

Route 57 Corridor Plan



New Jersey DOT

Route 57





Route 57

- 21-mile long, two-lane, rural principal arterial
- Average daily traffic = 15,000
- Located in mainly rural, northwest, Warren County – in the “Highlands” area



History

- County had requested corridor study
- NJDOT looking for opportunities for a new approach to rural corridors, advancing State Development and Redevelopment Plan
- New administration identified “Smart Growth” as a major policy initiative
- NJDOT determined no need for widening



The corridor paradigm

- Rural areas – preserve scenic values and open space, deter sprawl, limit traffic signals and curb cuts, maintain mobility
- Village areas – promote selective development, invest in traffic calming and pedestrian improvements
- Towns – promote redevelopment, invest in traffic calming and pedestrian improvements



Rural areas





Rural areas





Rural areas



Rural areas



Rural areas



Rural areas



Phase I: \$1 million in FY03





Phase I

- First purchase – 80 acre site for \$500,000
- About ¼ mile of Route 57 frontage
- Contains segment of Morris Canal route
- Owned by county, kept in agricultural production

Villages



Villages



Villages



Villages



Villages





Villages



Traffic Calming



Proposed view Eastbound
Approaching New Village



Existing view Eastbound
Approaching New Village



Washington Borough



Washington Borough



Washington Borough





Washington Borough



Washington Borough





Integrated Transportation and Land Use Plan: FY04

■ Elements include:

■ Smart Growth

■ Toolkit for zoning and master plan changes

- Billboards/signs
- Coordinated plans throughout the corridor

■ Water quality Issues

■ Educate other municipalities on lessons learned here

■ Scenic Byway Designation

Purpose

- Further Rt. 57 Transportation Concept Development Study & Warren County Strategic Plan
- Avoid costly road widening
- Explore ways to integrate land use and transportation
- Enhance local goals for economic development & environmental preservation



Outcomes

- Corridor Vision
- Demonstration Plans
 - Village/Borough Development
 - Rural Preservation & Design
- Implementation Toolkit
- Transportation Improvements
- Scenic Byway Information



How Will We Live?
Community elements

Where Will We Live?
Regional scenarios

How Will We Get There?
Implementation





Workshop One: What Would You Change?





Workshop 2: Imagining Possible Futures



New Highway Commercial & Suburban Residential



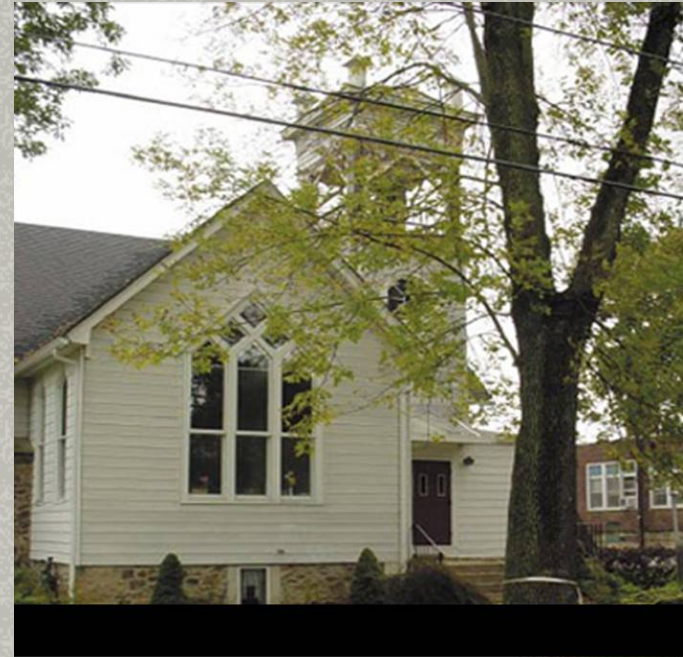
Old Highway Commercial



Suburban Residential



Small Village



Demonstration Plan

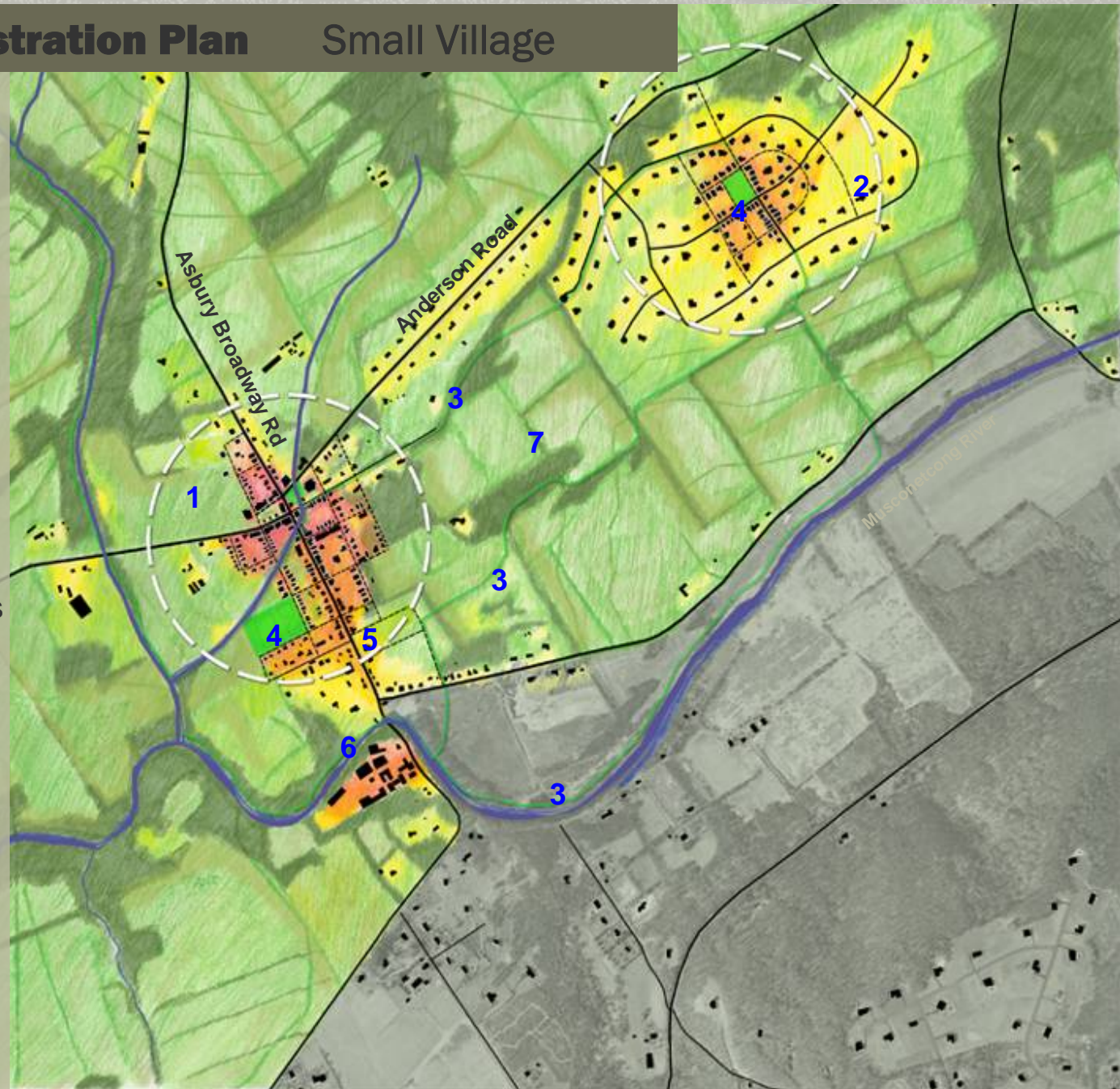
Small Village

Key Elements

- 1- New Village Center
- 2- Neighborhood Infill

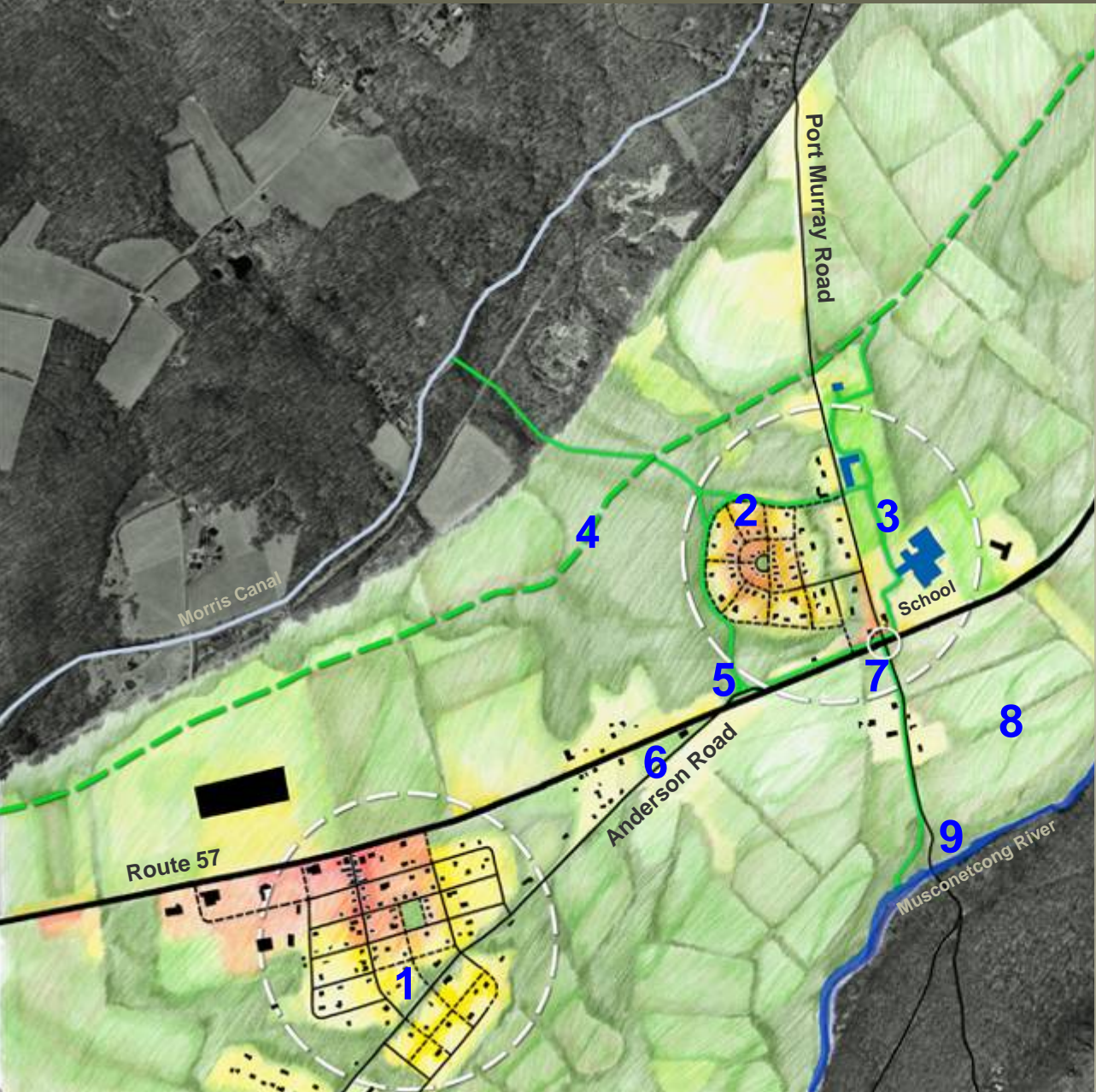
Community Character Strategies

- 3- Greenway/River Walk
- 4- Parks
- 5- Main Street Improvements
- 6- Historic Mill, Museum
- 7- Agricultural Lands Preserved





Demonstration Plan Farm/Village Preservation



Key Elements

- 1- Infill in Existing Neighborhood
- 2- New Neighborhood
- 3- Recreational Center

Community Character Strategies

- 4- Farm Path
- 5- Scenic Pull-off/ Trailhead/Farm Stand
- 6- Scenic Intersection Preserved
- 7- Pedestrian Enhancements
- 8- Agricultural Lands Preserved
- 9- Context-Sensitive Bridge Design



Implementation Toolkit

- Resources to aid the local planning process
- Designed to support implementation of Corridor Plan and Demonstration Plan concepts
- 17 brochures with information, suggested local applications, and funding sources



Design Guidelines for Future Development

ROUTE 57 CORRIDOR PLAN IMPLEMENTATION TOOLKIT

DESIGN GUIDELINES

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 accommodate 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.

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.

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.

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 residential 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.

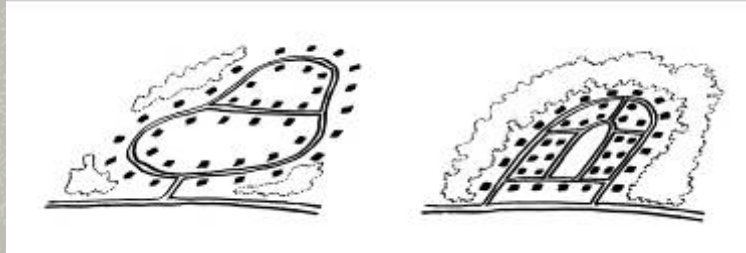


7. RURAL RESIDENTIAL YARD

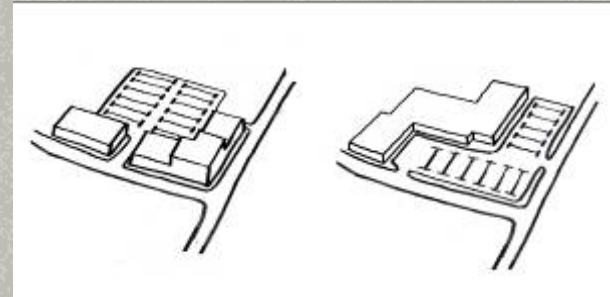
A rural residential yard is applicable in rural residential areas. To maintain rural character, homes and buildings are substantially setback from the roadway. Within scenic rural areas, the placement of residences should be sensitive to viewsheds and open spaces to preserve the rural experience along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



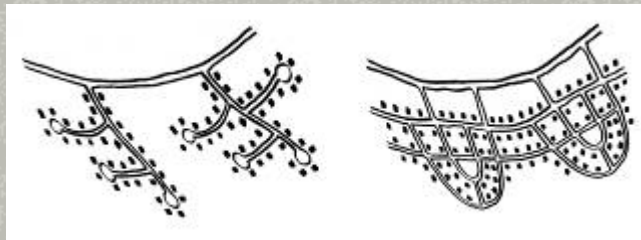
Development Principles



Rural Development



Site Design & Parking



Street Connectivity



Mixed Use



Parks & Open Space

Development Guidelines



Downtown



Commercial Center



Village Center



Neighborhood Center



Rural Neighborhood

Land Acquisition and Scenic Easements

Resources for Land Preservation

- NJDEP Green Acres
- Warren County Office of Land Preservation
- NJDA Planning Incentive Grants
- Land Trusts



ROUTE 57
CORRIDOR PLAN

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



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

helped to develop public parks and recreational areas.

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

Warren County has been actively seeking to preserve open space around the historic Morris Canal, which roughly parallels Route 57. Through a partnership between NJDOT and the County, a limited amount of funding has been made available for strategic acquisition of scenic parcels in the Route 57 corridor. NJDOT sponsored a viewshed study to determine priorities for this initiative. 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.

State Scenic Byway Designation



ROUTE 57
CORRIDOR PLAN

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.

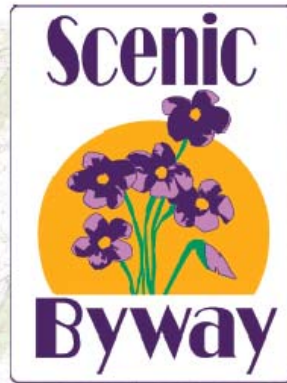
What is a Scenic Byway?

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 Byways 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



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.

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.

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

- Concurrent study in progress to explore designating Rt. 57 as a State Scenic Byway
- Would provide opportunities for funding, tourism promotion and scenic preservation



Farm Support Services

ROUTE 57 CORRIDOR PLAN IMPLEMENTATION TOOLKIT

FARM SUPPORT SERVICES



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

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



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 their own communities.

Washington Borough Farmer's Market

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

agricultural-related attractions. Jersey Fresh matching grants can be used by organizations to help produce and promote local festivals, markets, events or outreach programs.

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



- NJDA programs for farmland preservation
- Marketing and planning support

Tourism Support

- Potential to serve niche markets
 - Heritage & Cultural Tourism
 - Ecotourism & Nature-Based Tourism
- Resources include Skylands of New Jersey



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.

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).

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:

- 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 are 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:

Historic Preservation/Restoration

- Many sites along the corridor are listed on the National and State Registers of Historic Places
- Funds available from federal, state, & private sources for preservation efforts
- Ties in with economic development and heritage tourism goals



HISTORIC PRESERVATION

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 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 Homestead, the 18th century home of a Revolutionary War patriot and one of Phillipsburg's



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.

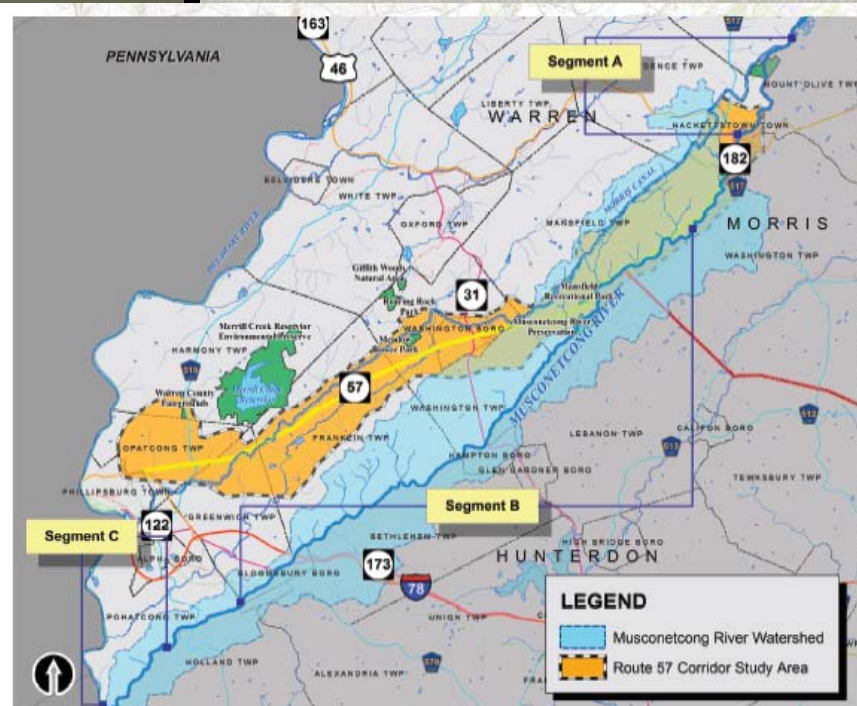


earliest and most influential settlers (Phillipsburg).

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);

Musconetcong River Management Plan

- Ongoing effort led by Musconetcong Watershed Assoc.
- Goals closely linked with those of Scenic Byway & Corridor Study



MUSCONETCONG RIVER MANAGEMENT PLAN

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.

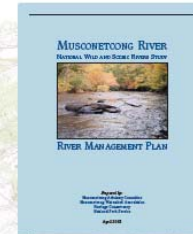
The Plan was created as part of an ongoing effort to evaluate the Musconetcong River for inclusion in the National Wild and Scenic River System. If the National Wild and Scenic Rivers Act is amended by Congress to include the Musconetcong River, the river will become one of eight NPS "Partnership" Wild 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 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-



"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)

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).

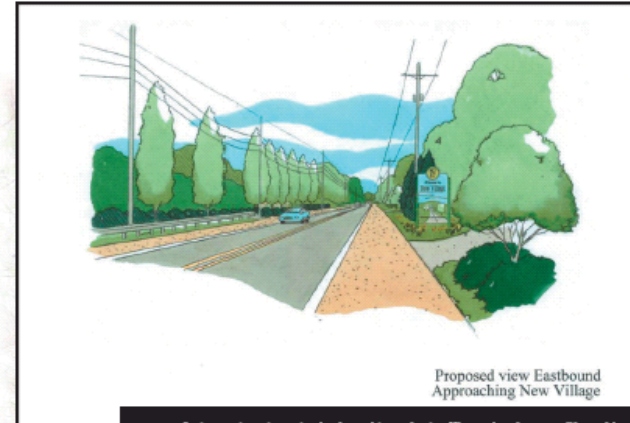


- December 2005 - Bill passed Senate
- Expected to be passed by House early 2006

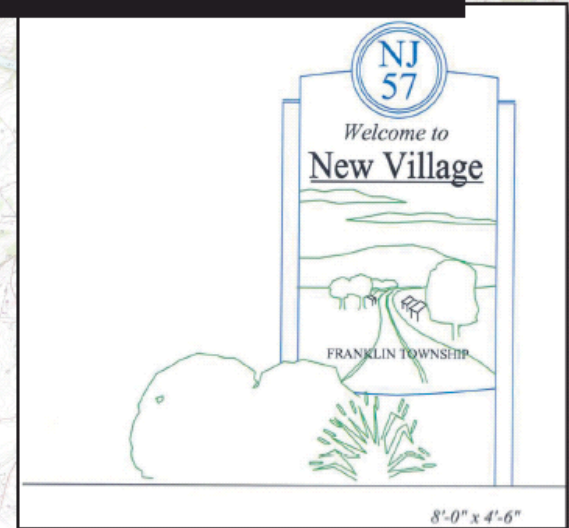
Spot Transportation Improvements

- NJDOT has a number of projects in the pipeline.
 - Intersection improvements
 - Traffic Calming measures
- Context Sensitive Design approach
- Gateway Project → designed to calm traffic & enhance village identity

SPOT TRANSPORTATION IMPROVEMENTS

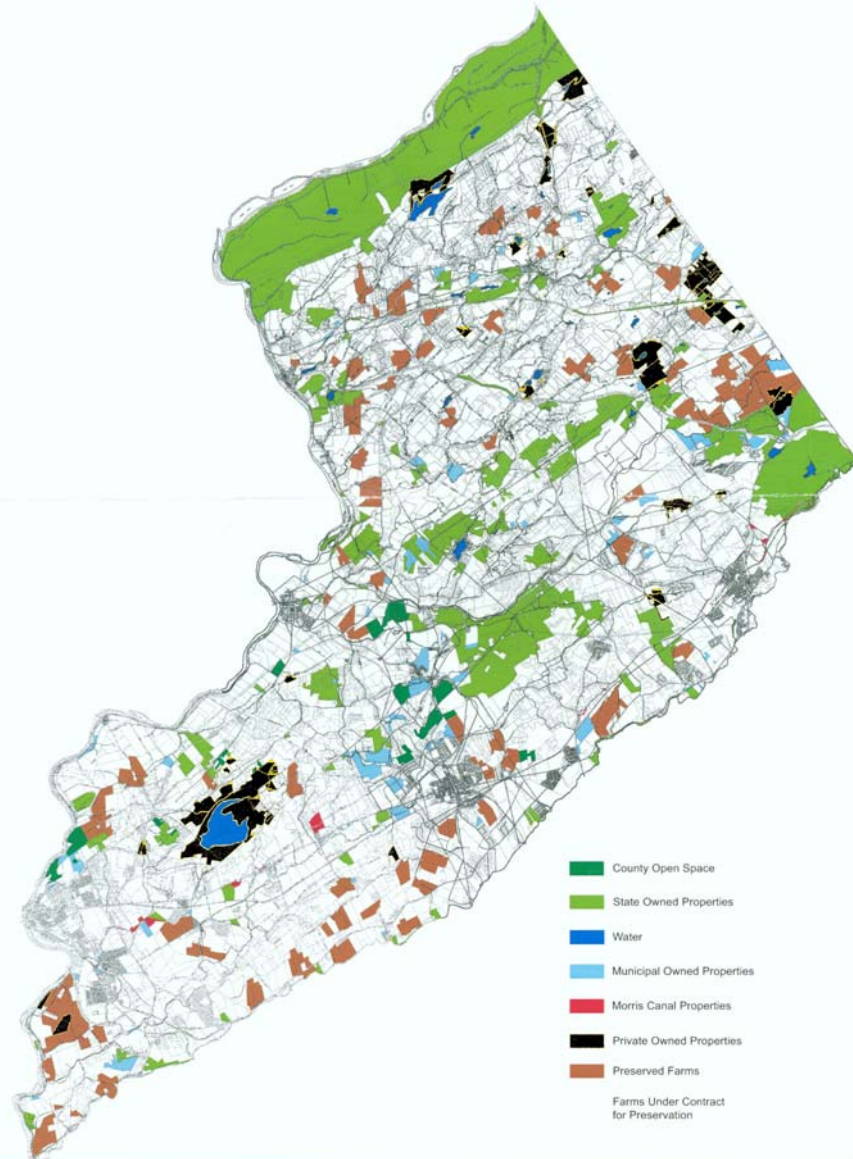


Gateway treatments designed to calm traffic and enhance village identity are under development in several locations along the Route 57 corridor.



Source: Concept drawings prepared by Vollmer Associates for NJDOT

WARREN COUNTY PRESERVED LAND







National Park Service

National Park Service
U.S. Department of the Interior



Musconetcong River Wild and Scenic River Study



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[Marie Rust, Regional Director](#)

updated 8-9-04

Current Status

A bill (HR 3902) to designate the Musconetcong River into the National Wild and Scenic River System was introduced by Rep. Scott Garrett (NJ/5th) and Co-Sponsored by Reps. Rodney Frelinghuysen (NJ/11th) and Mike Ferguson (NJ/7th) on March 4, 2004.

Overview

The Musconetcong River is located in the northwestern Highlands region of New Jersey. The river flows 42 miles southwesterly, from Lake Hopatcong to the Delaware River, and is just 50 miles from the New York and Philadelphia metropolitan areas.

In 1997, 18 of 19 Musconetcong River municipalities petitioned the National Park Service to determine the Musconetcong river's eligibility for National Wild and Scenic River designation. The formal study, involving the Musconetcong Advisory Committee, local governments and local landowners, began in 1999 and took five years to complete.

The Musconetcong Advisory Committee, with the assistance of the Park Service, developed the Musconetcong River Management Plan in April, 2003. Not long after, 13 of 14 riverside municipalities voted to support the management plan and the designation of the river into the National Wild and Scenic River System.

Download the [Musconetcong River Management Plan](#) in pdf (0.7mb)



Outstanding Resources

Historical

The Plenge site, a Paleo-Indian archeological site that dates back 12,000 years, is on the banks of the Musconetcong River. Historic sites and hamlets like the Miller Farmstead and Stone Bridge, Waterloo Village, Asbury, Bloomsbury, Beattystown and the New Hampton Pony Pratt Truss Bridge can be found along the Musconetcong River as well.

Scenic

There are 5,045 acres of parks in the watershed, with hundreds of acres of park land along the Musconetcong River itself. The river valley provides for views of mature forests, farmlands and historic villages.

Recreational

With many of its tributaries being trout production streams, the Musconetcong River is one of the finest trout fishing streams in New Jersey. At periods of higher flows, the river is also an excellent paddling river. There are miles of hiking trails, particularly in the upper end of the corridor at



MUSCONETCONG RIVER

NATIONAL WILD AND SCENIC RIVERS STUDY



RIVER MANAGEMENT PLAN

Prepared by:
Musconetcong Advisory Committee
Musconetcong Watershed Association
Heritage Conservancy
National Park Service

April 2003

Farmland and Open Space Preservation

About 15 percent of the Musconetcong River watershed's 100,864 acres are permanently preserved as open space or farmland. Most of these 'green acres' border the river or are within the one-quarter mile corridor of the wild and scenic plan area.

The most active acquisition agencies have been the New Jersey Department of Environmental Protection Green Acres Program (about 10,660 acres), county and state farmland preservation programs (about 2,419 acres, 1,340 of this in Warren County), and the Hunterdon County Parks Program (about 1,150 acres).

Within the last several years, however, municipalities have become an increasingly active partner. As of December 2000, 12 of the 26 municipalities in the Musconetcong Watershed had enacted special taxes for open space acquisition. Eleven of those municipalities are within the National Wild and Scenic Rivers study area, bordering the river. In the watershed, there are 204 acres of municipally owned open space. Municipalities with open space plans and dedicated funding can apply to the state Green Acres Program for Planning Incentive Grants that average about \$500,000 and can be replenished as the money is spent.



Agricultural Valley

Three of the four counties along the river have their own open space or parks programs. In Warren and Morris counties, these programs are funded by a dedicated tax; in Hunterdon, they are funded through capital expenditures.

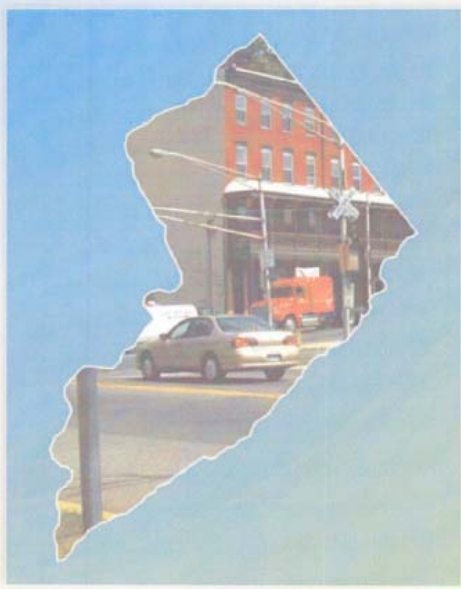
All four of the counties have farmland preservation programs, although Sussex County's program emphasizes areas outside the Musconetcong Watershed. State funds support the farmland preservation programs in Hunterdon, Warren and Morris, with the counties providing a 20 to 40 percent match on each easement purchase. Warren's 1,340 preserved acres are in 10 farms, all of them on or near the river. Hunterdon has 467 acres in seven farms in the watershed, with one 135-acre farm directly on the river. Morris has preserved five farms containing 612 acres, all immediately on the river. Warren is aggressively pursuing more farms next to or near the riverside clusters. All farms within the preservation program are required to have conservation plans to control erosion and runoff.

The active participation of municipalities and counties and of the Musconetcong Watershed Association and other citizens groups has helped make the Musconetcong corridor a high-ranking state preservation priority. The ultimate goal of the State Green Acres Program in the Musconetcong corridor is to establish a greenway along the entire length of the river. The most recent legislation signed in April 2001 allocated an additional



December 2004
Revised October 2005

WARREN COUNTY

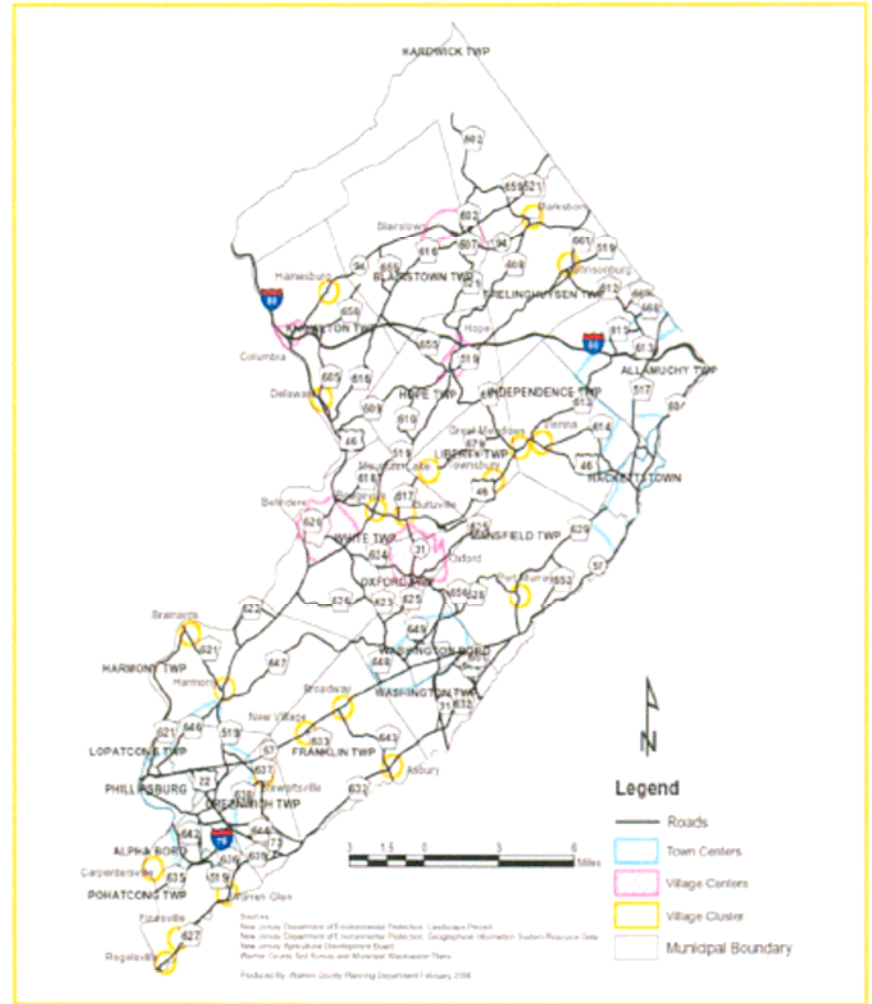


STRATEGIC GROWTH PLAN



Figure 16

1979 General Development Plan



WARREN COUNTY SMART GROWTH PLAN

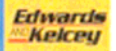




Figure 12
Existing Zoning

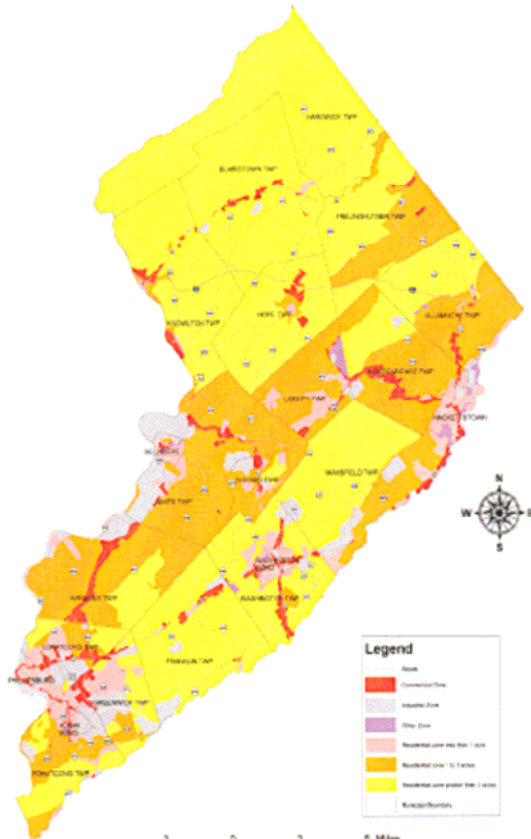


Figure 19

Highlands Planning Area and Preservation Area



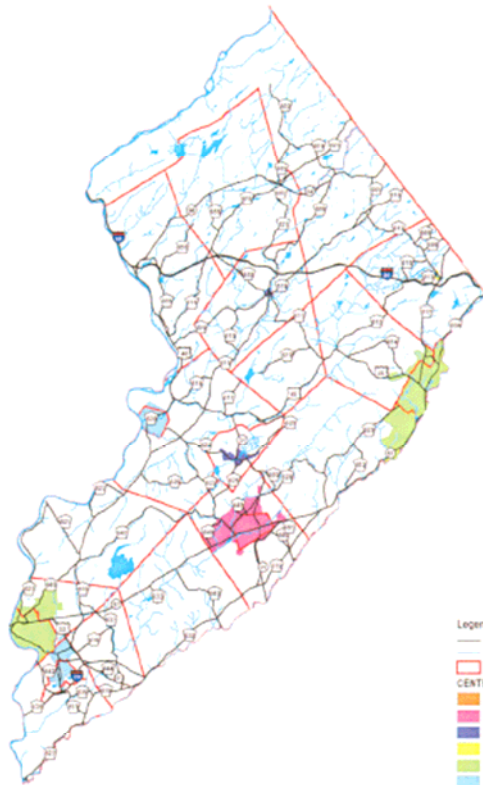
Highlands Planning Area and
Preservation Area- Amendment Per S-1/A-2635





Figure 11B

State Development and Redevelopment Plan Warren County



- Legend**
- Roads
 - Rivers
 - Planning Area
 - CENTER TYPE**
 - Designated Hamlet
 - Designated Town
 - Designated Village
 - Proposed Hamlet
 - Proposed Region Center
 - Proposed Town



Figure 11A

Policy Map - New Jersey State Development and Redevelopment Plan



- Center**
- U/C Unincorporated Center
 - R/R Designated Regional Center
 - P/R Proposed Regional Center
 - D/T Designated Town
 - P/T Proposed Town
 - D/V Designated Village
 - P/V Proposed Village
 - D/H Designated Hamlet
 - P/H Proposed Hamlet
- Urban Contours**
- Urban Contour
 - Suburban Contour
 - County Boundary
 - Water
- Planning Area**
- Metropolitan Planning Area
 - Suburban Planning Area
 - Single Planning Area
 - Rural Planning Area
 - Resort/Recreation Planning Area
 - Low Density Planning Area
 - Low, Medium, & High Density Planning Area
 - Parks and Natural Areas
 - Historic Districts
 - Waterways
 - Water
 - Critical Environmental Site
 - Historic & Cultural Site
- Problems Management Area**
- Problems Boundary
 - Regional Growth Area
 - Town
 - Village
 - Road Development Area
 - Agricultural Production Area
 - Special Agricultural Area
 - Forest & Preservation Area
 - Wildlife & Habitat
- Boundary**
- Interlocal Boundary
 - County Boundary
 - Intersect & Toll Road
 - State & County Road
 - CAPRA Boundary
 - Common Rail & Station

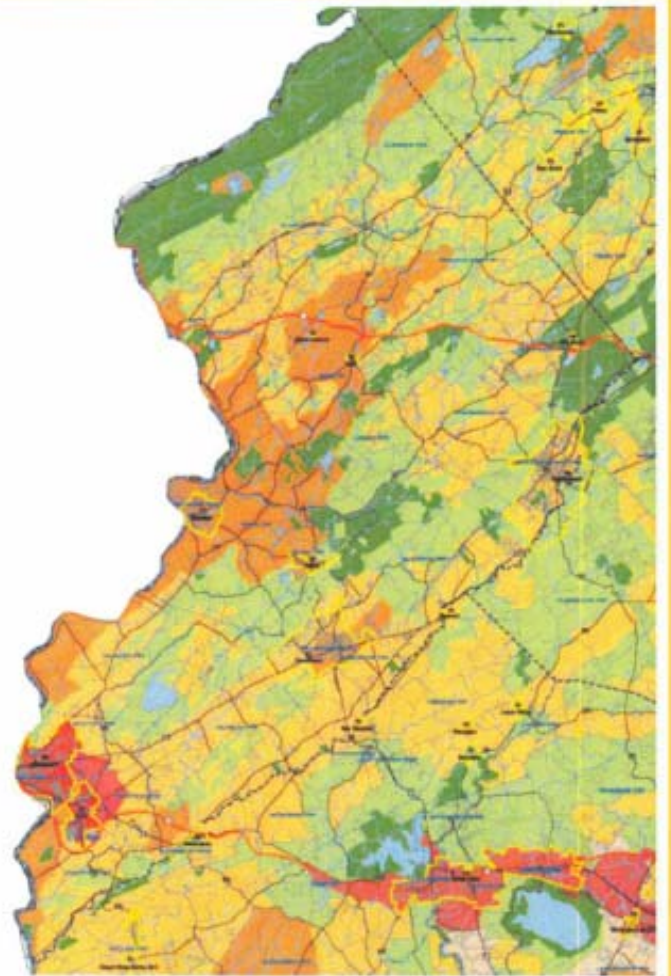




Figure 7A

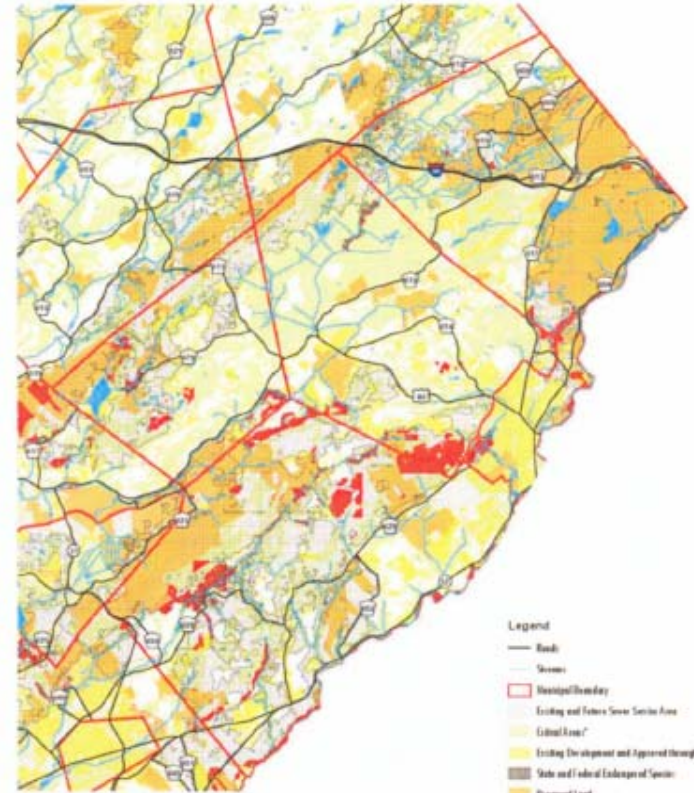
Environmental Constraints Central Warren County



- Legend**
- Roads
 - Streams
 - Municipal Boundary
 - Existing and Future Sewer Service Area
 - Existing Areas*
 - Existing Development and Approved through 2007**
 - State and Federal Endanger of Species
 - Preserved Land
 - Highland High Priority Concentration Area

Figure 7B

Environmental Constraints Eastern Warren County



- Legend**
- Roads
 - Streams
 - Municipal Boundary
 - Existing and Future Sewer Service Area
 - Existing Areas*
 - Existing Development and Approved through 2007**
 - State and Federal Endanger of Species
 - Preserved Land
 - Highland High Priority Concentration Area



Garden State Greenways
DRAFT Statewide Vision for
Interconnected Open Space
and Greenways

October 10, 2002

Existing Conditions

- Existing Protected Land
- Developed Land
- Existing Trails (Blue Track Plan)
- Abandoned Railroad Corridors
- Water Features

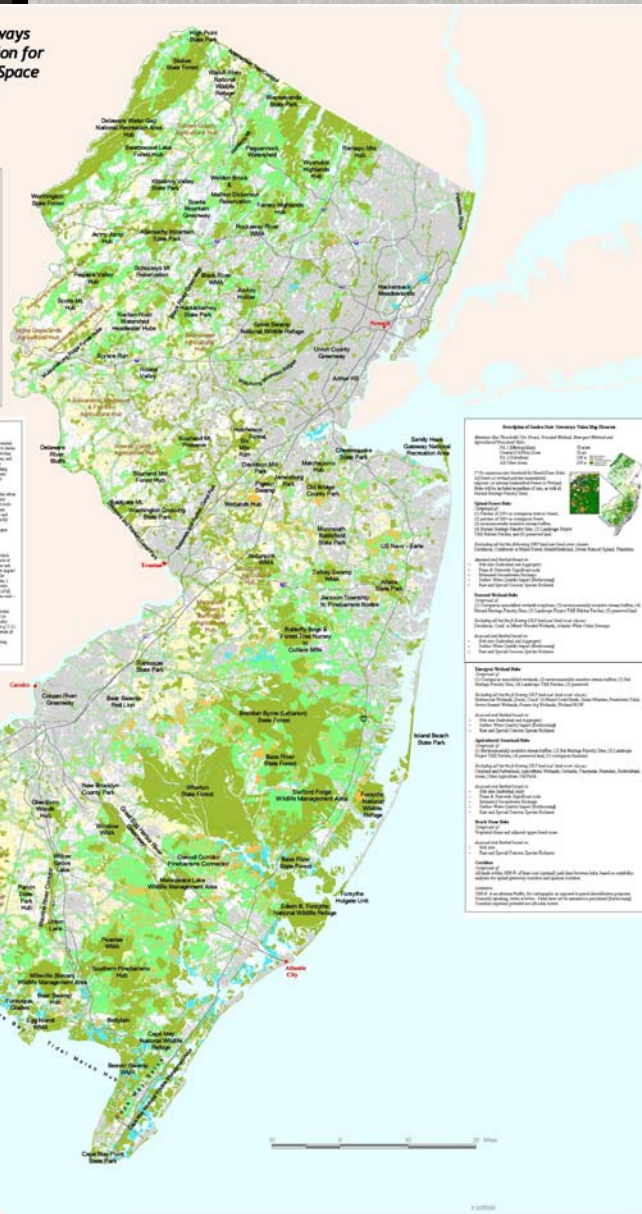
Potential

- Upland Forest Hubs (B-1)
- Forest Wetland Hubs (B-1)
- Agricultural / Openland Hubs (B-1)
- Emergent Wetland Hubs (B-1)
- Marsh Hubs (B)
- Palustrine Wetland Hubs (B)
- Palustrine Wetland Hubs (B)
- Palustrine Wetland Hubs (B)
- Other Open Space

Notes for Existing Maps

The following maps were used in the development of this draft vision for interconnected open space and greenways:

- Statewide Wetlands Inventory (SWWI) - 1998
- Statewide Forest Inventory (SWFI) - 1998
- Statewide Agricultural Inventory (SWAI) - 1998
- Statewide Openland Inventory (SWOI) - 1998
- Statewide Emergent Wetland Inventory (SWEWI) - 1998
- Statewide Marsh Inventory (SWMI) - 1998
- Statewide Palustrine Wetland Inventory (SWPLWI) - 1998
- Statewide Wetland Inventory (SWWI) - 1998
- Statewide Forest Inventory (SWFI) - 1998
- Statewide Agricultural Inventory (SWAI) - 1998
- Statewide Openland Inventory (SWOI) - 1998
- Statewide Emergent Wetland Inventory (SWEWI) - 1998
- Statewide Marsh Inventory (SWMI) - 1998
- Statewide Palustrine Wetland Inventory (SWPLWI) - 1998
- Statewide Wetland Inventory (SWWI) - 1998
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- Statewide Agricultural Inventory (SWAI) - 1998
- Statewide Openland Inventory (SWOI) - 1998
- Statewide Emergent Wetland Inventory (SWEWI) - 1998
- Statewide Marsh Inventory (SWMI) - 1998
- Statewide Palustrine Wetland Inventory (SWPLWI) - 1998



Legend

Designated Hubs for Greenway Trail Systems

Upland Forest Hubs (B-1)

Forest Wetland Hubs (B-1)

Agricultural / Openland Hubs (B-1)

Emergent Wetland Hubs (B-1)

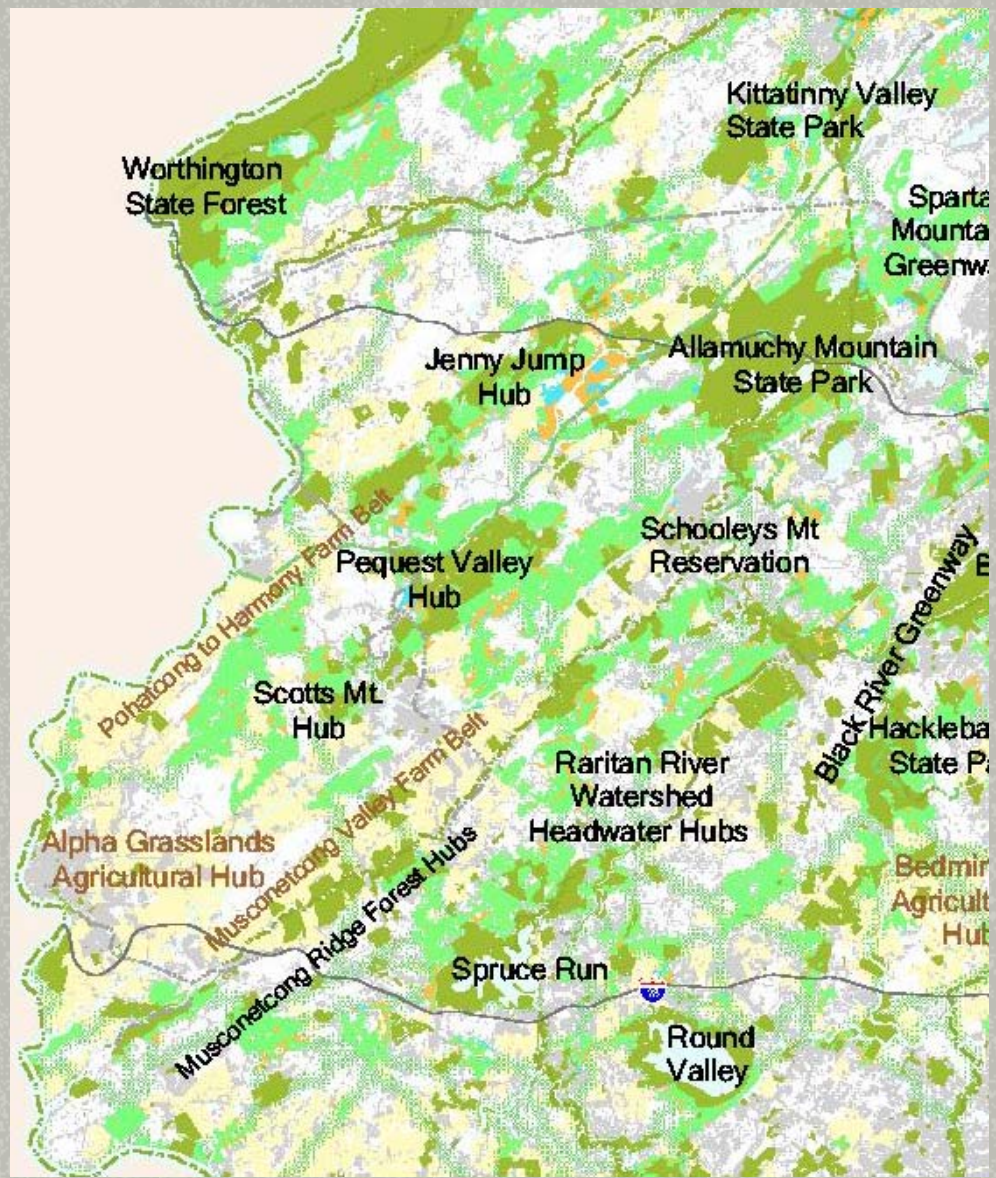
Marsh Hubs (B)

Palustrine Wetland Hubs (B)

Palustrine Wetland Hubs (B)

Palustrine Wetland Hubs (B)

Other Open Space



Highlands TDR Program Objectives

- Preservation of ecologically, agriculturally, historically or culturally important lands of the Highlands Region
- Ensure landowner equity for those properties impacted by Highlands Act



New Jersey Highlands

Major Components of the RMP

- Resource Assessment
- Smart Growth
- Transportation
- Consistency
- Local Participation
- Financial

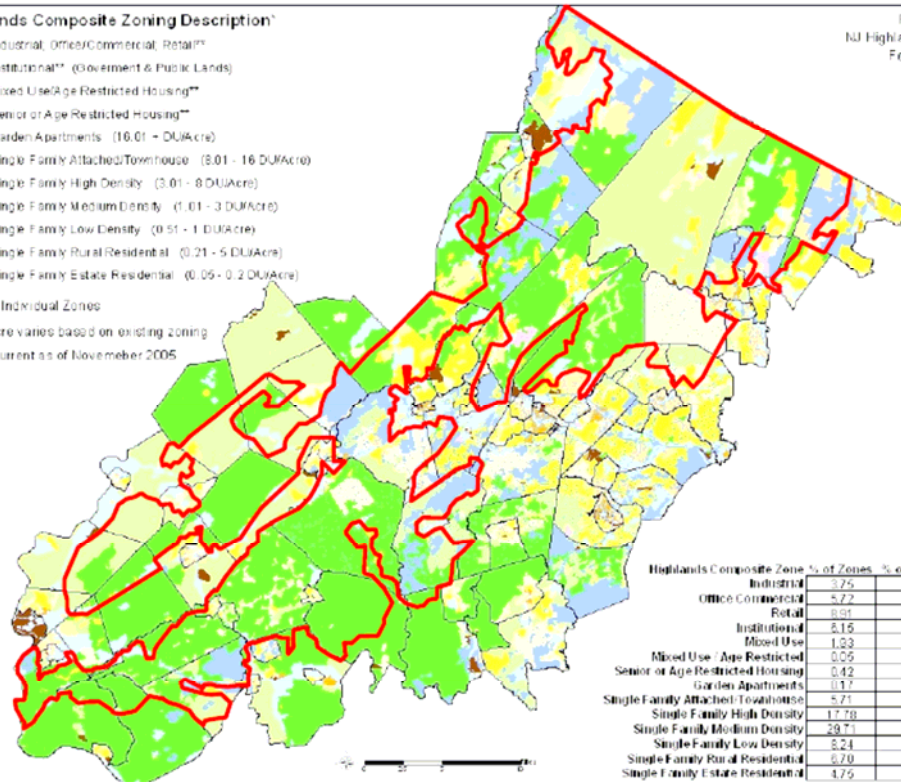
Highlands Composite Zoning Description*

- Industrial, Office/Commercial, Retail**
- Institutional** (Government & Public Lands)
- Mixed Use/Age Restricted Housing**
- Senior or Age Restricted Housing**
- Garden Apartments (10.01 + DU/Acre)
- Single Family Attached/Townhouse (8.01 - 16 DU/Acre)
- Single Family High Density (3.01 - 8 DU/Acre)
- Single Family Medium Density (1.01 - 3 DU/Acre)
- Single Family Low Density (0.51 - 1 DU/Acre)
- Single Family Rural Residential (0.21 - 5 DU/Acre)
- Single Family Estate Residential (0.05 - 0.2 DU/Acre)

* 11,573 Individual Zones

** DU/Acre varies based on existing zoning

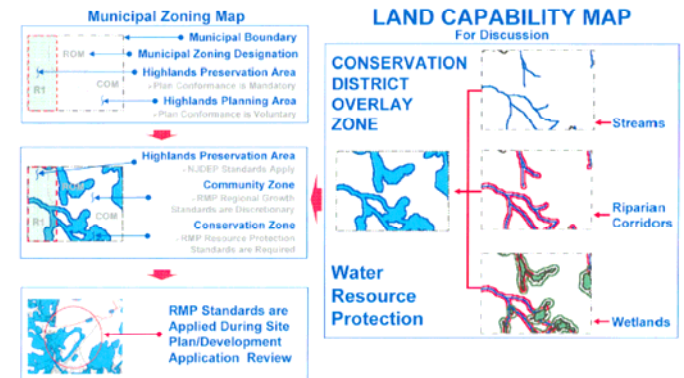
Zoning current as of November 2005



Prepared By
NJ Highlands Council
February 2006

Highlands Composite Zone	% of Zones	% of Land Area
Industrial	0.75	4.14
Office/Commercial	5.22	7.44
Retail	8.01	7.43
Institutional	2.15	11.59
Mixed Use	1.23	0.89
Mixed Use - Age Restricted	0.05	0.05
Senior or Age Restricted Housing	0.42	0.36
Garden Apartments	0.17	0.07
Single Family Attached/Townhouse	5.71	0.54
Single Family High Density	17.76	4.19
Single Family Medium Density	29.71	9.42
Single Family Low Density	5.24	6.14
Single Family Rural Residential	6.70	21.56
Single Family Estate Residential	4.75	36.21

Highlands Regional Master Plan



Lessons Learned

Other Corridors in NJ's
Rural and
Environmentally Sensitive
Planning Areas?

