line of sight extends. These identifiers are often noted in areas where the view moves into an open fields setting where the line of sight may extend over a great distance, offering another level of density to the viewers experience.

Parallel Roadside Features – A parallel roadside feature, depicted with the yellow wave line, identifies areas where a feature occurs along side the road. A parallel roadside feature includes fences, hedgerows, wooded areas or tree lines. These features can offer additional description and layer to the viewer's experience. Not only do these features add a varying dimension of density they can also further define the region. For example, an open fields lined with a wood fence will add to the overall agricultural feel of a road.

Extended View – These points, seen as a dark purple asterisk, identify points on the roadways where a viewer is able to see distance views that can span across the Township or into neighboring areas to other ridgelines.



Vertical Curve – Vertical curves, seen as three parallel light purple lines, occur where sharp curves in a road are either up or down a hill. These types of changes in orientation add an additional level of experience to the viewer's response to the visual stimuli.

The following is a description of the roadways that are identified on the individual corridor maps:

Airport Road

Airport Road is primarily a low-density residential corridor with a mixture of wooded areas and open fields. The northern end is adjacent to open fields and longer viewsheds of pastoral settings to the east with wooded areas to the west. Residential development along the eastern side dominates the landscape along with the small craft airport to the west. The primary character of the road is an informal rural setting.

Black River Road

Black River Road extends north south along the western boundary of the Township. The northern section is located in and near Pottersville village , and has residential development located through its northern reaches. The area becomes rural and open as it follows the stream corridor south on Black River Road. The road is flanked on both sides with wooded areas intermingled with open fields and pastures. Winding vertical curves are frequently found, and the roadside scenery opens up in the Lamington area to reveal extended viewsheds to distant ridgelines.

Bunn Road

Bunn Road extends north/south and traverses I-78. The northern portion of the road is briefly wooded and quickly opens to a rural pastoral setting with large open fields. Along the southern portion of Bunn Road a view to Schley Mountain can be seen. Farmsteads can occasionally be viewed from the road, but for the most part the corridor appears undeveloped.

Burnt Mills Road

Burnt Mills Road runs in an east/west direction in the southern portion of the Township. The road is highly traveled as it passes through a variety of landscapes, including the Burnt Mills area of single-family homes and scattered farms. The road is lower than the

surrounding topography, making views to surrounding areas difficult in some areas. The overall character of the road would typically be described as rural residential.

Cedar Ridge Road
Cedar Ridge Road extends north/south and is rural in nature. The corridor offers many open pastoral views, with some intervening wooded sections. There is little residential development that can be viewed from the road, providing the impression of a rural farming area.

Country Club Road
Country Club Road is cradled along I-78 and I-287. While the road parallels I-287, it still offers a wooded rural feeling. Residential development is often hidden from sight by wooded areas and in the southern portion, which is set off from the highway, open fields give the road a rural feel. Extended views can be seen along the northwestern portion of the road.

Cowperthwaite Road

Feature mapping was not provided for this road segment, since the road was relocated as part of construction of the Lamington Farm Golf Club (Trump National).

Fowler Road
Fowler Road follows a north/south path and is primarily wooded and secluded in the northern region. To the south, the road becomes winding with vertical curves. While open fields do exist along the southern portion of the road, they are only briefly witnessed through the tree line. With a few exceptions, the road is primarily wooded and secluded with brief periods of open fields.

Holland Road
Holland road runs north/south and offers longer views of pastoral settings. Tree lines follow the majority of the road but still allow for glimpses of large open fields and extended viewsheds. The road offers many curves, which hold the viewers interest through the changing landscape. The overall feel of the road is a more formal farming community with larger farmsteads.

Klines Mill Road
Klines Mills Road runs in a north/south direction. The bridge that previously connected the road to River Road has been removed, leaving access only at the southern end. The road has very little residential development and is primarily open fields and pastureland. The seclusion of the road leaves the impression of a very rural farming community with large contiguous open areas cut only by tree lined perpendicular breaks.

Lamington Road
Lamington Road is another highly traveled road that runs east/west. Homesteads are mostly glimpsed passing observer and open fields make up the majority of viewsheds on

this corridor. In some areas, openings reveal extended views to distant ridgelines. For the most part the corridor can be described as a low-density rural residential setting.

Larger Cross Road

Larger Cross Road is one of the longer corridors in the Township, extending north/south almost to the northern and southern boundary. Larger Cross Road is an unpaved road and is nestled for the most part through wooded or tree lined areas. In areas where the trees become sparse, or in leaf off conditions, views of open pastures farmsteads and homesites can be viewed. Occasionally, an extended view to ridgelines can be witnessed. However, for the most part the elevation of the road compared to the surrounding topography and the wooded areas leave the viewer with an enclosed canopy feel.

Long Lane

Long Lane extends east/west in the western portion of the Township. This corridor, like Larger Cross Road, is an unimproved road that is tree lined and cuts lower than the surrounding topography. Occasional openings allow the driver to view longer pastoral settings and farmsteads. Little development is witnessed on this road, which offers a very rural feeling to the corridor.

Meadow Road

Meadow Road is located in the southern portion of the Township and runs from Country Club Road past the township border to Route 28 in Bridgewater. The short portion of the road found within the Township is dotted with low-density residential development and a changing landscape from wooded enclosed areas to open pastoral settings, which are partial obscured by tree lines roadway edges. The Road curves throughout its course offering added interest in the corridor.

Old Dutch Road

Old Dutch Road extends from Holland Road to Route 206. This corridor is mainly wooded with sparse residential development, mainly out of sight from the road itself. The road winds through these wooded areas with several sloping curves that offer changing perspectives and orientation. The western portion of the road opens to reveal large fields and larger farmsteads.

Pottersville Road

Pottersville Road runs east/west in the northern portion of the Township, extending from the western boundary to Route 206. The road enters the Township in the northern section and offers an extended view of distant ridgelines, and provides a dramatic gateway into the Township as it traverses the lamington River. The road continues into the Pottersville Village area and proceeds through a winding landscape of predominantly rural agricultural areas.

Rattlesnake Bridge Road

The Rattlesnake Bridge Road Corridor runs north/south and extends from Route 28 to Lamington Road. The northern portion of the road consists of primarily wooded areas with occasional open field views from the west. The road alternates between close tree

lined areas to open filed vistas. The southern portion of the road is lined by hedgerows that limit visibility in some areas, but the road opens to longer views of open pastoral scenes as the southern boundary of the Township approaches.

River Road West

River Road West, located in the southwestern portion of the Township, is wooded along its northerly frontage and offers pastoral views to the south. The eastern portion of the road parallels I-78 and offers extended views to ridgelines to the east. The overall nature of the corridor is an informal rural setting.

River Road East

River Road East winds its way in an east/west direction from Cowperthwaite Road to Route 206. The corridor is dotted with a variety of landscapes including, homesteads, open pastures and wooded patches as it follows the floodplain of the North Branch. The road offers many points of relief and closeness through its tree lined areas. River Road is a meandering road that creates vertical curves and offers a rolling rural setting to the observer.

Routes 202 and 206

Routes 202 and 206 function as main streets in the busy centers of Pluckemin and Bedminster Village. They are mainly developed corridors with a variety of office and residential development located in the village areas, with more wooded settings to the north. The northern section of Route 206 first enters the Township north of the Peapack-Gladstone boundary in a rural wooded setting. After re-entering the Township south of Peapack, Route 206 becomes more residential with a mix of office and commercial uses. The landscape further becomes populated with higher density residential areas, mainly found in conjunction with the Hills Development.

Spook Hollow Road

Spook Hollow Road extends from Long Lane to Holland Road in the northern portion of the Township. This road offers tight sloping curves in a mainly wooded region that is occasionally broken by low-density residential development and open pasture views.

Union Grove Corridor

Union Grove Road is located in the northern portion of the township running from the northern boundary to Pottersville Road. The northern portion of the road is flanked on the western side by wooded areas and on the eastern side by tree lined roadside with occasional views of open pastures. The majority of the road frontage is occupied by low density residential development.

TOWNSHIP-WIDE ASSESSMENT

The map titled "Township-wide Scenic Corridor Assessment" is a composite of the feature mapping shown for the individual roadway segments. Colored areas on this map depict the visible viewshed areas, and historic points and districts are shown as an additional data layer.

The map titled "Visible Viewsheds and Scenic Highlights" illustrates in schematic form the principal scenic elements related to high visibility gateways and scenic/historic areas. This interpretation is intended to highlight areas of special concern, but should not be viewed as a summary of all important scenic features. As individual development applications are submitted, the road segment scenic feature mapping will be useful in characterizing the scenic context and selecting scenic conservation strategies.

CURRENT SCENIC MANAGEMENT DESIGN STANDARDS

Since most scenic resources involve private property, activities that are vulnerable to scenic resources, of course, are development and redevelopment. In many cases distant views may transcend several properties owned by different parties. A residence or business constructed without consideration of that view can destroy its scenic significance. Likewise the placement of a building out character with its surroundings can diminish the scenic value of a roadway, or the demolition of a building or tree canopy could dramatically alter a scenic resource.

The Municipal Land Use Law authorizes municipalities to establish a planning board, develop a master plan, recommend land development regulations and ultimately carry out those regulations in reviewing and approving subdivisions and site plans. Through this authority the municipality may regulate uses, lighting, landscaping, placement of structures and buildings, placement of utilities, signage, accessory uses (fences, storage buildings) and bulk standards, all items that can either enhance or damage scenic resources.

As noted above, the Bedminster Township Planning Board has previously identified scenic corridors and roadways in its master planning process. The Township Committee has advanced these objectives with limited regulations that address scenic resources. Article 13-401A.7 (c), "Design Criteria for lot averaging in the R-10 District" the provides that

> *"Planning Board approval of a lot averaging subdivision shall be granted when the applicant demonstrates that the lot averaging design better promotes the objectives of the Bedminster Township Master Plan than would a conventional ten (10) acre lot subdivision. In this regard, specific attention shall be paid to the ability of the lot averaging plan to promote the strategies advocated in the Conservation Plan Element (i.e. - farmland retention,* stream corridor protection, ***conservation of scenic vistas and features****, etc.)"*

Other requirements for scenic resource protection are found. 13-506 (a.) “Natural Features”, which states

> “*Natural features such as trees, hilltops and views, natural terrain, open waters and natural drainage ridge lines shall be preserved wherever possible in designing any development containing such features. As part of the subdivision or site plan review process, development should be designed to preserve scenic vistas and views of cultural/historic landmarks and of unique geographic and topographic features. On hillsides, development should be sited below the ridgeline and the height and location of development should protect unobstructed views of the ridges* ***from public roadways designated as scenic corridors in the Master Plan”.***

Other provisions in this section require stream corridor buffers, which in some cases may be designated as scenic resources.

Scenic resource concerns are also reflected in ordinance standards addressing special uses including wireless telecommunications and golf course/club. Regarding wireless communications facilities, Section 13-524 states that

> *The purpose of this section is to regulate the location and placement of wireless telecommunications structures, antennas and equipment within the Township of Bedminster It is also the purpose of this section to recognize that the installation of new towers to support such antennas has* ***a negative impact on the scenic and historic character of the countryside*** *which the Bedminster Township Master Plan seeks to protect This section seeks to meet the mandate of the Telecommunications Act of 1996, while at the same time limiting the proliferation of wireless telecommunications towers*

This purpose recognizes the impact of antennas on scenic resources of the Township. Similarly standards for golf courses/clubs in Section 13-524 provide guidance in developing golf courses as follows:

> ***In the interest of preserving the scenic vistas and preserving the agrarian character of roadside views****, an aesthetic impact analysis shall be prepared, assessing the visual impact of the golf course on the viewshed and rural character attributes of the site and its surroundings, as observed from public roadways and waterways. Photographic simulations and three-dimensional terrain modeling shall be used, where appropriate, to illustrate the topographic and landscape alterations that will be visible from public roadways and waterways.*

Finally, the submission requirements for an Environmental Impact Statement require that it identify

"Distinctive Scenic and/or Historic Features Describe and map those portions of the site that can be considered to have distinctive scenic and/or historic qualities"

Prior to any demolition of an historic structure, the ordinance requires consideration of ***historic, architectural, cultural or scenic significance.***

While these standards reflect the Township's long-standing concern for scenic resources, they do not provide specific direction as to the management of these resources. The SRMP recommends the adoption of standards and guidelines that provide a methodology for identifying scenic attributes as part of a development application and providing guidelines for assimilating change in ways that preserve, protect and enhance scenic assets.

RECOMMENDATIONS

After reviewing Bedminster's Land Management Ordinance and various other approaches to scenic resource design standards, the following are recommendations for the Planning Board's consideration.

The Conservation Plan should be amended to recommend inclusion of the scenic resource management approach outlined below, which would be added to the Land Management Ordinance in a new section directed at "Scenic Resources" to contain the following:

a. A Statement Of Purpose
    i. Maintain the authentic character of the viewshed,
    ii. Prevent contamination by out of context elements,
    iii. Maintain integrity of the scene by preventing excessive visual competition
    iv. Maximize interest by maintaining and enhancing aspects of visualization (keep it scenic)

b. Scenic Design Considerations
    i. Coordinate open space dedications and easement acquisitions.
    ii. Encourage construction on the edge of fields to preserve agricultural lands and maintain views of open lands.
    iii. Orient driveways along hedgerows and woodlands to minimize intrusion on agricultural lands.
    iv. Require road designs that conform to the topography
    v. Preserve prime woodlands and hedgerows.
    vi. Encourage planted buffers using native species arranged to resemble existing woodland patterns.
    vii. Maintain significant views and vistas and the landscape's rural character.

viii. Encourage common driveways to minimize vegetation removal and interruptions to traffic flow.
ix. Locate development away from ridgelines

c. Requirements for applications within Identified Viewsheds
    i. Subdivision or Site Plan Applications
        1. Require aesthetic site plan objectives to be clearly depicted within the Identified Viewshed
            a. Aesthetic site plans should encompass all public areas of a site and areas viewable from public roadway.

        2. Require aesthetic information by conceptual elements
            a. Mapping should depict
                i. functional areas,
                ii. space boundaries,
                iii. viewing points and
                iv. activity focal points and portals, including numbering for easy identification.

        3. Site Dissection
            a. Identify the chief visual elements of the site, such as boundaries, linkages, viewing points and focal points depicted conceptually on the development plan.
            b. This includes not only major built elements, but also entrances and exits through the site, including the views from approaching vehicles along the adjacent roadway and the view from neighboring properties.

        4. Require narrative of the design objectives for boundaries, focal points and transitions.
            a. Narrative descriptions should be keyed to numbered elements.
            b. Each element should be described in terms relating to the intended aesthetic experience
            c. Information should be expressed in artistic terms: Enclosure, Style, Balance, Proportion, Movement, Dominance, Economy, Dimension and character.

d. Scenic Design Review Standards
    i. Boundary Review
        1. The physical features of the boundary of the spaces should be visually delineated.

2. The character of the boundary features should convey a visual sense of harmony rather than variety.
3. Boundary features may be planted buffers, building walls or some form of enclosure.
4. Boundaries should not produce attractive experiences.
5. Boundaries should be reviewed for a sense of stress and the conditions that may generate it.

ii. Focal Point Review

1. Proportion - Reviewers should examine profiles for elements that seem out of scale for their intended purposes.
2. Dimension - Reviewers should ensure that foreground and background of objects frame focal points.
3. Dominance - Reviewers should look for incongruence between the visual importance of focal point objects and the vitalness of the activity.
4. Economy - Reviewers should identify how an increased number of focal points within one space can move from simplicity to confusion.
5. Movement - Desired sense of direction induced by linear arrangement of similar objects. Reviewers should encourage alignments that coincide with the focal points.
6. Portals - such as building entrances and parking lot entry/exit points should have a variety of design.

iii. Transition Review

1. Transitions – These are small distinct spaces such as a building foyer or courtyard. These portal-linking spaces should be examined for disillusionment and relief experiences.

iv. Built Element Review

1. The objective is to ensure that the distraction is positive.
2. Design should minimize negative distraction, such as the approach of a near intersection or merging with traffic conflict, which brings on negative reaction.

Additionally, the following is a suggested amended section on scenic resources, to be in the background section of the master plan.

306 SCENIC RESOURCES

"Scenic resources are an important element in the overall perception of the quality of life in Bedminster. Open views along roadways of farm uses such as crop fields,

pastures and livestock paddocks, woodlands or farm and residential structures of pre-20th century architectural style serve as scenic assets for the Township. The protection of scenic vistas, particularly those seen from public rights-of-way, serves to maintain the Township's rural character.

Scenic resources are considered to be a public resource. The character and quality of exceptional viewsheds should be maintained and enhanced .Since the local development review process plays a primary role in shaping new land use patterns, local review agencies, such as the Planning Board, Historic Preservation Commission and Environmental Commission, are the appropriate administrative authorities to encourage conservation of scenic characteristics. In order to carry forth this responsibility the Conservation Plan provides a program for the protection of scenic resources. The Scenic Resources Management Plan has:

a. Identified scenic corridors and gateways categorized in terms of the scenic elements that contribute to their quality, as seen on the scenic feature mapping in the Scenic Resources Management Plan.

b. Established design standards for different categories of attractive views, including enclosed roadside views, extended roadside views, and distance views.

c. Recommended to the Township Committee the incorporation of design standards into the Township's subdivision and site plan process, in order to guide the location and configuration of development.

APPENDIX A

Literature Review for Scenic Resources Management Plan

1. Oregon Scenic Byways Program, Oregon Department of Transportation, Planning Section, Salem, Oregon, 1995.
   A document created by the firm of Innovative Action for the Oregon department of Transportation for the purpose of guiding the creation scenic byways or tour routes in the Oregon Scenic Byway Program

2. Case #3: Intrinsic Qualities Make a Byway, Lessons from the Road, National Scenic Byways Program of the Federal Highway administration and the Rivers, Trails & Conservation Assistance Program of the National Park Service, 1998.
   A case study features lessons learned by scenic byway advocates that may be applicable to many scenic byway initiative. This case study groups intrinsic qualities into six categories, archaeological, cultural, historical, natural, recreational and scenic, and goes on to demonstrate how the identification of these resources and incorporation of them into a management plan can accommodate growth and protect and even enhance, a byways intrinsic qualities.

3. Case #5: Private Actions Define Byway Character, Lessons from the Road, National Scenic Byways Program of the Federal Highway administration and the Rivers, Trails & Conservation Assistance Program of the National Park Service, 1998.
   A case study features lessons learned by scenic byway advocates that may be applicable to many scenic byway initiatives. This case study addresses conservation techniques that have been proven to work for private landowners in maintaining scenic byways.

4. Case #7: Managing Growth and Development, Lessons from the Road, National Scenic Byways Program of the Federal Highway administration and the Rivers, Trails & Conservation Assistance Program of the National Park Service, 1998.
   A case study features lessons learned by scenic byway advocates that may be applicable to many scenic byway initiatives. This case study demonstrates the experience of a corridor where a combination of incentives and restrictions suited to local conditions were combined with political will to manage change and decide whether or not to promote.

5. Case #11: Action Plans- Putting Your Byway in Gear, Lessons from the Road, National Scenic Byways Program of the Federal Highway administration and the Rivers, Trails & Conservation Assistance Program of the National Park Service, 1998.
   A case study features lessons learned by scenic byway advocates that may be applicable to many scenic byway initiatives. This case study addresses the effectiveness of action plans to ensure the plan for a byway becomes a reality.

6. Alaska's Scenic Byways Program: The Bottom Up Approach, Alaska Department of Transportation, Trails & Recreational Access for Alaska Program, 1995.
   Designation system for Alaska Scenic Byways provides a definition and benefits of byways and how to obtain state designation.

7. California Scenic Highway Guidelines, California Department of Transportation, California Scenic Highway Program, 2002.
   Provisions of the California Scenic Highway program provided scenic highway criteria for evaluating nominations to the California program as well as visual assessment.

8. Somerset County Scenic Corridor and Roadway Study, Somerset County Planning Board, 1992.
   Document financed by FHWA outlining a program for Scenic Roadway selection and the identification of County Roadways and designation as Scenic Roadways based on the system provided within the report.

9. Draft Proposal for Scenic Roads in a Town/Village of New York, Carol Sondheimer, Scenic Hudson, Inc., 1995.
   Proposal documents the necessary steps that a Town or Village in New York would have to perform to incorporate scenic roads into its code outlining designation procedures, review standards, penalties, corrective action and appeals.

10. Ordinance No. 19-96, Township of Tewksbury, County Of Hunterdon, 1996.
    Ordinance enacting the Tewksbury Township Scenic Roads process outlining purpose, definitions, criteria and procedures.

11. Saving the Scenic Route, Dorothy H. Avallone, Committee Member, Township of Freehold, New Jersey Municipalities, April 2003.
    Article describing the methodology and criteria used by the Freehold Township Scenic Roadway Program Township.

12. Ordinances and Codes from Holmdel Township (Monmouth County), Hamilton Township (Atlantic County), Far Hills (Somerset County), Manchester Township (Ocean County), Clinton Township (Hunterdon County), Dover Township (Ocean County), Franklin Borough (Sussex County), Middletown Township (Monmouth County), Vernon Township (Sussex County), Lawrence Township (Mercer County), Evesham Township (Burlington County), Freehold Township (Monmouth County), Montgomery Township (Somerset County), and Bernardsville (Somerset County)
    Review of ordinance for criteria, procedures, standards and design guidelines.

13. Aesthetic Objectivity: A Valid Basis for Visual Impact Assessment, Dennis W. Hudacsko American Planning Association National Conference, Seattle, 1999.

Paper describes a methodology, derived from elements of fine art composition theory and biopsychology theory, which meets the needs of planners, who want to produce hard, fact-based judgments about site aesthetics.

14. The Scenic Experience: An Objective Vocabulary for Planning, Dennis W. Hudacsko American Planning Association National Conference New York, 2000. Paper provides planners with a methodology to identify aesthetic reactions to the visual environment and catalog the features that sustain or detract from important aesthetic experiences.

15. The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes, National Park Service, Federal Register, July 12, 1995, Standards apply to all historic resource types included in the National Register of Historic Places.

16. SR 509/South Access Road EIS Discipline Report: Visual Quality and SR 509/South Access Road EIS: I-5 Improvements Report, CH2M HILL June 2000 and October 2001, State of Washington. This analysis follows the procedure outlined in Visual Impact Assessment for Highway Projects by the FHWA (FHWA 1981).

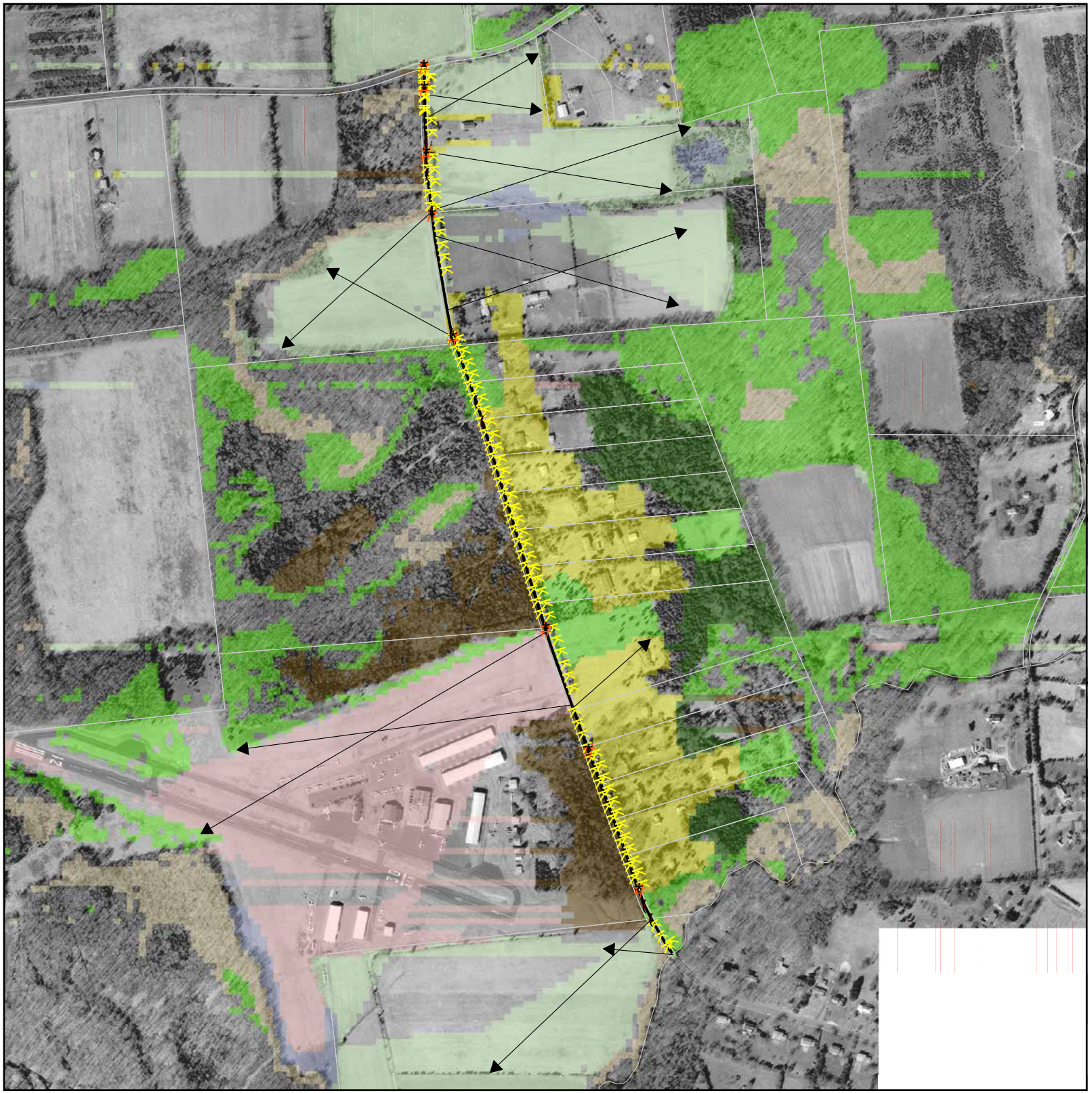
17. Visual Quality and Aesthetics, State of Washington This report evaluates visual resources in the areas through which the proposed pipeline would travel. The pipeline would traverse land managed by the USFS, BLM, the State of Washington, and private landowners. The methodology used to assess scenic resources and impacts generally conforms to the Visual Management System (VMS) developed by the USFS and the BLM's visual resource management program (1980).

18. Documenting and Reviewing Visual Impacts, State of Washington Department of Transportation, 2002. Manual provides guidance on conducting Aesthetic and visual impacts assessment's for projects.

Airport Road Corridor Scenic Feature Mapping

A Portion of Bedminster Township

July 2004



Legend

- Change in Orientation
- Peripheral Constraint
- Direction/Length of Attention
- KKKK Parallel Roadside Feature
- Agricultural Wetlands
- Agriculture
- Commercial
- Coniferous Forest
- Deciduous Forest
- Mixed Forest
- Other Urban
- Recreational Land
- Residential
- Water
- Wetlands

0 250 500 1,000

Feet

Data Sources:
Somerset County GIS
NJDEP 10 Meter Elevation Grid WMA8

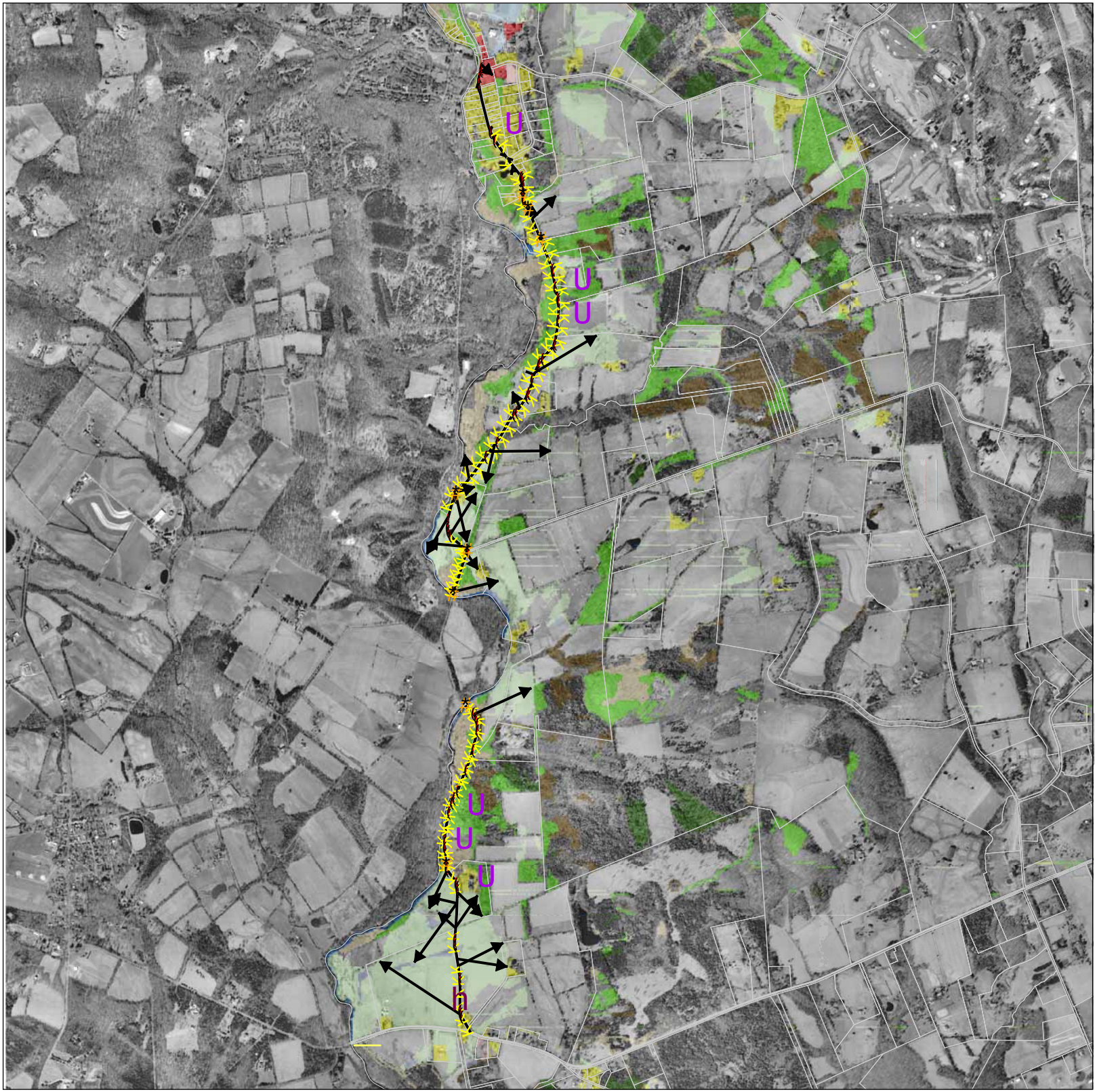
BANISCH ASSOCIATES, INC.
Planning and Design

Black River Road
Scenic Feature Mapping
A Portion of Bedminster Township

July 2004

Legend

- (Change in Orientation
- # Peripheral Constraint
- → Direction/Length of Attention
- KKKK Parallel Roadside Feature
- h Extended Views
- U Vertical Curve
- Agricultural Wetlands
- Agriculture
- Commercial
- Coniferous Forest
- Deciduous Forest
- Mixed Forest
- Other Urban
- Recreational Land
- Residential
- Water
- Wetlands



0 0.25 0.5 Miles

Data Sources:
Somerset County GIS NJDEP 10 Meter Elevation Grid WMA8

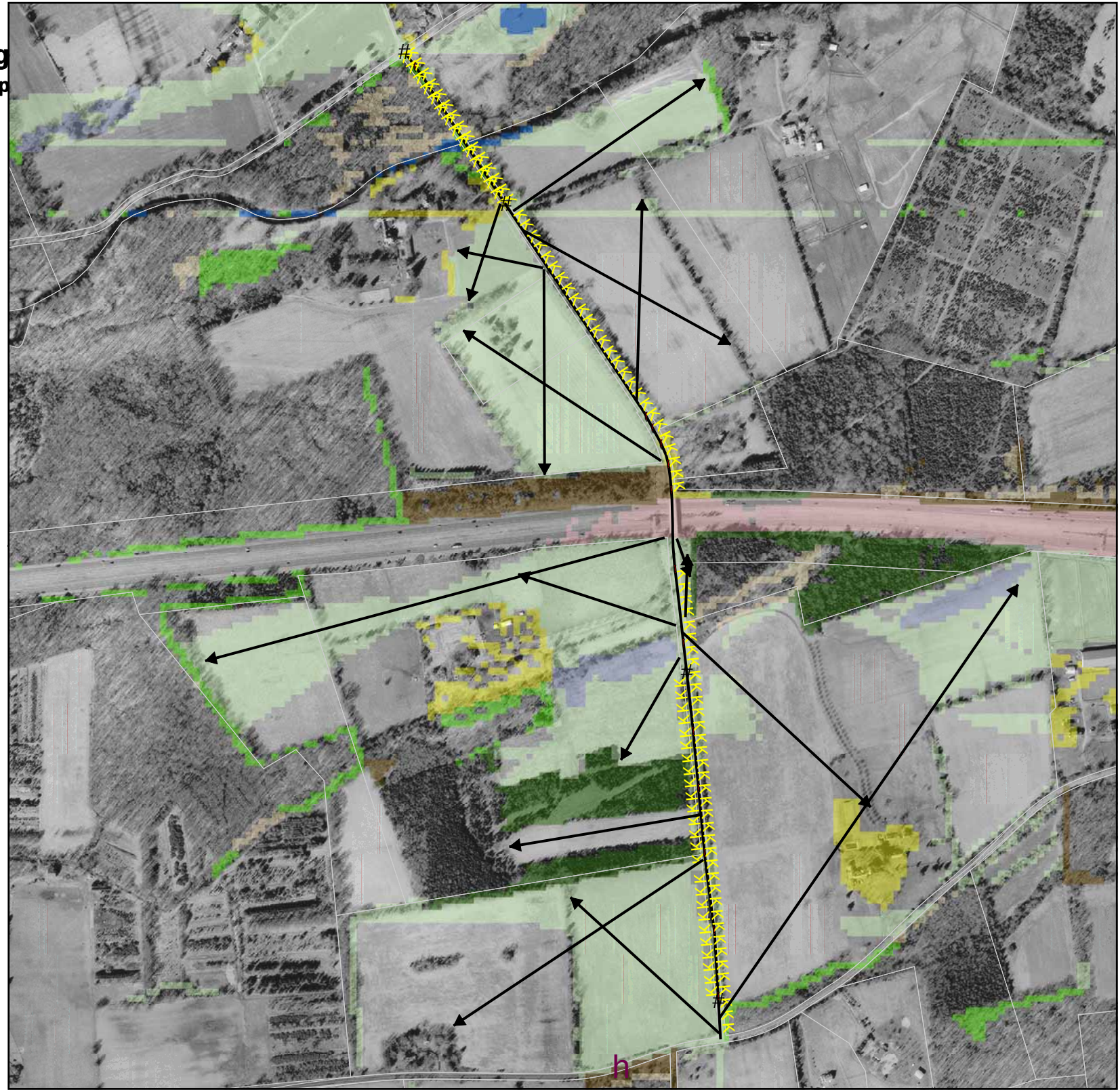
B A N I S C H
ASSOCIATES, INC.
Planning and Design

Bunn Road Corridor
Scenic Feature Mapping
A Portion of Bedminster Township

July 2004

Legend

- (Change in Orientation
- # Peripheral Constraint
- → Direction/Length of of Attention
- KKKK Parrallel Roadside Feature
- h Extended Views
- Agricultural Wetlands
- Agriculture
- Commercial
- Coniferous Forest
- Deciduous Forest
- Mixed Forest
- Other Urban
- Recreational Land
- Residential
- Water
- Wetlands



0 250
Feet

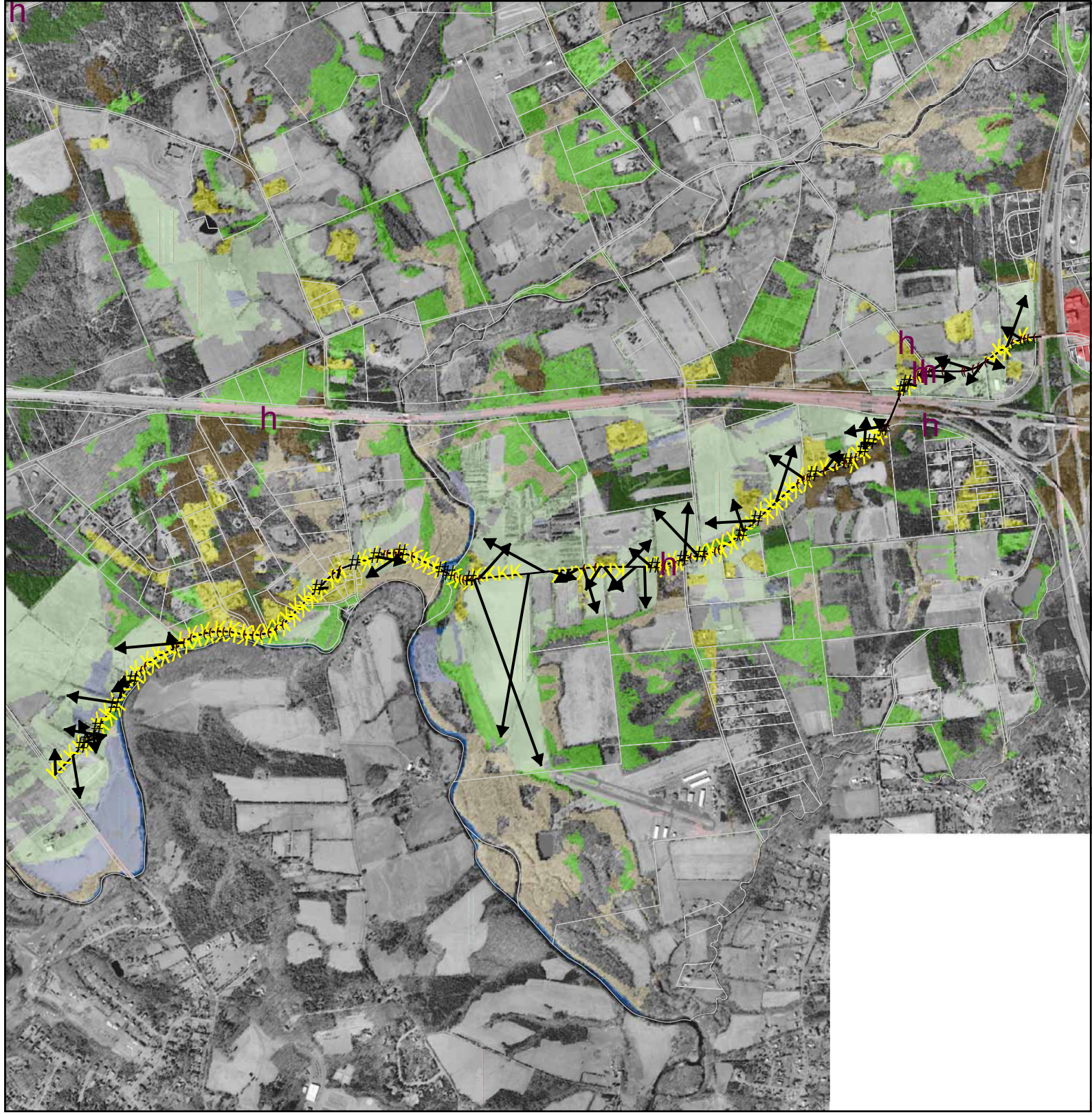
Data Sources:
Somerset County GIS
NJDEP 10 Meter Elevation Grid WMA8

BANISCH
ASSOCIATES, INC.
Planning and Design

Burnt Mills Road Corridor Scenic Feature Mapping

A Portion of Bedminster Township

July 2004



Legend

- (Change in Orientation
- # Peripheral Constraint
- → Direction/Length of Attention
- KKKK Parrallel Roadside Feature
- h Extended Views
- Agricultural Wetlands
- Agriculture
- Commercial
- Coniferous Forest
- Deciduous Forest
- Mixed Forest
- Other Urban
- Recreational Land
- Residential
- Water
- Wetlands

0 0.25

Miles

Data Sources:
Somerset County GIS
NJDEP 10 Meter Elevation Grid WMA8

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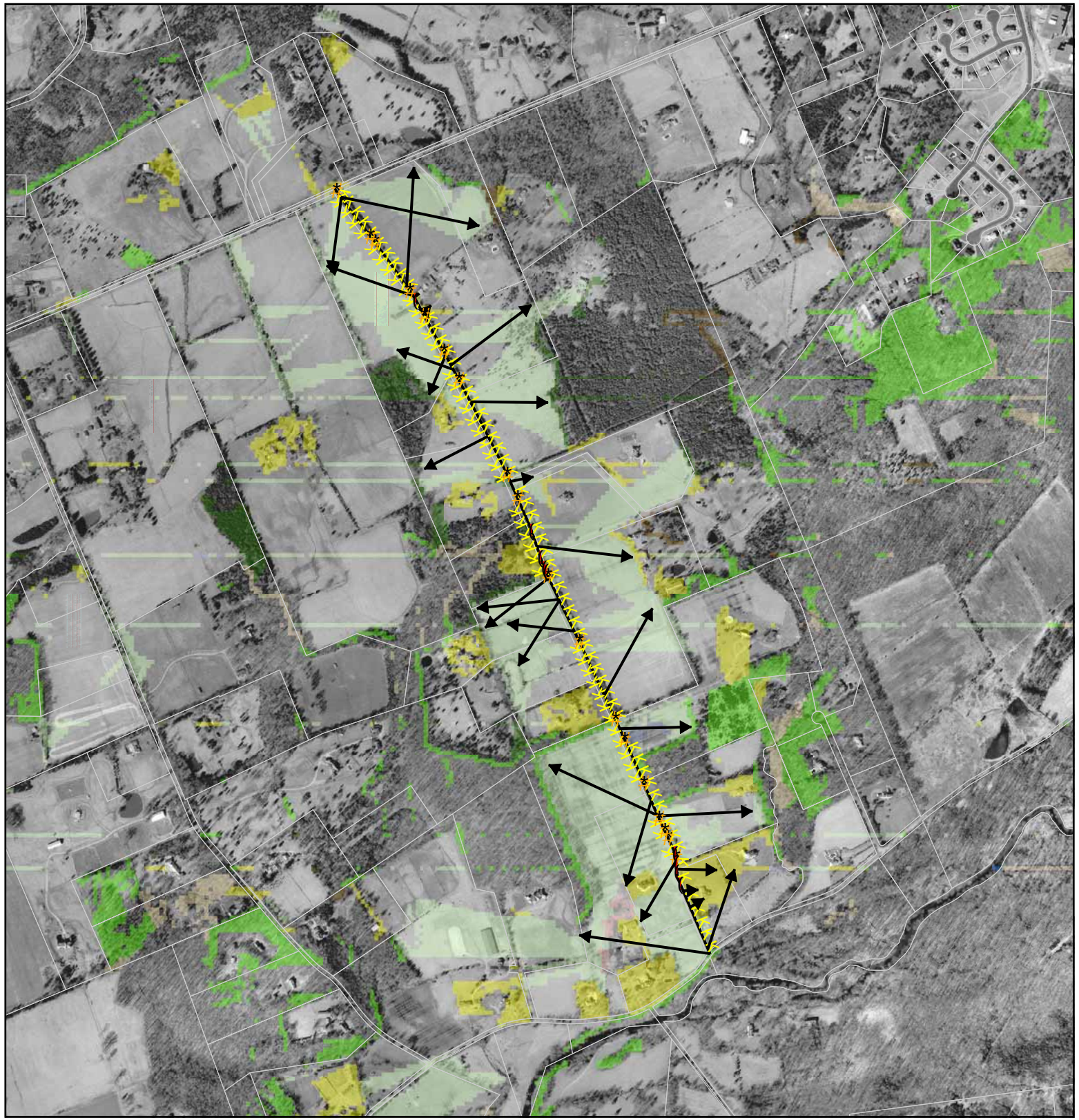
Cedar Ridge Road Corridor Scenic Feature Mapping

A Portion of Bedminster Township

July 2004



Legend

- Change in Orientation
- Peripheral Constraint
- Direction/Length of Attention
- KKKK Parallel Roadside Feature
- Agricultural Wetlands
- Agriculture
- Commercial
- Coniferous Forest
- Deciduous Forest
- Mixed Forest
- Other Urban
- Recreational Land
- Residential
- Water
- Wetlands

0 500
Feet

Data Sources:
Somerset County GIS
NJDEP 10 Meter Elevation Grid WMA8

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County Club Road
Scenic Feature Mapping
A Portion of Bedminster Township

July 2004

Legend

- Change in Orientation
- Peripheral Constraint
- Direction/Length of Attention
- KKKK Parallel Roadside Feature
- h Extended Views
- Agricultural Wetlands
- Agriculture
- Commercial
- Coniferous Forest
- Deciduous Forest
- Mixed Forest
- Other Urban
- Recreational Land
- Residential
- Water
- Wetlands

0 250 500
Feet

Data Sources:
Somerset County GIS
NJDEP 10 Meter Elevation Grid WMA8

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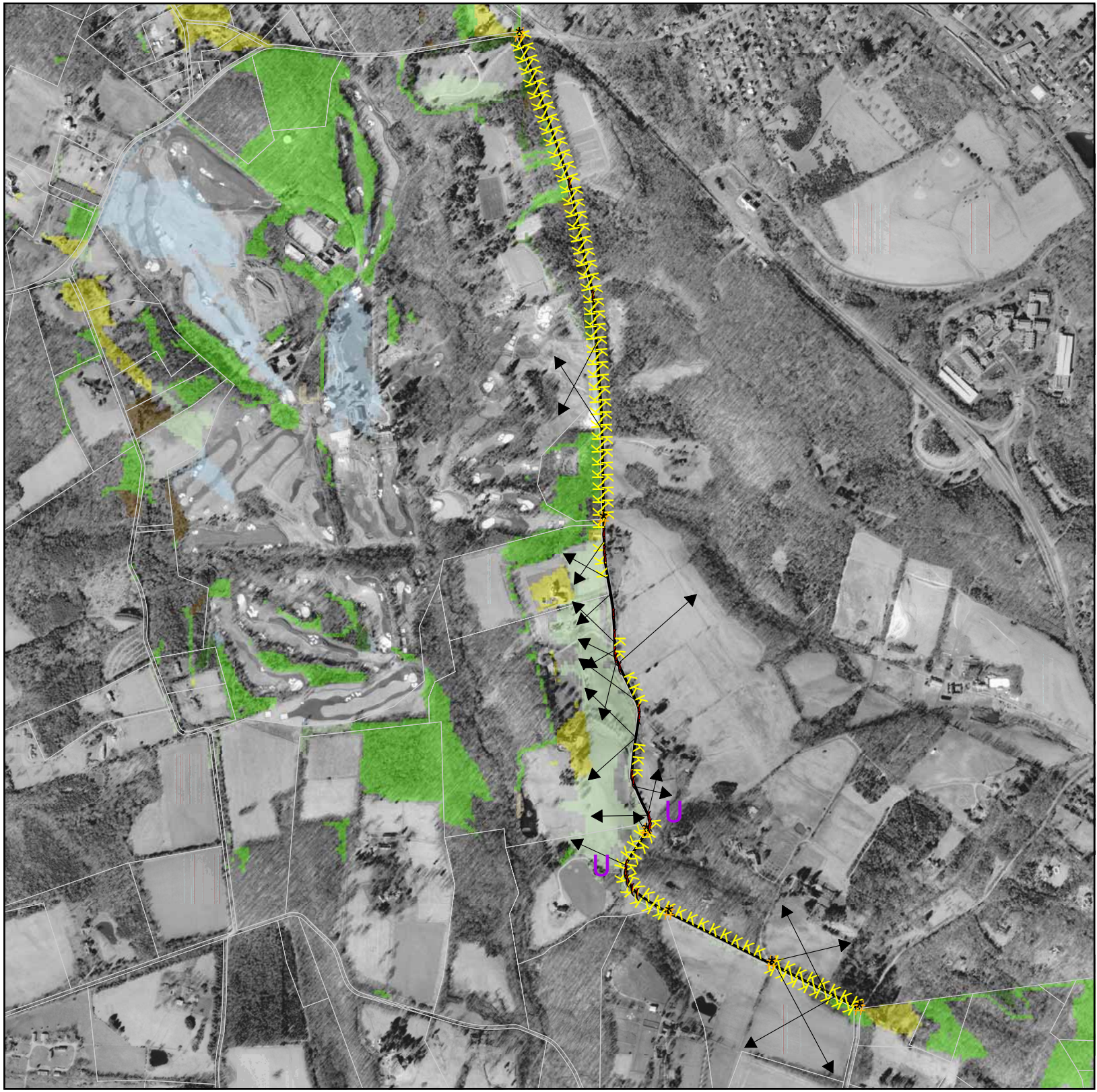
Planning and Design

Fowler Road Corridor Scenic Feature Mapping

A Portion of Bedminster Township

July 2004



Data Sources:
Somerset County GIS
NJDEP 10 Meter Elevation Grid WMA8

BANISCH
ASSOCIATES, INC.
Planning and Design

Holland Road Corridor Scenic Feature Mapping

A Portion of Bedminster Township

July 2004

Legend

- Change in Orientation
- Peripheral Constraint
- Direction/Length of Attention
- Parallel Roadside Feature
- Extended View
- Vertical Curve
- Agricultural Wetlands
- Agriculture
- Commercial
- Coniferous Forest
- Deciduous Forest
- Mixed Forest
- Other Urban
- Recreational Land
- Residential
- Water
- Wetlands

0 750 1,500
Feet

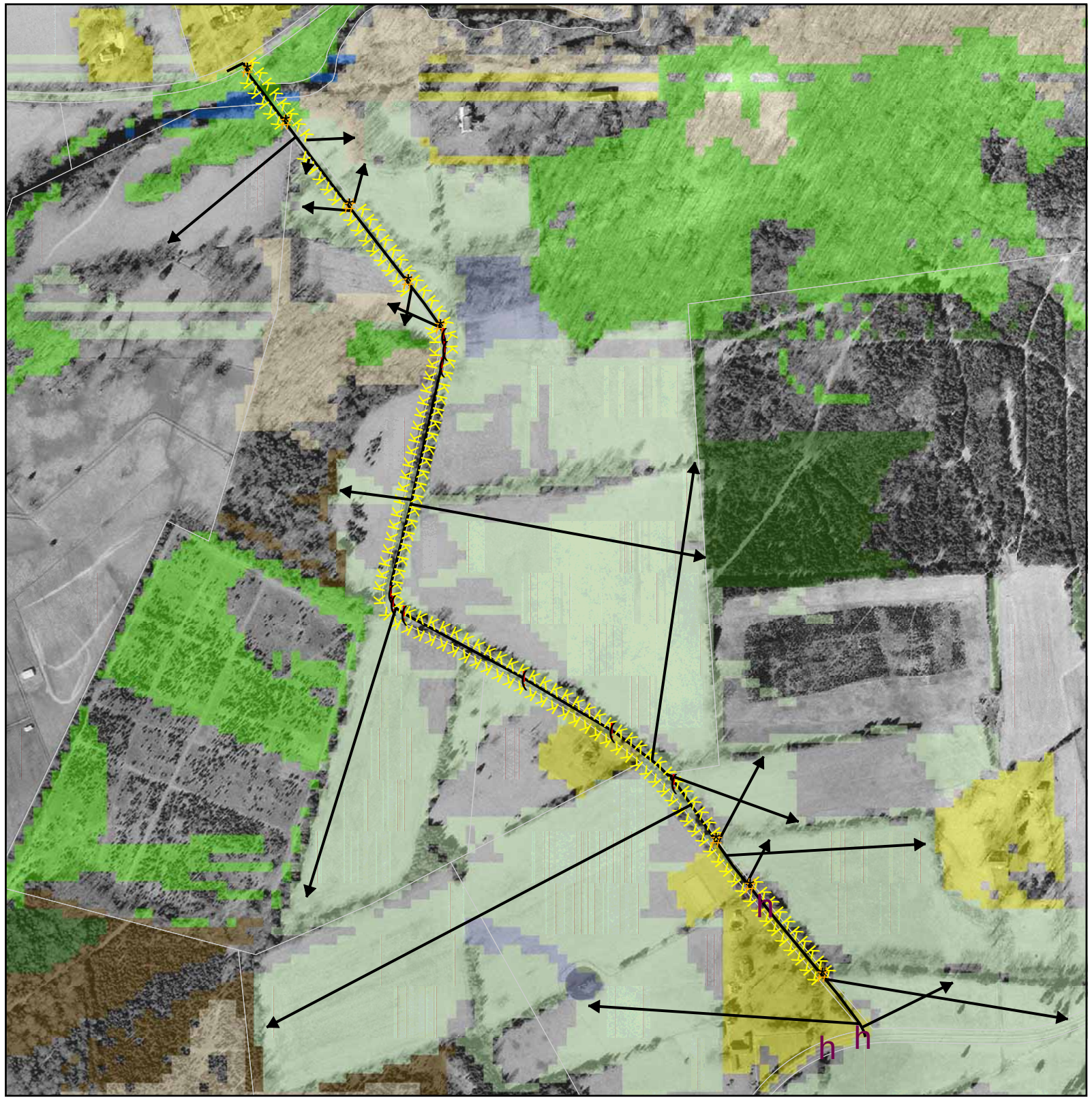
Data Sources:
Somerset County GIS
NJDEP 10 Meter Elevation Grid WMA8

BANISCH ASSOCIATES, INC.
Planning and Design

Klines Mill Road Corridor Scenic Feature Mapping

Portion of Bedminster Township

July 2004



Legend

- h Extended Views
- (Change in Orientation
- # Peripheral Constraint
- → Direction/Length of Attention
- KKK Parallel Roadside Feature
- Agricultural Wetlands
- Agriculture
- Commercial
- Coniferous Forest
- Deciduous Forest
- Mixed Forest
- Other Urban
- Recreational Land
- Residential
- Water
- Wetlands

0 250 500 Feet

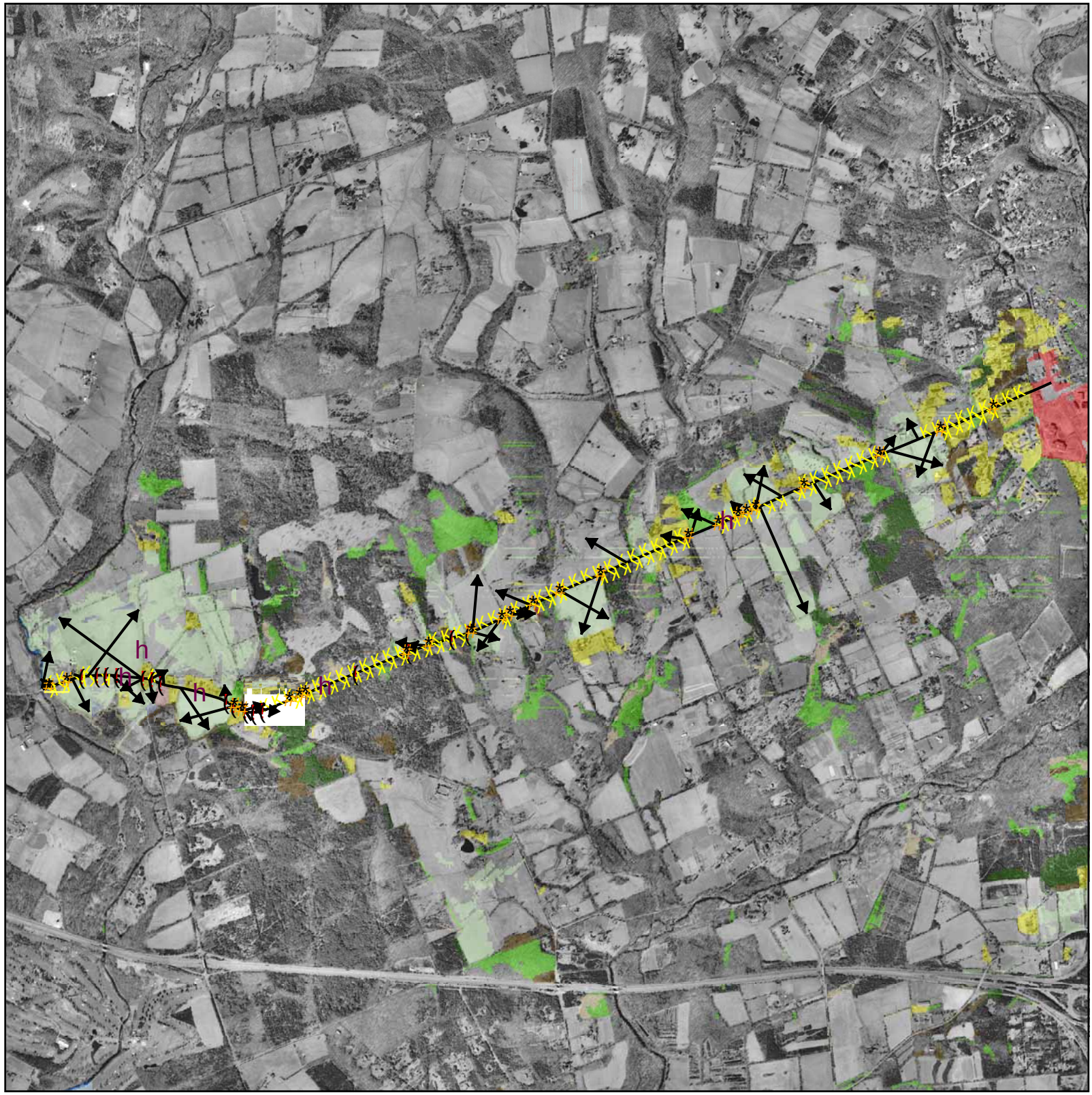
Data Sources:
Somerset County GIS
NJDEP 10 Meter Elevation Grid WMA8

BANISCH
ASSOCIATES, INC.
Planning and Design

Lamington Road Corridor Scenic Feature Mapping

A Portion of Bedminster Township

July 2004



Data Sources:
Somerset County GIS
NJDEP 10 Meter Elevation Grid WMA8

BANISCH
ASSOCIATES, INC.
Planning and Design

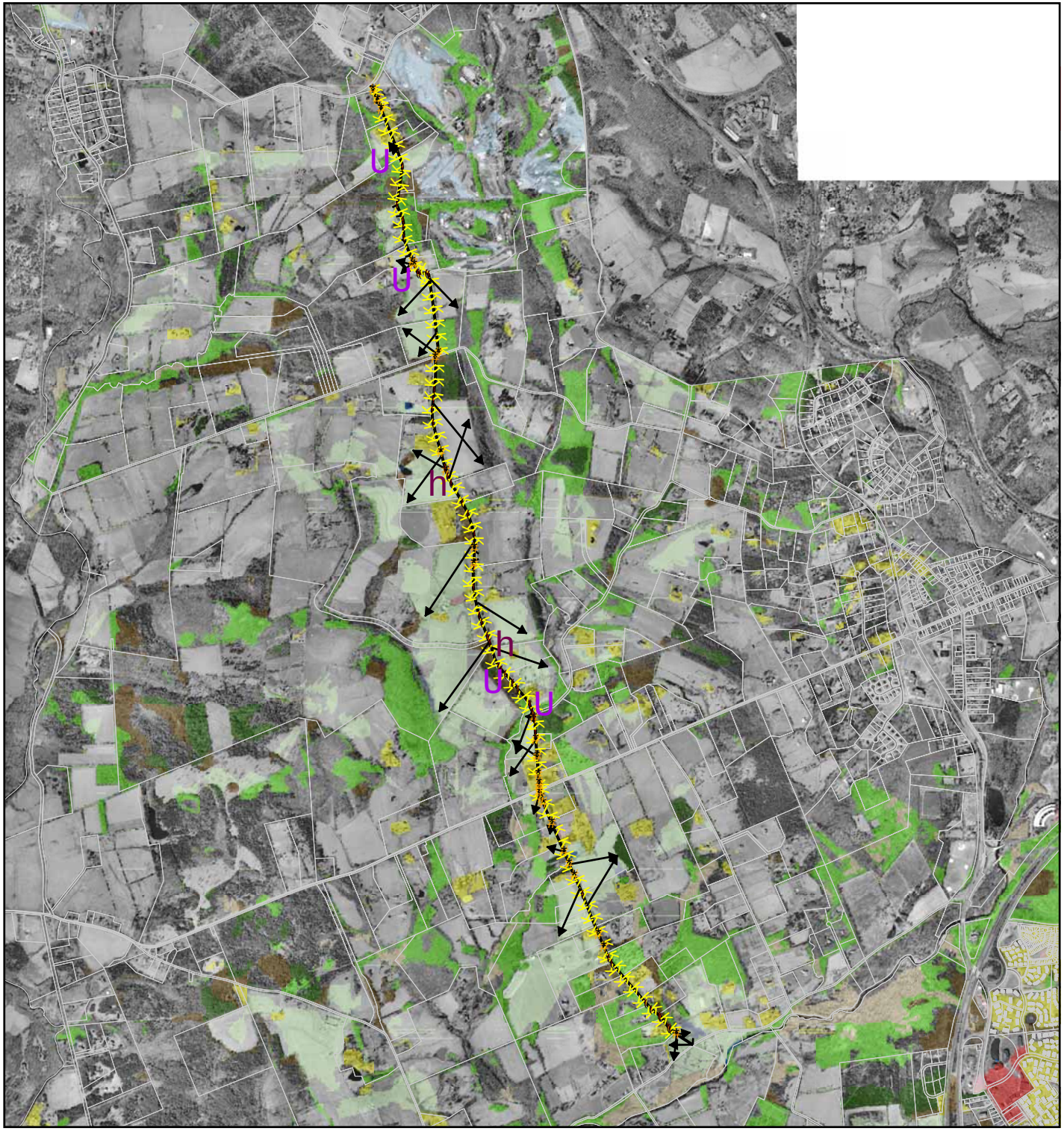
Larger Cross Road Corridor Scenic Feature Mapping

Portion of Bedminster Township

July 2004

Legend

- Change in Orientation
- Peripheral Constraint
- Direction/Length of Attention
- KKKK Parallel Roadside Feature
- h / U Extended View / Vertical Curve
- Agricultural Wetlands
- Agriculture
- Commercial
- Coniferous Forest
- Deciduous Forest
- Mixed Forest
- Other Urban
- Recreational Land
- Residential
- Water
- Wetlands



0 0.25 0.5
Miles

Data Sources:
Somerset County GIS
NJDEP 10 Meter Elevation Grid WMA8

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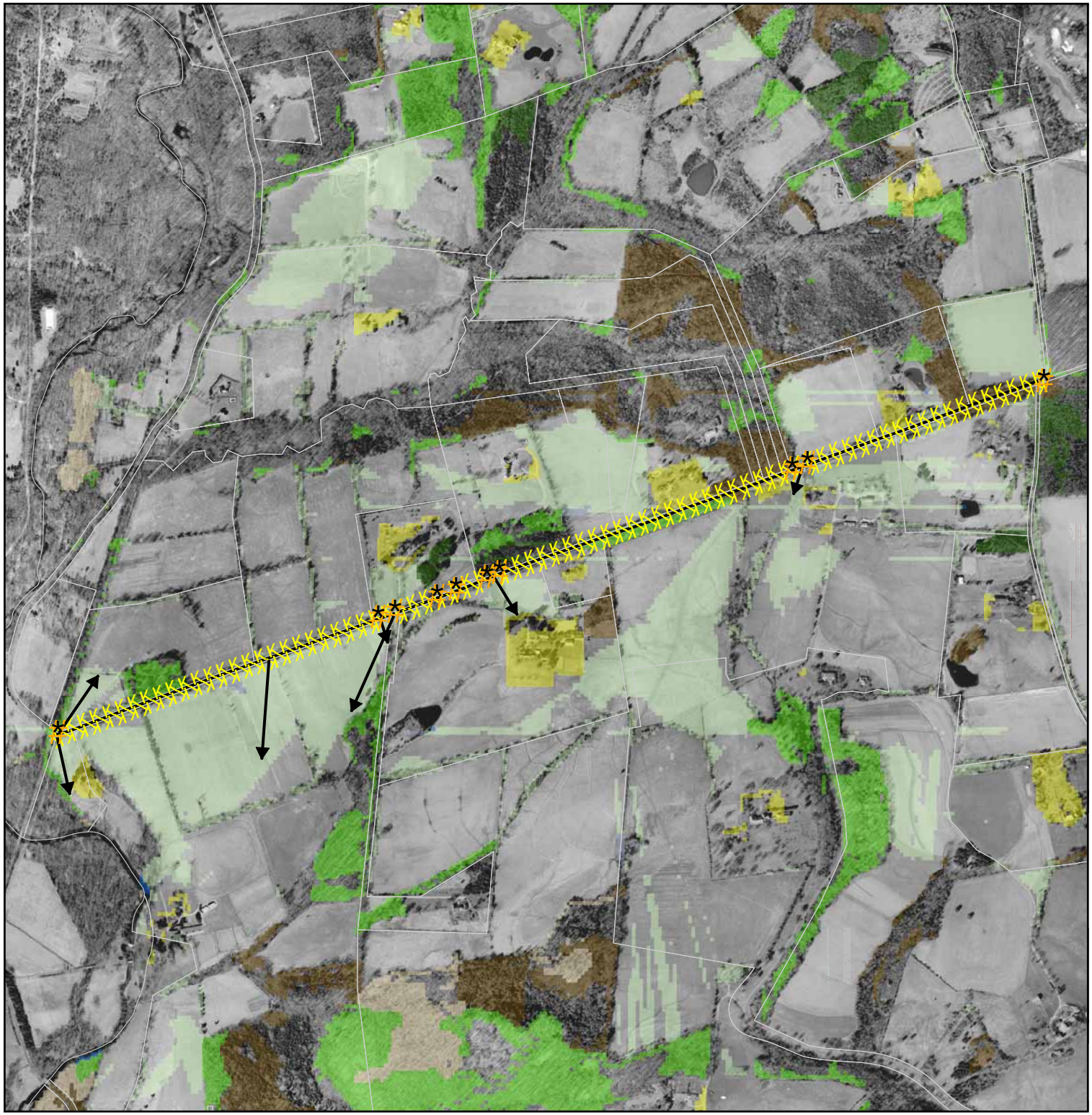
Long Lane Corridor Scenic Feature Mapping

A Portion Bedminster Township

July 2004



Data Sources:
Somerset County GIS
NJDEP 10 Meter Elevation Grid WMA8

B A N I S C H
ASSOCIATES, INC.
Planning and Design

Meadow Road Corridor Scenic Feature Mapping

A Portion of Bedminster Township

July 2004

Legend

- Change in Orientation
- Peripheral Constraint
- Direction/Length of Attention
- Parallel Roadside Feature
- Agricultural Wetlands
- Agriculture
- Commercial
- Coniferous Forest
- Deciduous Forest
- Mixed Forest
- Other Urban
- Recreational Land
- Residential
- Water
- Wetlands

0 250 500
Feet

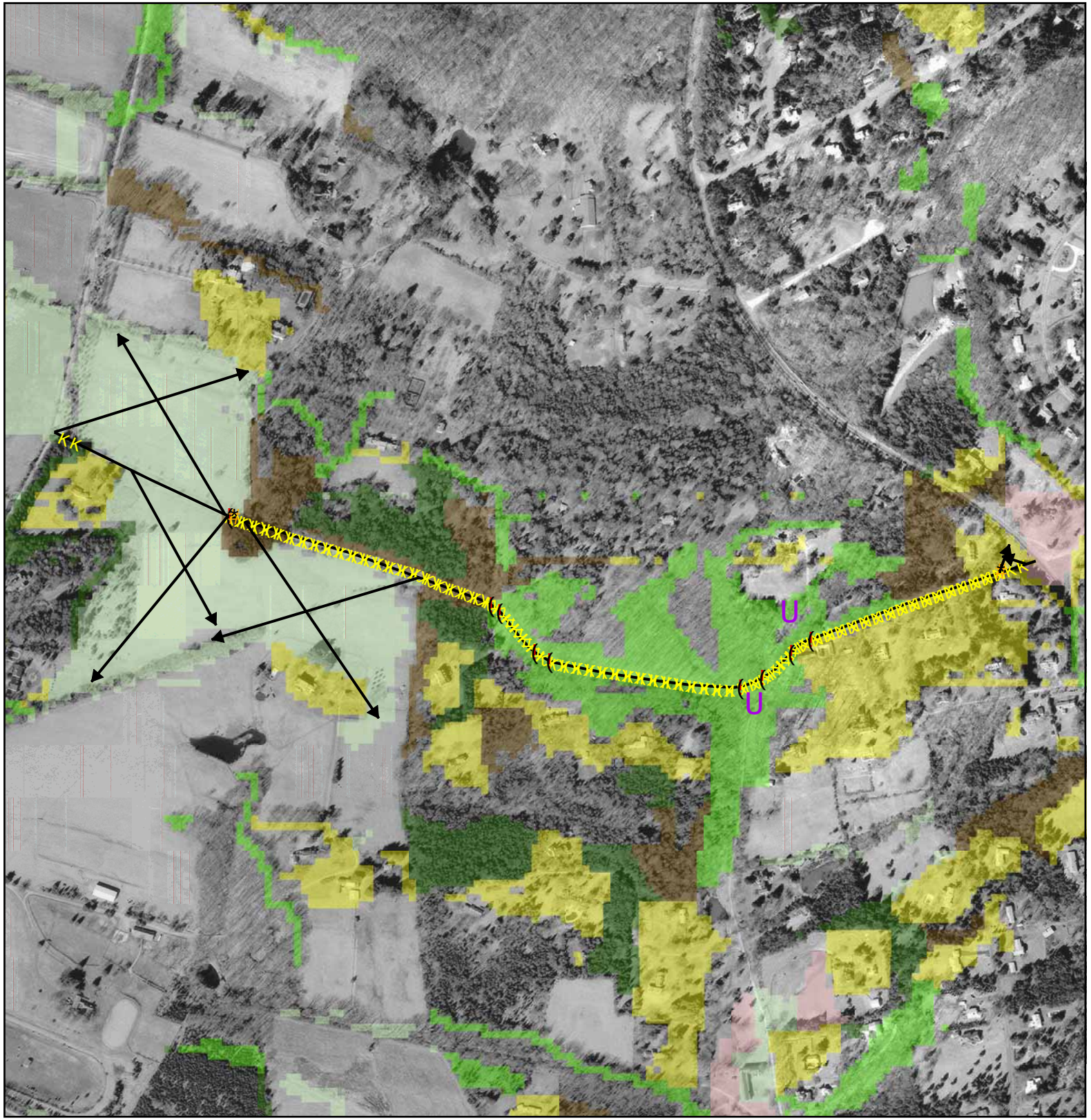
Data Sources:
Somerset County GIS
NJDEP 10 Meter Elevation Grid WMA8

B A N I S C H
ASSOCIATES, INC.
Planning and Design

Old Dutch Road Corridor Scenic Feature Mapping

A Portion of Bedminster Township

July 2004



Data Sources:
Somerset County GIS
NJDEP 10 Meter Elevation Grid WMA8

B A N I S C H
ASSOCIATES, INC.
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Pottersville Road Corridor Scenic Feature Mapping

A Portion of Bedminster Township

July 2004

Data Sources:
Somerset County GIS
NJDEP 10 Meter Elevation Grid WMA8

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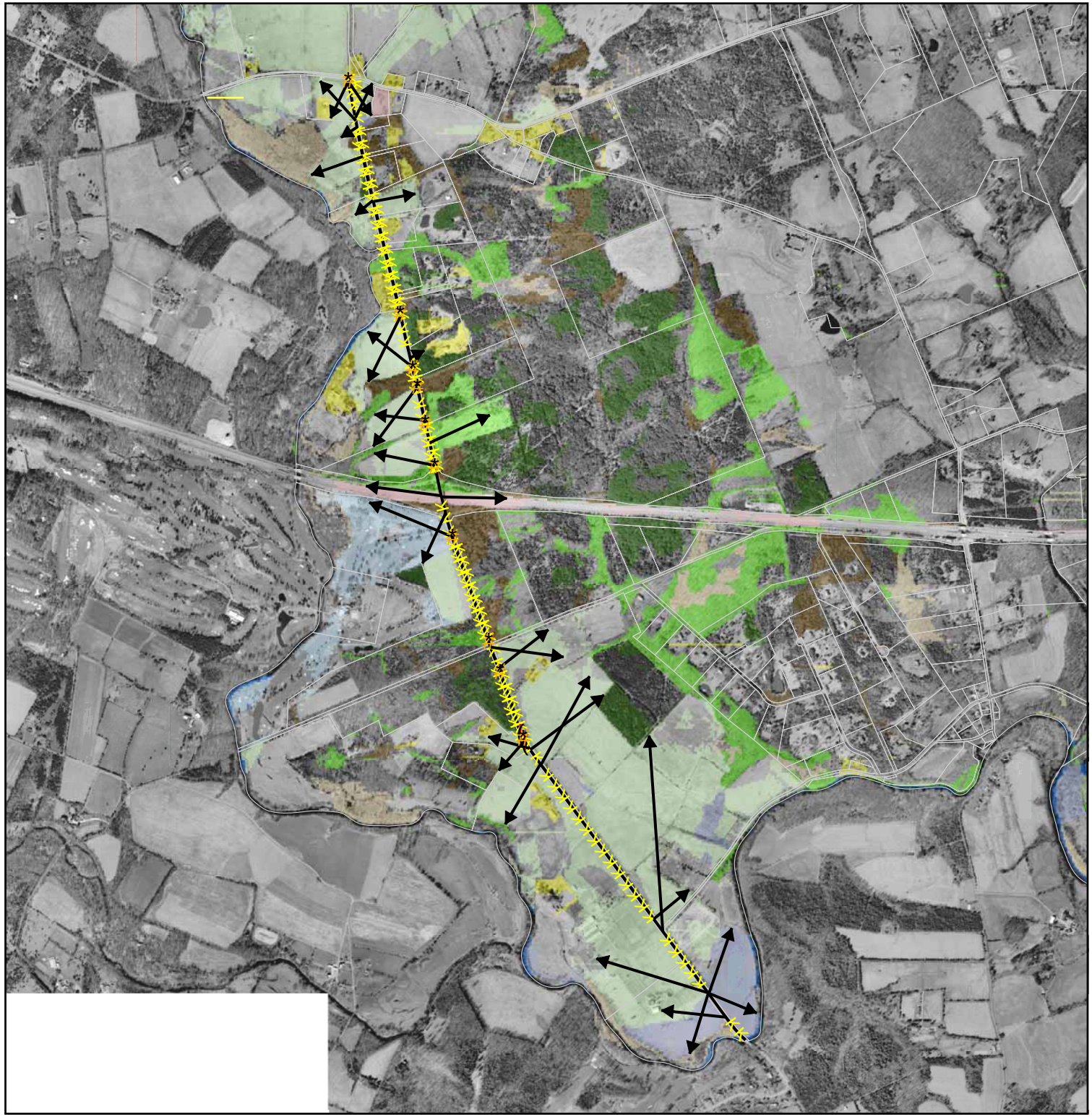
ASSOCIATES, INC.
Planning and Design

Rattlesnake Bridge Road Corridor Scenic Feature Mapping

A Portion of Bedminster Township

July 2004



Legend

- Change in Orientation
- Peripheral Constraint
- Direction/Length of Attention
- KKKK Parallel Roadside Feature
- Agricultural Wetlands
- Agriculture
- Barren Land
- Commercial
- Coniferous Forest
- Deciduous Forest
- Mixed Forest
- Other Urban
- Recreational Land
- Residential
- Water
- Wetlands

0 0.25 0.5 Miles

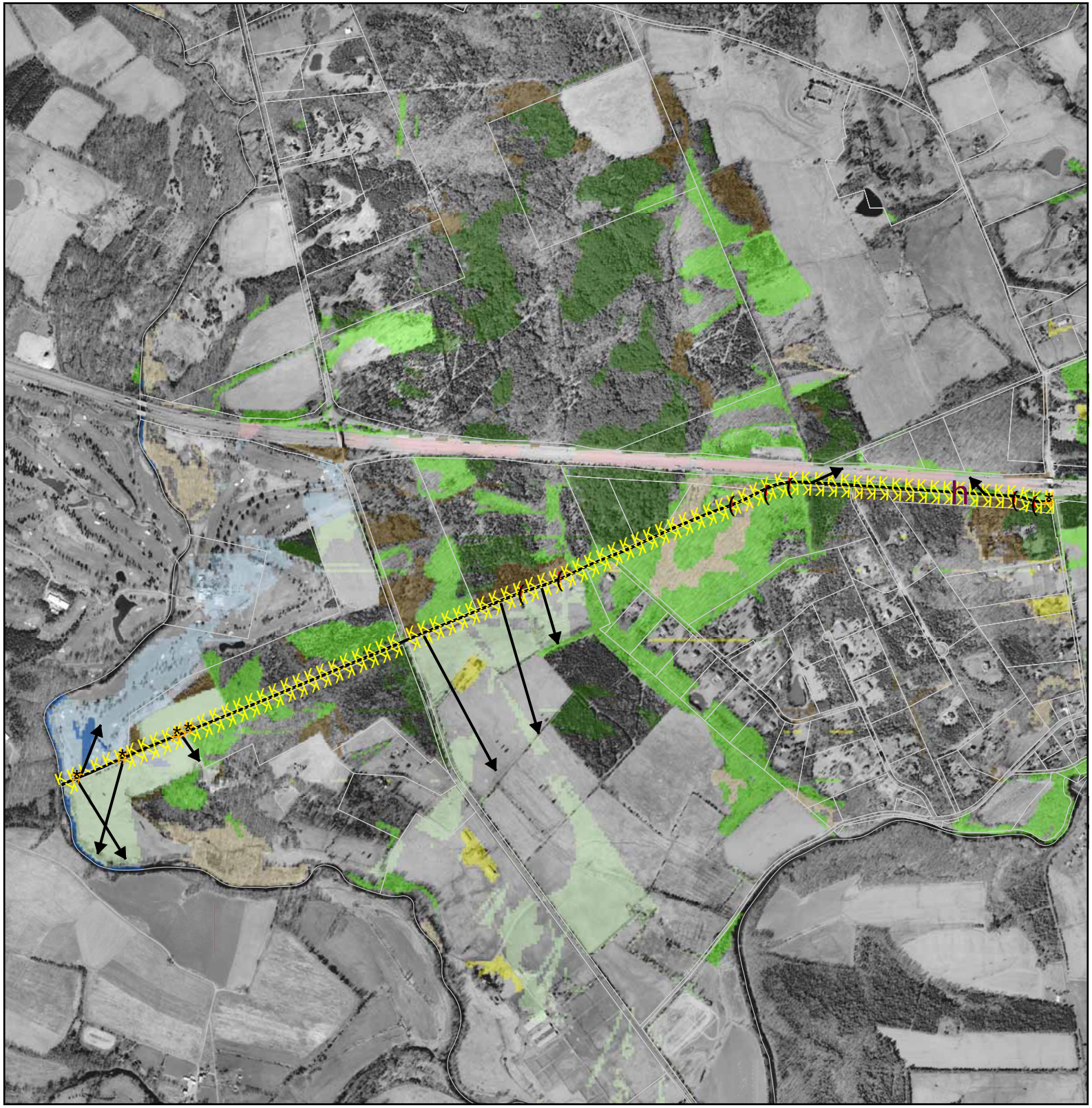
Data Sources:
Somerset County GIS
NJDEP 10 Meter Elevation Grid WMA8

BANISCH ASSOCIATES, INC.
Planning and Design

River Road West Corridor Scenic Feature Mapping

A Portion of Bedminster Township

July 2004



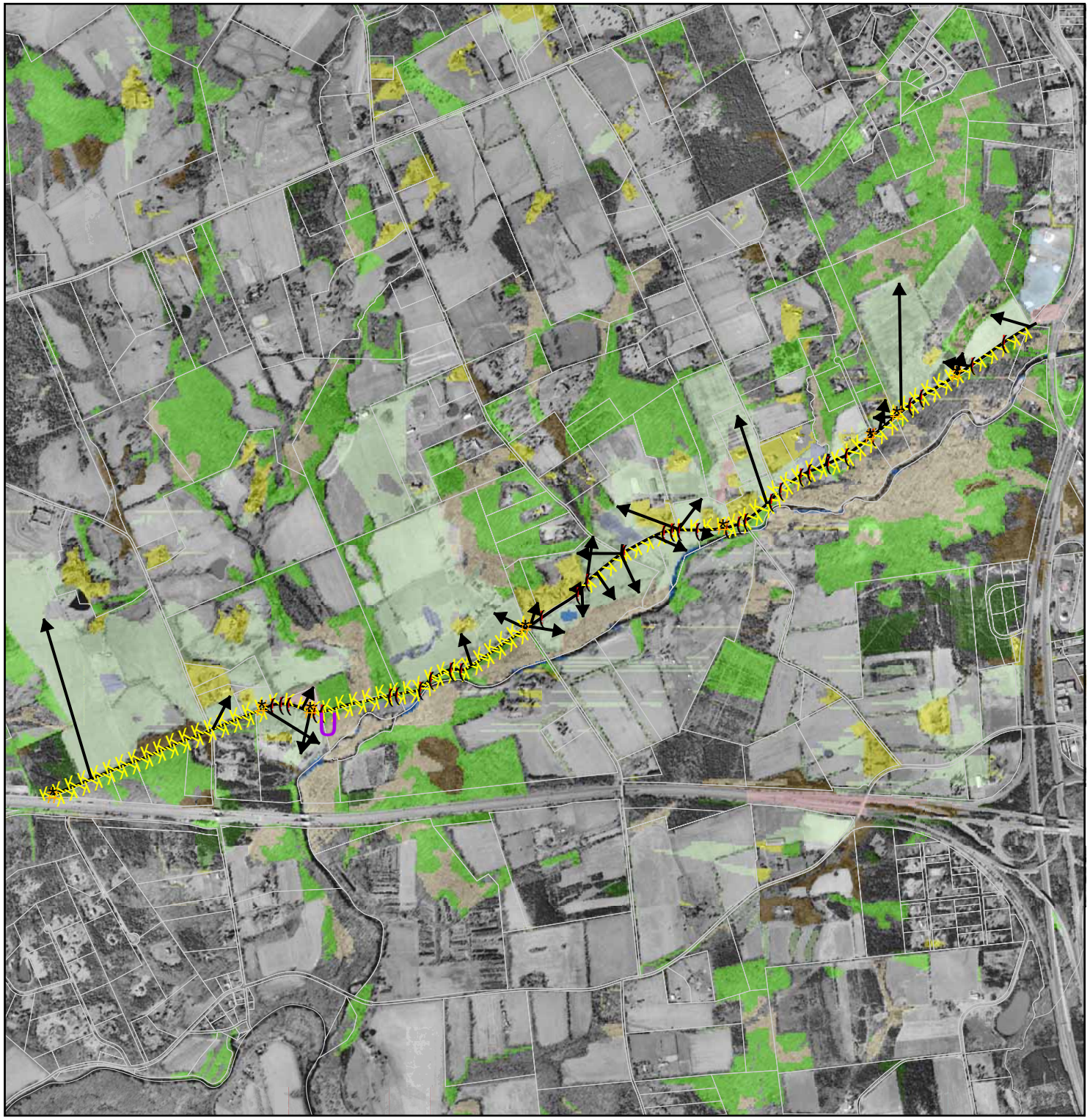
Data Sources:
Somerset County GIS
NJDEP 10 Meter Elevation Grid WMA8

BANISCH
ASSOCIATES, INC.
Planning and Design

River Road East Corridor Scenic Feature Mapping

A Portion of Bedminster Township

July 2004



Legend

- Change in Orientation
- Peripheral Constraint
- Direction/Length of Attention
- KKKK Parallel Roadside Feature
- Agricultural Wetlands
- Agriculture
- Commercial
- Coniferous Forest
- Deciduous Forest
- Mixed Forest
- Other Urban
- Recreational Land
- Residential
- Water
- Wetlands
- U Vertical Curve

0 0.25 0.5 Miles

Data Sources:
Somerset County GIS
NJDEP 10 Meter Elevation Grid WMA8

B A N I S C H
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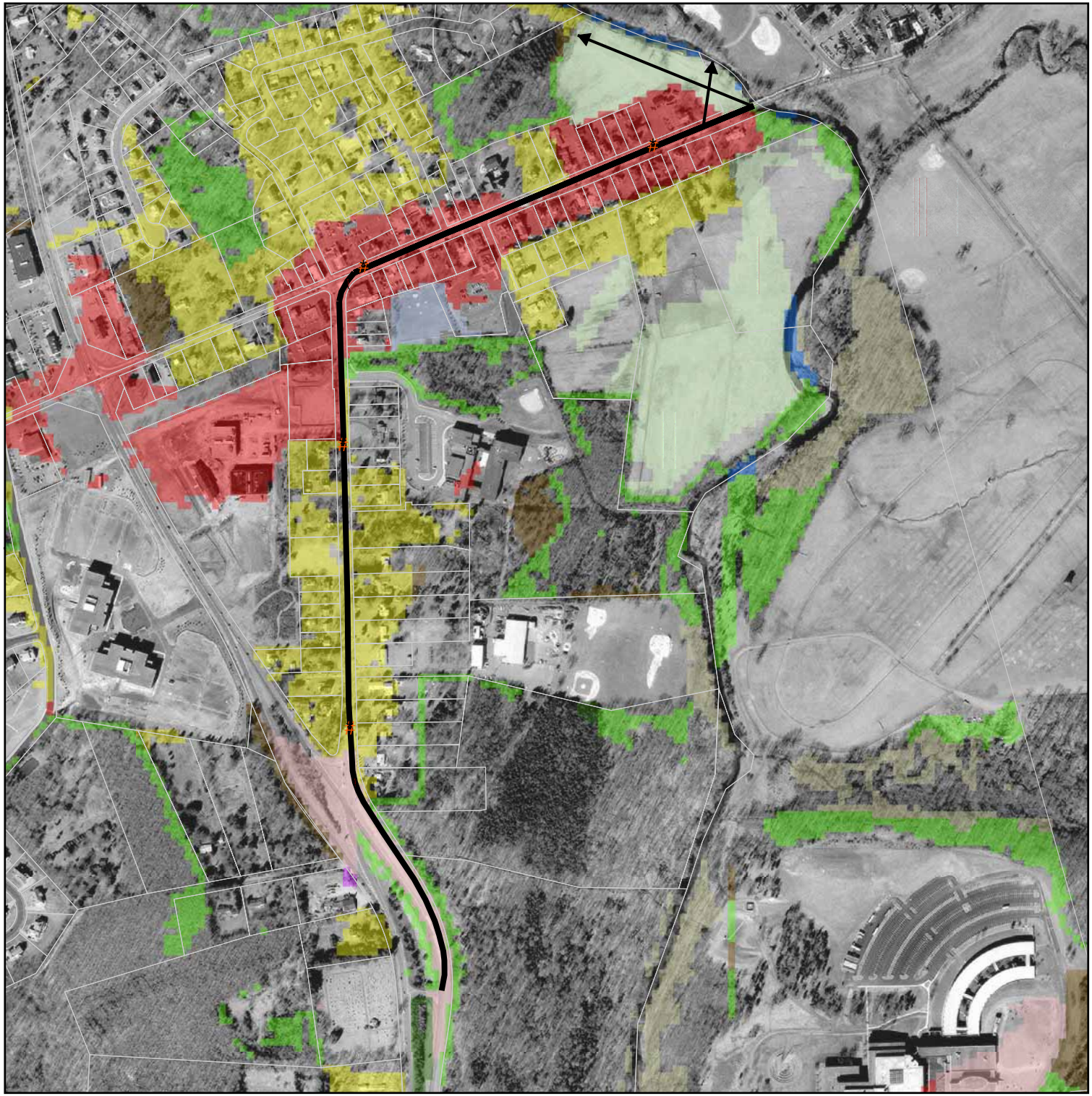
Planning and Design

Route 202 Corridor Scenic Feature Mapping

A Portion of Bedminster Township

July 2004



Legend

- Change in Orientation
- Peripheral Constraint
- Direction/Length of Attention
- KKK Parallel Roadside Feature
- Agriculture
- Barren Land
- Commercial
- Coniferous Forest
- Deciduous Forest
- Industrial
- Mixed Forest
- Other Urban
- Recreational Land
- Residential
- Water
- Wetlands

0 0.125 0.25 Miles

Data Sources:
Somerset County GIS
NJDEP 10 Meter Elevation Grid WMA8

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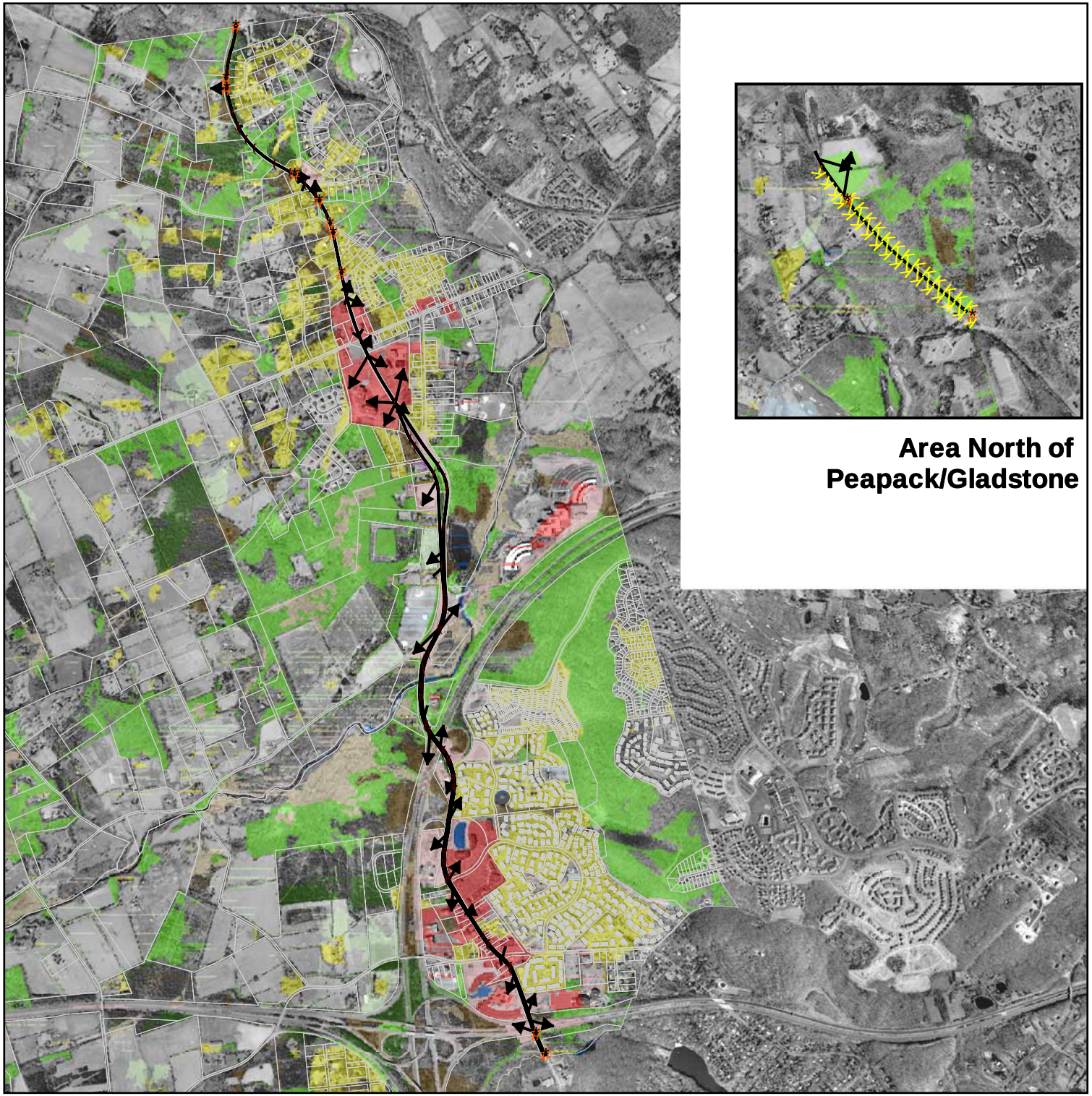
ASSOCIATES, INC.
Planning and Design

Route 206 Corridor Scenic Feature Mapping

A Portion of Bedminster Township

July 2004



Legend

- Change in Orientation
- Peripheral Constraint
- Direction/Length of Attention
- KKK Parallel Roadside Feature
- Agricultural Wetlands
- Agriculture
- Barren Land
- Commercial
- Coniferous Forest
- Deciduous Forest
- Industrial
- Mixed Forest
- Other Urban
- Recreational Land
- Residential
- Water
- Wetlands

0 0.25 0.5 Miles

Data Sources:
Somerset County GIS
NJDEP 10 Meter Elevation Grid WMA8

BANISCH
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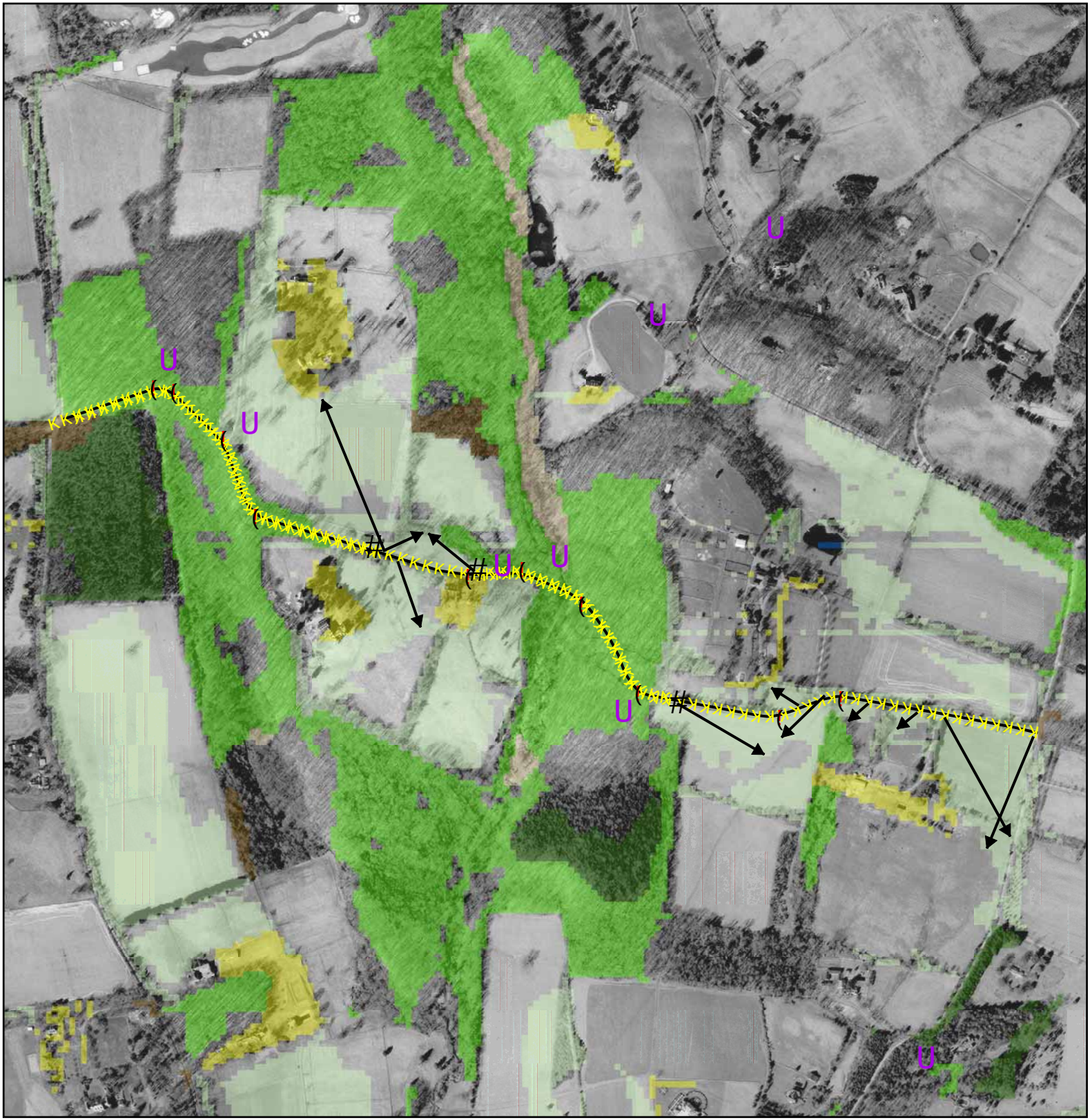
Spook Hollow Road Feature Mapping

Portion of Bedminster Township

July 2004



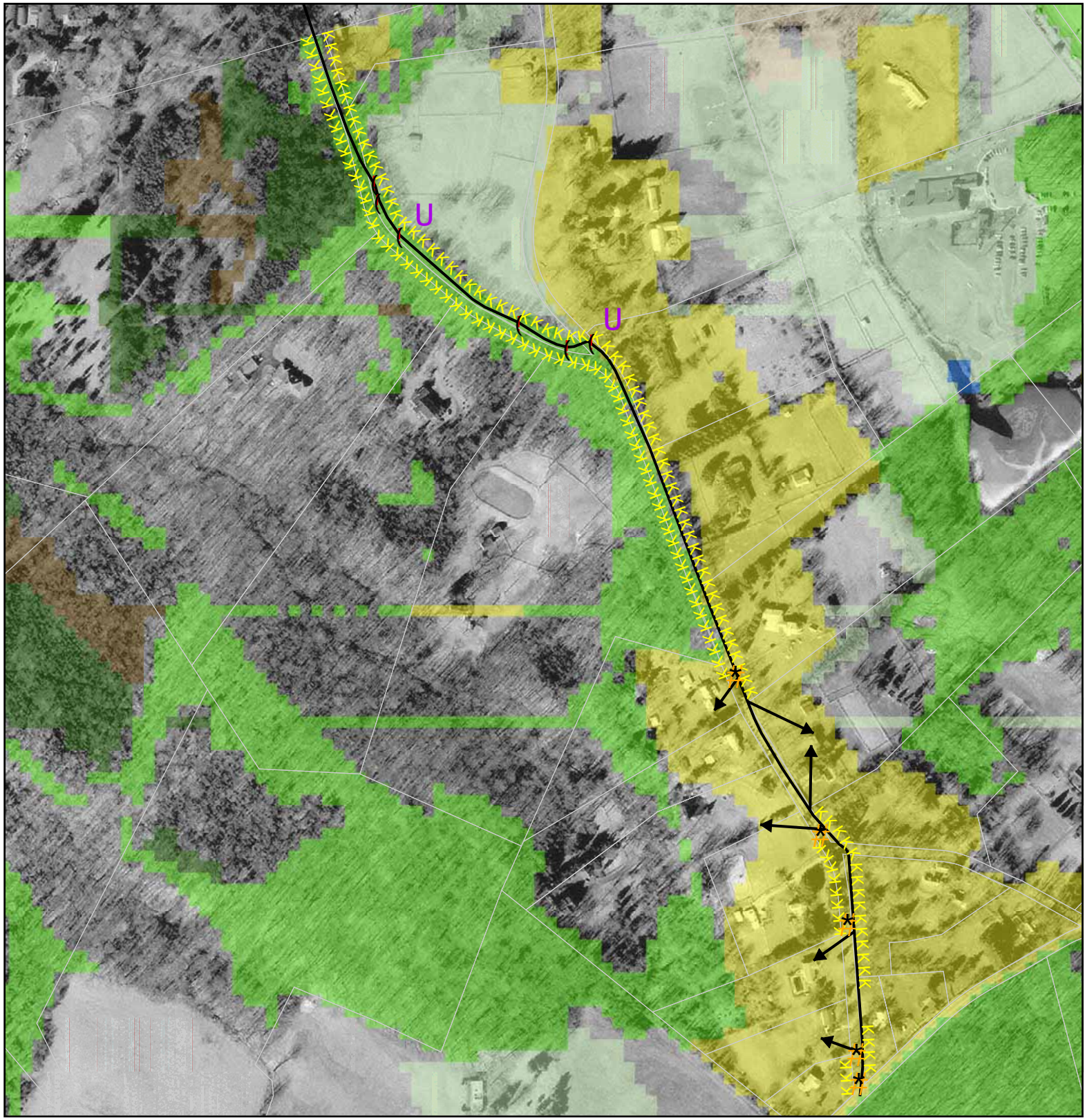
Data Sources:
Somerset County GIS
NJDEP 10 Meter Elevation Grid WMA8

B A N I S C H
ASSOCIATES, INC.
Planning and Design

Union Grove Road Corridor Scenic Feature Mapping

A Portion of Bedminster Township

July 2004



Legend

- (Change in Orientation
- * Peripheral Constraint
- → Direction/Length of Attention
- KKKKK Parallel Roadside Feature
- U Vertical Curve
- Agriculture
- Commercial
- Coniferous Forest
- Deciduous Forest
- Mixed Forest
- Recreational Land
- Residential
- Water
- Wetlands

0 250 500
Feet

Data Sources:
Somerset County GIS
NJDEP 10 Meter Elevation Grid WMA8

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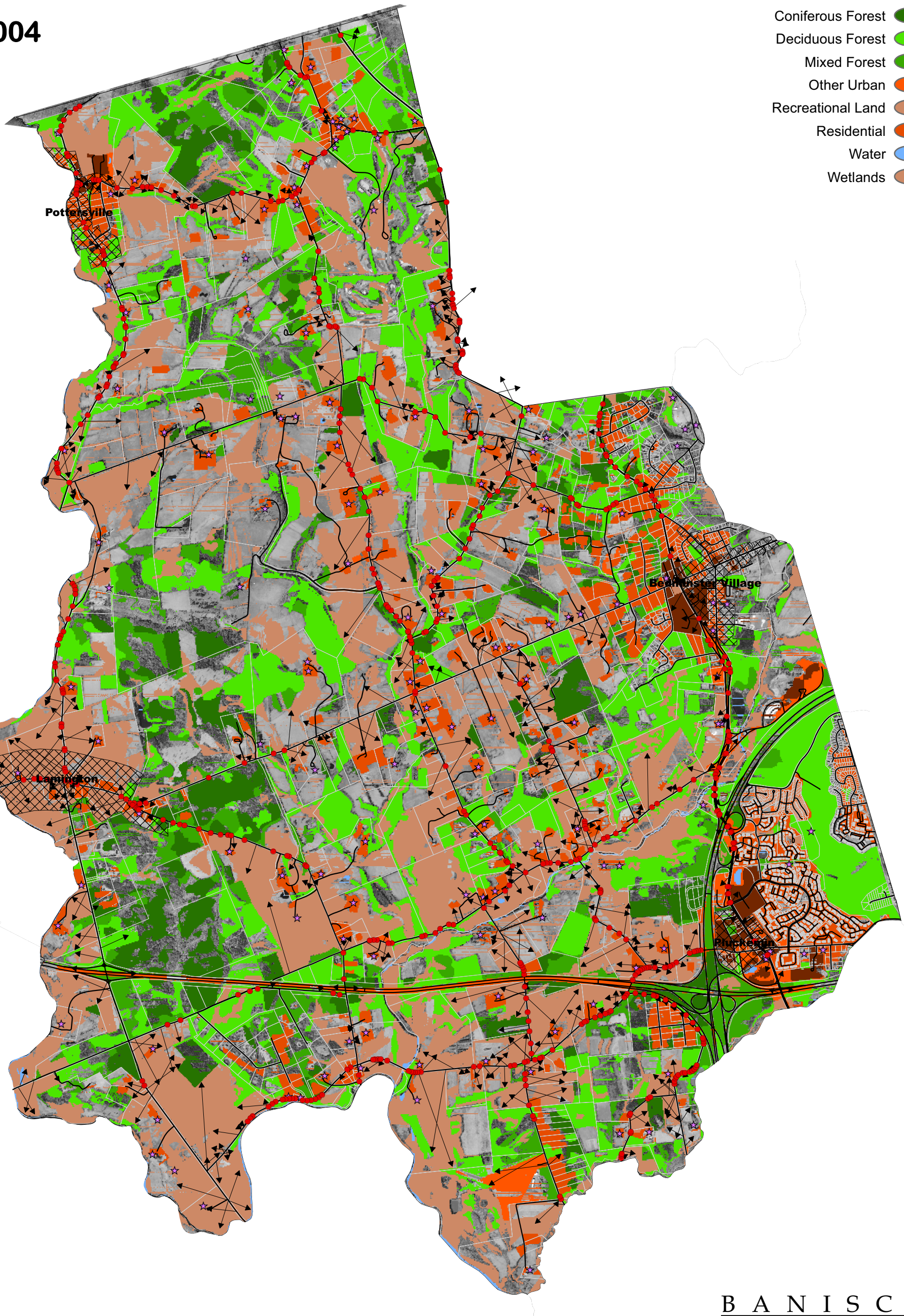
Township-wide Scenic Corridor Analysis

Bedminster Township
Somerset County, NJ

July 2004



Legend

- Historic Sites
- Historic District
- Direction/Length of Attention
- Change in Orientation
- Agricultural Wetlands
- Agriculture
- Commercial
- Coniferous Forest
- Deciduous Forest
- Mixed Forest
- Other Urban
- Recreational Land
- Residential
- Water
- Wetlands

0 0.5 1
Miles

BANISCH
ASSOCIATES, INC.
Planning and Design

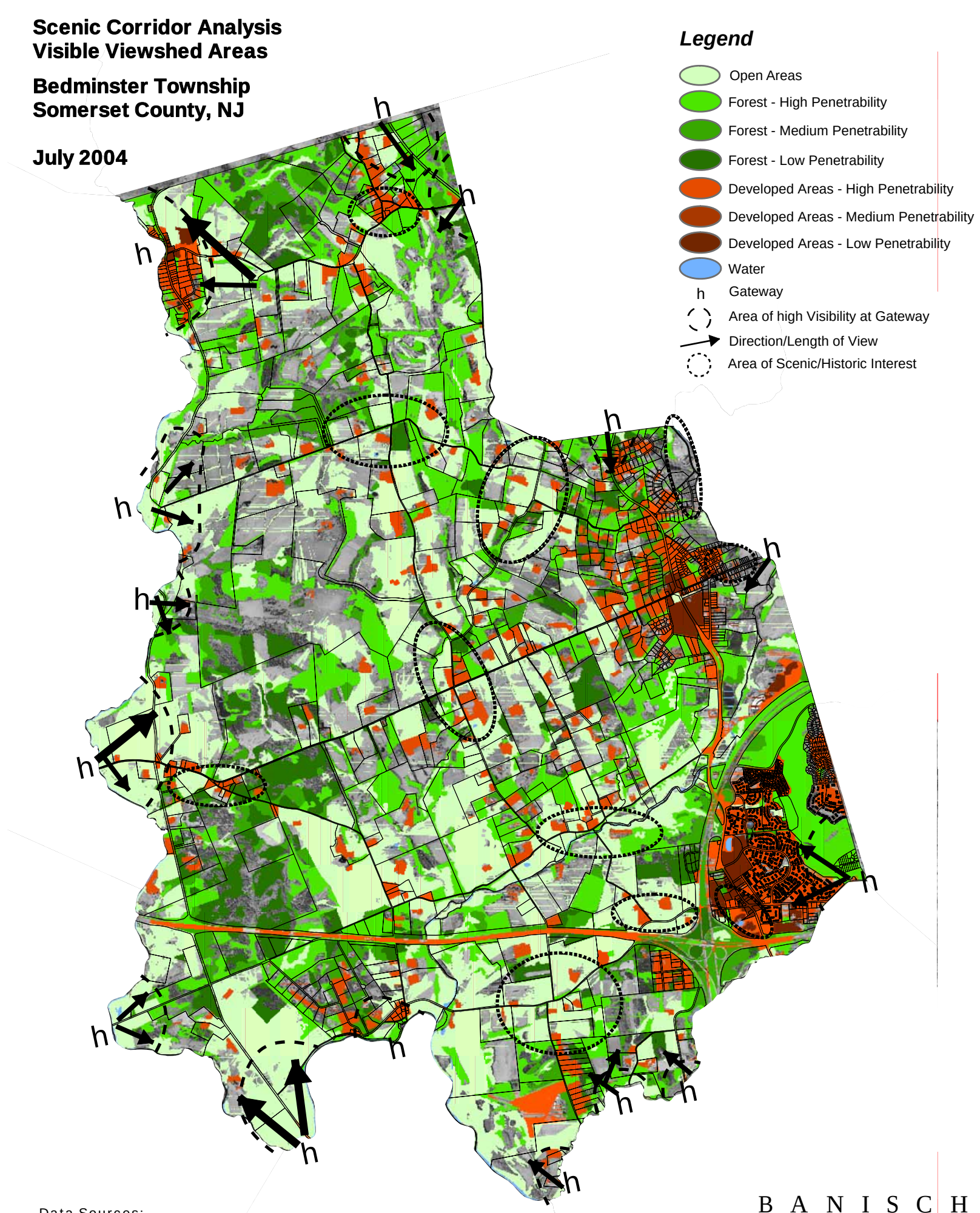
Data Sources:
Somerset County GIS
NJDEP 10 Meter Elevation Grid WMA8

Note: Colored areas are visible viewshed.

Scenic Corridor Analysis
Visible Viewshed Areas

Bedminster Township
Somerset County, NJ

July 2004



Data Sources:
Somerset County GIS
NJDEP 10 Meter Elevation Grid WMA8

BANISCH
ASSOCIATES, INC.
Planning and Design