STATE OF NEW JERSEY
DEPARTMENT OF TRANSPORTATION
Phil Murphy, Governor | Sheila Oliver, Lieutenant Governor

Our Projects and the Environment
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Route 57 Corridor Plan

Land Use and Transportation Plan

Overview

This web site has been archived and is no longer being updated.

The New Jersey Department of Transportation (NJDOT) has initiated a process with Warren County planners and community residents to develop a coordinated land use and transportation plan for the 21 mile Route 57 corridor between Phillipsburg and Hackettstown.

The study area includes the eight municipalities that border Route 57: Phillipsburg, Lopatcong Township, Greenwich Township, Franklin Township, Washington Township, Washington Borough, Mansfield Township, and Hackettstown, all located in Warren County. Due to the proximity of Route 57 to Washington Township in Morris County, representatives from that municipality are also participating in the plan.

It is of particular importance to note that the study area is not simply the roadway portion of Route 57, but includes the surrounding land uses, which are an integral part in maintaining the current rural character of the area.

NJDOT is taking a proactive approach to ensure the long-term effectiveness of Route 57 as a two-lane rural road by coordinating plans and funding for land development, preservation, and transportation improvements with local planners and municipalities.

The project is one of several "smart growth" case studies NJDOT is conducting to identify best practices for integrating land use and transportation plans.

Coordinating with the newly formed Highlands Council will be an important part of this effort.

The process will include:

Framework Plans and Design Guidelines	January 2006
Implementation Toolkit Workshop	March 27, 2006

Public Participation

Community participation is vital to the plan's success. In addition to holding community workshops, NJDOT is inviting residents, business owners, farmers, civic organizations, planning and economic development officials, and local leaders to participate in a Key Stakeholders Advisory Group. Through regular meetings and public workshops, the Advisory Group will guide the study process and help ensure effective outreach to corridor area residents and others with an interest in the plan.

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Last Updated: January 18, 2013

Route 57 Corridor Plan

Land Use and Transportation Plan

Frequently Asked Questions

Q. What is the focus of the Route 57 Corridor Study?

A. The Route 57 Corridor Study is focused not only on Route 57 itself, but land use and transportation issues associated with development along the highway between Phillipsburg and Hackettstown in Warren County.

Q. What is the New Jersey Department of Transportation's (NJDOT) goal?

A. NJDOT is taking a proactive approach to ensure the long-term effectiveness of Route 57 as a two-lane rural road by creating a coordinated approach to local land development and transportation improvements with local planners and municipalities. The study team will include NJDOT staff and consultants working in close consultation with local and municipal planners.

Q. Why not just widen the road?

A. Following an analysis of traffic and area growth, NJDOT determined the Route 57 corridor does not need to be widened for the next 20 years. To maintain the highway as a rural, two-lane road, a corridor plan was initiated after it was realized that through careful planning NJDOT investments can preserve the roadway for the future.

NJDOT officials are now investigating a better way to relieve traffic while enhancing the area's transportation network and preserving its natural, historic and cultural resources. Furthermore, widening is not financially feasible as the best long-term solution for the transportation system. NJDOT and its local partners have determined that sections of Route 57 should take on the character of a local road, designed by and for the communities that it serves.

Q. How do the community workshops work?

A. The public will be introduced – and immersed – into to the planning process during three community workshops (link to community meetings section of the community outreach page). Each of the workshops will engage members of the community in dialogue and a planning exercise that offers opportunities for input on the future of Route 57.

The first workshop, "How Shall We Grow?", held in March 2005, allowed participants to review a variety of community types and offer their opinions on the most desirable for Route 57.

The second workshop, "Where Shall We Grow?", was held in May 2005. The event provided members of the community the opportunity to shape the design and density of growth along Route 57. They participated in a gaming exercise to prepare future development scenarios for Route 57 and think about which community types are appropriate for the corridor's town and villages.

The third and final workshop, "How Will We Get There?", held in July 2005, reviewed the results of the development scenarios. Participants evaluated the outcomes and compared them to the goals and principles developed in the earlier Workshops.

Q. When will the study be completed?

A. The Route 57 Corridor Study is made up of three major project reports. The Corridor Conceptual Plan will be completed in August 2005. The Route 57 Framework Plans and Design Guidelines are scheduled to be completed in January of 2006. The final portion of the study will be an Implementation Toolkit, which is scheduled to be completed in February of 2006.

Q. What happens next?

A. When this study is completed, the municipalities along the 57 corridor should have strategies and tools to continue to plan growth in conjunction with the county and the Highlands Region. The NJDOT will continue to look for opportunities for scenic preservation and spot transportation improvements within the corridor.

Q. What studies have been completed on Route 57?

A. The Route 57 Corridor Study will build upon the information and strategies developed in previous state, regional, and local plans. The 2002 Washington Borough Revitalization Plan is a vision for future development and redevelopment in Washington Borough.

The Route 57 Needs Assessment/Concept Development Study, also completed in 2002, made recommendations to improve specific areas of deficiency, including the intersection of Route 57 and County Route (CR) 519, Washington Borough roadway, streetscape, and pedestrian improvements, as well as traffic calming projects and gateway treatments.

The 2004 Warren County Strategic Growth Plan provides land use policy guidance for municipalities, identifies important transportation improvements and seeks to ensure that public facilities are developed in coordination with local growth.

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Community Outreach

The New Jersey Department of Transportation (NJDOT) seeks to develop a comprehensive corridor preservation program for 21 miles of Route 57 between Phillipsburg and Hackettstown in Warren County.

This program would build upon the ongoing efforts by NJDOT and other state agencies to promote a capacity-conserving, smart growth approach to future development in the corridor. In support of this initiative, NJDOT is involving key stakeholders and the public throughout the project process.

Key Stakeholders Group

A Key Stakeholders Group (KSG) will be formed to guide the study process and help ensure effective outreach to residents in each community. The KSG will participate in a series of community workshops to develop the regional corridor preservation program. It will also provide guidance and feedback as appropriate on the subarea plans and implementation strategies.

The project team will hold meetings, make contacts and do research to identify candidates to be invited to participate in the KSG. Private citizens, advocates and public and elected officials will be contacted and interviewed to identify appropriate candidates.

The team will also develop resource materials to be used to recruit candidates and to inform study participants of the goals of the study and the process throughout the corridor preservation program.

Community Meetings

Come join us for the Final Workshop with opportunities for citizens to shape land use and transportation concepts for area communities.

March 27, 2005

Workshop: Final Community Workshop:

Implementation Toolkit Presentation

Warren County Technical School Cafeteria, 7 pm - 9pm.

Other community outreach events will be planned. Please check back for

updates.

Previous Community Workshops held for the Route 57 Land Use and Transportation Plan:

March 21, 2005
Workshop 1: Community Design: How Shall We Grow?
Warren County Technical School Cafeteria, 7 pm.

April 19, 2005
Workshop 2: Regional Scenarios: Where Shall We Grow?
Warren County Technical School Cafeteria, 7 pm.

July 19, 2005
Workshop 3: Implementation: How Will We Get There?
Warren County Technical School Cafeteria, 7 pm.

October 25 & 27, 2005

Workshop: Conceptual Corridor Plan

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Last Updated: March 20, 2006

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Studies and Maps

Background Studies

Between 2001 and 2004, three studies were completed that either directly impact or have a regional impact on the Route 57 corridor.

Route 57 Concept Development Study (2002)

The New Jersey Department of Transportation (NJDOT) worked with local residents and officials to identify and address roadway issues affecting traffic movement and safety throughout the Route 57 corridor. Specific concerns included congestion at peak hours, truck traffic, driveway access, storm water drainage, signage and general safety for drivers and pedestrians. Some key projects that are now in various stages of engineering or development include:

- Intersection safety improvements at Routes 57 and County Route (CR) 519;
- Washington Borough roadway, streetscape and pedestrian improvements
- Culvert replacements; and
- Traffic calming projects and gateway treatments that will guide drivers to slow down in villages and towns.

Warren County Strategic Plan (2004)

The County Strategic Plan provides land use policy guidance for municipalities, identifies important transportation improvements, and seeks to ensure that public facilities are developed in coordination with local growth. The planning process examined two growth scenarios: a trend "build-out" of the county under existing municipal zoning ordinances and an alternative "centers-based" scenario that concentrates commercial uses into designated centers.

Through an extensive public involvement process and technical analysis, the centers-based alternative was identified as the preferred growth scenario. The final plan highlights potential center locations and provides land use, transportation, and open space recommendations for the

county.

Washington Borough Revitalization Plan (2002)
The Downtown Revitalization Plan is a vision for future development and redevelopment in Washington Borough. The plan contains a blueprint for the physical configuration of various elements such as: streets, open space, sidewalks, landscaping, and architectural design standards. It also contains recommendations for changes to the zoning and land development code within the Borough.

Maps

- Study Area Map (pdf 541k)

- Environmental Justice Map (pdf 555k)

Toolkit

Conservation Zoning

Design Guidelines

Farm Support

Historic Preservation

Housing

Scenic Easements

Musconetcong River Managment

Plan Endorsement

Scenic Byway Designation

Scenic Corridor Overlay

Sewer Facilities

Spot Transportation Improvements

Street Conectivity

Transfer Development Rights

Tourism Support

Greenways Trails

More Greenways Trails

Transit Park and Ride

The files listed above are in Portable Document Format (PDF). You will need Adobe Acrobat Reader to view these files, which is available at our state Adobe Access page.

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Useful Links

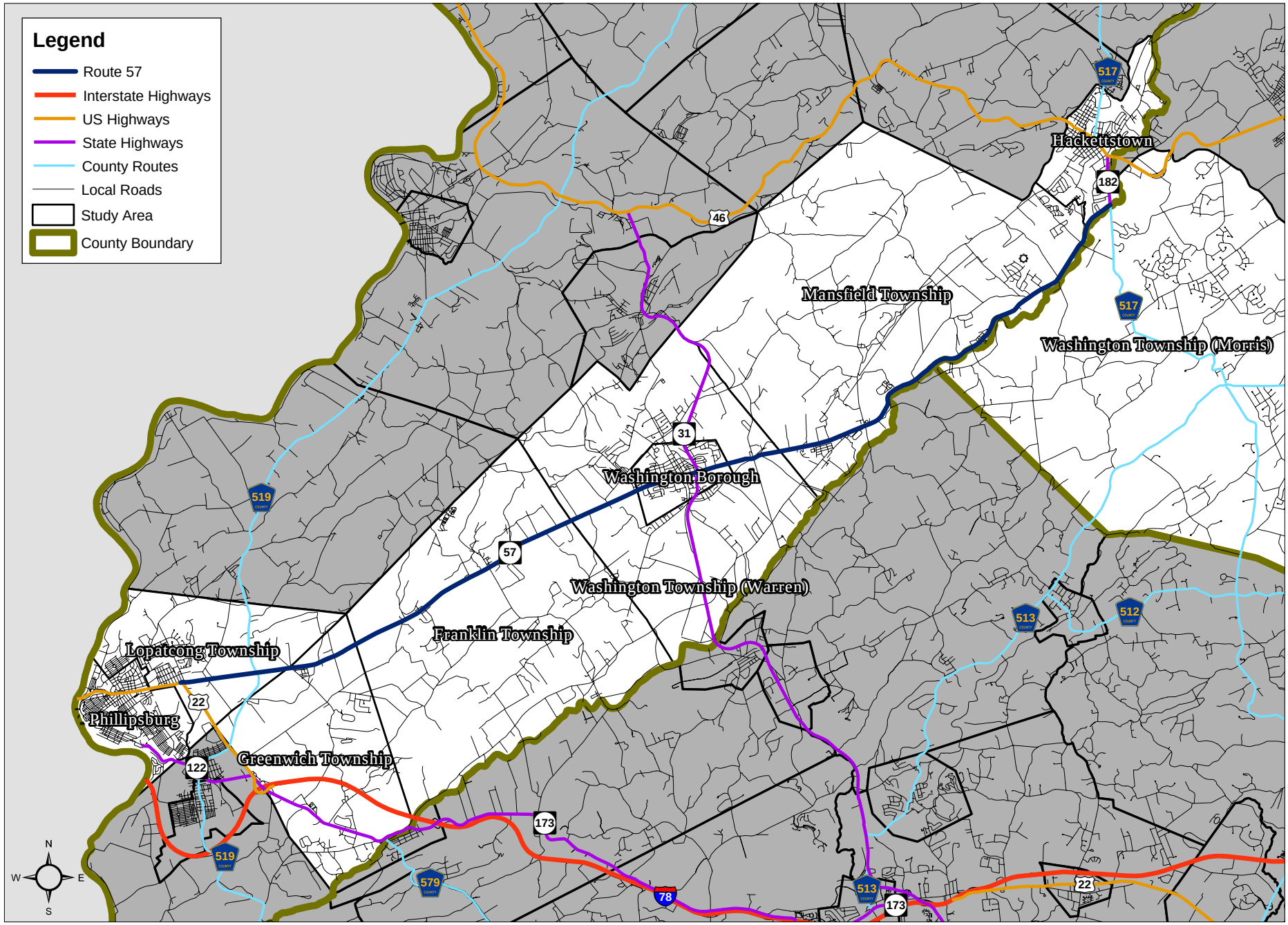
- Greenwich Township
- Heritage Conservancy
- Highlands Council
- Highlands Protection Initiative
- Morris County
- Morris Land Conservancy
- Musconetcong Watershed Association
- Town of Hackettstown
- Warren County
- Warren County Chamber of Commerce
- Warren County Community Calendar
- Warren County Cultural & Heritage Commission
- Warren County Strategic Plan
- Washington Borough Business Improvement District
- Washington Township - Morris County
- Washington Township - Warren County

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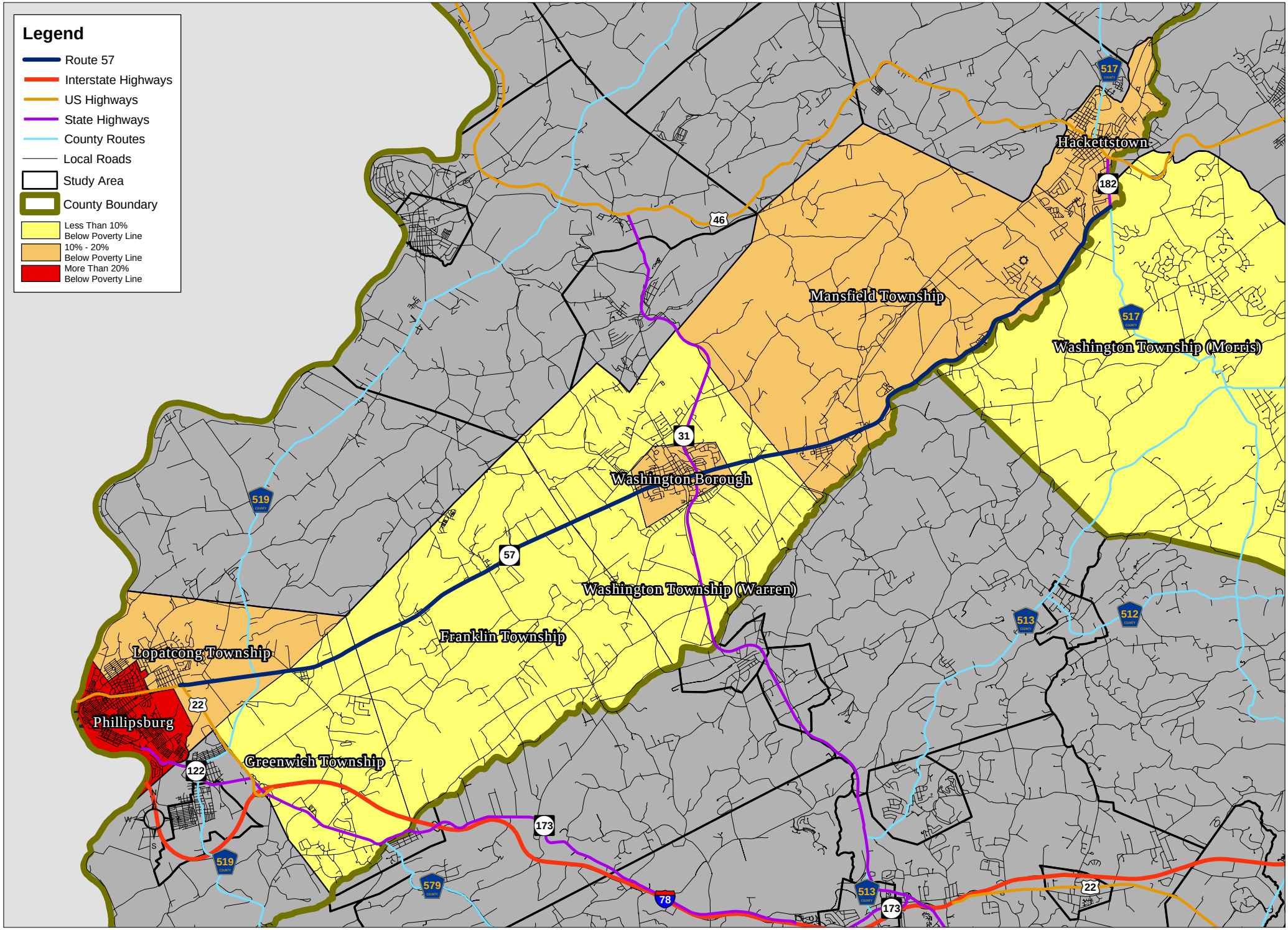
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Last Updated: September 15, 2005

Route 57 Corridor Plan - Study Area



Route 57 Corridor Plan - Population Below the Poverty Line



Quarter/Quarter Zoning

Quarter/Quarter Zoning is a density-based zoning technique most appropriate for agriculturally-based rural areas with large parcel sizes. The term refers to a quarter of a quarter section of land (e.g.1/16 of 640 acres, or 40 acres) where a limited number of non-farm homes are allowed for every 40-acres of land. The non-farm splits are usually regulated by minimum and maximum sizes, and are often required to be contiguous. These provisions help to avoid the breaking up of farmland into smaller or odd-shaped parcels.



Open space in front of new homes as viewed from county road

White Township Ordinance No. 2005-13: "An Ordinance of the Township of White Establishing Mandatory Cluster and Lot Averaging Requirements, Natural Resource Conservation Calculations for the Protection of Constrained Lands, Stream Corridor Buffer Requirements and Regulations for the Protection of Steep Slope Areas."

Resources

A Model Ordinance for the Protection of Natural, Cultural, and Historic Resources in Major Subdivisions, (2005) **Hunterdon County, NJ Environmental Toolbox Committee, Model Clustering Subcommittee**

Designing Open Space Subdivisions: A Practical Step-By-Step Approach (1996), **by Randall Arendt**
Available through American Planning Association Planners Book Service, Chicago, IL

Growing Greener: Putting Conservation into Local Plans and Ordinances (1999), **by Randall Arendt**
Available through the Natural Lands Trust, Washington, DC

New Jersey Department of Agriculture Smart Growth Toolkit, http://www.state.nj.us/agriculture/toolkit.htm

New Jersey Department of Community Affairs, Office of Smart Growth, Grants and Resources
http://www.nj.gov/dca/osg/resources/grants/index.shtml

Rural By Design: Maintaining Small Town Character (1994), **by Randall Arendt** Available through American Planning Association Planners Book Service, Chicago, IL

Township of Pohatcong Open Space and Recreation Plan (September 2004), **Morris Land Conservancy and Township of Pohatcong Environmental Commission**

Conservation Zoning

A variety of regulatory techniques are available to help the Route 57 Corridor municipalities preserve scenic landscapes, working farms, and the rural environmental quality treasured by many residents. One promising technique that can benefit both landowners and the corridor communities is Conservation Zoning.

Conservation Zoning and Conservation Subdivisions work on a simple principle: development is allowed on a portion of a land parcel, with the remainder of the land placed in conservation. Typically, developers may construct the same number of units that would have covered the parcel under conventional zoning, by reducing the size of the individual lots. Homes can then be sited on the property in such a way as to minimize impacts on natural resources and scenic views.



Houses tucked discreetly behind treeline along ridge, preserving rural view from road

The overarching technique is to let the location of those features of greatest value for preservation – whether scenic views, forests, stream corridors, or best quality farmland – drive the design of each project. The approach can be used on either a voluntary basis with developer incentives, or on a mandatory basis. An advantage to the municipality is the ability to preserve natural resources without having to purchase development rights. Developers benefit through reduced costs for infrastructure and construction. In addition, developers often find that homes in a conservation subdivision are especially attractive to buyers due to the amenity value of the conserved features.

As a first step in implementing conservation zoning, the municipality spells out conservation goals in its Master Plan, along with an inventory and map of specific features to be preserved. Once specific conservation goals are established, the tools and techniques below may be tailored to address the community's specific needs.

Cluster Development Zoning

Cluster Development Zoning encourages the preservation of large tracts of land while allowing development of new homes and generating revenue to the farmer who sells the land. The preserved open space helps to retain scenic vistas from the road. Cluster development may not always result in significant preservation of usable farmland, but may allow for the preservation of many natural forms such as wooded areas, slopes, and wetlands. These conserved areas can be designed to be contiguous across parcels so that as each parcel is developed, a greenway will gradually emerge.

Incentive Zoning

Incentive Zoning allows developers to increase the number of lots by a factor such as 25 percent or more, in exchange for clustering the development and preserving the balance of undeveloped land. In East Amwell, a 50 percent density bonus is offered to developers who use the municipality's open lands zoning to retain 75 percent of a tract for farming or natural resource conservation. However, a single family dwelling may also be placed on the preserved lot.

Rural Highway Zoning

Rural Highway Zoning is a design and conservation technique that aims to retain the traditional rural appearance of a highway corridor. By working with developers and employing design guidelines, new homes are carefully sited and designed to minimize their visual impact from the road. For instance, on open sites such as farmland, new homes can be clustered to resemble groupings of farmhouses, while employing traditional vernacular architecture in terms of scale, roof pitch and building materials. New homes can be easily related to

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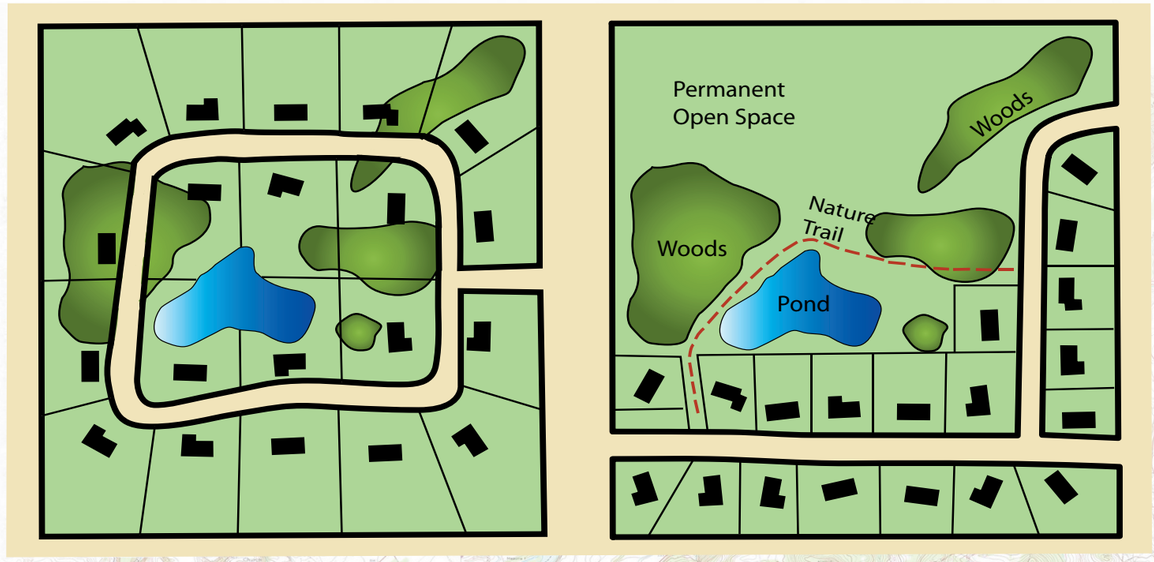


Figure A

Figure B

Schematic illustrations of rural subdivision design options. Figure A shows lot size and layout under conventional zoning, with no preserved open space. Figure B shows the same 20 houses on smaller lots, which allows for permanent common open space with pond and nature trail access for all residents.

existing brush and hedgerows, or placed behind new buffer plantings. On wooded sites, houses can be tucked behind existing treelines through the use of a long winding driveway. Commercial businesses are encouraged to locate within town centers and at intersections, rather than along the more open scenic portions of the highway. However, these town centers should also be carefully designed to maximize environmental quality, for example, by placing parking areas behind buildings.

Sliding Scale Zoning

Sliding Scale Zoning is used to decrease the density of development by limiting the number of times a parcel of land can be split based on its size. Once the lots are subdivided, no new divisions may take place. For example, if a farmer were to create 6 lots from his 58-acre parcel and leave one 50-acre lot for continued farming use, further subdivision of the 50-acre lot would not be allowed. The use of sliding scale zoning is most effective in areas where a wide range of parcel sizes exist and non-farm residential development has already begun.



Farmstead preserved through conservation zoning in Hunterdon County

Local Precedents

Shy Creek and Woodside

Developers of the *Shy Creek* and *Woodside* housing subdivisions in Alexandria Township in Hunterdon County were encouraged to reduce lot sizes from the three-acre minimum to one-acre lots. The resulting two adjacent parcels were designed to integrate their open spaces, protecting more than half of the existing farmland. This acreage has been permanently protected through a conservation easement. There is only one entrance into these developments from County Road 513, and most houses were placed out of sight from the road, protecting the rural scenic views.

Farmview

Farmview in Bucks County, PA is located in a zone where the minimum lot size is one acre. Developers were permitted to build on half-acre lots under a cluster zoning amendment. The houses are mostly sited away from local roads to preserve rural views, and remain popular with buyers despite the smaller lot sizes. Ownership of the preserved cropland was transferred to the Farmland Preservation Corporation, a local conservation organization.

Hunterdon County Model Ordinance

Hunterdon County's *Model Ordinance for the Protection of Natural, Cultural and Historic Resources in Major Subdivisions* provides sample subdivision plans that are based upon the county's historic settlements. These plans preserve a maximum amount of contiguous farmland and maintain rural views from public roadways. Developed as part of Hunterdon County's Environmental Toolbox, the model ordinance may be used by any municipality within the county. The purpose of the ordinance is to preserve irreplaceable natural, cultural, and historic resources while permitting development at acceptable densities, located and designed to mitigate the perceived intensity of development. The features to be protected by this ordinance are described and mapped in the municipality's approved Environmental Resource Inventory (ERI) in order to provide developers with a clear understanding of which features are to be preserved.

Cluster Development Ordinance

White Township in Warren County recently updated its Cluster Development Ordinance. The Ordinance is meant to further the goals of the 2004 White Township Master Plan, which encourages planning for open space in new residential subdivisions, specifically between roadways and new construction. The following elements are included in the revised Ordinance:

- Open space as perceived from public rights-of-way should be located to preserve scenic vistas and the rural character of pre-existing farmsteads, barns and homesteads.
- Applicants seeking major subdivision approval anywhere in White Township must apply for a mandatory cluster or lot-averaging subdivision. The developer's application must include a plan of the area to be retained as open space.
- Reduction of the Township's minimum lot size of 3 acres to no less than 1 ½ acres in cluster developments.
- An open space parcel within a cluster subdivision or lot averaging subdivision must contain at least 50 percent of the gross tract area and may not include any rights of way.
- Designated open lands within subdivisions are permanently deed restricted from further subdivision.
- Where subdivision tracts include existing farmland operations, open space parcels should facilitate the continuation of farming.



View within Woodside subdivision, Alexandria Township. The preserved open space, surrounded by a rustic white fence, is home to native birds and other wildlife

3.e PARKS & OPEN SPACE

3. RECREATIONAL PARK

Recreational parks are open public space, reserved for civic gatherings and recreation. Often, recreational parks are designed around existing natural features. Its landscape consists primarily of grassy areas, paved or unpaved walks, and shade trees. Formal playing fields may be established to serve community needs. The park should be surrounded by a mix of residential, commercial, and civic buildings. Recreational parks may also serve nearby institutions, such as schools. Parking needs and other necessary facilities must also be considered and sensitively integrated with the landscape.



4. GREENWAYS

Greenways provide places for recreation and help maintain the scenic quality of landscapes. It is important from a transportation mobility and access perspective that greenways function by connecting places where people want to go; neighborhoods, business centers, shopping areas, schools and parks. Additionally, greenways provide an excellent opportunity for embedded community and neighborhood parks. Greenways also provide opportunities for unique recreational activities such as mountain biking and equestrian trails.



5. PASSIVE OPEN SPACE

Passive open space provides scenic views and may accommodate greenway trails and walking paths. Golf courses may also be incorporated into passive open space. Recreational uses such as playing fields or courts are not typically included however. Passive open space may be retained to serve individual neighborhoods or the overall community. Rural and agricultural land may be preserved as passive open space.



New Jersey Route 57 Conceptual Corridor Plan

DESIGN GUIDELINES



INTRODUCTION

The Route 57 Design Guidelines are intended to serve as a resource for local, county, and state planners, citizens, and the development community on best practices for placemaking and preservation along the Route 57 corridor. These design guidelines are one piece of a larger implementation toolkit which outlines planning and analysis methods, regulatory tools, economic development incentives, funding sources, and other strategies which can be used to advance the vision for long-term sensitive development, redevelopment, and preservation along the Route 57 corridor. The four demonstration plans developed as part of the corridor study include references to these guidelines as noted in the table below.

Demonstration plans provide a framework for community members to discuss key land use and transportation issues and opportunities. Each model area provides a venue to focus on issues for that location and similar places. The demonstration plans are conceptual in nature, and each municipality may decide which elements, if any, they would like to adopt.

TRANSITIONAL	
Street Types	Commercial Main Street, Neighborhood Street, Neighborhood Alley, Rural Residential, Rural Road
Frontage Types	Shop Front, Porch Front, Residential Yard, Rural Yard
Parking	On-Street, Internal Surface, Residential Parking
Open Space	Town Square, Greenway, Recreational Park, Neighborhood Park, Greenway, Passive Open Space

SMALL VILLAGE	
Street Types	Neighborhood Street, Neighborhood Alley, Rural Road
Frontage Types	Shop Front, Porch Front, Residential Yard
Parking	On-Street, Residential Parking
Open Space	Neighborhood Park, Recreational Park, Greenway, Passive Open Space

FARM/VILLAGE PRESERVATION	
Street Types	Neighborhood Street, Neighborhood Alley, Rural Residential, Rural Road
Frontage Types	Shop Front, Porch Front, Residential Yard, Rural Yard
Parking	On-Street, Surface, Residential Parking
Open Space	Neighborhood Park, Recreational Park, Greenway, Passive Open Space

BOROUGH/TOWNSHIP	
Street Types	Commerical Main Street, Neighborhood Street, Neighborhood Alley, Rural Residential
Frontage Types	Shop Front, Porch Front, Residential Yard, Rural Residential Yard
Parking	On-Street, Surface, Residential Parking
Open Space	Town Square, Neighborhood Park, Recreational Park, Greenway, Passive Open Space

3.e PARKS & OPEN SPACE

Carefully planned open space is a necessary and critical element of mixed-use centers and the vitality of the public realm. Open space is a broad classification for public spaces ranging from community recreational areas to civic squares. The scale, enclosure, and density of surrounding conditions inform the properties of the open space: formal/informal, active/passive, and open/contained. Formal civic spaces should be located in the center area, serving the area of highest intensity, while recreational facilities, greenways, and neighborhood parks should be strategically placed to serve the mixed-use communities surrounding the core. Many qualities contribute to the appeal of open spaces. Often, environmental and natural features are integrated into open space planning. Wetlands, critical slopes, drainage swales, and vegetation should be conserved as open public space wherever possible. In urban settings, water retention systems can be rethought and formalized as landscape elements that punctuate design. Attractive civic spaces in the center, such as canals, ponds, and fountains promote gathering, interaction, and comfort. Moveable seating, tables, and elements that are multi-functional (planters that are at seat height) allow people to congregate and personally define spaces. Shade trees, greens, and cooling fountains help create a comfortable setting.

key principles

Public spaces such as town squares are essential for the civic identity of commercial areas

Natural features and viewsheds provide ideal locations for preserved open spaces and greenway trails

Compact residential development with preserved land and a neighborhood park is an alternative to large-lot zoning

1. TOWN SQUARE

A town square is the most formal public space and is generally less than half the size of a block located at the intersection of important thoroughfares. It is devoted to civic uses and commercial activity and is surrounded by buildings on all sides. Its landscape is composed primarily of durable pavement and formally planted trees. Significant architectural features such as fountains, statues, and other vertical elements help mark the civic prominence of the square. Such features are most successful when planned in accordance with a strong visual axis, allowing the square to be visible from a distance.



2. NEIGHBORHOOD PARK

A neighborhood park is an open public space serving a residential area. The space may be used for civic gatherings and recreation. Neighborhood parks provide a safe open area free from moving traffic for children and neighborhood residents. Neighborhood parks may be bound by residences or small scale institutional or civic buildings to form a common green. These parks are intended to serve the local area, unlike recreational parks, which serve a larger residential population.



3.d PARKING

3. SURFACE PARKING

Surface lots should be placed in the rear of buildings or in block interiors to minimize visual impact. Landscaping is recommended to break the visual blight of large paved areas. Trees provide screening and noise reduction to help ease disruption. Well-defined pedestrian pathways can be used to break up parking rows and provide safe access to buildings. Plantings within parking lots also help to reduce storm water runoff, filter air, provide shade, and maintain property values.



4. ON-STREET PARKING

On-street parking provides parking spaces within the thoroughfare right-of-way. It contributes to the street environment, helping to buffer pedestrian space from vehicular traffic. Spaces are distributed evenly along the street edge, helping maintain visual consistency and appeal in downtown areas. On-street parallel parking is preferred over angled parking on low speed urban streets. Parallel parking provides more space for bike lanes and wider sidewalks.



5. RESIDENTIAL PARKING

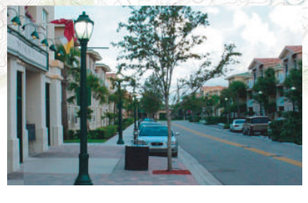
Residential parking is a significant component of residential neighborhoods. Frequently, driveways and garages have a dominating presence along residential streets. To enhance the pedestrian-orientation of residential streets and create a stronger connection between homes and the street, it is encouraged to set residential garages back from the front entry of residences. Setting garages back separates the house volume from the garage volume, better balancing the relationship between the home and street, and vehicles and pedestrians. In higher-density residential areas, residential alleys prove an effective way of providing private driveways and garages without limiting potential density.



6. LANDSCAPING, LIGHTING, & PAVING

Parking, particularly surface parking lots, occupy an increasing percentage of developed land. Carefully considered landscaping, lighting, and paving can minimize parking lots effects on pedestrians, surrounding land uses, and the environment. Trees and landscaping may be used to break-up large expanses of surface parking, provide refuge for pedestrians, shade vehicles, and collect stormwater runoff. Effective lighting is critical to ensuring safe and secure parking areas. As part of this role, it is important to carefully calibrate and direct lighting within the parking area to minimize light pollution. The primary way of doing this is: to integrate more, smaller (in both height and intensity) lighting fixtures; thus providing light shields to direct all light downward towards the parking surface, eliminating light overflow to surrounding uses. Finally, alternative paving materials may be used to reduce environmental impacts and minimize paved, impervious area. Using pervious paving materials (such as crushed stone) reduces the volume of stormwater runoff, in turn reducing or even eliminating the need for stormwater retention ponds.





CONTENTS

1. DEVELOPMENT PRINCIPLES

The first section, *Development Principles*, outlines several fundamental recommendations for development along the Route 57 corridor. The Principles are the foundation of the design guidelines document and serve as a framework for assessing the appropriateness of development throughout the corridor. Because these are principles rather than prescriptive standards, they provide a simple context for understanding the choices involved when considering new development in the region.

Development Principles for:
Rural Development
Street Layout
Site Design
Mixed-Use
Parks & Open Space

2. PLACE TYPE DEVELOPMENT GUIDELINES

The second section, *Development Guidelines*, provides recommendations for five distinct Development Types that are reflected in the Demonstration Plans. The Development Types vary in development intensity, from Urban (Downtown) to Rural (Village). Each type has a unique mixture of uses, street types, frontages, and open space based on its development intensity and relationship to rural surroundings. The Development Types and related guidelines emphasize the importance of center-based development.

Guidelines for:
Downtown
Commercial Center
Neighborhood Center
Rural Neighborhood
Village Centers

3. DESIGN ELEMENTS & STANDARDS

The third section, *Design Elements & Standards*, presents design standards for essential elements of new development. The elements and standards range from those appropriate in urban settings to those specific for rural areas. The standards are intended to be general guidelines for design and implementation, assuring appropriate application while providing a degree of flexibility.

Design Standards for:
Street Types
Buildings & Frontages
Signage
Parking
Parks & Open Space

NEW JERSEY DEPARTMENT OF TRANSPORTATION

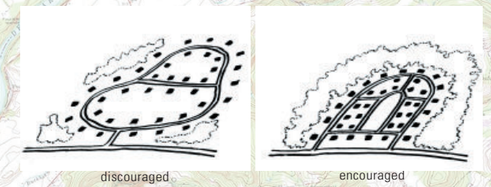
1 DEVELOPMENT PRINCIPLES

The following Development Principles set a framework for considering development along the Route 57 corridor. Although arranged under seperate headings, it is important to consider then as five interrelated pieces, contributing to and reliant on each other for successful placemaking. New and infill development should strive to realize these principles to ensure the development of walkable places that minimize land consumption, balance pedestrian and vehicular traffic, foster a vibrant mixed-use environment, and protect and enhance the rural qualities of the region.

A diverse mix of land use types also supports the diverse population mix from youth to elderly that is the hallmark of healthy and vibrant communities.

1. RURAL DEVELOPMENT

Development in rural areas presents a unique set of challenges. Paramount among these is the efficient use of land area. In rural settings, compact development strategies are encouraged to minimize land consumption and allow the set-aside of preserved open space. Through compact development, connnected open spaces may be protected as shared parks and greenways, rather than existing in the form of unconnected lands on large, private lots. Additionally, compact development allows scenic viewsheds to be preserved without prohibiting development altogether. At a broader level, implementation tools such as Transfer of Development Rights, may be considered to achieve high-density development within urban areas in exchange for the permanent preservation of land within rural areas.



The contrasting development strategies above illustrate the difference between large-lot rural zoning and higher-density cluster development. Large-lot zoning distributes open space evenly among large residential lots, whereas cluster development draws development into a compact center, preserving an untouched ring of open space at the perimeter and a shared park at the center. The cluster technique also provides better street connectivity, improved access, and more efficient provision of emergency and public services.

2. STREET CONNECTIVITY

Despite its importance, street connectivity is often overlooked when assessing new development. Advantages of an interconnected street network include enhanced access, reduced congestion, and more responsive emergency services. Well-connected residential areas promote pedestrian activity and encourage walking in place of driving for local trips. Additionally, this framework promotes mixed-use development patterns with smaller block sizes and a greater diversity of building types within close proximity. Small blocks are an important element within a walkable area. Small blocks help to create a comfortable scale for pedestrians by creating an increased sense of location and direction, breaking down the space between intersections and destinations, and providing increased visibility for businesses and offices.



Current residential patterns often reduce or eliminate connections to surrounding neighborhoods and roadways, limiting all traffic to one outlet. Creating a more interconnected residential pattern allows more choices, in turn making it possible to reduce lane widths and reduce vehicle speeds. Doing so also fosters the connected, accessibke environment needed to create pedestrian activity. In commercial areas, an inteconnected street network allows all buildings to have a street presence, improving visibility and accesability for customers, while reducing the scale of required parking areas.

3.d PARKING

The proper supply, placement and design of parking is a key element in creating an environment conducive to pedestrians, bicyclists, transit users, and those traveling by car. Standard parking requirements can lead to an oversupply of parking spaces and open expanses of asphalt. Reducing minimum off-street parking requirements and useing average-usage standards instead of peak-usage standards make additional land available for development. To reduce surface parking needs, on-street parking should be counted towards the required number of spaces. Large lots of surface parking should also relate to the established block size of the surrounding street grid.

key principles

On-Street parking reduces surface parking needs and buffers the sidewalk realm from the street traffic

Surface parking lots should incorporate landscaping to break up uninterrupted expanses of paving

Expansive parking lots create a negative visual environment

1. PARKING LOT LAYOUT

Parking lots should be placed at the rear of buildings rather than directly adjacent to the roadway. This configuration allows the buildings to be drawn to the street edge and contribute to the pedestrian atmosphere of the street, and also provides convenient building entry access from the sidewalk and for transit. This strategy reduces walking distances and enlivens the streetscape while leaving parking quantity unchanged.

Parking lots should provide clear, safe pathways for pedestrians. It is important to have direct and well-marked circulation between parking spaces and building entrances. Parking rows should be organized perpendicular to the building. This limits the number of aisle crossings and creates a clear, direct route for pedestrians. Parking areas should integrate paved paths that are comfortably separated from the parking aisles. As with streetscapes, trees should be provided to shade walkways. Buildings with both street frontages and parking lot frontages should provide two entrances, one providing access from the street sidewalk and another providing access from the parking area. Pedestrian alleys may also be provided as links between the street and parking area. New development shall provide a direct, unobstructed pedestrian access way from the public street to the building entrance. This access way should be a standard sidewalk with pavement markings at any places it crosses parking rows or service drives.





2. STRUCTURED PARKING

Structured parking allows for an efficient use of space in high density areas. Garages eliminate the need for extensive surface parking and help maintain a consistent density within downtown areas. Garages should be located within block interiors with liner buildings or as stand alone structures with careful attention to facade articulation that reflects the proportion, rhythm and massing of surrounding buildings.



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3.c SIGNAGE

Signage must be responsive to its context. Signs that are sensitive to nearby non-commercial uses, respect the scale and proportion of buildings, and contribute to the ambiance of a place can help secure and maintain a healthy economic climate. The character of the community, neighborhood, or district should be reflected in the design of signage. Commercial districts that are spread out along corridors are primarily accessed by car while some business districts are compact mixed-use areas easily transversed on foot. Additionally, communities that are rich with historic buildings, must carefully locate and size signage to respect the architectural character of the area.

key principles

The clearest signage uses few colors and consistent type styles and sizes

Sign size and placement is dependent on the surrounding environment (high-speed or slow-speed road) and intended viewer (motorist or pedestrian)

Scale and design must respect local architectural character

1. VISIBILITY & LEGIBILITY

Placement is critical to a sign's visibility, particularly along higher-speed roadways. As speeds increase, a driver's visual field decreases, restricting peripheral vision. Lowering speeds and placing signs close to the right-of-way helps drivers to detect and read signs from a longer distance. Signs placed outside of the driver's cone of vision are either distracting or unnoticable. In addition to placement, the format and design of the sign are also important factors in readibility. For example, using a minimal number of words allows for larger letter size and in turn increased clarity and quicker response time. Increasing letter-spacing and using mixed-case letters also help to make information more legible from greater distances. Colors may be used to provide contrast between titles and information and the background of the sign. Colors, however, should be used with restraint to limit distractions to motorists and negative effects on the surrounding visual envrionment.



2. SIZE & PLACEMENT

Signage in walkable areas should be oriented to both moving vehicles and pedestrians. Because buildings are closer to the street, signs should be smaller and placed at a lower height, preferably at the ground floor level. A variety of signs may be used, including: awnings, hung signs, storefront window signs, and signs fixed to building facades. Because movement is slower, signs may incorporate multiple colors and text types.

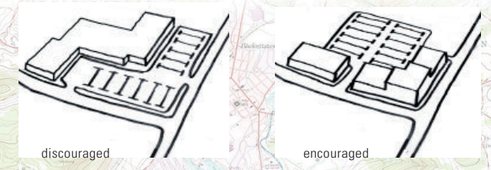


Many times, the primary entrance to commercial uses is from a parking lot. This presents a difficult scenario for signage. It is often necessary to place signage along the roadway, visible to motorists, to advertise the retail and commercial uses that the parking lot serves. The latter option should be integrated with the buildings and landscaping and incorporate clear directional information for motorists. Tall masts and multiple individual signs are discorouged. It is preferential for each store to have individual signage integrated within the building facade and elevated to ensure visibility across the parking area.



3. SITE DESIGN & PARKING

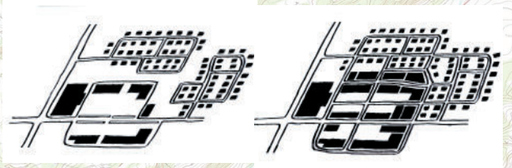
Successful site design balances car and pedestrian accessibility and creates a presence that is welcoming to both from the street. A key factor is the organization of buildings and parking relative to adjacent streets. Frequently, conventional development places buildings far back from the road, leaving a large, open expanse of pavement visible to visitors from the roadway. A more desirable alternative reverses this placement, drawing the building to the street edge and moving parking to the rear. Doing so provides a prominent and pedestrian-friendly edge for the site - one where buildings frame the street, giving them an urban quality with entrances fronting the sidewalk while presenting a more attractive and inviting look to the public. Additionally, the visual impact of parking is minimized, as it is shielded to the rear of the buildings. It is important to note that standard parking requirements can lead to an oversupply of parking spaces and open expanses of asphalt. Reducing minimum off-street parking requirements and setting average-usage standards in place of peak-usage standards reduces parking needs and required development area.



The primary determinants in Site Design are parking and access. To meet these needs, parking is frequently pulled to the street edge, leaving buildings at the back of the site. As a result, parking dominates the street edge and the building can do little to welcome pedestrians. An alternative approach reverses this convention, moving the building to the street edge and moving the parking behind. By turning the building towards the street and shifting parking away from it, a street-friendly and pedestrian accessible result can be realized.

4. MIXED-USE

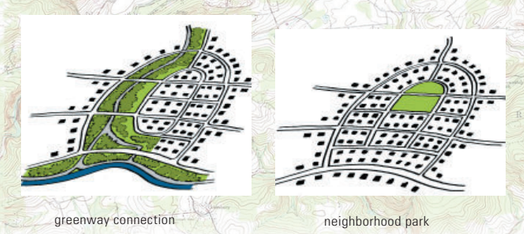
Mixed-Use development provides a diverse range of commercial stores, shops, restaurants, and housing within a compact, walkable area. To be successful, mixed-use development must provide strong connections between different uses, allowing residents, employees, and patrons to naturally overlap and cross between uses. Creating a compact and interconnected street network also enhances opportunities for pedestrians and cyclists and also allows users to park once and walk between several uses in a single trip. Customers can make multiple shopping stops at the same location, requiring a single trip, instead of driving from one shopping center to the next to fulfill their needs. Additionally, the diversity of uses balances activity between the daytime, nightime, and weekend hours, fostering a busier, safer, and more exciting environment for all residents, employees, and visitors and at all times of day.



A fundamental part of Mixed-Use development is the integration of land uses. Often this is done by locating one use on the ground floor with different uses on upper stories. In lower density scenarios, the integration relies on a strong street network to connect diverse uses. The above illustrations show the use of connections to draw together residential and commercial blocks into a unified center.

5. PARKS & OPEN SPACE

Carefully planned open space is necessary to maintain the richness of rural areas over time. Open space is a broad classification for public spaces ranging from community recreational areas to town squares. Formal civic spaces, such as town squares, should be located in urban settings serving areas of highest intensity, while recreational facilities, greenways, and preserved open spaces should be strategically placed to serve the community at large. Often, environmental and natural features are integrated into open space planning. Viewsheds and natural features, including waterbodies, wetlands, and steep slopes, should be preserved as open public space wherever possible.



Open spaces serve a variety of uses as connectors - such as greenways - and community spaces - such as a neighborhood park. Open spaces and parks should be located to serve a broad population and provide maximum access to natural features.

2.a DOWNTOWN DEVELOPMENT GUIDELINES



Downtown areas are focal points for the larger region. They are characterized by a higher-intensity and mixture of land uses than surrounding areas. Mixed-use blocks oriented around a Main Street define the center of the downtown. The Main Street must be low-speed and pedestrian-friendly, creating a walkable environment between small shops, stores, and offices. Higher-density residential areas are encouraged within close walking distance to the Main Street.

EXAMPLE FEATURES

1 Main Street
2 Mixed-Use Buildings Framing Main Street
3 Greenway along River
4 High-Density Residential Blocks

1. STREET LAYOUT & CONNECTIVITY

Street Types
Main Street, Neighborhood Street, Neighborhood Alley

The Main Street is the commercial center of Downtown and must be pedestrian-friendly, providing wide sidewalks, shade trees, and safe crosswalks. For higher-density residential areas, alleys are recommended to accomodate parking and service needs.

Connectivity & Block Size
300-600' blocks

Because of the building density, small block sizes are appropriate in the Downtown area, with commercial uses having the smallest blocks, gradually giving way to larger residential blocks. The tight network provides many routes for pedestrians, connects parking lots, and joins the residential and mixed-use areas.

2. SITE DESIGN

Building Height & Setbacks
2-5 stories, 0-15' setbacks (20' for residential)

The tallest buildings making up the Downtown Main Street provide a sense of spatial enclosure, creating an 'urban room' for pedestrians. Setbacks should be minimized, with no setback along primary commercial streets.

Parking
On-Street, Surface, Residential, future potential for Structured

On-Street parking is encouraged along both commercial and residential streets. Surface parking should be placed to the rear of buildings, shielded from the sidewalk and Main Street setting. As density increases over time through redevelopment, structured parking may become a feasible option.

3. MIX OF USES

Types of Uses
Storefront Retail, Restaurant, Office, Service, Multi-Family Residential, Single-Family Residential

Downtown has the largest diversity of uses, combining retail and office in close connection to residential and other varied uses. This mixed-use quality is important to the vibrance of downtown, creating an energized streetscape for residents, patrons, and workers.

4, PARKS & OPEN SPACE

Integration of Open Spaces
Town Square, Greenway, Recreational Park

Due to its development intensity, Downtown has limited opportunities for open space. A Town Square is the most appropriate type of open space and is encouraged to establish a public civic space at the center of Downtown. Greenways may provide connections to downtown from surrounding areas and Recreational Parks may be placed at the edge of Downtown to serve the community at large.

3.b BUILDINGS & FRONTAGE TYPES

4. SHOP FRONT

A shop front is intended to promote retail activity. The front building facade should be at or near the edge of the right-of-way. Higher ground floor heights ensure a civic presence at street level. The ground floor often has large windows, drawing attention inward and allowing pedestrians to window shop. Awnings and signage may cantilever over the right-of-way.



5. PORCH FRONT

A porch front is designed to promote social interaction between pedestrians and residents of individual houses without compromising the privacy of those same residents. It is typically found in American neighborhoods built between 1890 and 1940.



6. RESIDENTIAL YARD

A resdiential yard uses a substantial building setback. The front yard created may be fenced or unfenced and should have similar landscaping to adjacent yards. With the deep setback as a buffer, a large lawnfront can be suitable for higher speed thoroughfares.



7. RURAL RESIDENTIAL YARD

A rural residential yard is applicable in rural residential areas. To maintain rural character, homes and buildings are substantially setback from the roadway. Within scenic rural areas, the placement of residences should be sensitive to viewsheds and open spaces to preserve the rural experience along the roadway.



3.b BUILDINGS & FRONTAGE TYPES

Conventional development is becoming oriented towards the automobile at an increasing rate. By simply reconfiguring a site, building placement can reduce walking distances for customers and make streets more useful for pedestrians, transit users, and bicyclists. Buildings should be drawn to the street edge to create a defined edge and provide "spatial enclosure," an important quality for a pedestrian-friendly streetscape. Building entries should border main streets and public thoroughfares to foster a vibrant, walkable environment.

key principles

Buildings should be oriented towards the primary street

Building entries enliven the sidewalk and invite pedestrians inward

Setbacks needs differ dramatically between urban and rural settings

1. BUILDING FRONTAGE & ENTRY



Building frontages are the interface between the public street and the building interior. Treatment of building fronts should reflect the use of the interior space. Retail frontage (storefront) is intended to draw the public into the interior, while residential frontage (setback with raised porch) protects the privacy of the interior, yet allows the residents to observe and engage with neighbors and passers-by. The ground level should always be given the most careful consideration. Ground floor heights, facade articulation, setbacks, and entry design have a critical impact on the overall street environment. The dimensions and relationships between elements vary depending upon building types and uses, vehicle traffic, and pedestrian traffic.

2. BUILDING SCALE & MASSING



Building massing describes the physical form of a building or group of buildings. In order to maintain a comfortable feeling of scale, building massing must be carefully considered in building design. Massing should be compatible with surrounding buildings to create a streetscape that maintains a consistent scale while allowing unique articulation between buildings. A single, uniform building mass should be avoided. Variations in height and horizontal divisions may be used to create façade articulation. Visual aspects of larger buildings must be detailed to maintain a sense of human scale, particularly at the pedestrian level.

3. BUILDING SETBACKS





Building setbacks determine a building's relationship to the street. Drawing buildings to the edge of the street creates a human-scaled pedestrian environment with a clearly defined edge. Using buildings to transform the street into a "public room" is essential to creating an attractive, walkable streetscape. Certain elements such as parking lots and large building setbacks discourage the sense of spatial enclosure and result in an unfriendly pedestrian environment that welcomes cars instead of people.

In rural settings, setbacks must be treated differently. To protect the rural quality of roadways, larger setbacks are often desirable. When determining rural setbacks, care should be given to the presence of viewsheds and scenic moments along the roadway. Ideally, buildings can be positioned to remain outside of viewsheds, preserving the scenic qualities of the roadway.

2.b COMMERCIAL CENTER DEVELOPMENT GUIDELINES



Conventional commercial centers are predominately single-use, car-oriented destinations. However, incorporating mutliple uses into walkable, pedestrian-friendly environment is much more desirable. Ideally, commercial centers will include a mix of retail and office uses, with connected residential uses at the periphery. A centralized public space is encouraged to establish the identity of the center as a community center and not solely a destination for shopping. A healthy center is busy throughout the day and the evening, not just from 9-5 and vacant during the evening.

EXAMPLE FEATURES

1 Commercial Blocks
2 Walkable Main Street, separate from main arterial roadway
3 Connection to Residential Neighborhood
4 Small Park and Greenway Trail

1. STREET LAYOUT & CONNECTIVITY

Street Types
Main Street, Neighborhood Street, Neighborhood Alley

Commercial Centers should include a Main Street that is located off of the main arterial roadway. The Main Street is lower-speed and walkable and provides a pedestrian environment not possible on arterial roadways. Additional commercial and neighborhood streets can branch off of this main connector.

Connectivity & Block Size
300-800' blocks

Because of the building density, small block sizes are appropriate in the Commercial Center. Block sizes for commercial uses must be expanded to accomodate large retail stores without disrupting the overall block network. Where there are smaller scale storefronts, office uses, and residential, the block size may be reduced.

2. SITE DESIGN

Building Height & Setbacks
2-4 stories, 0-20' setbacks (30' for residential)

The tallest buildings making up the Commerical Center should be concentrated around the Main Street to provide a sense of spatial enclosure, creating an 'urban room' for pedestrians. Setbacks should be minimized, with no setback along Main Street.

Parking
On-Street, Surface, Residential

On-Street parking is encouraged along both commercial and residential streets. Surface parking should be placed to the rear of buildings, shielded from the sidewalk and Main Street setting. Large surface parking lots should be placed within the interior of blocks and arranged to maximize sharing between multiple uses.

3. MIX OF USES

Types of Uses
Large Retail, Storefront Retail, Restaurant, Office, Service, Multi-Family Residential, Single-Family Residential

Although Commercial Centers are decidedly retail in nature, a diverse integration of uses, including storefront retail, office, and residential is recommended. This mixed-use quality is important to the vibrance of a Commercial Center, creating an energized streetscape for residents, patrons, and workers.

4. PARKS & OPEN SPACE

Integration of Open Spaces
Town Square, Greenway, Recreational Park

Due to its development intensity, Commercial Centers allow limited opportunities for open space. A Town Square is the most appropriate type of open space and is encouraged to establish a public civic space at the core. Greenways may connect between the center and peripheral areas. Recreational Parks may be integrated at the edge of the commercial area to serve the community at large. Center-based parks and open space tend to be more structured than natural rural parks and open space.

2.c NEIGHBORHOOD CENTER DEVELOPMENT GUIDELINES



Neighborhood Centers should provide a range of residential housing types and lot sizes. Generally, this includes a balance of single-family residences and some multi-family housing. A central, neighborhood park is an excellent asset for a neighborhood center, and is strongly encouraged. Connections should be made to surrounding neighborhoods or commercial centers wherever possible. Where roadway connections are not feasible, greenway connections are recommended.

EXAMPLE FEATURES

1 Single-Family Residential
2 Multi-Family Residential
3 Neighborhood Park
4 Greenway Trail

1. STREET LAYOUT & CONNECTIVITY

Street Types
Neighborhood Street, Neighborhood Alley

Neighborhood Streets are the primary street type within Neighborhood Centers. Because of the residential character of these centers, commercial streets are limited, and the range of commercial activities should be focused on serving the local population.

Connectivity & Block Size
200-600' blocks

Block size should relate to the lot size and density of residences. Higher-density blocks allow for smaller block sizes, where lower density areas may have larger scale blocks. Connectivity with adjacent land uses, primarily nearby neighborhoods, is encouraged. Where street connections are not feasible, greenways are recommended.

2. SITE DESIGN

Building Height & Setbacks
1-3 stories, 10-35' setbacks

The majority of buildings in Neighborhood Centers are residential. As such, buildings have a reduced scale and deeper setbacks in comparison to Downtowns and Commercial Centers. Shorter setbacks and appropriate building types are recommended for higher-density residential blocks.

Parking
On-Street, Residential

On-Street parking is suggested in higher-density residential areas. Where block sizes are bigger, on-street parking may fully give way to residential driveways and garages. Where garages are present, it is important to set them to the side and rear of the residence, so that they do not dominate the residential frontage.

3. MIX OF USES

Types of Uses
Storefront Retail, Office, Multi-Family Residential, Single-Family Residential

While predominately single-family residential, Neighborhood Centers should incorporate some degree of mixed-use, primarily in the way of multi-family residential. Storefront retail and office may be integrated at a residential scale.

4. PARKS & OPEN SPACE

Integration of Open Spaces
Neighborhood Park, Greenway

Ideally, Neighborhood Centers incorporate a shared green space at their core. Neighborhood Parks may vary in scale, but are intended to serve local residents as recreational and gathering space. If possible, it is suggested to integrate greenway trails linking the neighborhood to surrounding neighborhoods and open spaces.

3.a STREET TYPES (continued)

4. RURAL ROAD

A rural road is a small-scale connector route. Roads provide frontage for low-density buildings such as houses. A rural road is lined with pathways instead of sidewalks and has open drainage. Roads may be lined with existing trees and natural vegetation and may or may not accommodate informal off-street parking.



5. RURAL RESIDENTIAL STREET

A rural residential street is a local low-speed thoroughfare within a low-density rural area. A rural residential street is lined with pathways instead of sidewalks and has open drainage. Streets may be lined with existing trees and natural vegetation and may or may not accommodate informal off-street parking.



6. FARM-USE PATH

Farm-use paths are designed to be a safe alternative to the higher speed and higher traffic roadways for transporting farm vehicles and equipment. Farm-use paths should be surfaced with gravel to maintain rural character and allow unimpeded drainage.



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3.a STREET TYPES

Streets and corridors provide the framework for the center. Effective street design is critical to the success of a mixed-use activity center. Streets must provide an efficient and balanced network for vehicles, bicycles, and pedestrians to mix together in pursuit of the many everyday activities that make for healthy and vibrant communities. A diverse and interconnected roadway fabric provides multiple routes of access and evenly distributes street activity. The dispersal of vehicle loads allows streets to remain narrow and be treated at a human scale. Streetscape elements provide a softened appearance and enhance the quality and appeal for pedestrians. Narrow road widths naturally reduce travel speeds and give greater spatial enclosure to the street environment.

key principles

Streets must balance vehicular and pedestrian traffic and support a variety of activities, age groups, and life stages.

Narrow lane widths reduce vehicle speeds

Street Trees and On-Street parking create a buffer between the pedestrian realm and vehicular traffic

1. COMMERCIAL MAIN STREET

A main street provides low-speed access to high density mixed use commercial and residential areas. A main street may serve as a focal street within a mixed-use center. The narrow street width, on-street parking, street trees, and small setbacks create spatial enclosure. Sidewalk bulb-outs may be used to minimize pedestrian crossing distances. Individual street trees are typically planted in planting wells. Main Streets have a raised curb and closed drainage.



2. NEIGHBORHOOD STREET

A neighborhood street is a local low-speed thoroughfare connecting residential and mixed-use areas. Neighborhood streets include sidewalks and street trees. Small building setbacks, such as dooryard or stoop fronts, contribute to the street's spatial enclosure. Some provide for residential on-street parking. Neighborhood streets have curb and gutter drainage.



3. NEIGHBORHOOD ALLEY

A neighborhood alley provides rear access to garages and driveways, enhances the privacy of rear yards, and provides play areas for children. Alleys are appropriate in higher-density residential areas and allow for private driveways and garages while maintaining density. Alleys may be paved or use a gravel surface.



2.d RURAL NEIGHBORHOOD DEVELOPMENT GUIDELINES



Rural Neighborhoods are smaller in scale than Neighborhood Centers. Although smaller in scale (they occupy less land), rural neighborhoods should strive to maintain a density equal to neighborhood centers to maximize preserved land. Rural neighborhood planning must be particularly sensitive to existing natural features, agricultural land, and viewsheds when positioning development. Rural neighborhoods are predominately single-family residential, but may incorporate multi-family and small scale retail and farm uses.

EXAMPLE FEATURES

1 Compact Center with Small Park
2 Greenway Trail
3 Roadside Farm Stand
4 Farm-Use Path

1. STREET LAYOUT & CONNECTIVITY

Street Types
Rural Residential Street, Rural Road

Rural Residential Streets are the primary street type within Rural Neighborhoods. Because of the rural character of these centers, streets do not require curbs and gutters or fixed sidewalks. Off-road paths are often a more appropriate solution than formal sidewalks.

Connectivity & Block Size
200-400' blocks

When a Rural Neighborhood takes a compact form, block sizes should remain relatively small. However, some situations do not allow typical, defined blocks, in which case no maximum block size is applicable. In such situations, it is still important to maintain a connected street network.

2. SITE DESIGN

Building Height & Setbacks
1-3 stories, 15' minimum setback

The majority of buildings in Rural Neighborhoods are residential. As such, buildings have a reduced scale and greater setbacks in comparison to Downtown and Commercial Centers. Due to the varying rural quality of such neighborhoods, no maximum setback is established.

Parking
Residential

In a rural setting, formal on-street parking is rarely required or appropriate. For residential parking, it is important to set garages to the side and rear of the residence, so that they do not dominate the residential frontage.

3. MIX OF USES

Types of Uses
Single-Family Residential, Multi-Family Residential

While predominately single-family residential, Rural Neighborhoods may incorporate a limited amount of multi-family residential, typically positioned at the center of the developed area.

4. PARKS & OPEN SPACE

Integration of Open Spaces
Neighborhood Park, Greenway, Passive Open Space

Rural Neighborhoods provide a great opportunity for open space preservation, typically at the periphery surrounding the developed area. Neighborhood Parks are recommended at the core. If possible, greenway trails may be integrated to link Rural Neighborhoods with surrounding neighborhoods and open spaces.

2.e VILLAGE CENTER DEVELOPMENT GUIDELINES



Partly owing to the historical presence of the Morris Canal, the Route 57 corridor has a strong heritage of compact port villages centered on commercial and transportation hubs. As a development type, Village Centers, borrow from this historical antecedent. Village centers are characterized by a small, mixed-use core surrounded by residential uses. An essential component of Villages is their strong connection to surrounding natural features and open spaces. By focusing development towards the core, a green buffer may be created around the village, closely integrating open spaces with the developed center.

EXAMPLE FEATURES

1 Mixed-Use Blocks at Center
2 Residential Blocks
3 Recreational Park linked to Natural Features
4 Preserved Open Space

1. STREET LAYOUT & CONNECTIVITY

Street Types
Neighborhood Street, Neighborhood Alley, Rural Road

Neighborhood Streets are the primary street type within Village Centers. Because of the residential character of these centers, commercial streets are limited, but may be present at the core of the village.

Connectivity & Block Size
200-400' blocks

The mixed-use Village core should have small block sizes to accomodate a limited, but dense, collection of small retail uses. Residential block size should relate to the lot size and density of residences. Higher-density blocks allow for smaller block sizes, where lower density areas may have larger scale blocks.

2. SITE DESIGN

Building Height & Setbacks
1-3 stories, 10-35' setbacks (15' minimum for Residential)

The majority of buildings in Village Centers are residential. As such, buildings have a reduced scale and greater setbacks in comparison to Downtown and Commercial Centers. Due to the varying rural quality of Villages, no maximum setback is established.

Parking
On-Street, Residential

On-Street parking is suggested in higher-density residential areas. Where block sizes are bigger, on-street parking may fully give way to residential driveways and garages. Where garages are present, it is important to set them to the side and rear of the residence, so that they do not dominate the residential frontage.

3. MIX OF USES

Types of Uses
Storefront Retail, Office, Multi-Family Residential, Single-Family Residential

While predominately single-family residential, Village Centers should incorporate mixed-use at their core, including, small-scale storefront retail and office. Multi-family residential may also be integrated at the core and within surrounding blocks.

4, PARKS & OPEN SPACE

Integration of Open Spaces
Neighborhood Park, Recreational Park, Greenway, Passive Open Space

Village Centers provide a great opportunity for open space preservation, typically at the periphery surrounding the developed area. Neighborhood Parks are recommended at the core. If possible, greenway trails may be integrated to link Villages with surrounding neighborhoods and open spaces.

3 DESIGN ELEMENTS & STANDARDS

Each of the place types presented in Section 2 requires a unique combination of street types, building frontages, signage, parking, and open spaces. Just as the place types vary in terms of development intensity from Downtown to Village, so to do the design elements that compose new development. Within the transition from urban to rural, different design elements are appropriate at each scale. For example, Downtown may be characterized by a Main Street, shop fronts, and on-street parking. Conversely, a Village Center typically includes mostly residential streets and yards, and limited on-street parking. The following graphic illustrates this relative transition for Streets, Building Frontage, and Parks and Open Space.

DESIGN ELEMENTS: TRANSITION WITH DENSITY

urban high density ⟷ low density **rural**

STREETS


Main Street


Neighborhood Street


Rural Road


Farm-Use Path

BUILDING FRONTAGE



Shop Front

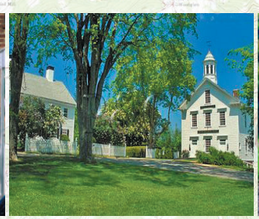

Stoop Front

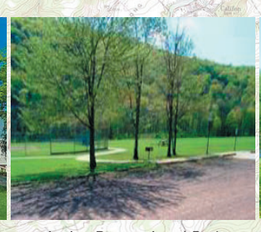

Neighborhood Yard


Rural Yard

PARKS & OPEN SPACE


Town Square


Neighborhood Park


Active Recreational Park


Passive Open Space

Farm Support Services

Farming is a crucial component of both the local economy and statewide. There are over 82,000 acres of farmland in Warren County, more than 13,000 of which have been preserved. Preservation of working farms, where possible, is an important overall strategy for conservation of Route 57's scenic vistas and the rural character valued by many residents. However, Warren County farmers face numerous challenges in their efforts to remain profitable. A variety of support services are available to help farmers stay in business, find new outlets for farm products, and in some cases, diversify into new areas including tourism.

New Jersey's vision for protecting farmland is an integral part of smart growth and NJDOT's focus on integrated land use and transportation planning. This vision is articulated and described in detail in the Agricultural Smart Growth Plan for New Jersey.
http://www.state.nj.us/agriculture/agsmartgrowth.htm

Farmland Preservation

The New Jersey Department of Agriculture (NJDA) administers this voluntary program which offers a variety of options for landowners to preserve land in perpetuity or for a limited term of eight years. Once the land is preserved there are no additional maintenance costs to the taxpayer; the land remains on the tax rolls, stabilizing the local tax burden, and because only easements are purchased, the state is able to stretch its funds to preserve many more farms than if the land were purchased outright.[1]



Methods of farmland preservation include the following:

County Easement Purchase: Landowners sell the development rights to their county, retaining ownership, but agreeing to permanent deed restrictions that prohibit nonagricultural development. The state provides grants to fund the bulk of the purchase price; the county, municipality, or both come up with the balance.



Direct Easement: The state purchases the development rights on farmland directly from the landowner, and the landowner retains ownership of the land.

Fee Simple: Farms are purchased outright from willing sellers, permanently preserved for agricultural use and resold or leased with deed restrictions attached.

Grants to Nonprofits: The state provides cost-sharing grants of up to 50 percent to assist nonprofit organizations in permanently preserving farms.

Planning Incentive Grants: These are grants to municipalities or counties that have identified specific project areas where they intend to permanently protect large blocks of reasonably contiguous farmland. Municipalities must have an agricultural advisory committee and their master plan must contain a farmland preservation plan.

Eight Year Program: An eight-year program allows landowners to voluntarily restrict nonagricultural development on their property for eight years in exchange for selected easement -purchase benefits, such as protection from emergency water restrictions and access to soil and water conservation matching grants.



Strategic Targeting and Local Land Use Planning

Because agriculture is an industry in which land is the primary instrument of production, it is important to retain the land base by identifying and prioritizing key parcels for preservation. Through its Strategic Targeting Project, the state is working with counties to develop a more strategic approach to farmland preservation efforts among all levels of government. This coordinated approach will improve preservation efforts and guide decision making across a wide variety of programs, agencies, and committees, and ultimately enhance the agriculture industry. On the local level, municipalities are encouraged to employ planning techniques that accommodate growth in rural areas while retaining productive agricultural lands. Land use planning tools that support these goals include: Agriculture Friendly Zoning, Clustering, Density Transfer, Lot Size Averaging, Transfer of Development Rights (TDR), County Participation in Subdivision Review, Planned Unit Developments (PUDs), and Local Development Ordinance Reform. [2]

Agriculture Smart Growth Tool Kit

The NJDA created this tool kit as an online resource for those looking to implement the objectives outlined in NJDA's Agriculture Smart Growth Plan. The tool kit aims to inform local officials, businesses, and citizens in those efforts, and is divided into several sections:

- Farmland Preservation
- Innovative Conservation Planning
- Economic Development
- Natural Resource Conservation
- Agricultural Industry Sustainability

The tool kit can be found on the NJDA's website, and contains many links to internal and external sources of information:
http://www.state.nj.us/agriculture/toolkit.htm

New Jersey's Right to Farm Act

Although many people like the idea of living near a farm, once they move in they often discover that rural character means more than pretty open spaces and traditional, small-town values. Farm vehicles, activities, noise, and even odors may be considered by some to be an undesirable neighbor. As such, these conflicts are a principal concern to many farmers. New Jersey's Right to Farm Act provides eligible farmers who operate responsibly with protection from overly restrictive municipal ordinances, and public and private nuisance actions. The Act, the strongest in the nation, provides increased protection to those farmers who operate in accordance with agricultural management practices that have been adopted by the State Agriculture Development Committee. [3]

Agriculture and Rural Development Services (A&RDS)

The A&RDS is a program run by the NJDA that intends to provide information and guidance for those in the agricultural industry. The program does not provide grant funding or loan programs, but serves strictly as a source for outreach and the technical exchange of information. Areas where the A&RDS provides information includes:

- Farm Building Construction Code Regulations
- Federal and State Motor Vehicle Policies
- Agricultural Tax Guidance
- Technical Assistance with Recycling Programs
- Renewable Energy Technical Guidance





Olde Lafayette Village Farmers' Market



The Sussex County Farmers' Marketing Association sponsors a weekly farmers' market in Lafayette Township. All items sold at the market are grown and processed within Sussex County, and conform to Jersey Fresh Quality Standards. The mission of the Sussex County Farmers' Marketing Association "includes fostering growth throughout the agriculture community of Sussex County and northern New Jersey and assuring the integrity of the products offered through the direct-marketing concept." Communities along Route 57 may wish to consider this example as a model for use in Warren County.

Washington Borough Farmer's Market

The Washington Business Improvement District (BID) will host its 3rd Annual Farmer's Market, starting Friday, June 23rd, 2006. This Market showcases Warren County area farms and farm products. The market will be located near the intersections of Routes 57 and 31. For more information, contact the Washington BID at (908) 689-4800
http://www.washingtonbid.org/

Agri-Tourism Development Strategies

The NJDA Division of Marketing and Development offers assistance to organizations and municipalities which aim to take advantage of local and regional agricultural-related attractions. Jersey Fresh matching grants can be used by organizations to help produce and promote local festivals, markets, events or outreach programs.

The Route 57 corridor is home to 18 farms that offer a variety of produce to the public; eleven of these include roadside markets, and six allow visitors to pick their own fruits and vegetables.

Farm Link Program

The New Jersey Farm Link Program is offered by NJDA to provide a venue to link prospective farmers with landowners seeking farmers, and vice versa. The program can serve farm owners that are looking to sell their land, as well as those simply looking to lease their land.

(Endnotes)

[1] Agricultural Smart Growth Plan for New Jersey, NJ Department of Agriculture, November 2003, p 12
[2] Agricultural Smart Growth Plan for New Jersey, NJ Department of Agriculture, November 2003, pp 15, 20-27
[3] Agricultural Smart Growth Plan for New Jersey, NJ Department of Agriculture, November 2003, p 48

citizens and resources. Main Street is a comprehensive revitalization program that promotes the historic and economic redevelopment of traditional business districts in New Jersey. Detailed information about this program can be found at http://www.state.nj.us/dca/dcr/msnj/.

The ***New Jersey Office of Travel and Tourism*** awards grants through the ***New Jersey Tourism Matching Grants Program***. The goal of the program is to generate increased travel into and/or within New Jersey, have a broad appeal targeting markets beyond the local area and make an economic impact on the area through tourism promotion.

The ***Garden State Preservation Trust*** is responsible for guiding the State, over a ten-year period, toward preservation of an additional one million acres of open space and farmland, as well as preservation of the state's historic sites.

Foundations

There are many foundations that provide private sources of funding for historic preservation activities; some of the more notable include:

- **Butler Foundation -** supports broad charitable purposes. Fields of interest include history and historic preservation, higher education, environmental projects and issues, conservation, and child and youth services. Grants typically range from $500 to $15,000.
- **James J. Colt Foundation** - aids historic preservation/historical societies, arts/cultural programs, and higher education.
- **Getty Grants Program** - provides a variety of conservation, planning, and implementation grants.
- **E.J. Grassman Trust** - supports capital campaigns, building/renovations, equipment purchases, land acquisition, and endowment funds within the following interests: historic preservation/historical societies; fundraising; education (secondary and higher); conservation and environment; hospitals and health care; and children and youth services.
- **Kresge Foundation** offers "Bricks and Mortar" grants to build, renovate, orpurchase major equipment, real estate, and facilities, and to challenge private giving.

The National Historic Preservation Act of 1966 defines historic preservation as "the protection, rehabilitation, restoration, and reconstruction of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, or culture." Historic preservation is a diverse field motivated by several factors, including a desire to protect our cultural heritage and sites of significant architectural and cultural value, a desire to develop more efficient community planning, and a desire to bring economic benefits to a community.

The National Register of Historic Places is the official list of significant historic sites in the country that have been deemed worthy of preservation. Created by the National Historic Preservation Act of 1966, it is administered by the National Park Service, under the Department of the Interior. National designation honors and acknowledges the significance of a property to its community, the State, and the Nation. To be eligible for listing, properties generally need to be at least 50 years old and considered of exceptional importance. The New Jersey Register of Historic Places Act of 1970 created the State Register. It is closely modeled on the National Register and has the same criteria. Currently, there are 51 National Historic Landmarks on the New Jersey Register, which is administered by the NJ State Historic Preservation Office (NJSHPO), within the NJ Dept of Environmental Protection (NJDEP). More information can be found at http://www.state.nj.us/dep/hpo/.

There are four basic criteria by which sites are evaluated when being considered for the National Register:

A. Associated with events that have made a significant contribution to the broad patterns of our history. Examples near the corridor include: ***Oxford Furnace*** (which operated continuously from 1743 to 1788, the longest of any Colonial furnace) and the ***Oxford Industrial Historic District*** (Oxford Township); ***Hackettstown Iron and Manufacturing Company's Warren Furnace*** (Hackettstown); and the ***Morris Canal*** (several municipalities).

B. Associated with the lives of persons significant in our past. Examples near the corridor include: ***John Roseberry***



Mansfield Township is home to the Port Murray Historic District (above) and the Beattystown Historic District (below) which are both listed on the National and State Registers as examples of 18th and 19th century vernacular architecture.



Homestead, the 18th century home of a Revolutionary War patriot and one of Phillipsburg's earliest and most influential settlers (Phillipsburg).

C. Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction. Examples near the corridor include: the ***Clarendon Hotel***, which dates to 1878 (Hackettstown); ***Miller Farmstead***, with a 19th century triple-arches stone bridge (Mansfield Township); ***Seigle Homestead***, the only surviving two-story log structure in Warren County (Pohatcong

Township); ***Seay Hall*** at Centenary College, an example of Beaux Arts Classicism (Hackettstown); and the ***U.S. Post Office in Phillipsburg*** which was built by the Works Progress Administration and exemplifies the style of such New Deal-era public buildings.

D. Yielded, or may be likely to yield, information important in prehistory or history.
Examples near the corridor include: ***Still Valley Prehistoric District***, which includes a series of archaeological sites (Greenwich Township) and ***Scotts Mountain Rural Historic District***, consisting of farmstead foundations and prehistoric sites near the Merrill Creek Reservoir (Harmony Township).

In addition to individual listing of properties, sites can be listed as a part of an historic district. Examples near the corridor include ***Asbury Historic District*** (Franklin Township), ***Stewartsville Village Historic District*** (Greenwich Township), ***Hackettstown Main Street Commercial Historic District*** (Hackettstown), ***Beattystown Historic District*** (Mansfield Township), ***Port Colden Historic District*** (Mansfield and Washington Townships), and ***Bowerstown Historic District*** (Washington Township)

A variety of federal, state, and private funds are available to preserve the unique cultural resources of the Route 57 corridor. This is not an exhaustive listing of every funding source available, but rather provides an idea of the scope of funding sources available for preserving and enhancing the Route 57 corridor's historic character.



In 1836, the Morris Canal extended 102 miles from Phillipsburg to Jersey City with an elevation change of 1,674 feet—the greatest change of any canal in the world. Today, evidence of the canal, including the towpath and related structures, remains in several municipalities. Bread Lock Park in New Village is at the location of Lock 7 West, and it was so named because the lock tender's wife one sold freshly baked bread to boatmen on the canal.



The Washington Motor Vehicle Inspection Station is listed on the State Register of Historic Places and is still used as an inspection station. This mid-20th century brick structure illustrates the evolving world of transportation-related buildings.

Federal Level Historic Preservation Funds

On the federal level, the ***Historic Preservation Fund*** allocated $34.5 million in grants in FY 2004, with approximately $660,000 targeted for projects in New Jersey. Projects that are eligible for funding are determined by the state each year through its State Historical Preservation Office.

The ***Federal Historic Preservation Tax Incentive Program*** is one of the nation's most successful and cost-effective community revitalization programs. The program fosters private sector rehabilitation of historic buildings and promotes economic revitalization. More information about the FHPTIP can be found at http://www.cr.nps.gov/hps/TPS/tax/.

The ***National Trust for Historic Preservation*** provides nonprofit organizations and public agencies matching grants from $500 to $5,000 (typically from $1,000 to $1,500) for preservation planning and education efforts. Funds may be used to obtain professional expertise in areas such as architecture, archaeology, engineering, preservation planning, land-use planning, fund raising, organizational development and law as well as preservation education activities to educate the public. More information about the National Trust can be found at http://www.nationaltrust.org/.

Affiliated with the National Trust, the ***Johanna Favrot Fund for Historic Preservation*** provides nonprofit organizations and public agencies grants ranging from $2,500 to $10,000 for projects that contribute to preservation efforts or to the recapture of an authentic sense of place.

The ***National Preservation Loan Fund*** provides loans to establish or expand local and statewide preservation revolving funds; to acquire and/or rehabilitate historic buildings, sites, structures and districts; to purchase easements; and to preserve National Historic Landmarks.

State Level Preservation Support

On the state wide level a variety of federal funds are administered through state agencies.

The New Jersey Department of Transportation's ***Transportation Enhancements*** program is designed to foster more livable communities, preserve and protect environmental and cultural resources and to promote alternative modes of transportation.

Eligible categories include provision of facilities for pedestrians and bicyclists; provision of safety and educational activities for pedestrians and bicyclists; acquisition of scenic easements and scenic or historic sites, scenic or historic highway programs (including the provision of tourist and welcome center facilities); landscaping and other scenic beautification; historic preservation, rehabilitation and operation of historic transportation buildings, structures and facilities (including historic railroad facilities and canals); preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian and bicycle trails; control and removal of outdoor advertising; archeological planning and research environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity establishment of transportation-related museums. More information can be found at www.state.nj.us/transportation.

Through the New Jersey Department of Environmental Protection's Historic Preservation Office, the ***Historic Preservation Fund CLG Grant Program*** seeks to identify all buildings, sites, structures, objects and districts which are significant in American historic, architecture, archaeology and engineering, and which meet the criteria for inclusion in the National Register of Historic Places; and to design and implement planning tools for the protection of these resources. More information is available at http://www.state.nj.us/dep/hpo. Typical grant projects include historic preservation master plan elements, historic resource surveys, National Register nominations, historic preservation education projects, historic structures reports, preservation plans, and CLG training opportunities.

A variety of other state programs exist to foster the preservation of historic resources. The ***New Jersey Cultural Trust*** (www.njculturaltrust.org) is designed to ensure a stable and healthy cultural industry in New Jersey that is sustainable under fluctuating economic conditions through the establishment of permanent, interest-generating funds to be an additional source of revenue to nonprofit arts, history, and humanities organizations.

The ***New Jersey Historic Trust*** is a nonprofit historic preservation organization affiliated with the Department of Community Affairs that promotes preservation of the state's historic resources by encouraging cooperative efforts between public and private agencies. The mission of the Trust is to advance the preservation of the state's historic properties through financial, educational, and stewardship programs.

Preservation New Jersey, the only statewide private membership supported historic preservation organization in New Jersey, works to sustain and enhance the vitality of New Jersey's communities by promoting and preserving their diverse historic resources. Among other things, the group advocates for sound public policy at the local, state and federal levels; conducts tours, workshops, lectures, and conferences to educate the public about historic preservation sites; and serves as a clearing house for technical assistance and information to homeowners, municipalities, and other groups. More information can be found at http://www.preservationnj.org/.

Overseen by the New Jersey Department of Community Affairs, ***Main Street New Jersey*** provides business communities with the skills and knowledge to manage their own business districts. Improves the local economy, as well as appearance and image of traditional downtown, through the organization of business people, local

Housing Diversity

In many parts of New Jersey, a desire to limit overall development has led to the use of large-lot zoning that yields only one type of housing: large, single-family homes. Concerns about the cost of educating school children have led to another type of uniformity as well: reliance on age-segregated housing as the chief, or even sole, form of new housing being developed in some communities.

While the fiscal and environmental concerns leading to the limited variety of suburban housing are very real, these housing trends have serious long-term implications for the quality of community life in places like the Route 57 corridor. They also have implications for the transportation system. The long-term consequences of reliance on large-lot zoning and age-segregated housing developments should be carefully examined as Route 57's municipalities plan for the future.



Typical view of large-lot suburban housing

Disadvantages of Large-lot Zoning

Planners throughout the U.S. have increasingly come to recognize the limitations of large-lot zoning when it is applied across the landscape in a uniform manner. Many now view the checkerboard pattern of large lots spread over the countryside as an engine of suburban sprawl, rather than a cure. While large-lot zoning does restrict the total number of dwelling units constructed in a municipality, when enacted without an accompanying conservation or open space plan, it can consume all of the available open land that might otherwise help to preserve farming operations, support wildlife, or allow for the construction of parks and greenways. Uniform size large-lot zoning fails to recognize the unique characteristics of each site, and may result in unnecessary—and unwanted—scenic and environmental degradation.

Transportation Consequences

From a transportation standpoint, large-lot zoning promotes almost total reliance on the automobile and results in longer trips than would occur in more compact, center-based communities. Virtually no household needs can be met by walking, and it is impractical to provide even minimal public transit service to these low density settlements. When development becomes spread out over such an expansive area, it also adds to the cost of local government, fire, emergency, and other basic community services.

In contrast, when municipalities plan for a variety of housing types surrounding mixed-use village centers, automobile trips are shorter, transit service may become feasible, and some needs can be met by walking or bicycling. The Design Guidelines included in this Toolkit provide more information on planning for villages and neighborhood centers.

Housing for Local Needs

Large-lot and age-segregated homes generally cannot meet all of the housing needs of a community's residents as they move through the life cycle. Young people starting their own households and wishing to remain in the community where they were raised may find large-lot homes beyond their means. As their parents and other long-term residents approach retirement, some may wish to remain close to familiar surroundings and friends, with convenient access to local stores and services. For these seniors, a smaller home or apartment in town may be an ideal alternative to age-restricted developments, but smaller homes may not be an available option, especially if the issue has not been addressed in local master plans. Finally, many single people and smaller households whose members contribute to the civic life of a community do not need, or cannot afford, large-lot homes.

A policy of providing for a mix of housing types and sizes can allow young people, independent seniors, and moderate income professionals such as schoolteachers and law enforcement officers to move into or remain in the community. This can often be accomplished on a small scale, by identifying opportunities for infill development and for the redevelopment of vacant or underutilized buildings to provide for smaller homes, apartments or condominiums.

Local master plans can also encourage careful siting of those age-restricted communities that are built, so that future senior residents can live within walking distance of town centers. Developers of age-restricted communities may also be required to provide sidewalks and paths that connect these developments to surrounding land uses. Otherwise, many of these seniors will lose basic mobility once they are no longer comfortable driving.

Affordable Housing and COAH Obligations

Another critical reason to plan for a diverse range of housing types is to ensure that each municipality meets its fair share obligation under state Council on Affordable Housing (COAH) rules. The COAH methodology has changed and now requires one affordable unit for every 8 market-rate residential units plus one unit for every 25 jobs resulting from non-residential construction during the period 2004-2014. Metropolitan Planning Organization (MPO) projections indicate a total COAH obligation of 170 affordable units for the seven Route 57 corridor communities. Up to 50 percent of these units may be age-restricted, and at least 25 percent must be addressed with rental housing.



Planning for housing diversity creates a vibrant community that meets the needs of all age groups

Municipalities seeking COAH certification must incorporate housing projections into the Housing Element of their master plan, and describe the strategies that will be used to fulfill their obligations in a Fair Share Plan. In the Highlands region, the Highlands Council offers planning grants to assist municipalities with their fair share plans. The Council is also sponsoring grants for innovative design and rehabilitation projects for affordable housing in Highlands municipalities. For example, Greenwich Township is currently investigating the use of innovative green design for affordable housing as part of a Municipal Planning Partnership grant from the Council. The Highlands Regional Master Plan, currently in preparation, is expected to address the varied housing needs of the region. Once the plan is published, it is likely that many municipalities in the Highlands will then need to revise their Housing Elements (as well as their overall master plans) in order to conform with the Council's new Regional Master Plan.

Communities that meet their affordable housing obligations are in a far better position to implement their master plans, enforce their development regulations, and thus exercise control over the future of their communities than those that do not take this step. Only by meeting affordable housing obligations can a municipality achieve immunity from the "builder's remedy" that often results in a development of unwanted magnitude. By addressing affordable housing proactively, the Route 57 municipalities will be in a position to implement conservation zoning and other innovative approaches to protect open space, agriculture and scenic vistas. For example, East Amwell Township was able to successfully defend its agricultural district regulations, which include opportunities for lot averaging and cluster development, in part because the Township had satisfied its affordable housing obligation.

Resources

Agricultural Smart Growth Plan for New Jersey,
New Jersey Department of Agriculture
http://www.state.nj.us/agriculture/agsmartgrowth.htm

Council on Affordable Housing, New Jersey Department of Community Affairs
http://www.state.nj.us/dca/coah/

New Jersey Highlands Council
http://www.highlands.state.nj.us/

Office of Smart Growth: Smart Future Planning Grants,
New Jersey Department of Community Affairs
http://www.state.nj.us/dca/osg/resources/grants/index.shtml

Land Acquisition & Scenic Easements

The goal of protecting the scenic quality of Route 57 can be accomplished in a number of ways. Local master planning and conservation zoning may be used to steer future growth away from sensitive viewsheds. Design guidelines, such as those provided in this Toolkit, may be used to encourage compact community forms and attractive building types that harmonize with the surrounding landscape. Scenic overlay zoning may also help municipalities limit visual disturbances, by regulating such elements as building heights, parking, and commercial signs.

In some cases, certain views may be so highly valued by community residents that consideration can also be given to the outright acquisition of land for preservation purposes. Alternatively, landowners may be willing to grant scenic easements that protect views while allowing current activities to continue on a parcel.

Public sector programs that may assist with the acquisition of specific parcels of land along Route 57 include NJDEP's Green Acres Program and Warren County's Department of Land Preservation. Private land trusts are another resource. Resources for acquiring preservation easements include the State Agriculture Development Committee's "Planning Incentive Grants" (PIGs), which target active farmland. Some of these programs require that the land in question be part of a municipal open space or farmland preservation plan.

NJDEP Green Acres

The mission of the New Jersey Department of Environmental Protection Green Acres Program is:

> "To achieve, in partnership with others, a system of interconnected open spaces, whose protection will preserve and enhance New Jersey's natural environment and its historic, scenic, and recreational resources for public use and enjoyment."

The Green Acres program seeks to acquire land that creates open space corridors by linking existing protected lands. Since its inception in 1961, the program has preserved more than 390,000 acres statewide. The program has also helped to develop public parks and recreational areas.



The Great Swamp Watershed Association owns this 23-acre conservation area in Harding Township, Morris County.

The NJDEP Green Acres program provides funding assistance for the acquisition of municipal parks and recreation areas listed in the municipality's open space and recreation plan. Municipalities with a dedicated funding source for conservation and recreation purposes (such as funds from an open space tax) and an Open Space and Recreation Plan are eligible to receive Planning Incentive Grant monies, which cover up to 50% of land acquisition costs for a specific tract. Low-interest loans are also available for acquisition of open space for conservation as well as recreation.

NJDOT/Warren County Partnership

NJDOT sponsored a study to identify the scenic views and their priorities for acquisition based on factors such as the proximity to Route 57, other preserved parcels, and historically or culturally intrinsic qualities. The parcel can be kept in agricultural production. The first purchase under the partnership was an 80 acre site in Franklin and Greenwich Townships. The parcel contains a segment of the original Morris Canal route, approximately 0.3 miles in length. The parcel will be kept in agricultural production.

Open Space Plans

Open Space Plans provide a comprehensive picture for land use planning by identifying special natural attributes in order to propose areas which may be suitable for preservation efforts and funding. Common elements in open space plans include an inventory of preserved and potentially preserved land, a comprehensive action plan to meet stated open space goals, analysis of the landscape, and an inventory of natural features such as forests, wetlands, farmland, and wildlife. Open space plans may include an additional recreation plan or farmland preservation plan element. Preparation of a combined Open Space and Recreation Plan helps a municipality to qualify for funding from the New Jersey Department of Environmental Protection's Green Acres program. Guidelines on the preparation of these plans are available from Green Acres. Information is also available through the Association of New Jersey Environmental Commissions (ANJEC), as local environmental commissions are often instrumental in preparing these plans.

The majority of the municipalities in the Route 57 corridor have now completed or are in the process of developing open space plans. Although an open space plan is an optional element of a community Master Plan, many municipalities choose to create open space plans in order to receive funding and guidance from state and national agencies. Some state programs administered by the Department of Environmental Protection and Department of Agriculture require communities to have an open space plan before agreeing to aid in local land conservation efforts. Most state and federal grant programs require a dedicated source of funding from the municipality, if not an open space plan. The adoption of open space plans aids communities in securing these land acquisition funds by identifying or adopting sources of local aid, whether through an open space tax or non-profit preservation commission. Additionally, adoption of an open space plan demonstrates the commitment of the community to preserving land—another important element in securing federal, state, and non-governmental funding.

Private Land Trusts

A private land trust is a nonprofit organization that assists landowners and agencies with land preservation. Land trusts aim to work with landowners to preserve land through donations, easements, and sales. They seek to protect existing open space from potentially undesirable future uses, or simply to preserve land for specific purposes, including parks, farmland, or as open space. Private land trusts active in New Jersey include the Morris Land Conservancy, Ridge and Valley Conservancy, New Jersey Conservation Foundation, Heritage Conservancy, and the Trust for Public Land, among others.

Scenic and Conservation Easements

A conservation easement is a legal agreement between a land owner and a qualified land trust, government entity, or conservation organization with the purpose of protecting natural resources. Through this voluntary deed restriction, the land owner retains ownership, but some control—such as water rights or the right to develop or subdivide the land—is given to the partner organization. An easement may qualify as a federal tax-deductible charitable donation and reduce property taxes for the landowner, while restricting development, protecting habitat, and conserving land for the future.

If an easement's primary goal is preserving the scenic qualities of a specific parcel of land or viewshed, it is often referred to as a scenic easement. The acquisition of scenic easements to preserve viewsheds along highways is an eligible category for transportation enhancement funding under NJDOT's Local Aid program. (The acquisition of scenic or historic sites qualifies, as well.) Under this program, NJDOT seeks to "promote the protection of scenic and historic values through acquisition of scenic easements and historical sites adjacent to a scenic highway."

Where the property in question is farmland, the Planning Incentive Grant (PIGs) program of the NJ State Agriculture Development Committee is another potential resource. PIGs are available for the purchase of development easements to permanently protect large tracts of contiguous farmland. Municipalities seeking these grants must have adopted a Farmland Preservation Plan element in their local master plan. The Farmland Preservation Plan may be part of a municipality's greater open space plan, or it may be a separate element. It should be noted that farmland preservation and scenic preservation do not always coincide. For instance, the owners of preserved farm properties may have the right to construct additional farm buildings or to grow tall crops, including tree farms, that could potentially obscure existing views.



This farmland vista along Route 57 is characteristic of the landscapes that NJDOT, NJDEP, environmental groups, and other local partners hope to preserve for future generations.

Resources

Association of New Jersey Environmental Commissions
http://www.anjec.org

Heritage Conservancy
http://heritageconservancy.org/

Morris Land Conservancy
http://www.morrislandconservancy.org

New Jersey Conservation Foundation
http://www.njconservation.org/

New Jersey Department of Environmental Protection (DEP) Green Acres Program
http://www.state.nj.us/dep/greenacres/

New Jersey Department of Transportation Local Aid and Economic Development
http://www.state.nj.us/transportation/business/localaid/

New Jersey State Agriculture Development Committee, Planning Incentive Grant (PIG) Program
http://www.state.nj.us/agriculture/sadc/pigprogram.htm

Ridge and Valley Conservancy
http://www.rvclandtrust.org

Scenic America
http://www.scenic.org/

Trust for Public Land
http://www.trustforpublicland.org

Warren County Department of Land Preservation
Bob Resker, Director
Ph: (908) 453-3252
Email: rresker@co.warren.nj.us

with the recent accomplishment of many critical steps in the process, proponents of the effort are optimistic about the future of the river affectionately known as the "Musky."

RESOURCES

U.S. Congressman Scott Garrett, New Jersey's 5th District
http://garrett.house.gov/

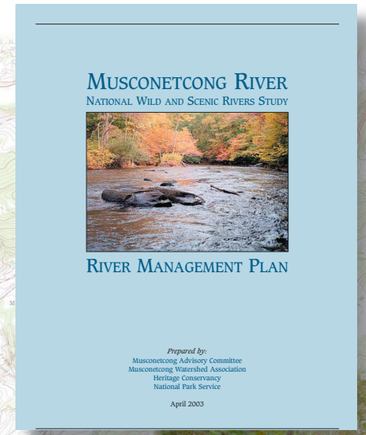
Heritage Conservancy
http://www.heritageconservancy.org/

Musconetcong River Wild and Scenic River Study, National Park Service
http://www.nps.gov/nero/rivers/muskie.htm

Musconetcong Watershed Association
http://www.musconetcong.org

National Wild and Scenic Rivers System
http://www.nps.gov/rivers/

As the Route 57 communities and Warren County move forward with land use, transportation, and scenic preservation initiatives for the corridor, it will be important to coordinate efforts with other related planning initiatives in the region. One of these is the Musconetcong River Management Plan, prepared in April 2003 by the Musconetcong Advisory Committee, Musconetcong Watershed Association, Heritage Conservancy, and the National Park Service. The River Management Plan proposes a strategy for managing the Musconetcong River and its associated natural resource values.



The Plan was created as part of an ongoing effort to evaluate the Musconetcong River for inclusion in the National Wild and Scenic River System. If the National Wild and Scenic Rivers Act is amended by Congress to include the Musconetcong River, the river will become one of the NPS "Partnership" Wild and Scenic Rivers. The NPS will not own land within the designated wild and scenic corridor, but will act as a partner with local landowners and government in collectively managing the river.



"The genesis for this legislation was a community effort to preserve the river. New Jersey is already the most densely populated state in the union and growing exurbs continue to decrease the state's remaining wild spaces. While this legislation would not freeze development, it would work to preserve the existing character of the river, a character of rural beauty and recreational enjoyment."

- Congressman Scott Garrett (New Jersey's 5th District)

THE MUSCONETCONG RIVER

The 43-mile long Musconetcong River, a portion of which forms the border between Hunterdon and Warren Counties, drains a 158 square mile watershed area in northern New Jersey and is a major tributary of the Delaware River. Recognizing the value of the rich natural and cultural resources of the Musconetcong River Valley, concerned citizens drew attention to the needs of the river in 1991. By 1997, eighteen of the nineteen municipalities along the Musconetcong petitioned the National Park Service (NPS) to determine the river's eligibility for designation under the National Wild and Scenic Rivers program. The process that these communities, the Musconetcong Watershed Association, and other partner organizations have followed over the past 15 years, speaks to the importance of protecting water quality, scenic vistas, and public access to the Musconetcong.

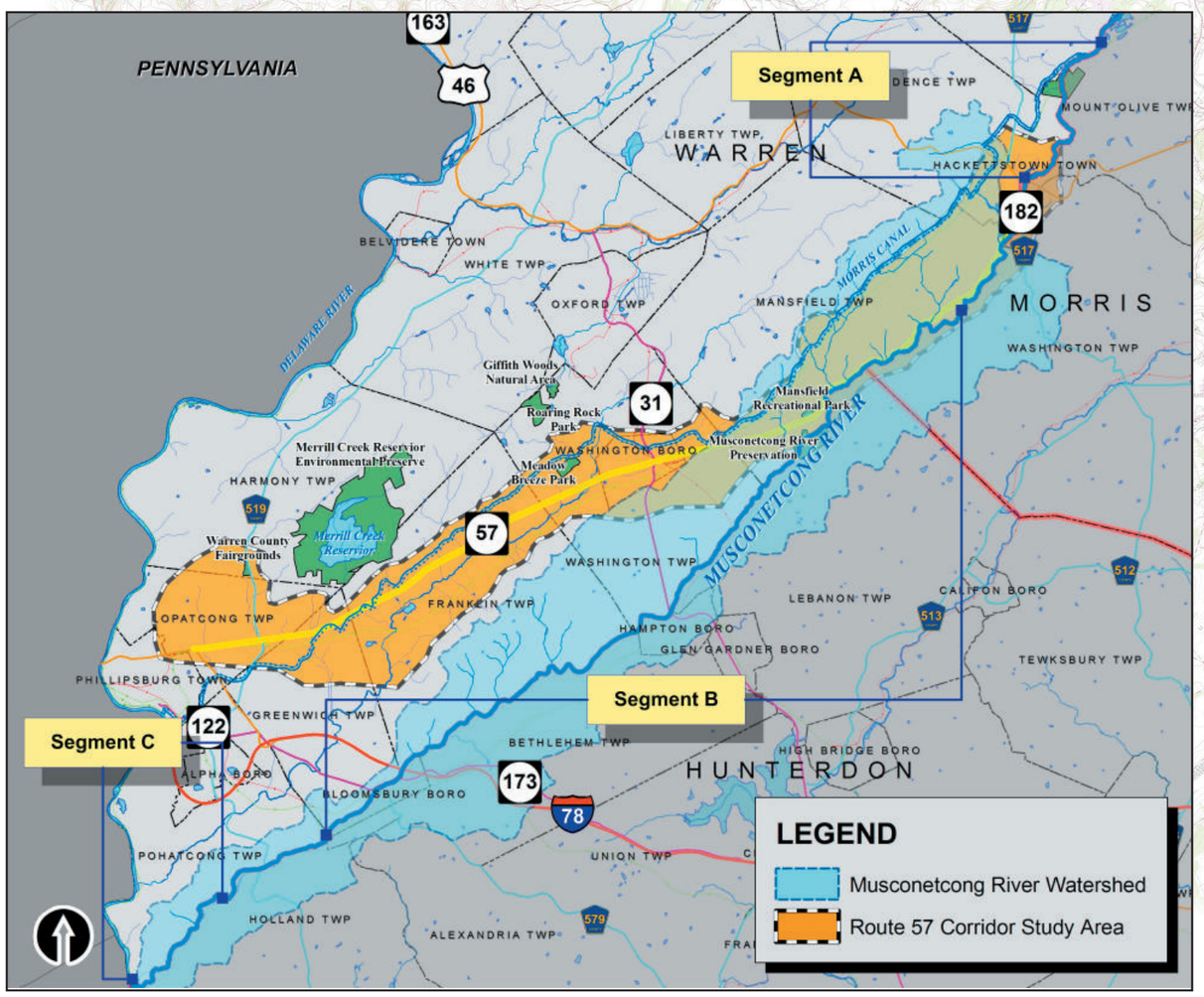
WILD AND SCENIC RIVERS

The National Wild and Scenic River System permanently preserves selected rivers or river segments in their free-flowing condition (i.e. without dams, levees, or other development) and makes selected waterways eligible for millions of dollars in federal preservation support. The Wild and Scenic Rivers Act was passed in 1968 and has since been amended to include 163 rivers or river segments across the country. Other designated Wild and Scenic Rivers in New Jersey are the Great Egg River,

Maurice River, and the Lower and Middle Delaware River (from Warren to Burlington County).

The Musconetcong River Management Plan documents that the Musconetcong River meets the two main criteria for designation: it a free-flowing body and it possesses "outstandingly remarkable resource values." The Musconetcong study area is divided into three segments; the total study area contains about 28.5 miles of river. The National Wild and Scenic Rivers Act requires eligible segments to be classified as wild, scenic, or recreational. Each of the three Musconetcong segments, listed below, are classified as recreational because they are readily accessible by road and/or contain some development along the shoreline. Segment A is additionally classified as scenic because most of the land along the riverfront is undeveloped public parkland.

- Segment A: Saxton Falls to the Rt. 46 Bridge (3.5mi)
- Segment B: Kings Highway Bridge to railroad tunnels at Musconetcong Gorge (20.7mi)
- Segment C: Hughesville Mill to Delaware River confluence (4.3mi)



Five Goals

The Musconetcong River Management Committee will ensure implementation of the Musconetcong River Management Plan and serve to advise local, county, and state authorities and private interests. The goals of the River Management Plan are consistent with those of the Route 57 Conceptual Corridor Plan and with the proposed State Scenic Byway initiative for the roadway. The Plan states the following five major goals for preserving the wild and scenic integrity of the river:

1. Encourage recreational use that is compatible with the preservation of natural and cultural qualities of the river corridor while respecting private property.
2. Preserve and protect the character of archaeological sites and historic structures, districts, sites, and landscapes in the river corridor.
3. Preserve farmland and open space within the river corridor and the watershed.
4. Preserve, protect, restore, and enhance the outstanding natural resources in the river corridor and the watershed.
5. Maintain existing water quality in the Musconetcong River and its tributaries and improve water quality where possible.

Resources to be Protected

The River Management Plan identifies five major resource categories to be protected in order to maintain the wild and scenic integrity of the river corridor.

- **Recreational and Scenic Resources:** There are over 5,000 acres of state-owned parks and river access sites in the Musconetcong River Valley, as well as several hundred acres of county and municipal parklands along the river.
- **Historic and Archaeological Resources**: Stanhope, Asbury, Finesville and several other communities are home to Lenape Indian and early 18th Century colonial and agricultural artifacts. Morris Canal national landmarks parallel the river at various points along the Route 57 corridor.
- **Farmland and Open Space:** About 15 percent of the Musconetcong River watershed's 100,864 acres are permanently preserved as open space or farmland.
- **Natural Resources**: The Musconetcong is part of the important Delaware River wildlife corridor, which is one of four North American major bird migratory routes. The watershed lies within the ecologically diverse Highlands region.
- **Water Quality**: The Musconetcong is widely considered to be a high quality and important trout-fishing stream in comparison with many other New Jersey rivers, and efforts to reduce pollution sources are continuing.

What's Next for the Musconetcong?

An underlying principle of the River Management Plan is that existing authorities, as well as local governments, will continue to support the long-term protection of the Musconetcong River, its tributaries, and its watershed. Local governments can demonstrate support for the long-term protection of the Musconetcong River by incorporating the goals and actions of the Management Plan into municipal master plans, zoning, and land development regulations. Thirteen of the fourteen riverside municipalities supported the adoption of the Musconetcong River Management Plan in 2003.

Although most of the preserved 15 percent of Musconetcong River Watershed land has been acquired through the New Jersey Department of Environmental Protection Green Acres Program and county and state farmland preservation organizations, municipalities have become increasingly active partners in the open space acquisition process. As of December 2000, 12 of 26 municipalities in the watershed area had enacted special taxes for open space acquisition. Local efforts on behalf of the Musconetcong River Management Plan complement the goals and vision of the Route 57 Conceptual Corridor Plan, the potential Route 57 State Scenic Byway Designation, and related endeavors.

A bill to amend to Wild and Scenic Rivers Act to include 24 miles of the Musconetcong River has been working its way through Congress since 2004. On December 16, 2005, the bill passed the Senate by unanimous consent. The bill has been referred back to the House Committee on Resources which is expected to mark up the bill early in 2006. The effort to designate the Musconetcong as a Wild and Scenic River has been ongoing since 1991, and

Plan Endorsement

Resources

***Complete Guide to Planning in New Jersey (2nd edition, 2003),* Edited by Jennifer L. Zorn, NJAPA**

***Plan Endorsement Guidelines (2004),* New Jersey Office of Smart Growth, Department of Community Affairs**
http://www.nj.gov/dca/osg/docs/2004peguidelines.pdf

***State Highway Access Management Code (New Jersey Administrative Code Title 16 Chapter) (2005),* New Jersey Department of Transportation**
http://www.state.nj.us/transportation/eng/documents/NJHAMC/pdf/accesscode.pdf

Plan Endorsement is a voluntary process established at the state level in New Jersey to promote consistency between local master plans and the goals and objectives of the State Development and Redevelopment Plan (SDRP). The Plan Endorsement process is administered by the State Planning Commission with the participation of a variety of state agencies. Municipalities may apply for Plan Endorsement on their own, or neighboring municipalities may work together and seek Plan Endorsement as a group. The process includes opportunities for dialogue with state officials and provides for coordinated, "one-stop" access to technical assistance and funding from state agencies.

Once the Highlands Council adopts its Regional Master Plan, municipalities within the Highlands Preservation Area will be required to revise their master plans to be consistent with the Regional Master Plan. Municipalities within the Highlands Planning Area may opt in to the Regional Master Plan. Municipalities in either the Preservation or Planning areas will be able to pursue Plan Conformance with the Regional Master Plan in lieu of the State Planning Commission's Plan Endorsement process.

What Are the Benefits of Plan Endorsement?

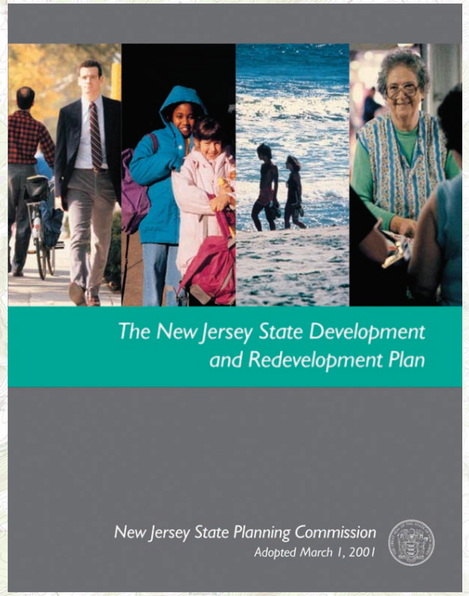
Plan Endorsement has both regulatory and financial benefits. It ensures greater coordination between local governments and the state agencies in the development of master plans. This coordination results in land use planning that is better integrated with regulatory decision-making at the state level, and a more streamlined approvals process from the Department of Environmental Protection (NJDEP) for specific projects that are consistent with the SDRP.

From a financial standpoint, an endorsed plan entitles a municipality or county to a higher priority for available funding and state agency technical assistance. A variety of state and federally funded programs give "priority points" in the competitive process to municipalities that are a part of the Plan Endorsement process. In addition, preparing a petition for Plan Endorsement is a requirement for those municipalities seeking certification from the Council on Affordable Housing (COAH) under the Third Round COAH rules.

Municipalities that have received Initial Plan Endorsement from the State Planning Commission (SPC) can opt to apply for Advanced Plan Endorsement, which automatically results in COAH certification and approval of the petitioner's open space, habitat conservation, and water resources management plans by NJDEP.

How Does a Municipality Receive Plan Endorsement?

There are two levels of Plan Endorsement – Initial and Advanced. To apply for Initial Plan Endorsement, a municipality must attend a Pre-Petition meeting with



To receive endorsement from the State Planning Commission, a municipal Master Plan must be consistent with the goals and objectives of the State Development and Redevelopment Plan (SDRP).

state agency representatives, prior to submitting a copy of the municipal master plan and related documents to the State Planning Commission as described below.

Each of the participating state agencies has identified several guidelines to be met during the Plan Endorsement process. For example, the New Jersey Department of Agriculture recommends that those municipalities with a strong agricultural base include an Agriculture Retention or Farmland Preservation element in their master plans. Plans and ordinances will be reviewed for evidence of a community's commitment to the local agricultural industry. For Advanced Plan Endorsement, the Department expects municipalities with an agricultural base to provide policy and financial support for farmland preservation, including a meaningful Right-to-Farm ordinance, and to have in place an Agricultural Advisory Committee to advise the local planning board.

The New Jersey Department of Environmental Protection (NJDEP) has additional guidelines for Plan Endorsement. For Initial Plan Endorsement, NJDEP expectations include the preparation of a comprehensive Natural Resource Inventory. The inventory should address habitats for threatened, endangered and priority species, areas of critical water supply, wetlands, open space, public lands, natural and conservation areas, and natural features, including steep slopes.

The New Jersey Department of Transportation and NJ TRANSIT also have specific expectations for municipalities seeking Initial Plan Endorsement. Municipalities should have in place either an adopted Circulation Element or a transportation overview and strategy document. The Circulation Element or strategy document should consider all travel modes, including public transit, bicycle and pedestrian mobility and the movement of freight. Parking and land use should also be addressed. In addition to an inventory of existing facilities, the document should address community goals and objectives for the transportation system, assess the current system and evaluate future needs.

NJDOT also seeks an indication that applicants for Plan Endorsement are working with surrounding communities to solve regional transportation problems. They should also be able to demonstrate support for land use patterns conducive to transit, bicycle, and pedestrian travel, including the intent to explore opportunities for Transit-Oriented Development. NJDOT also looks for municipalities to have a comprehensive parking management strategy. In addition, NJDOT considers whether local zoning conforms to the NJDOT Access Code, which governs access onto state highways such as Route 57. Municipalities affected by public use airports (such as the Hackettstown Airport) must also demonstrate that they comply with the Air Safety and Zoning Act of 1983.

The Plan Endorsement Process

Pre-Petition Meeting

- An initial meeting provides an opportunity for municipal officials to meet with the Office of Smart Growth (OSG) and representatives from other state agencies (NJDEP, NJDOT, Agriculture, Council on Affordable Housing);
- Agencies advise petitioners on the requisite planning documents that they need to submit in order to have their petition for Plan Endorsement considered by the State Planning Commission.

Stage 1: Initial Plan Endorsement Petition

- Petitioner submits crucial planning documents, including the Master Plan, to the State Planning Commission;
- Petitioner's planning documents are reviewed by OSG, which, following consultation with other State agencies, makes a recommendation to the State Planning Commission as to whether these documents are consistent with the State Plan.

Stage 2: Planning and Implementation Agreement (PIA)

- The Planning and Implementation Agreement (PIA) outlines commitments made by the State and petitioner to implement the endorsed plan;
- The PIA is submitted to the State Planning Commission for approval with the petition for Plan Endorsement;
- If the PIA and petition are approved by the SPC, the petitioner can chose to stop at Stage 2, thereby receiving Initial Plan Endorsement.

Stage 3: Plan Endorsement Contract

- After Initial Plan Endorsement, a petitioner may seek Advanced Plan Endorsement for planning efforts beyond those submitted in the Initial Plan Endorsement petition;
- The Plan Endorsement Contact is a joint agreement signed by the State Planning Commission; it initiates the Advanced Planning Endorsement process and sets forth the requirements that the petitioner must meet in order to receive Advanced Plan Endorsement;
- The Plan Endorsement Contract includes any assistance—regulatory and financial—that will be provided by State agencies once the plan has received Advanced Plan Endorsement.

Stage 4: Advanced Plan Endorsement Petition

- Following satisfactory completion and enactment of all items in the Plan Endorsement Contract, OSG makes a recommendation to the SPC concerning Advanced Plan Endorsement;
- If approved, the petitioner becomes eligible for regulatory and funding benefits stated in the Plan Endorsement Contract.

Stage 5: Bi-annual Status Reports

- The petitioner must demonstrate progress with the Planning and Implementation Agreement (PIA) and Plan Endorsement Contact by submitting status reports to the Office of Smart Growth every two years.

State Scenic Byway Designation

Heritage Conservancy, with the support of the New Jersey Department of Transportation (NJDOT), has initiated an effort to assist the municipalities along Route 57 in pursuing a potential scenic byway designation for the highway. The Scenic Byway initiative would complement other planning, conservation and economic development initiatives already underway in the corridor. The proposed byway would be composed of the entire section of Route 57 between Hackettstown and Phillipsburg.

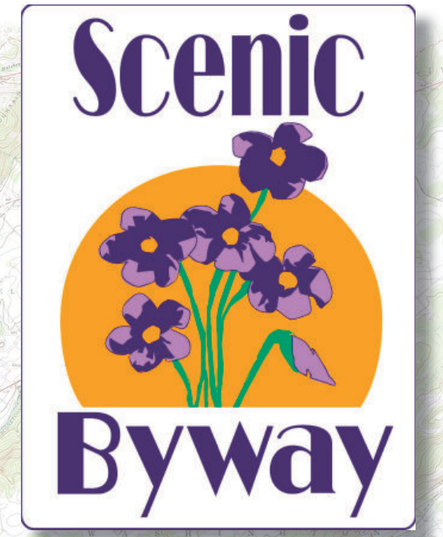
What is a Scenic Byway?

A Scenic Byway is a transportation route which is adjacent to or travels through an area that has particular scenic, historic, cultural, or recreational qualities.

The National Scenic Byway Program was authorized under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, and reauthorized by the 1998 Transportation Efficiency Act for the 21st Century (TEA-21) and the 2005 Safe, Accountable, Flexible, and Efficient Transportation Equity Act (SAFETEA-LU). Under the federal program, the U.S. Secretary of Transportation recognizes certain roads as national Scenic Byways or "All American Roads," based on their intrinsic qualities. The Federal Highway Administration's program guidance for the National Scenic Byways Program states that for a corridor to qualify as a scenic byway it must possess one or more of the following six intrinsic qualities: scenic, natural, historic, cultural, archaeological, and recreational.



Route 57 offers extraordinary views of the rural landscape of Warren County.



This is a sample of the official NJDOT road signs that have been placed along designated State Scenic Byways.

New Jersey has a complementary State Scenic Byway Program that was begun in 1996 and is administered by the NJDOT, NJ Department of Environmental Protection (DEP), NJ Commerce Office of Travel and Tourism, and NJ Office of Smart Growth (OSG). Several corridors - have been designated as State Scenic Byways, including the Delaware River Scenic Byway (along Route 29 from Trenton to Frenchtown) and the Millstone Valley Byway (25-miles between Kingston and Millstone).

What Are the Benefits of Designation?

- Recognition
- Increased Tourism
- Technical Assistance
- Planning for Scenic Protection and Managed Growth
- Consideration for Financial Assistance

State Scenic Byway Designation

State Scenic Byway designation will give the Route 57 corridor unique status at the NJDOT, with increased opportunities for context-sensitive design treatments, potential for unique federal funding, and support for conservation of the byway's intrinsic qualities as well as tourism, promotion, and marketing.

Does Route 57 have significant characteristics that meet the criteria for designation as a State Scenic Byway?

Yes! The Route 57 corridor is rich in scenic, historic, and culturally significant locales. Evidence for all of the six intrinsic qualities of Scenic Byways can be found along Route 57:

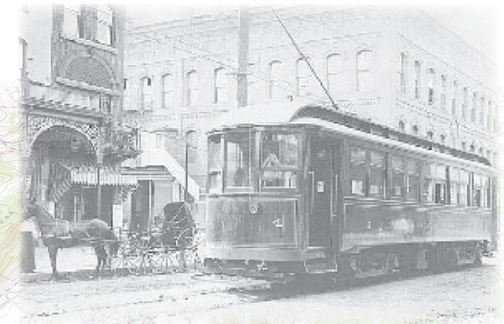
- **Scenic**
  - ***Program Guidelines:*** Must contribute to the overall visual quality of the landscape, based on the existence of significant scenic views from the road and absence of detracting features.
  - ***Examples:*** scenic viewsheds of the agricultural river valley and the Highlands are found throughout the corridor.
- **Natural**
  - ***Program Guidelines:*** Visible features relatively undisturbed by human influence.
  - ***Examples:*** Merrill Creek Reservoir, Musconetcong River.
- **Historic**
  - ***Program Guidelines:*** The historic quality depends on the connection between the road and the individual historic resources along the corridor. The historic story should provide a link among resources along the byway and a means of interpreting these resources to the visitor.
  - ***Examples:*** Beattystown Historic District, Guy's Washington Filling Station, Port Murray, Victorian homes in Hackettstown, and the Morris Canal.
- **Cultural**
  - ***Program Guidelines:*** Resources that reflect the distinctive character of the communities, including events, traditions, food, and art.
  - ***Examples:*** Warren County Farmers' Fair, annual car shows, antique shops, and outdoor concerts.
- **Archaeological**
  - ***Program Guidelines:*** Physical evidence of historic or prehistoric human life that is important and accessible.
  - ***Examples:*** evidence of prehistoric native culture, Lenape place names, and traditional transportation routes.
- **Recreational**
  - ***Program Guidelines:*** Active and passive outdoor activities that are dependent upon the natural and cultural elements of the landscape.
  - ***Examples:*** hiking trails, trout-fishing streams, public golf courses, and hot air ballooning.

Goals of the Route 57 Scenic Byway

A Corridor Committee has been formed to discuss the nomination procedure for a State Scenic Byway along the Route 57 corridor. The team is composed of county and municipal officials, representatives of local tourism, environmental, and historic preservation organizations (including the Musconetcong Watershed Association, Skylands of New Jersey Tourism, and the Warren County Morris Canal Committee), the Heritage Conservancy, and planners and engineers from the New Jersey Department of Transportation. The Corridor Committee is developing a vision for the byway, with special emphasis on the following dominant themes:

- **A Transportation Heritage** – from Native American trails and footpaths, to the Morris Turnpike and Morris Canal; from the Morris and Essex Railroad and Easton and Washington trolley, to the modern state highway, this corridor has been a crucial east-west route through the Musconetcong valley for centuries.
- **A Working Landscape** – a scenic corridor that has been shaped by generations of farmers, manufacturers, residents, and visitors, Route 57 includes working villages, farmland, preserved open space and viewsheds, and an ecosystem that supports a variety of wildlife. The landscape along the Musconetcong has been marked by growth and development, as well as preservation of unique natural and scenic resources.
- **A History of Innovation** – historical and physical evidence of a wealth of discoveries and significant progress in the 19th century, including Thomas Edison's Portland Cement Company and New Jersey's first concrete mile, the Cornish Piano and Organ Factory in Washington Borough, and the engineering marvels of the Morris Canal.

Through these themes, the Corridor Committee is working to develop a Scenic Byway that will emphasize the unique qualities of the towns, villages, and environment along Route 57 for both residents and visitors. The Route 57 Scenic Byway also aims to preserve and enhance the beauty of natural, cultivated, and built landscapes and their relationship to our history, culture, and future; to enhance tourism in proximity to centers of recreation and commerce; and to encourage land uses that create and complement scenic viewsheds, vistas, and panoramas. Opportunities will be available for the public to participate in further defining the vision for the byway.



The Easton & Washington Traction Company trolleys (above) once ran along Route 57. Some sections of the corridor already have informative signs alerting visitors of the transportation heritage of the area (see below).



Resources

America's Byways. http://www.byways.org/ Information on the diverse national and state scenic byways across the country, including other scenic byways in New Jersey. This website is run by the Federal Highway Administration of the U.S. Department of Transportation.

Heritage Conservancy. http://heritageconservancy.org/ Doylestown, PA-based organization that is compiling the nomination for this effort and has worked with local representatives to develop the Musconetcong Wild and Scenic Rivers application.

Skylands Tourism. http://www.skylandstourism.org/ Suggestions on heritage-based tourism, ecotourism, and other attractions in northwestern New Jersey.

for New Jersey municipalities is available through the Hunterdon County Environmental Toolbox project.

(Endnotes)

[1] Kelly and Raso, "Sign Regulation for Small and Midsize Communities," Planning Advisory Service

[2] http://www.scenic.org

[3] Citizens for a Scenic Wisconsin, Model Billboard Control Ordinance, 2003.

Resources

Appendix – Sample Protection Techniques,
Alabama Scenic Byway Program
http://www.alabamabyways.org/manual/programmanual.pdf

Model Billboard Control Ordinance (2003),
Citizens for a Scenic Wisconsin

Model Municipal Outdoor Lighting Ordinance,
Hunterdon County, New Jersey
http://www.co.hunterdon.nj.us/planning/ordinances/toolbox/Environmental_Toolbox-Lighting.pdf

Model Woodlands Ordinance,
Hunterdon County, New Jersey
http://www.co.hunterdon.nj.us/planning/ordinances/toolbox/Environmental_Toolbox-Woodlands.pdf

***"Overlay Zoning,"* Planning Advisory Service, Pace Law School, Land Use Law Center. Series III: Innovative Tools and Techniques, Issue No. 2 (not dated)**
http://www.law.pace.edu/landuse/boverlay.html

Scenic America
http://www.scenic.org.

Sign Control on Rural Corridors: Model Provisions and Guidance (2003),
Univeristy of Georgia Land Use Clinic, School of Law and College of Environment and Design

***"Sign Regulation for Small and Midsize Communities,"* by Kelly and Raso**
Planning Advisory Service

The Route 57 Corridor is nestled in a valley between natural features that include the Marble, Scotts, and Upper Pohatcong mountains to the north and Pohatcong Mountain and the Musconetcong River to the south. Travelers experience exceptional scenic vistas that have become increasingly vulnerable to development pressures. Over 30 individual viewsheds have been identified along the road's length.

In addition to the Design Guidelines, Conservation Zoning, and other regulatory methods described in this Toolkit, Corridor Overlay Zoning offers a promising technique for preserving the corridor's scenic quality. Under this approach, participating Route 57 municipalities would work together to implement a Scenic Corridor Overlay District that encompasses the corridor's significant viewsheds. Form-based codes may be ideal for some applications of Scenic Corridor Overlay Zoning.



The natural and built environments can coexist in ways that create pleasant and productive landscapes.

The creation of an Overlay District would not change the underlying use categories (e.g., Residential, Highway Commercial, etc.) and it would not prohibit development in the viewshed areas, but any future development would be subject to more stringent standards designed to reduce the visual impact of new structures, parking, signs, and other features that might obstruct existing vistas. Each participating municipality along Route 57 would then adopt a Scenic Corridor Overlay Zoning Ordinance to protect the critical Route 57 viewsheds within its own jurisdiction.

What is Overlay Zoning?

Overlay Zoning applies new provisions "on top of" those already in force through the municipal zoning ordinance. According to the Pace Law School Land Use Law Center, an overlay zone can be used "to conserve natural resources or realize development objectives without unduly disturbing the expectations created by the existing zoning ordinance."

Process of Developing Corridor Overlay Zoning

The process of developing an Overlay Zoning ordinance for Route 57 would begin with municipalities creating inventories of their locally significant viewsheds. For this effort, NJDOT can assist with information gathered in previous viewshed studies, as well as work being undertaken as part of the Scenic Byway designation initiative that is currently underway.

Once the inventory of significant viewsheds is completed and the boundaries of the Overlay District are mapped,



Roadside billboards can detract from the scenic quality of the landscape.

the municipalities would incorporate specific scenic preservation goals into their master plans. The master plans should also describe the measures that will be taken to preserve, protect and enhance scenic vistas, including Overlay Zoning ordinances and Design Guidelines or other complementary strategies to be enacted. Some municipalities may want to limit their efforts to the Route 57 corridor, while others may choose to develop a town-wide approach that includes views from other scenic local roads. This would depend upon local priorities and the quality and extent of the viewsheds. Municipalities undertaking a more comprehensive approach may wish to prepare a town-wide Viewshed Management Plan.

The following are some the features that could potentially be regulated through Scenic Corridor Overlay Zoning, subject to further discussion among participating municipalities:

- Building height, mass, and siting
- Building materials, colors and styles
- Parking
- Signs, billboards, and telecommunications towers
- Outdoor lighting
- Landscaping and grading
- Tree and woodland conservation

Collectively, these provisions would act to minimize visual obstructions as well as encouraging attractive building and site designs that harmonize with the surrounding landscape. As these ordinances are developed, consideration should be given to any exemptions that may be needed for farming operations. The Overlay Zoning ordinance and each of the individual sections should include clear statements of purpose and intent, such as "To maintain the visual environment and scenic beauty of [municipality]."

Building Height, Mass, and Siting

Housing, commercial, and mixed use development within the viewshed would be subject to height limits, as well as other design standards, including limits on building mass and scale. Guidance would also be provided on the siting of buildings within parcels so as to minimize viewshed impacts. Siting provisions may encompass distance from the roadway as well as specific steps to be taken to minimize impacts through attention to the characteristics of individual parcels.

Building Materials, Colors and Styles

Additional requirements or guidelines for building appearance, such as lists of acceptable materials, colors, or style requirements could also be considered, subject to the constraints of the Municipal Land Use Law. For example, some municipalities require or recommend that commercial buildings include windows, surface textural treatments, and a pitched roof to avoid the appearance of a flat "box" on the landscape. Building orientation may also be regulated to avoid exposing rear facades to public roadways. Within residential subdivisions, standards for achieving variety among buildings may also be developed.

Communities may also wish to specify building styles and materials that are aesthetically compatible with the agricultural setting or consistent with existing historical styles (e.g., traditional farmstead, 18th century village). Towns may wish to provide several alternative prototype development patterns to aid developers in understanding local preferences.

Parking

Scenic vistas are vulnerable not only to poorly designed or situated buildings, but to the visual impacts of large parking lots. For this reason, parking should be carefully regulated within the Scenic Corridor Overlay District. A widely recommended approach is to require that parking be located behind stores, offices or other buildings, or otherwise screened from direct view through landscaping. Landscaping could also be required within parking lots, to help break up the appearance of a sea of asphalt.

Signs, Billboards, and Telecommunications Towers

Sign regulations are among the most important elements for a scenic corridor overlay zone. Signage should be "simple, concise and contextual."[1]

A sign ordinance may address the dimensions, number, location, and appearance of signs to minimize their impact on corridor views and the general appearance of the roadside. It is generally recommended that commercial signs be low in height, to reduce visual impact while still providing effective communication to the motorist. Sign ordinances may regulate color and illumination of signs as well.

Local restrictions on the installation of new billboards are also critical to avoid further obstruction of scenic views. Information on billboard regulation is available from Scenic America,[2] along with strategies for regulating wireless telecommunications towers and reducing the visual impact of overhead utilities.

To avoid First Amendment challenges, this section of the ordinance should indicate the intent to balance the rights of persons to convey their messages through signs and the right of the public to be protected against the unrestricted proliferation of signs. Sample language to this effect is available in a model ordinance developed by Citizens for a Scenic Wisconsin.[3]

Outdoor Lighting

Outdoor lighting can also be regulated in a scenic corridor overlay zone, both to control the appearance of light fixtures and illuminated signs and to ensure that lighting complements the visual quality of the corridor at night. Some scenic byway program literature recommends that historic structures be accented with special lighting. Other considerations in drafting a lighting ordinance are the avoidance of light pollution that interferes with the visibility of the night sky, while providing necessary lighting for safety at intersections and pedestrian crosswalks. Sample language concerning light pollution is available in the Model Municipal Outdoor Lighting Ordinance for Hunterdon County, New Jersey.

Landscaping and Grading

The Corridor Overlay zoning ordinance could include requirements for landscaping to soften and buffer constructed features such as commercial buildings, gasoline stations, and signs. Some municipalities also regulate the grading of building sites, in order to preserve existing contours and help ensure that future development is harmonious with existing topography. Landscaping may also be required to provide for naturalistic transitions between preserved areas and developed areas. To implement these provisions, developers would be required to file landscape plans (and potentially, grading plans) along with their site plans. The landscape plans would show how existing landscape features would be preserved or modified, and the extent and type of new landscaping. Sample provisions for landscaping ordinances are available from Scenic America's website at http://www.scenic.org.

Tree and Woodland Conservation

Within the Scenic Overlay District, development would be subject to landscape requirements that could include the protection of certain categories of existing trees and other vegetation (such as farm hedgerows and mature tree stands or established meadows that form part of a critical viewshed). For municipalities with significant forested areas, this could be accomplished through a separate Woodland Conservation ordinance that would help protect woodland vistas along local roads as well. (In this case, the Master Plan should be amended to incorporate specific goals for woodland conservation and an inventory of critical woodland resources.) Either type of provision may be applicable to the forested areas along the Musconetcong in the eastern portion of the corridor. A model Woodland Conservation ordinance developed



Cell phone towers have become a common feature in the built environment.

Sewer Facility Options

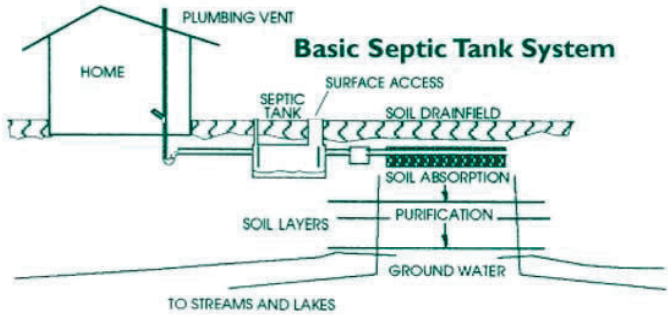
Among the primary goals of the Route 57 Corridor Plan are the preservation of scenic and environmental quality, while supporting local economic development. Land preservation can be accomplished by sustainable development techniques, such as cluster development, that concentrate buildings on a small portion of each parcel, allowing the remainder to be preserved for agricultural or environmental purposes. Cluster development offers numerous advantages over the large lot zoning many municipalities have enacted in response to development pressures. It consumes far less land, and leaves large contiguous tracts of open space available for farming, recreation, or wildlife habitats.

One of the primary concerns about implementing cluster development in Warren County is how sewerage requirements will be met. Increased densities and smaller house lots may rule out the use of conventional septic systems, for instance. However, through the use of innovative and alternative septic systems, the higher densities needed for clustering may be achievable.

What are innovative and alternative septic systems?

In the United States, onsite wastewater disposal technology has become fairly well developed and perfected, and is in widespread use throughout the country, particularly in rural and suburban areas. The most commonly employed method is typically referred to as a septic system. Years of study and research have resulted in design standards that generally ensure that septic systems are protective of human health and the environment. Septic systems, when properly constructed, virtually eliminate outbreaks of disease caused by human enteric pathogens such as those causing typhoid fever, cholera, dysentery, and impacts from viruses and protozoa or other parasitic organisms.[1]

A frank assessment of this technology, however, is that its primary focus is on disposal, following some rudimentary treatment. Ultimately, "treatment" in standard systems is primarily due to dilution, dispersion and retention in underlying soils until pathogens are rendered harmless.[2] As a result, nitrates, phosphorus, and pathogens may be released into the surrounding



Source: National Onsite Wastewater Recycling Association

soils and groundwater, and the ability to mitigate their harmful effect is dependant on factors that include the type and quality of soils and the depth and movement of groundwater.

However, new systems are becoming available that employ innovative technologies to overcome the limitations of conventional septic systems through improved treatment, filtering, and dispersal. Examples of these systems include:

- Aerobic Treatment Units
- Denitrification Systems
- Fixed Activate Sludge Treatment (FAST)
- Recirculating Sand Filter
- Sequencing Batch Reactors
- Septic Tank Filters
- Gravel free Chamber Leachfields

Why is this important to Warren County?

According to the Warren County Strategic Plan, all drinking water in the county comes from groundwater as opposed to surface water supplies. Warren County also lies within the New Jersey Highlands region which is the source of drinking water for half of New Jersey residents.[3] On-site septic and wastewater treatment, however, are among the potential contaminants of groundwater supplies.

Consequently, protecting both the quality and supply of

groundwater are essential to public health and quality of life, and therefore a primary focus of planning efforts in Warren County and the surrounding areas.

New and innovative systems are becoming available that may function better, provide more effective pollution control, or are better able to overcome certain site constraints.[4] Innovative systems may also prove useful to meeting the state's recommended (although not required) standard for nitrate levels and in locations where increased density is recommended to accommodate clustering, lot-averaging, or other methods of land conservation.

Compatibility between existing zoning and water quality was analyzed as part of the County's Strategic Plan. According to this analysis, the minimum lot size required to achieve the New Jersey's recommended standard for nitrate levels in groundwater is met in all but two of the municipal zoning districts in the county. Innovative and alternative methods may provide an effective means of protecting groundwater in these zones.

The Warren County Strategic Plan encourages municipalities to consider the use of alternative wastewater treatment systems to protect water quality. These systems may be useful for protecting water quality in cluster subdivisions. These systems can accommodate smaller lot sizes thereby allowing municipalities to preserve larger land areas without reducing water quality. The 2001 Final Report from the New Jersey Pinelands Ad Hoc Committee on Alternative Septic Systems researched several systems that can reduce the nitrate concentrations in effluent from onsite waste disposal systems. Examples include Fixed Activated Sludge Treatment (FAST), Cromaglass, Bioclere, ASCHO and Amphidrome.[5]

As of January 12, 2006, the following innovative or alternative onsite wastewater technology components or systems have been approved by the New Jersey Department of Environmental Protection. These devices are approved for general use with certain conditions:[6]

Infiltrator® Chamber Distribution System
Septic Tank Effluent Filters
Aerobic Treatment Units

For more information:
http://www.state.nj.us/dep/dwq/sep_inov.htm
http://www.state.nj.us/dep/dwq/sep_appv.htm
http://www.co.warren.nj.us/planning/county_strategic_growth_plan.html

(Endnotes)

[1] *A Protocol for Testing, Assessing and Approving Innovative or Alternative Onsite Wastewater Disposal Systems* Fred H. Bowers, Ph.D. New Jersey Department of Environmental Protection, Most recently edited on February 8, 2001; Insite Wastewater

[2] *Innovative and Alternative On-site Wastewater Treatment Technologies Handbook*, Erick S. Winkler, University of Massachusetts Amherst, 2000

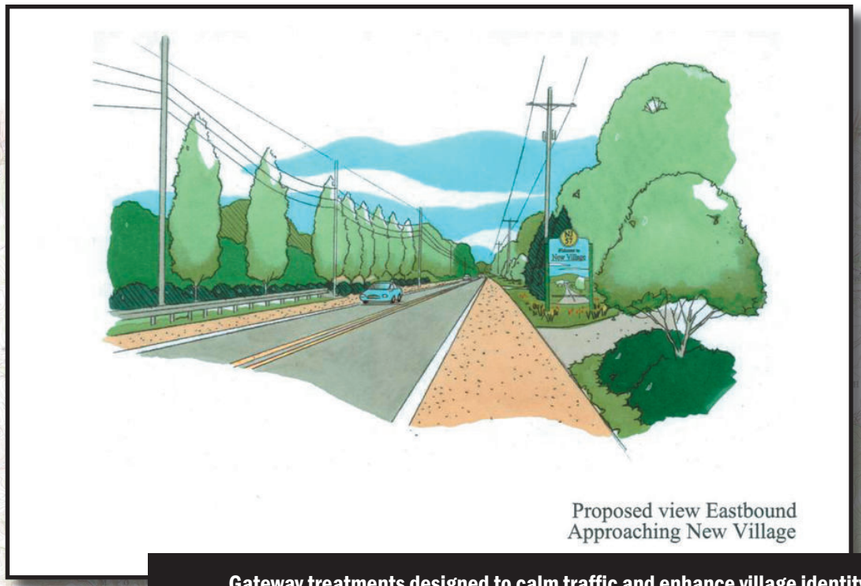
[3] http://www.state.nj.us/dep/highlands/faq_info.htm;

[4] *Hunterdon County Environmental Toolbox, Alternative Wastewater Systems, Final Version*: April 2005, pg 42

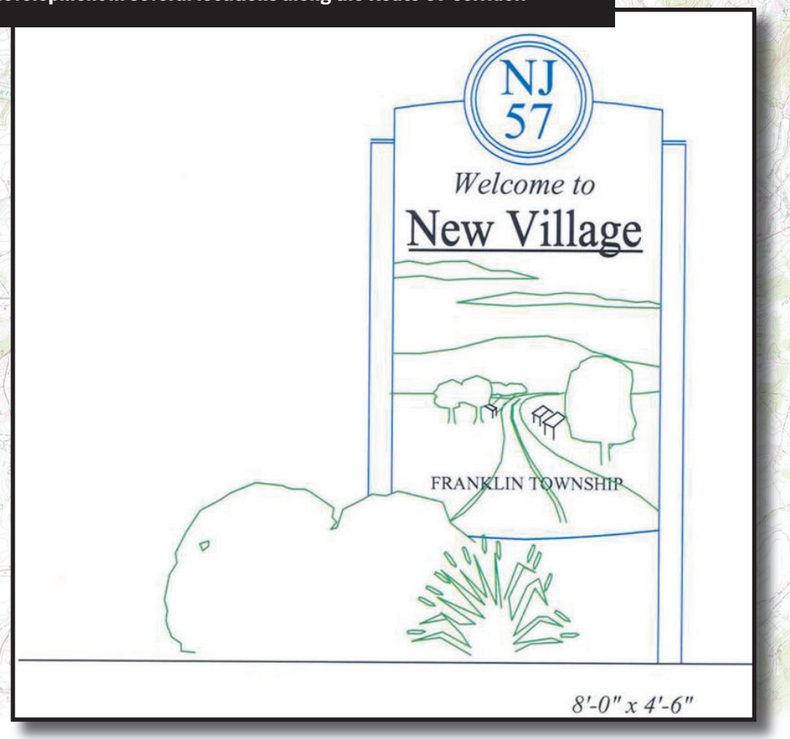
[5] Warren County Strategic Growth Plan, Revised October 2005, pp 112-113

[6] http://www.state.nj.us/dep/dwq/sep_inov.htm,

Spot Transportation Improvements



Gateway treatments designed to calm traffic and enhance village identity are under development in several locations along the Route 57 corridor.



Source: Concept drawings prepared by Vollmer Associates for NJDOT

Route 57 Corridor Plan

Spot Transportation Improvements

In addition to the Route 57 Corridor Plan and the related Scenic Byway Nomination Study, the New Jersey Department of Transportation currently has a number of projects "in the pipeline" and in various stages of study, planning and design. These include for the most part intersection improvements and traffic calming measures. All are being designed to be consistent with the Department's goal of preserving the natural scenic qualities and viewsheds that make the area a special place. This approach is called "Context Sensitive Design."

As noted throughout this study, NJDOT views Route 57 in Warren and Morris Counties as one of the few remaining rural state highways not yet overtaken by the sprawling development patterns so common through much of the rest of the state. Previous analysis conducted by the Department found that with growth properly planned out and managed, Route 57 could be maintained as a two-lane roadway with the help of spot intersection improvements to address isolated traffic delays. Most of the problems identified are due to isolated conditions at individual intersections, rather than stemming from consistently heavy traffic volumes being found throughout the length of the roadway. Many Route 57 intersections currently lack traffic signals and lanes dedicated to left turn movements. Through appropriate intersection design, the types of congestion, delay, and motorist inconvenience experienced along Route 57 – traffic queues at intersection approaches, difficulty making left turns across the roadway to side streets, and difficulty making left turns onto side streets from Route 57 – can be alleviated or eliminated. Examples include providing dedicated left turn lanes, traffic signals at critical intersections, and adding protected left turn phases to existing traffic signals.

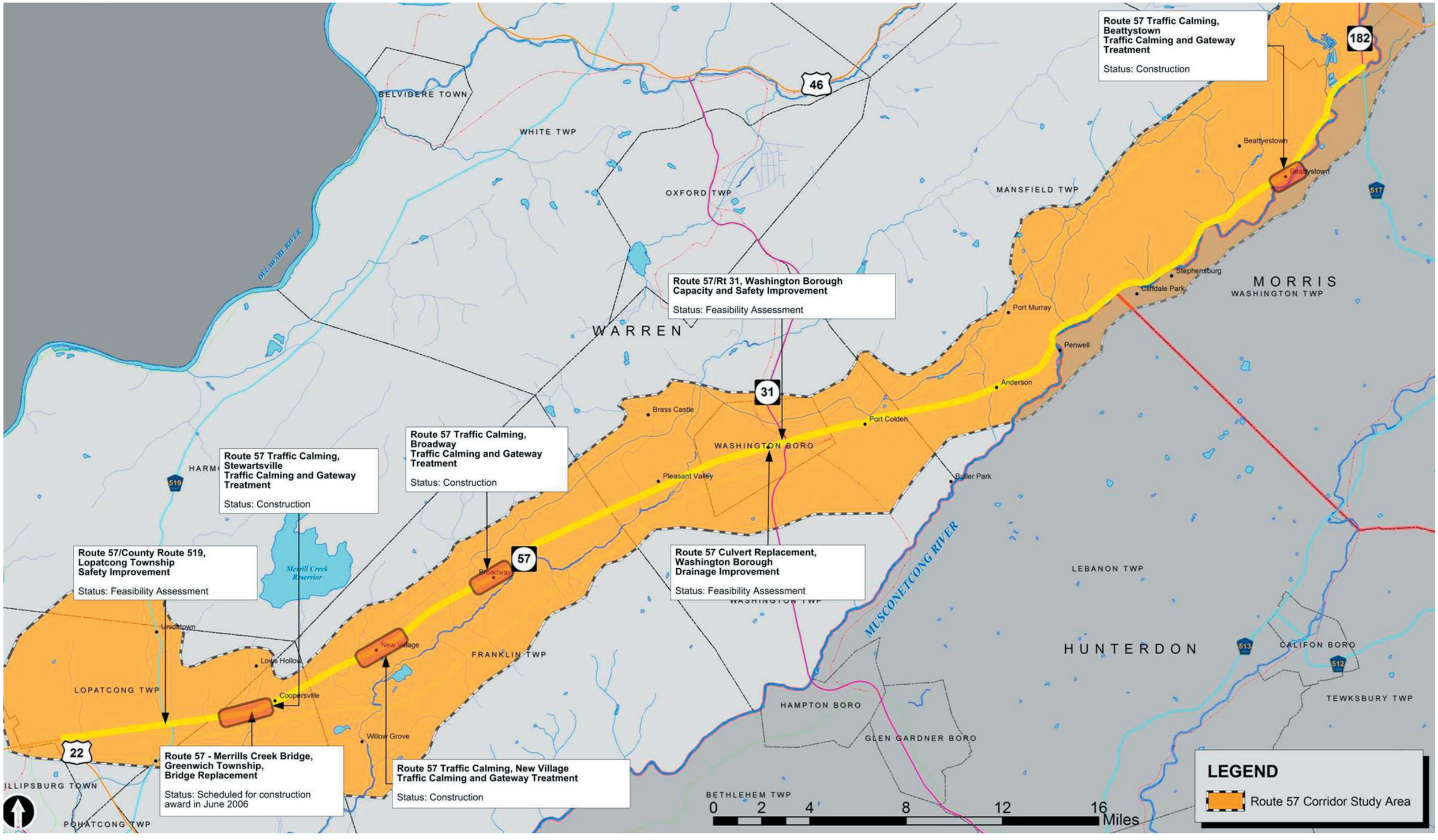
The map on the following two pages indicates the location, type, and status of current NJDOT projects along the Route 57 corridor between Phillipsburg and Hackettstown, as of February 2006. For additional information on these projects contact NJDOT Project Manager John Micikas at (609) 530- 5001.



This existing stone arch bridge over the Musconetcong River could serve as a model for future context sensitive design in the corridor.



An NJDOT intersection improvement with traffic calming and pedestrian enhancements in Avon-by-the-Sea, Monmouth County, NJ.


Route 57 Traffic Calming, Beattystown
Traffic Calming and Gateway Treatment
Status: Construction
Route 57/Rt 31, Washington Borough
Capacity and Safety Improvement
Status: Feasibility Assessment
Route 57 Traffic Calming, Broadway
Traffic Calming and Gateway Treatment
Status: Construction
Route 57 Traffic Calming, Stewartsville
Traffic Calming and Gateway Treatment
Status: Construction
Route 57/County Route 519, Lopatcong Township
Safety Improvement
Status: Feasibility Assessment
Route 57 Culvert Replacement, Washington Borough
Drainage Improvement
Status: Feasibility Assessment
Route 57 - Merrills Creek Bridge, Greenwich Township,
Bridge Replacement
Status: Scheduled for construction award in June 2006
Route 57 Traffic Calming, New Village
Traffic Calming and Gateway Treatment
Status: Construction
BELVIDERE TOWN
WHITE TWP
OXFORD TWP
MANSFIELD TWP
WARREN
WASHINGTON BORO
WASHINGTON TWP
FRANKLIN TWP
LOPATCONG TWP
POHATCONG TWP
LEBANON TWP
HAMPTON BORO
GLEN GARDNER BORO
BETHLEHEM TWP
HUNTERDON
MORRIS
CALIFON BORO
TEWKSBURY TWP
Beattystown
Stephensburg
Cliffdale Park
Port Murray
Penwell
Anderson
Brass Castle
Port Colden
Pleasant Valley
Butler Park
Broadway
New Village
Loys Hollow
Coopersville
Willow Grove
Uniontown
Merrill Creek Reservoir
DELAWARE RIVER
MUSCONETCONG RIVER
46
31
57
22
182
517
513
512
519
0 2 4 8 12 16 Miles
LEGEND
Route 57 Corridor Study Area

Resources

Local Government Commission
http://www.lgc.org/

***Neighborhood Street Design Guidelines: An Oregon Guide for Reducing Street Widths. Public Policy Dispute Resolution Program and Transportation and Growth Management (TGM) Program (November 2000),* Oregon Department of Transportation and Oregon Department of Land Conservation and Development** http://www.oregon.gov/LCD/TGM/publications.shtml

New Jersey Bicycle and Pedestrian Master Plan Update (and other Bicycle/Pedestrian Resources)
http://www.state.nj.us/transportation/commuter/bike/resources.shtm

NJDOT Local Technical Assistance Grants http://www.state.nj.us/transportation/business/localaid/

***Planning for Street Connectivity: Getting From Here to There*, American Planning Association**
http://www.planning.org

***Roadway Connectivity: Creating More Connected Roadway and Pathway Networks*, Victoria Transport Policy Institute**
http://www.vtpi.org/tdm/tdm116.htm

***Smart Growth*, U.S. Environmental Protection Agency**
http://www.epa.gov/dced/

***Transportation and Growth Management*, Oregon Department of Transportation and the Department of Land Conservation and Development** http://www.oregon.gov/LCD/TGM/index.shtml

Walkable Communities, Inc.
http://www.walkable.org

Route 57 is the backbone that connects many communities in Warren County. This route through the Musconetcong Valley has been a vital link for centuries—as a Lenape trade route, a railroad and trolley line, the Morris Turnpike, and, today, as a state highway. Although Route 57 serves its purpose as a state highway that can move vehicles between different municipalities, connectivity is also essential within the towns, villages, and other developed areas along the corridor.

What is Street Connectivity?

Street connectivity is a measure of how well the roadway network connects what planners call origins and destinations. In layman's terms, good street connectivity means providing a *variety* of ways to get from Point A to B. The traditional grid-style street layout of older towns provides excellent connectivity. Streets are interlinked at numerous points, intersections are closely spaced, and there are few dead-ends. This not only provides a more direct route to any destination, but also helps to disperse traffic. The presence of a grid pattern and alternate parallel streets allows the state highway and other major roads to serve their main purpose—moving vehicles over longer distances—while shorter trips can take place on local streets. Closely spaced intersections, slower vehicle speeds, and the sidewalk networks typical of these towns also help create more opportunities for walking.

The way that many communities have developed since the mid 20th century has been very different, however. Individual, isolated cul de sac developments often mean that almost every outing—even a short hop to school or to buy a newspaper—requires a separate car trip on the state highway. This type of suburban development inhibits walking and bicycling by both adults and children, and often results in parents driving their children to a school that would otherwise be within walking distance. In addition, the hierarchical street systems typical of these newer developments create congestion by overloading the limited number of intersections provided.

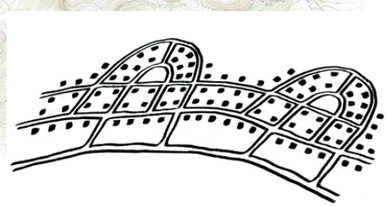
A lack of connectivity is one reason for the serious congestion on so many of New Jersey's main arterials, such as Route 31 in Hunterdon County and Route 9 in Ocean County. As New Jersey's planners and communities have become more aware of the link between connectivity and traffic flow, some are questioning cul-de-sac development and once again considering traditional grid or "spider web" street patterns. As the Route 57 communities plan for future growth, there is an opportunity to begin developing an enhanced network of parallel and intersecting routes to serve shorter trips within the region. An enhanced network will not only improve travel options for local residents, but will also help Route 57 continue to function effectively into the future. Planning for future connectivity should be addressed as each municipality updates its Master Plan and Circulation Element.

> "Regardless of their size, communities can realize three major benefits from better connectivity: shorter trips; a wider variety of travel choices; and more cost-effective public services and infrastructure. Creating more direct connections shortens travel time, which effectively brings people closer to their destinations. With more available connections, community residents can get to schools, shopping centers, and other spots that may have simply been off their radar before—not because these places were too far away, but because they were too far out of the way."
>
> Hannah Twaddell, Making the Connection, from Planning Commissioners Journal (No. 58, Spring 2005)
> **http://www.plannersweb.com/216free.pdf**



Discouraged

Well-connected areas promote pedestrian and bicycle activity by making connections between destinations accessible and convenient. Small blocks help to create a comfortable scale for pedestrians by creating an increased sense of location and direction, breaking down the space between intersections and destinations, and providing increased visibility for businesses and offices.



Encouraged



This image compares two typical suburban residential neighborhoods. The diameters of the circles are 1/4 mile, or about a 5 minute walk, which studies have shown to be the maximum distance most people are willing to walk to reach local destinations. Residents of the top neighborhood cannot walk to any nonresidential destinations within this radius. Thus, these residents are far more likely to use their cars for local trips than are those of the bottom neighborhood, who can easily walk to other houses, parks, and shops.

Bicycle and Pedestrian Connectivity

Providing people with opportunities to walk and bicycle where they want to safely and conveniently is one of NJDOT's primary goals. The NJDOT, through its Statewide Bicycle and Pedestrian Master Plan Update, seeks to create an environment where people choose to walk and bicycle, and can do so with confidence and a sense of security in every community.

Today, many short trips that could be made by bike or on foot are made by car simply because of poor connectivity. Creating better connectivity for these modes can improve an area's vitality and sense of place, reduce traffic congestion, enhance economic vitality, and improve residents' health. A variety of projects can be considered to address the need for connectivity. Examples include:

- Filling gaps in the sidewalk network;
- Adding bike lanes or wide, bicycle-compatible shoulders to local roads;
- Creating new low volume roadways to connect existing cul de sac communities;
- Linking existing residential developments to a multi-use trail or greenway.

NJDOT offers Local Bicycle and Pedestrian Planning Grants to help municipalities assess their needs and set priorities to improve local conditions for walking and bicycling.

Access Management and Connectivity



Traffic flow and safety can be radically improved through the systematic control of the spacing and design of driveways, curb cuts, medians/auxiliary lanes, and signalized street connections along principal roadways. Taken as a group, these techniques are known as **access management.** Access management methods can be used to direct the bulk of turning movements to intersections, instead of providing numerous mid-block driveways that impede the flow of through traffic. This helps to strengthen and support the integrity of the street network.

Access management achieves a variety of benefits:

- Improving public safety through better, more efficient design of connections to/from the principal roadway;
- Avoiding frequently spaced driveways that interrupt sidewalks and create conflict points for cyclists and pedestrians;
- Improving the appearance and quality of the built environment by discouraging erratic strip development, which tends to produce turning traffic at many points (and thus impedes traffic flow on the principal roadway);
- Extending the lifecycle of the principal roadway without widenings.

Municipalities along the Route 57 corridor should encourage future developers to provide multiple access points into their sites, preferably including access to and from side streets. Moreover, instead of each separate building or store having its own isolated parking lot, adjacent and contiguous structures should be encouarged to share driveways and parking areas through improved site design, building placement, and internal site circulation. The Design Guidelines included in this Toolkit provide more detailed suggestions for parking layout and site designs. Together with access management, these design principles can help limit future congestion and promote a more walkable environment.

NJDOT Access Code and Access Management Plans

The New Jersey Department of Transportation (NJDOT)'s State Highway Access Management Code (NJAC 16:47) requires business and property owners seeking access along Route 57 and other state highways to apply for an Access Permit. As part of this process, they may be required to prepare an Access Plan showing how future traffic will be accommodated. Depending on the outcome, some developers are required to provide infrastructure improvements to address the impacts of their proposed developments.

NJDOT also offers municipalities the opportunity to establish a formal Access Management Plan for a state highway corridor. Access Management Plans help municipalities manage traffic growth and site development characteristics on the affected roadways. At this time, approved NJDOT Access Management Plans include the Access Management Plan for Route 72 in Stafford Township, Ocean County and the Access Management Plan for Route 34 in Colts Neck, Monmouth County.

Transfer of Development Rights (TDR)

On March 29, 2004, Governor James McGreevey signed into law P.L. 2004, c.2, the State Transfer of Development Rights (TDR) Act, authorizing the transfer of development rights by municipalities. Although TDR has been tested and implemented across the country, this bill makes New Jersey the first state in the nation to authorize TDR on a statewide level.

TDR is essentially a realty transfer system where development potential in a specified preservation ("sending") area can be purchased by private investors for use in a targeted growth area. By accepting a cash payment, property owners in the sending area place a deed restriction on the property that will maintain the existing use of the property into perpetuity. The land in the designated "receiving" area can then be developed at a higher density or different use than allowed under the current zoning ordinance. This process reduces the consumption of our critical resources, while still accommodating growth, and eliminates the "windfalls and wipeouts" in property values normally associated with zoning changes. TDR programs can also support efforts to protect farmland by shifting development from agricultural areas to areas targeted for growth.



Transfer of Development Rights can be a tool for preserving New Jersey's agricultural lands.

TDR can be used to preserve a range of resource types including farmland, environmentally sensitive lands and historic or cultural resources. On the receiving side, development can be transferred to new centers, existing centers or even redevelopment areas. TDR captures the best of both worlds, enhancing the viability of development in appropriate growth areas, while protecting critical resources from sprawl. It gives municipalities greater control over where and how growth will occur.

The sending area may include agricultural land, but the receiving districts must have the capacity and infrastructure necessary to support increased development and must be designed to meet other smart growth principles. As a result, identifying the receiving area is the most challenging aspect of TDR, as specific guidance is needed regarding infrastructure criteria in the receiving area. Once the development rights are transferred from the sending area, the land is permanently restricted from development. A market must exist for both the development rights and the higher density development that will result.[1]

Both landowners and developers benefit from TDR. Landowners are compensated fairly for permanently preserving their property, and developers have a clear picture of where they can build. By relying on a market-based structure of exchange, TDR also reduces the strain on public resources that would otherwise have to directly purchase development rights for preservation purposes.

The Warren County Strategic Plan recommends TDR as a way to preserve open space and encourage development in, and adjacent to, existing centers.

In 2005, the state began a TDR demonstration project to jump start the expansion of TDR; six municipalities were selected for this project.

For more information on TDR, visit
http://www.njsmartgrowth.com

Transfer of Development Rights (TDR)

Chesterfield

Chesterfield Township is one of only two municipalities within New Jersey to have implemented a Transfer of Development Rights program in the state. They were able to do so under the 1989 Burlington County TDR Demonstration Act. In March of 2004, the State TDR Act expanded the ability to implement TDR to every municipality in the state. Chesterfield serves as a model



The Chesterfield TDR seeks to capitalize on the heritage of historic Crosswicks Village, shown here. Image Source: Clarke Caton Hintz.

to communities looking to use this tool into the future. The Chesterfield program has proven that TDR can successfully serve the both the need to accommodate growth and the desire to preserve critical resources.

Chesterfield Township is a rural community in northern Burlington County where agriculture and horse farming are the predominant land uses. The community has a strong commitment to preserving its rural heritage through farmland preservation programs. In fact, Chesterfield ranks second in the State in acres preserved. While the community has been extremely successful in preserving the land, the preservation of the industry requires large contiguous tracks of active agriculture. Chesterfield saw TDR as a way to prevent development from segmenting their agricultural base.

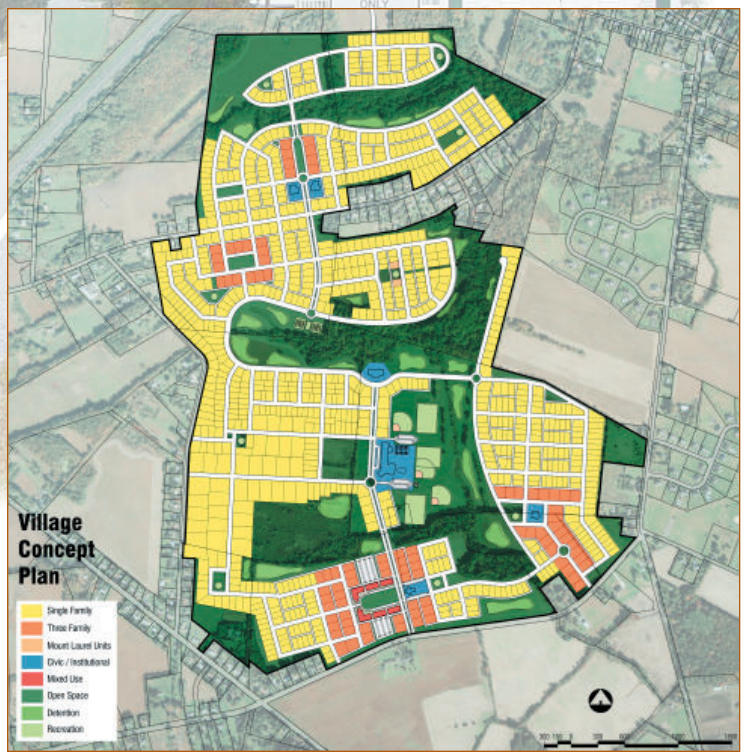
In 1997, the Township adopted a Master Plan that described their vision of targeting growth and preserving farmland through TDR. Then, in 1998, the town implementing that vision through a zoning ordinance that called for the transfer of development from approximately 7,500 acres in the environs ("sending area") into a new 560-acre center known as Old York Village ("receiving area"). The new village employs a neo-traditional design concept that emphasizes people rather than cars. The village is an inter-connected community that promotes walking, biking and other recreational activities. In addition, Chesterfield incorporated strict design standards into their plan to ensure the new structures compliment the existing historic characteristics in the community.

At completion, the village will contain approximately 1,200 residential units and 30,000 square feet of commercial development, as well as a new school. The project will also result in over 6,000 acres of preserved farmland.

For more information on the Chesterfield TDR program, visit
http://www.ccharchitects.com/oldyorkvillage.asp
http://www.chesterfieldtwp.com/

(Endnotes)

[1] *Agricultural Smart Growth Plan for New Jersey 2003*, p. 2



The Chesterfield TDR Village Concept Plan is an example of neo-traditional design that promotes biking and walking, includes dedicated open space, and provides connectivity to the existing street system. Image Source: Clarke Caton Hintz.

and preservation of historic landmarks. The group received funding and support from corporations, private companies, the Hunterdon County Cultural & Heritage Commission, and Hunterdon County Chamber of Commerce, as well as from non-profit organizations and citizens groups.
http://www.restorehunterdon.com

Resources

Developing Naturally: An Exploratory Process for Nature-Based Community Tourism, Clemson University Cooperative Extension Service.
http://www.strom.clemson.edu/publications/Pottts/

Heritage Tourism, National Trust for Historic Preservation.
http://www.nationaltrust.org/heritage_tourism/index.htmll

New Jersey Agri-Tourism Events and Attractions, New Jersey Department of Agriculture.
http://www.state.nj.us/jerseyfresh/agritourismhome.htmm

New Jersey's Great Northwest Skylands.
http://www.njskylands.com/index.html

New Jersey Travel and Tourism. www.visitnj.org From this site, order publications including the 2006 New Jersey Travel Guide, the 2005 Eco-Tourism Guide, and the New Jersey Calendar of Events.
Skylands Region Tourism contacts:
http://www.state.nj.us/travel/contacts_skylands.shtml

A Position Paper on Cultural and Heritage Tourism in the United States, U.S. Department of Commerce and the President's Committee on the Arts and Humanities, 2005 U.S. Cultural and Heritage Tourism Summit.
http://www.nasaa-arts.org/artworks/cultural_heritage_tourism_paper.pdf

Stories Across America: Opportunities for Rural Tourism, Rural Information Center, U.S. Department of Agriculture.
http://www.nal.usda.gov/ric/ricpubs/stories.htmm

Warren County Community Profile.
http://www.villageprofile.com/states/nj.html

Warren County, New Jersey Visitor's Guide.
http://www.visitwarren.org//

Route 57 Corridor Plan

Tourism Support

The Route 57 Corridor is situated in a region of New Jersey that is home to an unrivaled collection of natural, cultural, and historic resources. Warren County already draws tourists with its year-round opportunities for outdoor recreation, antiques shopping, and visits to farms stands, historical sites, golf courses, and theatre. Tourism and lifestyle experts have noted an increasing trend among Americans to travel to "authentic" places where they can experience the beauty of the natural environment—places where they can still discover the "real America" without having to travel too far from home. By exploring a few new programs and policies, the towns and businesses along the Route 57 corridor will be able to capitalize on the economic and community benefits of place-based tourism while sharing with others the unique and extraordinary features of the landscape and preserving a sense of place.



This sign in Franklin Township commemorates the first concrete highway in New Jersey and one of the first in America. It was built in 1917 from concrete manufactured at Thomas Edison's Portland Cement Company in New Village.

Stories Across America: Opportunities for Rural Tourism is a publication of the Rural Information Center of the U.S. Department of Agriculture that tells the story of successful tourism programs that have been developed in small towns and rural regions across the country. In describing what makes certain programs successful, the publication notes,

> "These rural communities rely on their most important resources—their people, culture, history, and natural resources. They have found ways to create linkages that tie attractions and visitor services together into a comprehensive visitor experience. Most of these projects involve careful planning, incremental changes, and gradual growth designed to respect local resources and values."

These opportunities exist today along the Route 57 corridor. Efforts should be directed toward creating a greater awareness of the resources, improving access to them, and developing strategies that enable tourism, nature, dining, and lodging interests to work together in complementary ways.

Heritage and Cultural Tourism

According to *Cultural Tourism in the United States*, a white paper written in 1995 by the White House Conference on Travel and Tourism, cultural and heritage tourism can be defined as "travel directed toward experiencing the arts, heritage, and special character of a place. America's rich heritage and culture, rooted in our history, our creativity, and our diverse population, provides visitors to our communities with a wide variety of cultural opportunities, including museums, historic sites, dance, music, theater, book and other festivals, historic buildings, arts and crafts fairs, neighborhoods, and landscapes." In 2005 the U.S. Cultural & Heritage Tourism Summit convened to develop a national 5-year strategy to expand this type of tourism. According to *A Position Paper on Cultural & Heritage Tourism in the United States*, which resulted from the summit, this type of authentic, place-based tourism is one of the fastest growing segments of the travel industry:



Children's events cater to locals and tourists. Here, participants in a children's fishing derby learn about that the fish used to stock ponds were raised at the Hackettstown State Fish Hatchery. (Picture courtesy of the NJDEP Division of Fish and Wildlife).

- 81% of the 146.4 million U.S. adults who took a trip of 50 miles or more from home in the past year can be considered cultural and heritage tourists.
- Historic/cultural travel volume increased by 13% between 1996 and 2002.
- Compared to other travelers, heritage/cultural tourists tend to spend more money and are more likely to stay in a hotel, motel, or bed and breakfast.

Additionally, the National Trust for Historic Preservation

has developed comprehensive guidance on heritage tourism, including several publications and case studies to encourage communities to begin assessing their own potential for heritage tourism. The Trust lists five guiding principles for successful and sustainable heritage tourism:

1. Collaborate.
2. Find the fit between the community and tourism.
3. Make sites and programs come alive.
4. Focus on authenticity and quality.
5. Preserve and protect resources.

Ecotourism and Nature-Based Tourism

The International Ecotourism Society defines ecotourim as "responsible travel to natural areas that conserves the environment and improves the well-being of local people." Nature-based tourism is indeed a very viable option for the Route 57 corridor. Warren County is already home to a variety of scenic and ecologically significant features, including the Musconetcong River, the Highlands, the Morris Canal towpath, and important habitat for trout, migratory birds, and other wildlife. Thus, the purpose of developing a more refined and comprehensive nature-based tourism program would be to build upon the resources that are already there, both for their intrinsic value and for their role in bringing residents and visitors to the area. Nature-based tourism programs and organizations can help provide funds that can be used to maintain and preserve these natural resources, ensuring that they will be enjoyed for generations to come.

Regional Attractions with Strong Heritage and Ecotourism Components

There are many exciting things happening in the region that could inspire communities along the Route 57 Corridor to build a healthy tourism economy.

Stephens State Park. Located in Hackettstown, this park hosts a variety of events, including nature scavenger hunts for children, mountain bike rides, historical reenactments of frontier camping and Lenape crafts, and trail hikes.
http://www.state.nj.us/dep/parksandforests/parks/stephens.html



The annual crafts festival and 4th of July Parade in Washington Borough are two ways that residents and tourists celebrate the culture and heritage of the community (pictures courtesy of the Washington Borough Business Improvement District website).



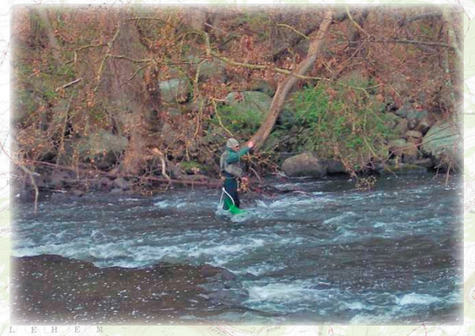
Warren County Farmers' Fair. Held annually in Harmony Township, the fair is one of the few remaining authentic agricultural fairs in Northern New Jersey. This event features livestock exhibits, antique car and tractor shows, exhibits of traditional arts and handicrafts, children's activities, and a balloon festival.
http://www.warrencountyfarmersfair.org

Washington BID events. The Washington Borough Business Improvement District works with local businesses and government to provide a high-quality environment for shopping and civic interests in the Borough. The BID sponsors a variety of events which draw tens of thousands of people to Washington throughout the year. Events include: Annual Car Show (June), Festival in the Borough (July), weekly Farmers Market (summer), Annual Arts and Crafts Festival, monthly Antiques Flea Market, and First Friday entertainment.
http://www.washingtonbid.org

Waterloo Village. A 19th century port town along the Morris Canal, Waterloo Village is a National Historic Site located in Allamuchy Mountain State Park along the Musconetcong River in Sussex County. The site includes a recreated Canal Town, with a blacksmith shop, gristmill, and other buildings; the Rutan Farm, which recreates an early 18th century family subsistence farm; and the Lenape Village, carefully recreated based on archaeological evidence. Special events throughout the year and thematic tours for school groups make history come alive for visitors of all ages.
http://www.waterloovillage.org

Heritage and Ecotourism Initiatives in the Region

Through the Route 57 Conceptual Corridor Plan, the concurrent Scenic Byway study, and other related initiatives, the communities along this corridor are already working with state and local government and non-profit groups both to preserve the land uses that give the area its rural character and maintain the existing transportation capacity of the roadway. Listed below are several projects that have been developed in Warren and nearby counties which serve as good examples of Heritage and Ecotourism. A variety of funding sources are available to assist rural communities in maximizing their heritage and nature-based tourism potential—from private grants to federal Transportation Enhancement funds. Sources of funding and information are suggested below and in the Resources section.



From fly fishing in the Musconetcong River to taking in the scenery and birding at the Merrill Creek Reservoir, there are many ways to enjoy the natural environment in Warren County.

Skylands of New Jersey Tourism Council. This organization supports a variety of tourism endeavors in Morris, Sussex, Warren, Hunterdon, and Somerset Counties by promoting member businesses at trade shows and fairs, distributing brochures, producing quarterly newsletters, and developing geographically-based travel guides and itineraries (including *Eco-Trips: Nature Based Activities and Recreation*: http://www.skylandstourism.org/Press/EcoTrips.pdf). This non-profit group plays a valuable role in helping this region make the most out of its tourism potential.
http://www.skylandstourism.org

Belvidere Victorian Days. Each September, Belvidere, the county seat of Warren County, hosts the two-day "Victorian Days" festival. The celebration includes vintage fashion shows, house tours, a 19th century vintage baseball game, and other events that celebrate the area's heritage and draw many visitors. The event fosters community pride, and proceeds are used to fund preservation initiatives and scholarships.
http://www.victorianbelivdere.com

Heritage Alliance for Tourism (HAT). This initiative of the Great Swamp Watershed Association works to promote heritage tourism in the Morris County region by fostering the effective collaboration of businesses, government agencies, non-profit organizations, and educational institutions. In addition to increasing awareness, HAT tracks site attendance and applies for grants to improve heritage tourism in Morris County.
http://www.greatswamp.org/HAT/hat.htm

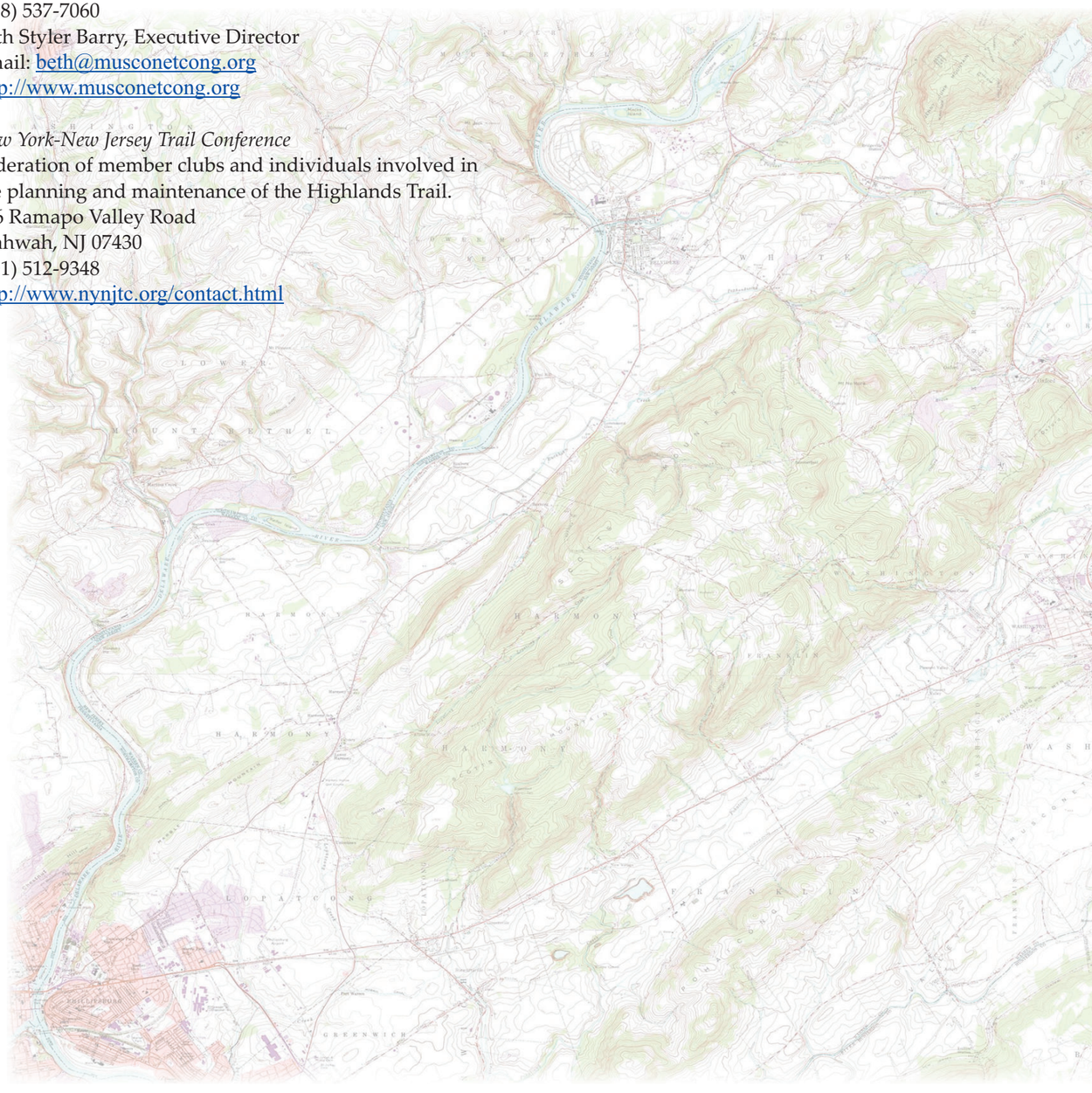
Morris County Heritage Destination CD-ROM. With funding from the Morris County Park Commission and a grant from the NJ Office of Travel and Tourism, the Morris County Visitor's Center (MCVC) developed a 6-minute CD-ROM featuring Morris County's four national historic landmarks.
http://www.morris-tourism.org

Restore Hunterdon. Inspired by the nationwide movement "Restore America" (aimed at preserving the nation's historic treasures), a volunteer committee has formed in Hunterdon County. Restore Hunterdon: Historic Preservation in Progress aims to use public education and awareness to encourage the appreciation

Greenways and Trails

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Federation of member clubs and individuals involved in the planning and maintenance of the Highlands Trail.
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Greenways and trail systems provide numerous benefits to the region. In addition to supporting the goal of scenic preservation, they enhance the quality of life for local residents, help attract heritage and nature-based tourism, and create a backbone for alternative transportation systems. The creation of greenways is also a useful strategy for combating sprawl, by confining future development to defined towns or villages bordered by a greenway.

From the perspective of transportation access, it is important that greenways connect with places where people want to go, such as neighborhoods, schools, parks, business centers, shopping areas, and transit stops. Greenways also provide an excellent opportunity for embedded community and neighborhood parks.

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Trails
are paths used for walking, bicycling, horseback riding or other forms of recreation or transportation. Some greenways include trails, and some do not.

This framework of using a regional greenway with local connections to adjacent communities is an integral part of planning efforts of another New Jersey canal trail along the Delaware and Raritan Canal.

Proposed Greenways/Trails

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Highlands Trail

When completed, the Highlands Trail will extend over 150 miles from the Hudson River in New York to the Delaware River in Phillipsburg, connecting major scenic attractions. The proposed Warren County section of the Highlands route will head south from Jenny Jump Mountain to Merrill Creek Environmental Preserve, Scotts Mountain and then to the Delaware River in Phillipsburg.

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Potential Greenway/Trail Sites

Musconetcong River Trail

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A Morris Canal towpath overlooks Saxton Falls at former Guard Lock 5 West. This is a popular site for fly fishing.

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http://www.state.nj.us/transportation/business/localaid/



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165 County Road 519 South
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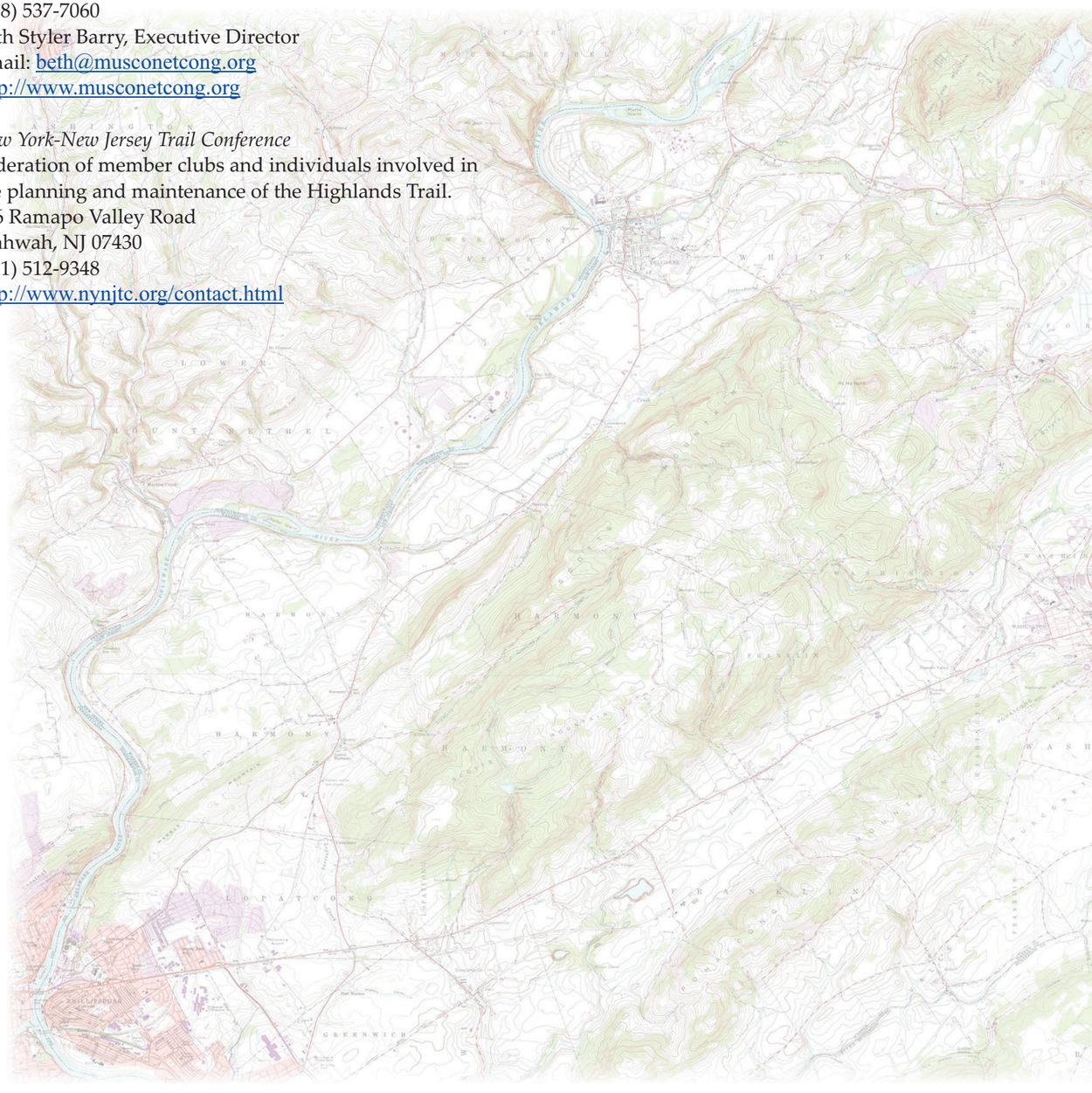


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Transit and Park & Ride

Increased congestion in the Route 57 Corridor has prompted new interest in transit and park-and-ride as an alternative to automobile travel. In recent years, residents of Warren County have shown strong support for the creation of additional transit service. According to a 2004 countywide survey, 60 percent of residents believe that more transportation choices are needed. These choices include new intra-county shuttle bus service, additional park-and-ride lots, and through commuter rail service to Hoboken and New York City.

Despite the expressed sentiment, the 2004 outreach survey also indicated opposition to increased densities around prospective transit centers due to concerns including the impact on school enrollment and finances. Owing to this, the Warren County Strategic Plan concludes that rather than new transit service, regional connections with park and ride accessibility are likely to have the greatest impact on addressing congestion and promoting alternate travel modes, as residents living in dispersed locations within the county would be able to access existing stations via private automobile.

According to a 2004 countywide survey, 95% of Warren County residents drive to work; nearly 42 percent of these trips are bound for locations outside the county.

Source: Warren County Strategic Plan

Shuttle Bus Services

Transit dependant groups including students, the elderly, and low-to-moderate income workers in the Route 57 Corridor have few alternatives to automobile travel. Outside of Phillipsburg and Hackettstown (where NJ TRANSIT operates three "Wheels" bus routes), transit service is infrequent or unavailable, with only one route—the Route 57 Shuttle—providing intra-county service (via Washington Borough) to a number of retail, commercial, and institutional locations. New commercial development in the outskirts of Phillipsburg, Washington, and Hackettstown is expected to increase the demand for intra-county transit (specifically, shuttle services that connect low-to-moderate income residents with critical job centers). The Warren County Department of Human Services, which operates the Route 57 Shuttle in addition to on-demand paratransit for residents with special needs, has recently explored the possibility of introducing a "Mid-County Bus" route between Washington Borough, Phillipsburg, and Belvidere via Route 57 and Route 31. The County recommends shuttle service to employment centers outside the Corridor (e.g. Morris County and the Lehigh Valley) to help meet the travel needs of target groups who live in the Corridor but work elsewhere.



Park-and-Ride and Commuter Bus Service to New York



New park-and-ride lots served by higher frequency commuter bus service to New York City—a cost-efficient alternative to passenger rail—are likely to have the greatest impact on transit ridership in the Route 57 Corridor. Currently, Martz Trailways and Trans-Bridge Lines serve the Corridor with commuter bus service to New York. Martz Trailways buses serve Hackettstown (at the Jigger Shop on Main Street) five times daily, with an additional Monday-Friday inbound run. Trans-Bridge Lines buses serve Greenwich Township (at Phillipsburg Mall on US-22, halfway between Route 57 and I-78) with 28 Monday-Friday runs, and 11 Saturday-Sunday-Holiday



This "shared-use" park-and-ride facility, located at the Pathmark Shopping Center on Route 9 in Old Bridge Township (Middlesex County), is served by frequent bus service to New York. Here, underutilized parking for the shopping center has been set aside for commuters.

runs. The *Warren County Strategic Growth Plan* (April 2004) recommends additional park-and-ride facilities at two locations in the Corridor: the A&P Shopping Center Lot on Route 31 in Washington Township (currently not served by direct transit to New York) and an expanded lot on Route 22 in Greenwich Township. Both park-and-ride facilities would make productive use of existing underutilized surface lots.



Washington Borough was once served by frequent passenger trains to Hoboken (operated by the Lackawanna Railroad). The station was demolished in 1982. However, the line is still active and used by Norfolk Southern freight.

NJ TRANSIT Commuter Rail

Some interest has been expressed in reactivating passenger rail service between Hackettstown and Phillipsburg on the Washington Secondary Line, which closely follows the Route 57 Corridor. The Washington Secondary is an active single-track Class I freight railroad owned by Norfolk Southern that runs via Port Murray, Washington Borough, New Village and Stewartsville. In Hackettstown, the Washington Secondary Line connects with NJ TRANSIT's Montclair-Boonton Line and Morristown Line, which offer limited weekday service to Hoboken Terminal (from Dover, service is much more frequent, with Midtown Direct trains to New York-Penn Station). The Washington Secondary Line is one of three "candidate projects" located in Warren County (the other two are the Lackawanna Cutoff, located about 10 miles north of the Route 57 Corridor, and Raritan Valley Line extension to Phillipsburg, located mainly in Hunterdon County south of the Corridor). Stations along these reactivated commuter rail lines would likely consist of traditional park-and-ride lots, with most users accessing the stations via private automobile. Transit-oriented development, which would increase housing densities to at least 10 units per acre around stations in designated centers, has been opposed due to concerns over impacts on school finances. Each of the "candidate" rail projects currently lack funding commitments from NJ TRANSIT.

Pedestrian Improvements at Transit Facilities

Bus and rail stations that are located within walking distance of job centers, shopping, and dense residential areas require pedestrian connections that are attractive, convenient, and safe. Factors such as walkway/sidewalk availability, tree cover, lighting, protection at arterial crossings (e.g. well-marked crosswalks, pedestrian countdown signals, and median refuge islands), and signage all impact the desirability of transit as an alternative to automobile travel. Funding for pedestrian improvements around transit stations in urbanized areas (such as greater Phillipsburg and Hackettstown) is available through the Federal Transit Administration's Transit Enhancements program. Funding is also available through State-level programs, including NJDOT's Centers of Place and Transit Village programs. For all present and future bus service in the corridor, it is recommended that provisions be made for designated bus stops and pedestrian accommodations at bus stops. Typical locations would include job sites, retail and schools.

Resources

TransOptions
http://www.transoptions.org/County/Waren_area.html

Warren County Department of Human Services, Transportation Services
http://www.co.warren.nj.us/humanservices/admin/transportation.html

***Warren County Smart Growth Plan – Transportation Technical Study*, Warren County Planning Department**
http://www.co.warren.nj.us/transportation_study.html

***Warren County Smart Growth Plan, Transportation Technical Study*, Warren County Planning Department**
http://www.co.warren.nj.us/planning/transportation.html

***Warren County Strategic Growth Plan*, Warren County Planning Department** http://www.co.warren.nj.us/planning/county_strategic_growth_plan.html

Transit-Supportive Infill Development

Many New Jersey communities are exploring the possibility of Transit-Oriented Development—dense settlements clustered near rail or bus stations which are specifically designed to take advantage of these services. In outlying areas such as the Route 57 corridor, a more limited approach known as Transit-Supportive Infill Development may be appropriate.

Transit-Supportive Infill Development provides for increased density in established neighborhoods and village centers. It helps to support the future expansion of transit service by providing clusters of potential riders who can be conveniently served at a central pickup point. Along Route 57, this type of rider market could potentially attract express bus providers serving northern New Jersey and New York. Instead of having to drive to a park-and-ride lot, residents of these communities could walk or bicycle to the bus depot. Densities would typically range from 10 units per acre upward and neighborhoods could include mixed uses such as shopping, local services and parks.

In addition to supporting future transit service expansion, infill of existing neighborhoods with either residential or mixed use development is also one of the land conservation strategies identified in the Route 57 Corridor Plan.