

*THE MONMOUTH COUNTY  
SCENIC ROADWAY PLAN*



*Monmouth County Planning Board*

**Cover photo:** Canopied road as viewed along Squankum-Yellowbrook Road (County Route 524A) in Howell Township.

# *THE MONMOUTH COUNTY SCENIC ROADWAY PLAN*



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Monmouth County Growth Management Guide  
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# *MONMOUTH COUNTY SCENIC ROADWAY PLAN*

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## *EXECUTIVE SUMMARY*

Monmouth County, New Jersey has long been known for its natural resources. To the north, lie the colorful hills of deciduous forests with splendid views of the Raritan and Sandy Hook Bays. To the east, lie the warm sandy beaches and bluffs that meet the Atlantic Ocean. To the south, the hardwood forests of pine, spruce, and eastern red cedar provide a shady canopy for the lush undergrowth of the forest floor. Finally, to the west, lie the rolling fields of fertile agricultural land. Amid these natural resources lie the history, culture, and people of Monmouth County and the miles of roadway that connect the various towns and communities. These natural resources have been the mainstay for attracting people to settle in this county for centuries. But what makes these natural resources so desirable? The answer is its scenic beauty.

The scenic beauty of Monmouth County is evident as one drives, bicycles or walks down a roadway and views the various landscapes composed of picturesque farmsteads, quaint villages, panoramic views of distant towns and landscapes or as one witnesses the seasonal changes of the landscape itself. It is the combination of both the composition of natural and man-made elements within the landscape and the physical and mental reaction of one's senses to seeing those elements within the landscape, that makes a roadway scenic. Scenic roadways not only contain physical resources worthy of preservation and enhancement but they also contain visual resources that, when developed or erased from existence, are not replaceable. In order for future generations of Monmouth County residents to enjoy the scenic resources this county has to offer, a proactive approach to planning and developing the land within or around these scenic resources needs to be developed and implemented.

The Monmouth County Planning Board has prepared this Monmouth County Scenic Roadway Plan to begin the stewardship towards a better and beautiful tomorrow. The

purpose of the plan is to identify those county roadways, or sections of county roadways, that possess such a high degree of visual quality that driving, biking or walking along these roadways is a pleasurable and enjoyable experience. The primary goal of this plan is to offer alternative design guidelines for roadways that are identified as “scenic” for use in the Monmouth County Planning Board’s development review process and in the Monmouth County Capital Improvement Program. This plan is designed to serve as a growth management tool to guide the future development of land along scenic roadways and resources within Monmouth County. It is developed not only for use by Monmouth County in its review of development applications and capital improvement program but also for all municipalities, design professionals and developers who shape the built environment in which we live.

The *Introduction* discusses the major factors that lead to the development of the Monmouth County Scenic Roadway Plan and the three principle goals that are to be achieved through the implementation of this plan.

Chapter II, *Development of the Monmouth County Scenic Roadway Plan*, focuses on the research and development of the county’s definition of a scenic roadway and the methodology utilized to create the Scenic Roadway Inventory and Rating System. The chapter further discusses the Rating Category Terminology that is used to define the attributes contained on the inventory and rating system survey. A listing of the designated Monmouth County Scenic Roadway is provided at the end of the chapter.

Chapter III, *Design Guidelines for Monmouth County Scenic Roadway*, describes the design guidelines and the policies created to guide the future development of land along Monmouth County’s Scenic Roadways. The guidelines are not only developed for use by Monmouth County in its development review process but also for use in its Capital Improvement Program.

Ensuring that Monmouth County's Scenic Roadways remain scenic requires the coordination of the plan with other federal, state, local and non-profit organizations. Chapter IV, *Strategies for Scenic Roadway Management*, discusses the changes that municipalities and their professionals can make to Master Plans, Zoning and Development Regulations. Emphasis is placed on the site design and landscape improvement guidelines as these design components form the framework of most scenic viewsheds. The coordination with other programs is a crucial element to scenic roadway protection and management.



*Figure 1.* View of field and forest edge as seen from Route 33 in the Township of Howell.

## *I. INTRODUCTION*

The need for a scenic roadway plan in Monmouth County can, in part, be attributed to several factors. The first factor is the construction of several major roadways over the past half-century in and around the county which has substantially improved inter-regional access and mobility. With the completion of the New Jersey Turnpike in 1949, the extension of the Garden State Parkway through Monmouth County in 1954 and the announcement by the Federal government to begin construction of the Interstate Highway System in 1956, Monmouth County was soon discovered as a region rich in development potential. The county suddenly appeared to be within reasonable driving distance from the employment centers of northern New Jersey and New York. As a result, a building boom began to emerge in early 1960's. New homes and shopping centers began to take the place of farms, wooded lands and open fields. The extension of US I-195 and Route 18 through the county in the 1970's further increased inter-regional access and mobility, spurring additional growth and development. By the 1980's, the building boom was in full swing adding thousands of new housing units as well as millions of square feet of commercial, office and industrial buildings to Monmouth County which brought jobs closer to home for the county's growing population. This new development has, however, contributed to the diminishment and loss of many of our scenic resources. With careful management, a balance between economic growth and the preservation of the natural and man-made historic, cultural and recreational features that compose our scenic resources is attainable.

Another factor that has influenced the need for a scenic roadway plan, is the significant public awareness placed forth by several well-organized environmental groups and numerous progressive municipal governments of the county's natural environment, historical structures and cultural heritage. The *Monmouth County Growth Management Guide – Goals, Objectives and Policies* (adopted December 1995), which serves as the master plan for the county, has as one of its main goals, the need for the preservation of "...the valuable

historic, cultural, natural and scenic resources of Monmouth County.” The *Growth Management Guide* supports the local efforts of municipal agencies and public/private organizations to preserve scenic corridors and vistas throughout Monmouth County.

*The State Development and Redevelopment Plan* (SDRP, adopted in 1992 by the New Jersey State Planning Commission), is another document that has influenced the county’s decision to prepare a scenic roadway plan. One of the main goals of *The State Development and Redevelopment Plan* is to “...preserve and enhance historic, cultural, open space and recreational lands and structures.” The State Plan recognizes that the state’s varying “...topographical features and historic and cultural landmarks, including urban skylines, provide a scenic diversity that adds much to the quality of New Jersey life...” Because poorly planned development may negatively impact the visual environment, the protection and preservation of scenic corridors is included as a State Plan policy. The policy states: “Scenic corridors should be protected by appropriate means and preserved by using easement purchase, transfer of development rights, fee simple purchase and other innovative and effective mechanisms.”

Finally, various municipal agencies over the years have identified certain roadways as “scenic corridors” or “scenic roadways” in their master plans. The identification of scenic roadways by municipal agencies is encouraging, but the actual methodology used to identify the roadways as scenic varies from town to town. It is apparent that there is a need to develop a standardized rating and identification system that could be transferable among municipalities not only within Monmouth County but also throughout the state.

In an effort to preserve and enhance the scenic roadways and resources that exist within Monmouth County, standardize the rating and identification methods for scenic roadways within Monmouth County, mitigate the mounting pressure that development is taking on the county’s scenic resources and address the goals of *the Monmouth County Growth Management Guide* and *State Development and Redevelopment Plan*, the Monmouth County

Planning Board is undertaking this Scenic Roadway Plan. Three principle goals are presented below and serve as the framework from which this plan will be implemented:

- (1) To identify [and enhance] those county roadways, or sections of county roadways, that possess such a high degree of visual quality that driving, biking, or walking along those roadways is a pleasurable experience.
- (2) To establish alternative design guidelines for scenic county roadways for use by Monmouth County in its development review process and capital improvement program (C.I.P.).
- (3) To present other methods of preserving and enhancing scenic roadways that can be implemented by other counties, municipalities, developers and agencies.

Policy statements, contained throughout the plan, further define the strategies through which the goals are to be achieved. The achievement of these three goals will ensure that the natural and man-made historical, cultural and recreational resources that exist along the scenic roadways within Monmouth County will exist for future generations to enjoy.



*Figure 2.* Panoramic view of Sandy Hook Bay as viewed from Ocean Boulevard (County Route 8) in the Borough of Atlantic Highlands.

## *II. DEVELOPMENT OF THE MONMOUTH COUNTY SCENIC ROADWAY PLAN*

### **Methodology**

Preparation of the Monmouth County Scenic Roadway Plan began with the research and review of information published by federal, state and local governments and non-profit groups that have either implemented scenic roadway programs or have addressed issues related to the preservation of scenic corridors, byways and roadways. While much of this research is documented in the Appendix C, it is important to note that there is a wide range among the various programs in scenic roadway identification, administration and implementation criteria. Many of the programs researched used a process based on an inventory of landscape elements present along the roadway. Features such as topography, water, vegetation, wildlife, architecture, and cultural resources all play a vital role in the scenic roadway designation process due to the ability of the features to evoke different emotions when viewed from different vantage points, whether moving or stationary. Other programs simply identified a roadway as scenic without any type of subjective rating criteria.

Although the stated reasons for implementing a scenic roadway program and methodology varied with each program researched, all of the programs had one common element: a scenic roadway program provides the opportunity to be proactive in determining the fate of the natural and man-made environment surrounding the roadway.

Other worthy benefits in implementing a scenic roadway program were found during research. The designation of scenic roadways may generate tourism and, as a result, a contribution to the local economy. The designation of scenic roadways also generates civic pride and a sense of identity for a municipality or region because of unique elements that may be located along the scenic roadway.

## Defining A Scenic Roadway

In reviewing the various scenic roadway programs, there are several elements that were commonly discussed in each scenic roadway definition that describe the characteristics of a scenic roadway. The elements are:

1. All scenic roadways are used by various modes of transportation (automobile, pedestrian, bicycle, horseback, etc.).
2. All scenic roadways traverse through an environment composed of multiple elements (natural, man-made, historical, cultural, recreational, views, topography, etc.).
3. The environment surrounding all scenic roadways is ever-changing due to the terrain, elevation, and the proximity of natural and man-made elements from the roadway edge.
4. The environment through which a person travels affects both their visual and psychological perceptions and impressions.

When combined together as one definition, these four elements clearly define the composition of a scenic roadway. As a result, a Monmouth County Scenic Roadway is defined as follows:

***Scenic Roadway:*** *A public thoroughfare for the passage of vehicles, persons, or animals which traverses through an ever-changing, aesthetically pleasing environment that consists of natural and man-made elements which stimulate the senses and leave a lasting impression on the mind.*

This definition provides the foundation on which the Monmouth County Scenic Roadway Program is based.

## Development of Scenic Roadway Inventory and Rating System

The scenic roadways of Monmouth County were identified using a comprehensive inventory of positive and negative attributes, natural and man-made, that were visible from the roadway. Positive attributes included such features as canopied roadways, dune vegetation, panoramic views and historic structures. Negative attributes included such features as severe erosion, overhead utility lines and corridors, dilapidated structures and development that appears out of context with surrounding area. A complete description of

the Rating Category Terminology has been assembled in a glossary located in Appendix A of this report.

The process of rating the scenic roadways involved driving all roadways within the Monmouth County Roadway System<sup>1</sup>, conducting a ‘windshield’ inventory of the attributes present along each half-mile segment of roadway, and rating the value of each attribute based on its quality and cohesiveness to the roadway. The ratings were then added together to obtain the total composite scenic roadway score, with the highest-rated roadways identified as scenic. Based on the results of the survey process, the Scenic Roadways of Monmouth County are listed in Table 1. All scenic roadways listed in Table 1 are listed by segment according to local route name and the nearest mile-mark as defined within the Monmouth County Roadways Straight Line Diagram manual. A sample of the Monmouth County Scenic Roadway Inventory and Rating System Survey is located in Appendix B of this report.

**Table 1**  
**The Scenic Roadways of Monmouth County**

County Route #	Local Route Name	Municipality	Milepost to	Milepost	Total mi.
Route 3	Main St.	Manalapan	0	.8	.80
Route 3	Tennent Rd.	Manalapan	.8	1.2	.40
Route 4	Crine Rd.	Colts Neck	0	1.68	1.68
Route 4	Conover Rd.	Colts Neck	1.68	2.56	.88
Route 4	South St.	Colts Neck	2.56	3.2	.64
Route 4	S. Holmdel Rd.	Holmdel	3.2	3.75	.55
Route 4	Holmdel Rd.	Holmdel	3.75	7.8	4.05
Route 8	Ocean Blvd.	Atlantic Highlands	.45	2.75	2.30
Route 8	Orchard Ave.	Atlantic Highlands	2.75	2.83	.08
Route 8A	Bingham Ave.	Rumson	1.2	1.65	.45
Route 8A	Locust Point Rd.	Middletown	1.65	2.6	.95
Route 8A	Locust Ave.	Middletown	2.6	3.0	.40

<sup>1</sup> The **Monmouth County Roadway System** is a network of existing and potential county roadways that act as a continuous thoroughfare for carrying traffic to and from major traffic generators such as shopping centers, hospitals, employment centers and transportation centers in a quick and efficient manner. In most cases, the system provides a link between municipal collector roadways and state and/or federal roadways.

County Route #	Local Route Name	Municipality	Milepost to	Milepost	Total mi.
Route 8B	Navesink Ave.	Middletown	0	.98	.98
Route 12A	Navesink River Rd.	Middletown	.9	4.54	3.64
Route 13A	Sycamore Ave.	Shrewsbury Borough	2.0	3.0	1.00
Route 18	Belmar Blvd.	Howell	0	1.45	1.45
Route 18	Belmar Blvd.	Wall	1.45	2.0	.55
Route 18	Ocean Ave.	Spring Lake	9.2	11.15	1.95
Route 18	Ocean Ave.	Belmar	11.15	12.68	1.53
Route 18	Ocean Ave.	Avon-By-The-Sea	12.68	13.25	.57
Route 18	Ocean Ave.	Bradley Beach	13.25	14.18	.93
Route 18	Ocean Ave.	Bradley Beach	14.18	14.6	.42
Route 21	Southard Ave.	Howell	0	.75	.75
Route 21	Manassa Rd.	Howell	.75	1.55	.80
Route 21	Old Tavern Rd.	Howell	1.55	3.78	2.23
Route 21	Allenwood Rd.	Howell	3.78	4.1	.32
Route 21	Squankum Rd.	Wall	4.1	5.08	.98
Route 21	Allenwood-Lakewood Rd.	Wall	5.08	6.77	1.69
Route 27	Holmes Mill Rd.	Upper Freehold	0	3.5	3.50
Route 27	Burlington Path	Upper Freehold	3.5	5.27	1.77
Route 27	Arneytown-Hornerstown Rd.	Upper Freehold	5.27	6.8	1.53
Route 27	Main St.	Upper Freehold	6.8	7.0	.20
Route 43	Imlaystown-Hightstown Rd.	Upper Freehold	0	1.02	1.02
Route 43	Davis Station Rd.	Upper Freehold	1.02	1.15	.13
Route 43	Imlaystown Rd.	Upper Freehold	1.15	1.65	.50
Route 50	Church St.	Middletown	6.5	6.7	.20
Route 50	Kings Highway	Middletown	6.7	6.9	.20
Route 50	New Monmouth Rd.	Middletown	6.9	7.0	.10
Route 53	Georgia Rd.	Freehold Township	0	1.04	1.04
Route 54	Phalanx Rd.	Colts Neck	0	2.74	2.74
Route 520	Newman Springs Rd.	Marlboro	4.0	5.1	1.10
Route 520	Newman Springs Rd.	Colts Neck	5.1	6.6	1.50
Route 520	Newman Springs Rd.	Holmdel	6.6	9.25	2.65
Route 520	Newman Springs Rd.	Middletown	9.25	10.8	1.55
Route 520	Rumson Rd.	Little Silver	15.4	16.2	.80
Route 520	Rumson Rd.	Rumson	16.2	19.67	3.47
Route 522	Freehold Rd.	Manalapan	2.95	4.35	1.40
Route 522	Freehold-Englishtown Rd.	Freehold Township	4.35	5.1	.75
Route 524	S. Main St.	Allentown	.85	1.45	.60
Route 524	N. Main St.	Allentown	1.45	1.9	.55
Route 524	Old York Rd.	Upper Freehold	1.9	2.5	.60

County Route #	Local Route Name	Municipality	Milepost to	Milepost	Total mi.
Route 524	New Canton-Stone Tavern Rd.	Upper Freehold	2.5	8.0	5.50
Route 524	Stage Coach Rd.	Millstone	8.0	14.65	6.65
Route 524	Elton-Adelphia Rd.	Freehold Township	14.65	16.65	2.00
Route 524	Allaire Rd.	Howell	26.5	27.25	.75
Route 524	Atlantic Ave.	Wall	27.25	29.5	2.25
Route 524	Allaire Rd.	Wall	30.1	32.0	1.90
Route 524A	Squankum-Yellowbrook Rd.	Howell	1.6	3.79	2.19
Route 524 Spur	Atlantic Ave.	Wall	0	.45	.45
Route 526	Waker St.	Allentown	.37	.75	.38
Route 526	Allentown-Red Valley Rd.	Upper Freehold	.75	6.8	6.05
Route 526	Trenton-Lakewood Rd.	Millstone	6.8	8.0	1.20
Route 527	Smithburg Rd.	Manalapan	2.85	4.85	2.00
Route 527	Millhurst Rd.	Manalapan	7.15	9.81	2.66
Route 527A	Smithburg Rd.	Manalapan	0	2.25	2.25
Route 527A	Iron Ore Rd.	Manalapan	2.25	5.86	3.61
Route 537	Monmouth Rd.	Millstone	9.35	13.8	4.45
Route 537	Monmouth Rd.	Freehold Township	13.8	16.0	2.20
Route 537	Colts Neck Rd.	Colts Neck	21.3	27.7	6.40
Route 537	Tinton Ave.	Tinton Falls	27.7	28.2	.50
Route 539	High St.	Allentown	0	.25	.25
Route 539	Allentown-Davis Station Rd.	Upper Freehold	.25	3.2	2.95
Route 539	Forked River Rd.	Upper Freehold	3.2	4.55	1.35
Route 539	Old York Rd.	Upper Freehold	6.86	8.78	1.92
Route 547	Lakewood-Farmingdale Rd.	Howell	1.0	4.0	3.00
Route 549	Herbertsville Rd.	Howell	0	1.75	1.75
Route 549	Herbertsville Rd.	Wall	1.75	3.08	1.33
Route 571	Perrineville Rd.	Millstone	0	.6	.60
Route 571	N. Rochdale Ave.	Roosevelt	.6	2.2	1.60
Route 571	Clarksburg Rd.	Roosevelt	2.2	2.9	.70
Route 571	Rising Sun Tavern Rd.	Millstone	2.9	4.46	1.56

**Other Proposed Scenic County Roadways Not Currently in System**

Allentown Bypass	Upper Freehold
Sharon Station Roadway	Upper Freehold
Halls Mill Roadway Extension	Freehold Township
Kozloski Roadway Extension	Freehold Township

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Total Mileage of Scenic Roadways	134.22 mi.
Total Mileage of County Roadway System	380.92 mi.
Percentage of Scenic Roadways in County Roadway System	35 %



Figure 3. Canopied roadway as viewed along Squankum-Yellowbrook Road (County Route 524A) in the Township of Howell.

### ***III. DESIGN GUIDELINES FOR MONMOUTH COUNTY'S SCENIC ROADWAYS***

After a county roadway has been identified as scenic, it is important that measures be taken to ensure that these roadways maintain their high degree of visual quality. The design guidelines contained in this chapter will assist in the enhancement, protection and maintenance of the county's scenic roadways and resources. Without these design guidelines in place, new development will continue to encroach upon the scenic roadway, further altering the character of the environment that provides the sense of place for each roadway within the county.

The goal of the scenic roadway design guidelines is to preserve, to the greatest extent possible, the existing physical features of the scenic roadway. Improvements, where necessary to meet public safety requirements, should be kept to the minimum standards acceptable for the safety and convenience of the travelling public and should complement, rather than intrude, into the surrounding landscape.

The *Monmouth County Development Review Resolution* sets forth the design standards for physical improvements required of new development, including all minor subdivisions, major subdivisions and site plans, located along a county roadway or that impact a county drainage facility. The *Resolution* contains standards regulating such elements as: spacing of new driveways, roadway design and alignment, curbing, right-of-way dedication and stormwater management. The scenic roadway design guidelines contained in this chapter are intended to serve as an alternative approach to the *Development Review Resolution* design standards for Monmouth County. All landscaping existing within the right-of-way of a scenic roadway is to be considered an integral part of the roadway environment and should be included within the realm of roadway improvements as determined by the Monmouth County Development Review Committee. By providing flexibility in the design process for both the developer and development review committee, a concerted and cooperative effort can be made to combine the functions and safety of roadway design with the aesthetics of

the surrounding scenic resources. Public health, safety, convenience and general welfare is to be upheld – it is not the intent of these scenic roadway design guidelines to compromise traffic safety or drainage requirements.

### **Application of the Scenic Roadway Design Guidelines**

Any minor subdivision, major subdivision or site plan application submitted to the Monmouth County Planning Board and that is located along a segment of county roadway that has been identified as scenic, will be subject to review pursuant to the guidelines contained in this chapter. Due to variations in local conditions, developers, or their professionals, are encouraged to contact the Monmouth County Planning Board staff early in the design stage for assistance in applying the scenic roadway design guidelines on a case-by-case basis – *pre-application conferences are strongly encouraged*. The final project review and approval rests with the Monmouth County Development Review Committee.

The coordination and application of the scenic roadway design guidelines to other Monmouth County plans or programs including the Monmouth County Capital Improvement Program (C.I.P.), will be evaluated on a case-by-case basis. Where the application of the scenic roadway design guidelines is warranted, a pre-design phase meeting will be conducted between the various departments and any hired consultants or professionals to convey the goals of the scenic roadway program and to determine the appropriate design guidelines to be applied to that project.

In order to implement the scenic roadway concept, the Monmouth County Development Review Committee may waive the installation of certain standard road and drainage improvements required by the Monmouth County Development Review Resolution for projects abutting a scenic county roadway, and may require the installation of certain scenic roadway enhancements as described in the Section, “Monmouth County Scenic Roadway Design Guidelines.” Prior to Final Approval, the applicant/developer will be

required to submit a payment in-lieu-of installing any standard improvements waived by the Monmouth County Development Review Committee, less the value of any scenic roadway improvements. The county may use this money to install road or drainage improvements if such improvements are determined to be necessary in the future and may also use this money to enhance landscaping along identified scenic roadways located off-site.

**Calculation of Payment In-Lieu-Of Improvements by Applicant/Developer**

- Value of Standard Road and Drainage Improvements required by the Monmouth County Development Review Resolution
- Value of Scenic Roadway Improvements required by the Monmouth County Development Review Committee
- = Payment In-Lieu-Of Improvement

**Monmouth County Scenic Roadway Design Guidelines**

**Scenic Roadway Policy 1:**

*Encourage the use of the Monmouth County Scenic Roadway Design Guidelines in the site design process, in the development review process and in the Monmouth County Capital Improvement Program.*

The following guidelines may be applied to county roadways or segments of county roadways that have been identified as scenic and that are listed in Table 1 of this report:

**Cartway**

Along a scenic roadway, the cartway width may be reduced from the standard 40.0' to a minimum of 36.0'. The roadway half-width pavement section should include a 12.0' traveled way and a 6.0' shoulder. Additional pavement widening may be necessary where left turn lanes or acceleration/deceleration lanes are required.

For all proposed roadway improvements, the minimum acceptable lane width should be 12.0'. The application of shoulders should be evaluated on a case-by-case basis. Public health, safety, convenience and general welfare is to be upheld.

Where a scenic roadway is to be designated as a bicycle route, the minimum shoulder width should be 6.0' and should be clearly signed or striped identifying the joint usage of the roadway.

### Roadway Alignment

New roadways proposed through scenic terrain or with views to a scenic viewshed should be designed to follow existing contours, promote views to prominent scenic resources and strive to preserve natural features to the greatest extent possible while providing for the minimum standards acceptable for the safety and convenience of the travelling public.

Any proposed realignment or reconstruction to a scenic roadway to accommodate projected traffic conditions should be evaluated on a case-by-case basis. Careful attention should be paid to the nature of the existing landscaping, scenic resources and roadway alignment and, where applicable, be incorporated into the new alignment or construction.

### Right-of-Way

The Monmouth County Development Review Resolution requirement of additional right-of-way dedication consistent with the Monmouth County Roadway Plan remains in effect.

Any existing landscaping<sup>1</sup> that is growing within the right-of-way of a scenic roadway, is determined to be of healthy growing condition and considered an asset to the scenic roadway, should be evaluated for any impacts to traffic safety or sight distance.

Any landmark tree<sup>2</sup> that exists within the right-of-way of a scenic roadway, should be preserved to the greatest extent possible.

Any landscaping (including a landmark tree) that is located within the right-of-way of a scenic roadway and that is determined to create a traffic safety or sight distance concern because of overgrowth, should have selective clearing or trimming undertaken to resolve the problem.

Any landscaping (excluding a landmark tree) that is located within the right-of-way of a scenic roadway and prohibits the view to a scenic viewshed, should be selectively cleared or trimmed to promote the view.

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<sup>1</sup> **Landscaping** shall be considered as any tree, shrub, perennial, biennial, annual or groundcover.

<sup>2</sup> **Landmark Tree** shall be considered as any tree growing within the right-of-way of a scenic roadway that is listed on a state, county or municipal historic, heritage or big trees list, exhibits an unusual quality, is of species rareness or has a direct relation to an historic event, person or structure within Monmouth County.

Any landmark tree that is located within the right-of-way of a scenic roadway and prohibits the view to a scenic viewshed, should be evaluated for selective clearing or trimming on a case-by-case basis.

Any hardscape element, such as a fence, wall or decorative paving treatment and that is located within the right-of-way of a scenic roadway, should be evaluated for possible preservation. Where existing hardscape elements within the right-of-way create a traffic safety or sight distance concern, the hardscape element should either be moved back to behind the right-of-way line or removed entirely.

Any scenic resource located outside the right-of-way within the scenic viewshed is considered an integral part of the scenic viewshed for that roadway and should be evaluated for possible preservation through the use of creative land use controls or other programs.

### **Intersections and Driveways**

Due to the great variation found in actual on-site conditions, the intersection of new roadways with scenic roadways must be reviewed on a case-by-case basis. Items such as dedicated turn lanes, acceleration and deceleration lanes and pavement widening may be required due to existing and projected traffic conditions.

The use of channelized islands and curbed islands along scenic roadways should be evaluated on a case-by-case basis for applicability. Where channelized islands and curbed islands are required, mountable curbs are encouraged. The use of alternative paving materials for the surface area within the channelized island or curbed island is encouraged.

The number of curb-cuts along scenic roadways should be reduced to avoid potential traffic conflicts. Where applicable, the use of reverse frontage shall be utilized. Multiple driveway access points should be avoided in order to reduce potential traffic conflicts and to reduce the visual and physical impact on the scenic roadway. The use of a shared access driveway along a scenic roadway may be permitted where its application is warranted.

### **Curbs**

Curbing, as typically required along a county roadway, is discouraged from use along scenic roadways except where required at intersections, radii points, driveway ingress and egress points, medians, drainage inlets or bridges, steep slopes and areas where high erosion potential exists. Instead, natural surface drainage from a roadway or hardscape surface should be utilized in combination with swales in order to promote groundwater recharge.

## Sidewalks

The construction of sidewalks along a county roadway is not a requirement of the county but one of municipal jurisdiction. Where sidewalks are necessary within scenic urban/suburban areas, the use of alternative construction materials should be considered. Alternative materials for sidewalk construction may include, but not be limited to: stamped concrete, brick paver, concrete paver, aggregate concrete, asphalt or bluestone. Where a sidewalk is necessary within scenic rural areas, rubberized surface material, quarry dust or crushed stone may also be used. The use of white concrete for sidewalks is discouraged along scenic roadways. Sidewalks may be required along a scenic roadway where the need for safe pedestrian travel is warranted or where a sidewalk will provide a connection between two existing unconnected segments of sidewalk.

All existing sidewalks located within the right-of-way of a scenic roadway, that are constructed of materials other than concrete and are determined to be integral parts of the scenic environment through which they traverse, should be enhanced, preserved and maintained to the greatest extent possible. Where a sidewalk located within the right-of-way creates a hazard to pedestrians or does not meet acceptable Americans with Disabilities Act (ADA) requirements, the sidewalk should either be repaired or replaced with material of equal or greater quality provided the character of the area is not altered significantly.



*Figure 4.* The reconstruction of the County Bridge S-13 spanning Pine Brook located on Tinton Avenue (Route 537) bridge in the Borough of Tinton Falls included providing a separate bridge for pedestrians. As a result, safety and aesthetics were blended together in the design.

Where a bridge construction or reconstruction project is to occur along a scenic roadway, provisions should be made to install a sidewalk on one side of the bridge as a minimum. The application of sidewalks on both sides of the bridge should be determined on a case-by-case basis (See *Figure 4 previous page*).

All sidewalks should maintain a minimum clear width of 4.0' and meet or exceed ADA requirements.

## **Bicycle Facilities**

The construction of bicycle facilities along a county roadway is not a requirement of the county but one of municipal jurisdiction. A bicycle facility may be required along a scenic roadway where the need for safe bicycle travel is warranted or where a bicycle facility will provide a connection between two existing unconnected segments of bicycle facility.

Where a bicycle facility is to be installed within the right-of-way, it is encouraged that the bicycle facility be grade separated from the roadway in order to reduce the potential for bicycle/auto conflicts.

Where a bicycle facility is to be installed within the right-of-way, the use of alternative construction materials should be considered. Alternative materials for bicycle facility construction may include, but not be limited to: rubberized surface material, quarry dust or fine crushed stone. The use of white concrete for bicycle facility construction is discouraged along scenic roadways.

All existing bicycle facilities located within the right-of-way of a scenic roadway, that are constructed of materials other than concrete and are determined to be integral parts of the scenic environment through which they traverse, should be enhanced, preserved and maintained to the greatest extent possible. Where a bicycle facility located within the right-of-way creates a hazard to bicyclists or does not meet acceptable bicycle facility requirements, the bicycle facility should either be repaired or replaced with material of equal or greater quality provided the character of the area is not altered significantly.

Where a scenic roadway is to be designated as a bicycle route, the minimum shoulder width should be 6.0' and should be clearly signed or striped identifying the joint usage of the roadway.

Where a bridge construction or reconstruction project is to occur along a scenic roadway, provisions should be made to provide adequate lane or shoulder width across the bridge for the safe passage of bicycles on one or both sides of the bridge.

All bicycle facilities should conform to the guidelines as specified in the *NJDOT Bicycle Compatible Roadways and Bikeways Manual* and should meet or exceed ADA requirements.

## Drainage

Wherever possible, catch basins, drain inlets, and trench drains should be installed at-grade without curbheads to provide accessibility and safety. Bicycle-safe grates should be installed along all scenic roadways.

In order to maintain rural character along some scenic roadways, parabolic swales are encouraged to be installed. Determination of appropriate engineering technique and/or application will be made on a case-by-case basis. The purpose of the swales is to capture and channel runoff from paved surfaces where there is sufficient right-of-way and where soil and topography conditions are more favorable to its application. Swales should utilize the natural contour of the land where applicable, to aid in the drainage of water from roadway surfaces and topography.

The foreslope of all parabolic swales should not exceed 4:1; where the foreslope exceeds 4:1, a guiderail or barrier will be required. The backslope of all parabolic swales should not exceed 2:1 for ease of motorized maintenance operations; where backslopes exceed 2:1, alternate slope stabilization methods should be implemented (See *Figure 5 below*).



*Figure 5.* Where conditions permit, the installation of parabolic swales in lieu of curbs can help beautify the side of a roadway while still maintaining drainage requirements as seen in this example along a residential street.

Where feasible, all detention and retention basins should be designed using the natural contours of the landscape and should appear as naturally formed elements of the environment rather than as an engineered structure.

The top of all headwalls should not extend more than 6" vertically from the existing or proposed grade and should be sited so that no visual intrusion or physical obstruction occurs within a scenic viewshed. This guideline does not apply where pedestrian and/or bicycle barriers are to be installed.

### **Grading and Clearing**

Except to provide proper sight distance from a new driveway or new roadway, existing vegetation should be retained along a scenic roadway. The grading and clearing of the full width of the right-of-way, as typically required, should be avoided. However, any object determined to be a fixed object hazard should be removed and/or relocated to a minimum distance of 6.0' from the edge of pavement.

Where clearing and grading of the right-of-way is necessary, the existing vegetative pattern should be cataloged by the developer for future re-establishment after final grade has been established. The catalog should include: botanical name, common name and caliper or size of plant to be removed.

Any required grading of the right-of-way should be rounded back into the existing grade; excessive cut and fill slopes should be avoided.

Any steep slope (4:1 or greater) requiring slope stabilization should be stabilized with geo-textile materials, jute mesh, or approved equal and, where applicable, be landscaped with native plant species to re-establish the vegetative patterns existing along the roadway. The use of rip-rap stone or similar product may be utilized where conditions warrant its application. The use of form-lined pre-cast concrete, decorative concrete block or timber retaining wall materials may be utilized where conditions warrant and where appropriate safety treatments can be implemented.

Selective clearing of vegetation within the right-of-way is permitted for traffic safety and sight distance concerns and to provide access to a scenic view or focal point. Where selective clearing is proposed, a set of plans delineating the course of action should be submitted to the county for review and comment.

### **Guiderails and Barriers**

Where the use of guiderails is necessary along a scenic roadway, brown, epoxy-coated guiderails should be installed to minimize the visual impacts of the guiderail on the adjacent scenic resources (*See Figure 6 on the following page*).



*Figure 6.* Brown, epoxy-coated steel guiderails such as this one installed on County Bridge F-55 spanning Lake Topanemus located on Pond Road in Freehold Township, helped blend the bridge into the landscape, thus making it less obtrusive in the viewshed.

To minimize the clearing needed along a scenic roadway, guiderails should be installed at the minimum offset that safety standards permit. However, a minimum clearance of 12” should be provided from the edge of pavement to the face of the guiderail.

Where concrete barriers are to be constructed as part of a bridge located along a scenic roadway, consideration should be given to providing architectural treatment such as stone masonry or stone veneer, so as to minimize the visual impact the barrier will have on the scenic resources. Stone masonry or stone veneer is not permitted for use on a center barrier median.

### **Bridges and Culverts**

Any existing bridge or culvert located along a scenic roadway that possesses historical significance or an unique method of construction or material, should be investigated for potential preservation, enhancement and/or retention of the visual and physical characteristics of the bridge or culvert and evaluated for its value to the scenic roadway, wherever possible.

Where an existing bridge, located along a scenic roadway, possesses historical significance or an unique method of construction or material and that has been

determined to be replaced but is of sound structural condition, an effort should be made to find a suitable adaptive reuse for the bridge.

New bridges or existing bridges proposed for reconstruction, should be designed to permit viewing of scenic resources. Where applicable, a minimum 5.0' wide sidewalk should be provided in addition to the shoulder and the travel lanes. The exterior bridge treatment should be designed to contextually reflect the architectural or thematic character of the surrounding area (See *Figure 7 below*).



*Figure 7.* Careful historic reconstruction of County Bridge O-21 spanning Lake Takanassee located along Ocean Avenue in Long Branch enabled this scenic view to be maintained while preserving the integrity of the original design.

All visible portions of proposed culverts should be designed to contextually fit into the landscape. Stone masonry or stone veneer concrete construction is encouraged in areas of the county where structures of that type and materials are prevalent. The top of all culvert headwalls should not extend more than 6" vertically from any existing or proposed grade and should be sited so that no visual intrusion or physical obstruction occurs within a scenic viewshed. This guideline does not apply where pedestrian and/or bicycle barriers are to be installed.

All culverts requiring slope stabilization should be constructed of either geo-textile material, jute mesh, or approved equal and, where applicable, be landscaped. The use of rip-rap stone or similar product may be utilized where conditions warrant its application. The use of form-lined pre-cast concrete, decorative concrete block or timber retaining wall materials may be utilized where conditions warrant and where appropriate safety treatments can be implemented.

All culverts should be appropriately landscaped or screened to prevent visual intrusion or physical obstruction within a scenic viewshed unless it has been designed to appear as an existing landscape element within the scenic viewshed.

### Detention/Retention Basins

Where site conditions permit, it is encouraged that all detention/retention basins be located outside of a scenic viewshed area, preferably toward the rear of site, and where applicable, be screened with landscape plants in order to minimize the visual impact on the scenic viewshed.



As a result of installing swales on the right side of this residential subdivision entrance roadway (*Figure 8 above*), the developer was able to eliminate an earlier proposal for a detention basin on the left side of the roadway (*Figure 9 below*) which would have been located within the scenic viewshed of scenic Crine Road (County Route 4) in Colts Neck. The resultant design change helped maintain the scenic views to the fields in the foreground and to the scenic terrain toward the rear of the site.



Where site conditions require the placement of a detention/retention basin within a scenic viewshed, it is encouraged that the detention/retention basin be designed to appear as a natural element of the landscape then as an engineered component.

Where applicable, detention/retention basins should be screened with landscape plants to minimize the visual impact on the scenic viewshed (See *Figures 8 and 9 on the previous page*).

### **Horizontal and Vertical Clearances**

A minimum horizontal clearance of 6.0' is recommended from the edge of pavement to any object immediately adjacent to the roadway such as a utility pole, fence, stone wall, mature tree or historic structure.

As measured from the centerline of a roadway, a minimum vertical clearance of 16.5' is recommended from the roadway surface to any overhead object or tree canopy. A minimum vertical clearance of 10.0' should be maintained from any non-paved surface to a tree canopy within the right-of-way or sight triangle of a scenic roadway. Where existing topography within the right-of-way prohibits the effectiveness of the minimum 10.0' vertical clearance, the vertical clearance should be adjusted accordingly to permit the acceptable vertical clearance necessary for good sight distance and traffic safety.

### **Utility Placement**

As specified under Resolution 00-541, "Resolution Establishing Rules and Regulations of the Monmouth County Shade Tree Commission", a permit is required from the Monmouth County Shade Tree Commission prior to the performance of any work (above or below ground) that will effect a tree or shrub that either exists or is to be installed within the right-of-way of a county roadway, scenic county roadway or on county property.

#### **Aboveground Utilities<sup>3</sup>**

All aboveground utilities serving any proposed major or minor subdivision or site plan located along a scenic roadway, are encouraged to be buried underground within the roadway right-of-way, an easement, or any other dedicated right-of-way. All utilities should be installed in accordance with the prevailing standards of the utility companies providing such services.

Where new lots abut a scenic roadway containing existing aboveground utilities, the main connection may be supplied to the new lots via aboveground utilities, but

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<sup>3</sup> **Aboveground Utilities** shall refer to all overhead electric, fiber optic, telephone, cable television, communication or other such utility wires or utility poles.

the service connections from the main to the individual structures are encouraged to be buried underground.

Where roadway widening, reconstruction, extension of service or other such condition requires the replacement, relocation or installation of aboveground utilities as a result of a proposed subdivision, site plan or C.I.P. project, it is encouraged that all utilities be buried underground.

Where the extension of aboveground utilities is necessary, its placement and alignment should adhere to the following guidelines:

- (1) All aboveground utilities should be installed in a manner that minimizes the visual intrusion or physical obstruction to a scenic roadway or viewshed. The aboveground utilities should be carefully aligned to avoid placement along horizon lines and ridge lines.
- (2) The extension of aboveground utilities over or through existing trees should be prohibited, unless spacer cables and/or bracing arms are utilized.
- (3) The clear-cutting of paths through existing forested areas for utility corridors should be avoided. Instead, selective clearing and staggering of the alignment through the vegetation should be conducted.
- (4) Where aboveground utilities are visible within a scenic viewshed, landscaping should be planted to screen the aboveground utilities from view.
- (5) No landscaping should be planted directly under an aboveground utility unless approved by the Monmouth County Shade Tree Commission.

Where an aboveground utility facility<sup>4</sup> exists or is required, the aboveground utility facility should be appropriately landscaped to minimize the visual and physical impacts to a scenic roadway or viewshed.

Utility companies are strongly discouraged from undertaking vegetation maintenance programs that involve severely cutting back existing healthy landscaping from aboveground utilities, resulting in a drastic alteration and unnatural appearance of the plant(s). Instead, best management practices should be considered and performed (*See Figure 10 on the following page*).

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<sup>4</sup> **Aboveground Utility Facility** shall refer to any ground level transformer, substation or facility of similar nature.



Figure 10. Proper foresight of the installation of this tree in relationship to the aboveground utilities early on would have prevented the current utility conflict between maintaining the tree canopy shape versus keeping the overhead wires clear of contact with branches.

### Underground Utilities<sup>5</sup>

Where conditions permit the replacement or installation of underground utilities, it is encouraged that the utility be buried within the roadway right-of-way, an easement, or any other dedicated right-of-way. All utilities should be installed in accordance with the prevailing standards of the utility companies providing such services.

Where conditions warrant the replacement or installation of an underground utility or underground utility facility<sup>6</sup> outside the roadway right-of-way, the location of the underground utility and utility easement should be located where it will provide the least visual or physical impact to a scenic roadway or viewshed.

### Reverse Frontage

Major subdivisions having an internal street system located along a scenic roadway should employ reverse frontage so that each individual lot contiguous to the scenic roadway fronts on an internal street and has no direct access to the scenic roadway.

Where the use of reverse frontage is to be employed along a scenic roadway, an effort should be made by the developer to preserve the existing landscaping buffer

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<sup>5</sup> **Underground Utility** shall refer to any subsurface water, stormwater, sewer, gas or buried aboveground utility.

<sup>6</sup> **Underground Utility Facility** shall refer to any subsurface vault, substation or similar facility.

and/or supplement with additional landscape plants. In the absence of an existing landscaping, it is encouraged that any one of the six landscape treatments, as discussed in Chapter IV, be designed and implemented as an alternative to a standard landscape buffer treatment.

### **Street Lighting**

Any existing street light located within the right-of-way of a scenic roadway and that possesses historical significance and/or an unique method of construction or material, should be enhanced, preserved and maintained to retain the visual and physical characteristics and its inherent value to the surrounding streetscape.

In order to minimize glare and reflected light levels in rural and less populated areas, the use of street lighting should be kept to a minimum. The installation of new street lighting along scenic roadways should be determined on a case-by-case basis for traffic safety.

### **Fences and Walls**

All scenic hardscape elements, such as fences, stone walls or decorative paving, that are located within the right-of-way, should be evaluated for possible preservation. Where existing scenic resources within the right-of-way create a traffic safety or sight distance concern, the scenic hardscape element should either be moved back to behind the right-of-way line or removed entirely.

All existing fences or walls having scenic qualities and that are located outside the right-of-way, should be considered part of the scenic viewshed for that roadway and should be evaluated for possible preservation. Where applicable, the existing fence or wall should be incorporated into the development plans for the site.

Any new fence or wall to be installed along a scenic roadway should be constructed of materials that will complement the surrounding scenic resources and, where applicable, be combined with landscape plants. All new fences and walls are to be installed outside the right-of-way (*See Figure 11 on the following page*).

Any new fence or wall intended to screen or provide security to a structure and/or facility, should, where applicable, be combined with landscape plants in order to minimize the visual effect of the fence or wall on a scenic viewshed. All new fences and walls are to be installed outside the right-of-way.



Figure 11. Located outside the right-of-way, this new freestanding stone wall complements the landscape view along scenic Phalanx Road (County Route 54) in Colts Neck.

## Landscaping

Landscaping, whether it exists within the right-of-way or outside the right-of-way within the scenic viewshed, is considered the most integral part of a scenic roadway. It not only provides the visual and physical framework for which all things are viewed but also the scale and distance to an object for the viewer. These landscape design guidelines are provided to encourage creative site development and landscape design for installation within the right-of-way of a scenic roadway with respect to its relationship to the site development and landscape design of the scenic viewshed beyond. Additional design guidelines for landscaping within scenic viewsheds is discussed in the subsection entitled 'Landscape Improvement Guidelines for Scenic Viewsheds' located in Chapter IV of this report.

Prior to final approval by the Monmouth County Development Review Committee, all landscape plans and proposed landscape improvements to a scenic roadway are to be reviewed by the Monmouth County Shade Tree Department.

As specified under Resolution 00-541, "Resolution Establishing Rules and Regulations of the Monmouth County Shade Tree Commission", a permit is required from the Monmouth County Shade Tree Commission prior to the performance of any work (above or below ground) that will effect a tree or shrub that either exists or is to be installed within the right-of-way of a county roadway, scenic county roadway or on county property.

## Landscaping (Existing)

Any existing landscaping<sup>7</sup> that is growing within the right-of-way of a scenic roadway, is determined to be of healthy growing condition and considered an asset to the scenic roadway, should be evaluated for any impacts to traffic safety or sight distance.

Any landmark tree<sup>8</sup> that exists within the right-of-way of a scenic roadway, should be preserved to the greatest extent possible.

Any landscaping (including a landmark tree) that is located within the right-of-way of a scenic roadway and that is determined to create a traffic safety or sight distance concern because of overgrowth, should have selective clearing or trimming undertaken to resolve the problem.

Any landscaping (excluding a landmark tree) that is located within the right-of-way of a scenic roadway and prohibits the view to a scenic viewshed, should be selectively cleared or trimmed to promote the view.

Any landmark tree that is located within the right-of-way of a scenic roadway and prohibits the view to a scenic viewshed, should be evaluated for selective clearing or trimming on a case-by-case basis.

Trees (including landmark trees) should be removed if one or more of the following conditions apply:

- (1) The landscaping tree is determined to be a hazardous tree<sup>9</sup>.
- (2) The tree has sustained significant damage (more than 50% loss of limbs) due to a storm or catastrophic event leaving the tree deformed in character and/or appearance.
- (3) The tree has sustained significant damage (more than 50 % loss of limbs) due to improper pruning methods or pruning due to direct contact with an overhead utility pole or wire.
- (4) The tree creates a traffic safety or sight distance concern that can not be corrected by an alternative roadway design technique.

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<sup>7</sup> **Landscaping** shall be considered as any tree, shrub, perennial, biennial, annual or groundcover.

<sup>8</sup> **Landmark Tree** shall be considered as any tree growing within the right-of-way of a scenic roadway that is listed on a state, county or municipal historic, heritage or big trees list, exhibits an unusual quality, is of species rareness or has a direct relation to an historic event, person or structure within Monmouth County.

<sup>9</sup> **Hazardous Tree** shall be considered as any tree growing within the right-of-way of a scenic roadway that exhibits signs that is damaged, dying or diseased and has the potential to cause injury or damage to persons or property.

Trees that has been determined to be removed due to any one of the previous conditions should be replanted under the guidelines listed under the subsection entitled *Landscaping (Proposed)*.

**Landscaping (Proposed)**

Where site conditions permit the installation of new landscaping or landscape treatment within the right-of-way of a scenic roadway, the landscaping or landscape treatment is be designed to: promote the view to or complement any natural or man-made feature that exists within the right-of-way, be coordinated with any existing landscaping or landscape treatment and be coordinated with the respective municipality. Species variation is strongly encouraged when planting.

Where site conditions permit, any proposed landscaping or landscape treatment to be installed within the right-of-way of a scenic roadway, should adhere to the following guidelines unless directed otherwise by Monmouth County Shade Tree Commission:

**Minimum Plant Spacing Requirements**

<b>Application</b>	<b>Small Trees (Under 30')</b>	<b>Medium Trees (30 - 45')</b>	<b>Large Trees (45' +)</b>
Intersecting Lines of Two Streets	Varies	30.0'	30.0'
Edge of Pavement	6.0'	6.0'	10.0'
Overhead Utility	6.0'	20.0'(a)	25.0'(b)
Underground Utility	6.0'	Varies	Varies
Driveway	10.0'	10.0'	10.0'
Sidewalk	6.0'	10.0'	10.0'
Fence/Wall	6.0'	8.0'	8.0'
Swale (centerline)	6.0'	6.0'	6.0'
<b>Spacing</b>			
Existing Tree/Shrub	15 - 25'	25 - 40'	40 - 60'
Proposed Tree/Shrub	25 - 40'	25 - 40'	40 - 60'

(a) 15.0' minimum setback if planting columnar variety.

(b) 20.0' minimum setback if planting columnar variety.

A minimum vertical clearance of 10.0' should be maintained from any non-paved surface to a tree canopy within the right-of-way or sight triangle of a scenic roadway. Where existing topography within the right-of-way prohibits the effectiveness of the minimum 10.0' vertical clearance, the vertical clearance should be adjusted accordingly to permit the acceptable vertical clearance necessary for good sight distance and traffic safety.

Due to the varying growth characteristics of a shrub, the average overall growth of a shrub should be considered when planting the shrub within the right-of-way. It is encouraged that all proposed shrubs that are to be planted within the right-of-way of a scenic roadway: maintain a minimum setback distance of 6.0' from any underground or aboveground utility, not be planted within 6.0' of any edge of pavement, curb, sidewalk or driveway, not be planted within 6.0' of the centerline of a swale and not exceed 30" in height at maturity if planted within a sight triangle easement, beneath an existing or proposed overhead utility or where traffic safety or sight distance concerns are to met.

Species variation is encouraged to promote good plant health, vigor and diversity for all landscaping planted within the right-of-way of a scenic roadway or viewshed.

## **Buffers**

Landscaped buffers are encouraged along the rear of residential lots having reverse frontage and in appropriate locations for non-residential projects. The buffer should be located outside of the county right-of-way and should include a combination of evergreens, deciduous trees, shrubs and groundcovers, in order to screen the buildings from the roadway. Refer to the *Landscape Improvement Guidelines* section of Chapter IV of this report for recommended planting techniques along scenic roadways.

## **Identification Signs**

It should be noted that the sign guidelines in this section **do not** apply to the regulations or signage types as specified or expressed in the Manual of Uniform Traffic Control Devices (MUTCD).

Although the regulations for the design and placement of commercial advertising, trade name, service, development identification, banner, and billboard signs, etc., are governed by local municipal ordinances, the design and placement of these signs can lend a negative visual and physical impact to the scenic resources along a scenic roadway.

Existing commercial advertising, trade name, service, development identification, banner, and billboard signs, etc., should be evaluated for its visual and physical context to a scenic viewshed. Where possible, signs should be clustered, reduced in

number, eliminated or redesigned to fit within the context of the scenic resources from which it is viewed apart of. Where a sign exists within the right-of-way, it should either be moved back to behind the right-of-way line or removed entirely.



Figure 12. Although highly visible for the advertiser, locating this commercial sign closer to the edge of the field would have reduced the poor visual impact this sign has on this scenic viewshed.

Any new commercial advertising, trade name, service, development identification, banner, or billboard sign, etc., should be installed outside the right-of-way. The sign should be designed to be compatible with the character of the scenic resources and/or surrounding area. Where applicable, the signs should be clustered and/or reduced in number. The guidelines for signs contained in the Monmouth County Planning Board publication *Signage Made Simple* (1995) are incorporated herein by reference.

### Street Furniture

In scenic urban/suburban business/commercial districts where street furniture, such as benches, trash receptacles, bike racks, and plant barrels, exist within the right-of-way and are common amenities to the streetscape environment, the street furniture should be evaluated on a case-by-case basis for its visual and physical compatibility with the surrounding scenic resources. The street furniture should be installed clear of all pedestrian travel ways and door-swing areas of vehicles of adjacent on-street parking.

The design and placement of all new street furniture for installation within the right-of-way of a scenic roadway in an urban/suburban business/commercial district should be coordinated with the county for visual and physical compatibility with the surrounding scenic resources. Each application will be evaluated on a case-by-case basis.



*Figure 13.* Stone bridge MT-23 and canopied roadway effect along Navesink River Road (County Route 12) in the Township of Middletown.

## ***IV. STRATEGIES FOR SCENIC ROADWAY MANAGEMENT***

The scenic roadway design guidelines outlined in the previous chapter apply only to the limits of the county roadway right-of-way. To administer and manage a truly effective scenic roadway program, the assistance and cooperation of other groups, agencies and levels of government is necessary. Because a scenic roadway often includes a viewshed that extends beyond the limits of the roadway right-of-way, other methods of preserving scenic roadways must be considered and implemented. This chapter describes other techniques, programs and methods that will provide greater creativity, flexibility and guidance for the development of lands along scenic roadways or located within scenic viewsheds.

### **MUNICIPAL DOCUMENTS**

#### **Municipal Master Plans**

##### **Scenic Roadway Policy 2:**

*Municipalities are encouraged to support and recognize the need for scenic roadway preservation in their master plan.*

In New Jersey, the Municipal Land Use Law (MLUL) provides municipalities the opportunity to prepare and adopt a master plan “to guide the use of lands within the municipality in a manner which protects public health and safety and promotes the general welfare.” Elements of a master plan include: a statement of objectives, principles, assumptions, policies and standards; land use element; housing plan; circulation plan; utility service plan; community facilities plan; recreation plan; conservation plan; economic plan; historic preservation plan; recycling plan and other related supportive documents. To assist the county in the preservation of its scenic roadways, the municipality may consider incorporating specific goals and policies that promote the protection and enhancement of scenic roadways and resources in the land use, circulation, recreation, conservation, and historic preservation elements of the master plan.

The *land use plan* should contain goals and policies that promote alternative development strategies along scenic roadways such as clustering, neo-traditional development, planned unit development (PUD) and planned commercial development. Each of these development strategies should be combined with efforts to promote open space and/or conservation of natural resources. The land use plan should strive to promote development activity within centers or towns in order to reduce sprawl and create more livable communities

The *circulation plan* should contain goals and policies that promote alternate modes of transportation along scenic roadways, such as bicycling and hiking and should promote the establishment of linkages between adjacent land uses. The location of scenic roadways, bikeways, and trails should be delineated on the circulation plan.

The *recreation plan* should contain goals and policies that support scenic roadways and resources as a passive recreation opportunity and an asset to ecotourism.

The *conservation plan* should identify scenic roadways and resources as features to be preserved and maintained. The conservation plan should identify scenic viewsheds as lands that may be targeted for preservation.

The *historic preservation plan* should contain goals and policies that strengthen the importance of historic sites, structures, districts, or landscapes as an essential asset to scenic roadways and the surrounding environment.

Finally, the *capital improvement plan* should contain goals and objectives that recognize the integral relationship that scenic roadway resources have to the roadway environment and to any infrastructure improvements proposed to a scenic roadway. The beautification of the roadway through landscape improvements should be considered with equal weight and importance as is the planning and design of the infrastructure improvements to the design of the roadway itself. Landscape improvement standards should be thoroughly integrated

into the capital improvement plan scope of work and not considered a last line budget item.

## **Zoning**

### **Scenic Roadway Policy 3:**

*Municipalities are encouraged to adopt innovative zoning provisions that preserve scenic roadways and scenic resources within viewsheds.*

Zoning ordinances offer a unique planning and design tool to municipalities for the enhancement and protection of scenic roadways and resources. Overlay zones typically apply to areas that stratify multiple conventional zoning boundaries and include more stringent subdivision and site standards for a specific purpose. Some examples of overlay zoning districts include scenic corridors, agricultural districts, special design districts, historic preservation districts, and special height districts. These districts, as described below, offer a flexible and alternative design tool to help preserve and protect scenic roadways and resources.

A *scenic corridor district* encompasses a scenic roadway's viewshed - the viewshed's boundary serves as the district's limits. Development is permitted within the district provided that there is no visual intrusion on the viewshed. The zoning ordinances should contain goals and policies that require all development to be sited in the least-visible location of the viewshed, preferably along the periphery of a site or where a natural feature can provide screening. If that is not possible, then the development should be required to be designed in a way that it appears as if it were part of the viewshed for some time.

An *agricultural district* uses zoning to promote and foster the preservation of agricultural land for farming, nursery production, or natural resource protection. Typically, the agricultural district regulates or restricts the type of development permitted to only agricultural practices such as farming or nursery operations. These type of uses are highly compatible with the preservation of scenic roadways.

*Design districts* typically regulate or restrict the physical appearance of structures located within a defined area to conform to a set time period or an architectural style prevalent in that municipality or region. This allows a municipality to define the “look” it intends to convey to residents and visitors while discouraging development that will appear out of context. Design districts are less restrictive than historic districts because they usually do not include structures contained on historic registry lists.

When developing an *historic district* overlay, it is important to delineate the district in conjunction with the historic preservation plan element of the master plan. Regulations are placed on any alteration, addition, installation, relocation, or demolition to any structure located within the district. New structures proposed to be located within the overlay district are required to adhere to strict design standards which encourage strong contextual fit in order to preserve the character of the area.

*Special height districts* generally regulate or restrict the height, bulk, number of stories, floor area ratio, and setback of structures within the district for the purpose of preserving views to a particular structure or landscape having national, state, or local importance. Special height district overlays typically also restrict structures from intruding or obstructing upon the upward slope or downward slope views from a scenic roadway to an object within a scenic viewshed.

## **Development Regulations**

### **Scenic Roadway Policy 4:**

***Municipalities are encouraged to implement site design guidelines that promote well-planned and well-designed projects that complement the surrounding environment and preserve scenic resources.***

Development regulations, or subdivision and site plan standards, provide another highly-effective method of protecting scenic roadways and resources. Development regulations are the municipal master plan’s design tools. The standards generally regulate the *physical* aspects of the development such as grading, building location and size, utility placement,

drainage, driveway location, parking lot size and on-site circulation, landscaping, lighting, and off-site improvements. However, most development regulations fail to address the *visual* impact a development will have on the adjacent roadways, neighborhoods, or scenic resources. Ideally, a project should be designed to complement the surrounding environment. The scenic roadway design guidelines contained in Chapter III of this report are just a few recommended methods for improving the site design and landscape treatment of development projects located along scenic roadways.

The following design guidelines are recommendations that municipalities can incorporate into their development regulations to improve site design and landscaping treatment of developments which front scenic roadways within their municipality.

### **Site Design**

- \* Existing structures, such as barns, historic structures or other significant, older buildings should be enhanced, preserved and incorporated into the project design. Structures that are historically eligible or that are listed on the State or National Register of Historic Places, should not be moved from its original location as this may jeopardize the structures integrity to the site and to its potential for preservation.
- \* Natural site features such as topography, vegetation, bodies of water and geologic formations that enhance the uniqueness of the site should be preserved.
- \* The clear-cutting of wooded areas for new development should be prohibited. An effort should be made to preserve, to the greatest extent feasible, existing healthy vegetation in accordance with a landscape management plan.
- \* The placement of new homes and buildings in open fields, on ridge lines or where physical obstruction or visual intrusion into a scenic viewshed can occur, should be discouraged. Instead, structures should be located along the periphery, adjacent to tree lines and wooded areas and/or below the ridge line.
- \* The clustering of structures toward the interior of a property rather than along a roadway's edge, can aid in the conservation of natural resources, the preservation of open space and the retention of farmland. In addition, the undeveloped frontage of a site can serve a dual function as both a natural buffer and/or screen as well as to provide a scenic transition zone between the built environment and the roadway edge thus creating a traveled 'greenway'.

- \* New non-residential development should be concentrated in nodes at existing intersections and where infrastructure is capable of accommodating the land use. The creation of a conventional zone that enables the construction of non-residential development where there is not sufficient infrastructure or other services available only encourages sprawl and the eventual ‘leap-frogging’ of development nearby.
- \* Off-street parking facilities should be placed in the rear of structure(s). Where site configurations prohibit the placement of parking facilities in the rear of a structure, the parking facility should be placed in the next best suitable location and utilize a combination of land contouring, landscape berms and landscaping to screen the facility from view.
- \* Discourage permanent on-site development identification signs that add to the sign clutter of a scenic roadway.

### **Landscape Plan Guidelines**

Along a scenic roadway, landscaping is considered the most integral part of the scenic viewshed. It provides the visual and physical framework for which all things are viewed. It also provides both scale and distance to objects for the viewer. However, the scenic viewshed typically encompasses everything viewed beyond the right-of-way line, within the municipal and public domain. In order to promote scenic roadways, it is encouraged that municipalities and the general public embrace these scenic resources and strive together to develop land use controls and design guidelines that will foster the preservation and development of the land in a conscientious and proactive way.

- \* A landscape plan should be provided as part of any major subdivision, minor subdivision or site plan design for a project located along a scenic roadway. Landscaping should be included as a component of the project, unifying the various elements of site design into a cohesive plan that creates a pleasing site character while enhancing and preserving the identity of the site. Particular attention should be given to preserving the natural and man-made features of the site that contribute to the visual and physical quality of the scenic roadway. In addition, the landscape plan should serve to place the site within overall context of the scenic roadway environment.
- \* The landscape plan should be prepared by a licensed landscape architect and should identify all existing and proposed trees, shrubs, ground cover, natural and man-made features, specimen trees, open fields, scenic vistas and other landscape, natural, man-made or historic elements. The plan should indicate where items are to remain and where they are proposed to be located as well as all pertinent planting and/or construction details. Where existing vegetation is proposed to remain, the plan

should include the proposed methods for protecting the vegetation both during and after construction.

- \* On sites that are heavily wooded, it is encouraged that structures be designed to coexist with the existing vegetation on the site through the use of building envelopes and selective vegetative removal. The clear-cutting of existing trees and vegetation is strongly discouraged. Existing trees and vegetation should be selectively removed through a selective process with the project designed around and within areas of heavy growth.
- \* Landmark trees should be preserved to the greatest extent possible. A landmark tree may be considered to be any tree located within the right-of-way of a scenic roadway that is listed on a state, county or municipal historic, heritage or big trees list, exhibits an unusual quality, is of species rareness or has a direct relation to an historic event, person or structure within Monmouth County.

## **Landscape Improvement Guidelines**

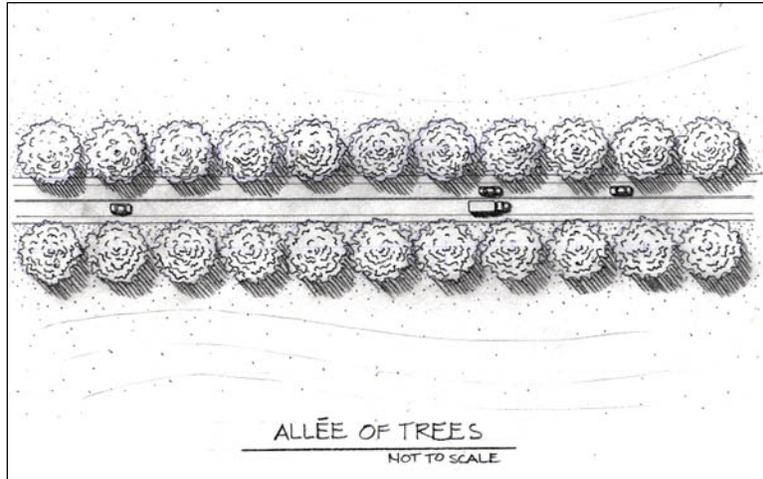
### ***Landscape Pattern Identification and Treatment***

- \* The landscaping that exists within the right-of-way of a scenic roadway is just as integral to the scenic viewshed as the landscaping that exists beyond the right-of-way. It not only provides the visual and physical framework for which all things are viewed but also the scale and distance to an object for the viewer. Every scenic roadway has its own unique landscape composition comprised of multiple landscape elements that combine to form a landscape pattern. There are six (6) landscape patterns common to all scenic roadways in Monmouth County. The six landscape patterns vary with each roadway and region of the county. These patterns not only define the scenic viewshed boundary as seen from that roadway but also establishes the “feeling” that roadway evokes. For example, an allée of trees symmetrically planted on both sides of a roadway may evoke a feeling of traveling through a cool, shaded, stately drive in the country.
- \* In an effort to restore the beauty of the landscape to our roadways and to create a sense of place for each roadway, the intent of the Landscape Improvement Guidelines should be to encourage the preservation and maintenance of existing, healthy landscape vegetation along scenic roadways where appropriate and promote the planting of mixed landscape vegetation that is harmonious with its natural setting. Furthermore, enhancement of the landscape treatment along scenic roadways in Monmouth County is recommended through the establishment of one or more of the six landscape patterns identified. Each minor subdivision, major subdivision or site plan project should be required to identify the existing pattern and implement the landscape pattern that best suits the ‘feeling’ of that roadway or segment as directed by the municipal agency.

\* The six (6) landscape patterns common to all scenic roadways are:

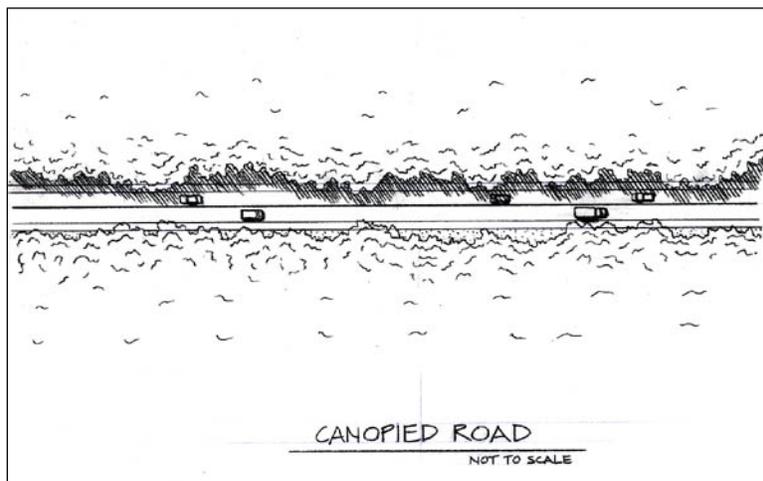
(1) Allée of Trees (formal planting)

An allée refers to a pathway or roadway between two rows of formally planted trees or shrubs that are twice as high as the width of the roadway and whose crowns embrace overhead to form a canopy.



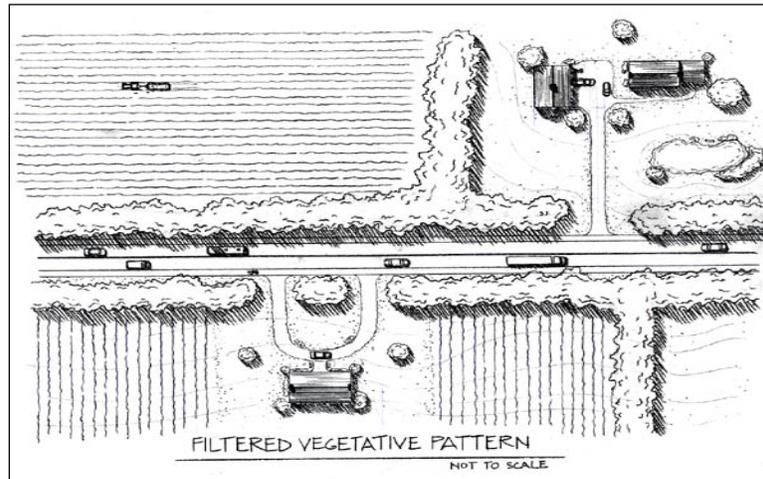
(2) Canopied Roadway (informal planting)

A canopied roadway refers to a mature forest of trees growing informally within close proximity to the roadway edge whose crowns embrace overhead to form a canopy.



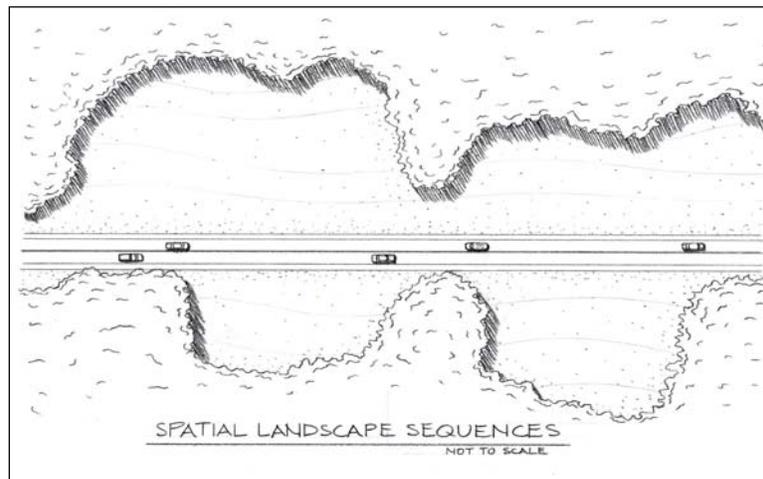
(3) Filtered Vegetative Patterns

A filtered vegetative pattern refers to trees and shrubs of various maturity growing within close proximity to the roadway and whose growth permits a filtered view through the understory of young and mature tree trunks and shrub branches to an open landscape scenery beyond.



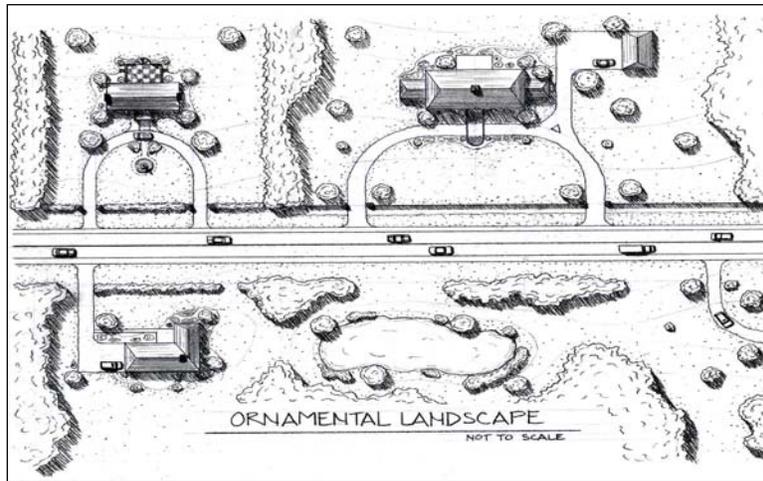
(4) Spatial Landscape Sequences

A spatial landscape sequence refers to the irregular serpentine manner that the edge of a forest and expanse of field in the forefront of the forest may grow at varying distances from the edge of the roadway. This variable edge defines the spatial sequence of rooms through which a roadway traverses within the landscape.



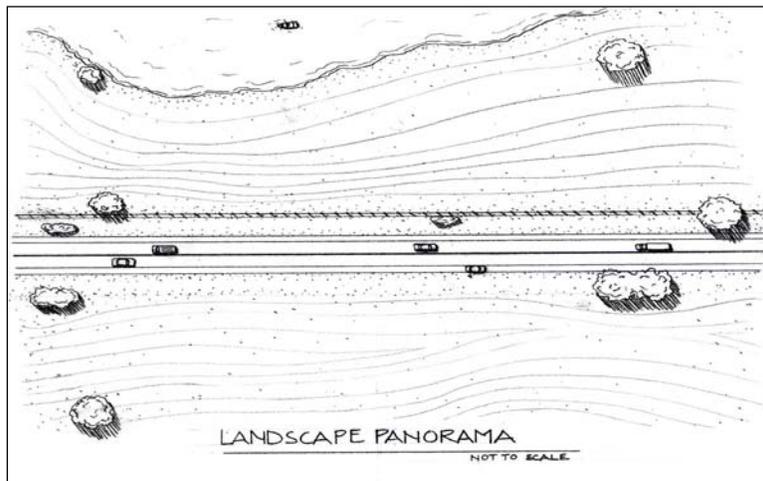
(5) Ornamental Landscape

An ornamental landscape refers to the formal and informal landscapes of large lot estate homes designed prior to the twentieth century and whose ornate style of landscaping is quite distinguishable from the modern landscapes of the present day by its well-manicured hedges, lawns, floral beds and hardscape elements.



(6) Landscape Panorama

A landscape panorama refers to a landscape with little or no vegetation providing an unobstructed and/or complete and comprehensive view of a region with a wide arc of vision from the roadway. Such views normally occur at high points on a roadway or where trees and shrubs have been selectively cleared to provide a wide overlook.



- \* Due to the variation in landscape patterns along scenic roadways, developers, or their professionals, should be encouraged to contact the municipality or the county, early in the design stage for assistance in applying the appropriate landscape treatment for that particular section(s) of roadway. Each application should be determined on a case-by-case basis – pre-application conferences are strongly encouraged.
- \* The landscape plan should be prepared in accordance with the regulations set forth in the Design Standards section of the Development Regulations Handbook for that municipality.

### **Municipal Scenic Roadway Programs**

#### **Scenic Roadway Policy 5:**

*Municipalities are encouraged to implement their own scenic roadway programs in order to identify scenic municipal roadways.*

The Monmouth County Scenic Roadway Study has been designed to be easily-transferable and used by other jurisdictions within the county. The Scenic Roadway Inventory and Rating System attribute list contains features that may be found in all regions of the county, but should be revised to reflect local conditions and preferences. Staff of the Monmouth County Planning Board is available to provide technical assistance in the preparation of a municipal scenic roadway program.

## **COORDINATION WITH OTHER PROGRAMS**

Often, the enhancement, preservation, and maintenance of a scenic roadway or resource, will extend beyond the jurisdictional boundaries of the county or municipality. Other programs may provide assistance in helping to preserve scenic roadways and resources. The following programs serve as a guide to existing preservation and acquisition programs that are of benefit to scenic resources:

## Historic Preservation

### Scenic Roadway Policy 6:

*Historic Preservation Commissions are encouraged to support efforts and actions that strengthen and reinforce the connection between historic sites and districts and adjacent scenic roadways.*

Many historic districts and sites make up the visual and physical environments through which our scenic roadways traverse. The preservation of land contiguous with a historic site or structure is just as important as the site or structure itself, especially when it pertains to an encroachment by development within or adjacent to a scenic roadway and its viewshed.

The National and New Jersey State Registers of Historic Places offer some protection from encroachment by development. Section 106 of the National Historic Preservation Act of 1966 provides for the review of any federally licensed, financed, or assisted project for properties listed on or eligible for the National Register. The New Jersey State Register requires the review of any state, county, or municipal project that encroaches on a listed property. However, neither the National nor the State guidelines place restrictions on the development rights of the individual historic site property owner. Aside from municipal zoning laws, private property owners are free to utilize, renovate, alter, sell, or demolish their property.

The New Jersey Municipal Land Use Law permits the establishment of historic preservation commissions and the creation of historic preservation districts. The historic preservation commission is entitled to comment on development applications and requests for permits for property located in a historic district designated in the zoning ordinance. Typically, detailed design guidelines are adopted that specify the type and manner of development and redevelopment within a historic district. Direct input on historic preservation matters in the planning process is possible through Class IV members of the planning board who, as municipal citizens appointed to the planning board by the mayor, are also members of the historic preservation commission.

## Environmental Commissions

### Scenic Roadway Policy 7

*Environmental Commissions are encouraged to support efforts and actions that strengthen the connection between significant natural features and adjacent scenic roadways.*

Development applications in growing areas often raise concerns over potential environmental impacts on wetlands, wildlife, noise, stormwater, vegetation and other issues. The local environmental commission is well-equipped to address these concerns, since a member of the environmental commission may also serve on the planning board. As with the historic preservation commission, the environmental commission may also comment on development applications and the need to protect and preserve open space and other scenic resources.

## Farmland Preservation

### Scenic Roadway Policy 8:

*Coordinate and support farmland preservation programs with scenic roadway preservation efforts.*

Upon the recommendation of the Monmouth County Planning Board, the Monmouth County Board of Chosen Freeholders created the Monmouth County Agriculture Development Board (MCADB) on June 25, 1981. The MCADB was created to promote and coordinate agricultural preservation activities with the responsibility of identifying agricultural lands, advocate voluntary agriculture retention techniques and initiate, coordinate and monitor agriculture retention and development activities. Since its formation, the MCADB has preserved nearly 7,000 acres of farmland. Several Monmouth County municipalities have created their own farmland preservation programs with the assistance and coordination of the MCADB. Because the presence of open farm fields and farmsteads factor heavily in the identification of scenic roadways, farmland preservation also assists in scenic roadway preservation.

## Open Space Planning and Preservation

### Scenic Roadway Policy 9:

*Coordinate and support open space planning and preservation with scenic roadway preservation.*

Open space planning provides for the conservation and protection of natural resources that may be endangered or threatened by development. Preserving open space can provide a buffer between areas of development which are not of compatible zoning. In addition, links can be established between natural resources and other recreational spaces providing a recreational system within a municipality or region.

Land trusts, conservation foundations and other similar nonprofit organizations have been responsible for protecting and preserving wildlife habitats, historic and cultural sites, greenways, forests, open space, scenic areas and other environmentally-sensitive lands. These lands have been acquired through donations, fee-simple acquisition and the purchase of development rights. Scenic roadways can benefit from open space planning through the protection and preservation of the land along a scenic roadway and within a scenic viewshed.

## The New Jersey Scenic Byways Program

### Scenic Roadway Policy 10:

*Participate in the New Jersey Scenic Byways Program as a method of obtaining additional preservation status for Monmouth County Scenic Roadways.*

The New Jersey Department of Transportation, with assistance from the New Jersey Office of State Planning and the New Jersey Department of Environmental Protection, prepared the New Jersey Scenic Byways Program in 1995. The goal of the program is to preserve the view of the state's diverse landscape from the roadway. To be eligible for designation as a scenic byway, a route must have a minimum length of five miles with significant opportunities to observe waterways, skylines, mountain tops or ridges and other features of

natural, historic or recreational interest. Routes are nominated by a sponsor for acceptance by the State Scenic Byways Program Advisory Committee and the Commissioner of the New Jersey Department of Environmental Protection. Upon acceptance, a Scenic Byway Management Plan is prepared that will include detailed recommendations for the long term management of the byway concerning issues of roadway management and maintenance. The scenic roadways of Monmouth County will be reviewed for possible nomination of a roadway, or roadways, to the Scenic Byways Program.

### **Scenic Corridor Management Plans**

#### **Scenic Roadway Policy 11:**

*Support the development of scenic corridor management plans for scenic roadways having outstanding scenic and aesthetic value.*

The preparation of a scenic corridor management plan for particular scenic roadways will help meet the goals of the Monmouth County Scenic Roadway Plan. A management plan is a detailed program plan that includes the mapping of the scenic viewshed along the scenic roadway, that describes the notable scenic features that contribute to the uniqueness and importance of the scenic roadway and identifies the necessary improvements and management tools to achieve long term preservation.

### **Clean Communities Program**

#### **Scenic Roadway Policy 12:**

*Coordinate the Monmouth County Scenic Roadways Program with the Monmouth County Clean Communities Program.*

The Monmouth County Clean Communities Program works closely with municipal agencies and other local civic groups to keep Monmouth County clean through public education and litter removal projects. Regular activities include assisting with park and public land clean-ups, participating in environmental events and fairs and conducting educational programs. Through the Adopt-A-Roadway program, volunteer groups could

adopt and help clean sections of the scenic roadways. Keeping the scenic roadways free of litter and other debris would help to maintain the roadway's scenic qualities.

### **Public Outreach and Involvement**

#### **Scenic Roadway Policy 13:**

*Conduct a scenic roadway “marketing” campaign to raise awareness of the Monmouth County Scenic Roadway Program.*

Presentations to interested groups and organizations, the preparation of brochures and other public outreach efforts will be carried out in order to generate publicity about the scenic roadway program. Increased awareness of the scenic roadway program will help long term preservation efforts.

### **Monitoring of Scenic Roadways**

#### **Scenic Roadway Policy 14:**

*Develop an on-going review process in order to identify new scenic roadways or to remove those roadways that have lost their scenic value.*

Due to changing conditions, it is important that the scenic roadways be re-evaluated approximately every five years. New roadways may be added to the list of scenic roadways or it may be determined that a roadway has lost its scenic value and relevancy to the scenic roadway program.

## *APPENDICES*



*Figure 14.* Historic district or site as viewed along scenic Main Street (County Route 524) in the Borough of Allentown.



## *APPENDIX: A*

### *GLOSSARY OF RATING CATEGORY TERMINOLOGY*

#### **Positive Attributes**

##### **A. Vegetation**

###### **Forest Pattern**

A forest stand consisting of mixed mature deciduous and evergreen trees that provide pleasant texture and color contrasts in all seasons. Clumps of young trees and undergrowth, which add little to the roadside scenery, do not apply.



###### **Field and Forest Edge**

Contrasts of light green and gold agricultural land against the deeper greens of forest lands contribute significantly to the scenic quality of a road. Patterns that stretch over rolling hills and valleys, creating shadow and displaying a diversity of plant life are of the highest quality. Included in the category are hay and turf farms.





### **Agricultural Pattern**

Areas of land consisting of crops of various textures and colors which contrast themselves under an expanse of sky, often with pleasant 360 degree views, add to the scenic quality of a road. Patterns which stretch over rolling hills and valleys, creating shadow, are of the highest quality.



### **Significant Single or Stand of Trees**

A single or group of mature trees of picturesque nature which have endured the elements of time and which possess a unique quality relative to its context. Trees of this nature usually occur within agricultural fields where a farmer was unable to plow because of an obstructing natural element.



### **Rows of Trees or Hedgerows**

A row of mature shrubs or trees of natural or man-made origin that either enclose or separate fields of varying agriculture or that provides a division between land owners.



### **Allée of Trees or Canopied Roadway**

An allée is a pathway or roadway between two rows of formally planted trees that are twice as high as the width of the road and whose crowns embrace overhead to form a canopy. Similarly, mature trees within forest areas growing in close proximity to the road edge exhibit the same characteristics. Both create a cool, shady tunnel effect which contrasts from the warm open views of a non-canopied road.



### **Orchards or Plant Nurseries**

An informal or formal planting of trees and shrubs grown for their beauty and utilization. The various colors, textures, sizes and seasonal effects provide a constantly changing palette of scenery.



### **Masses of Wildflowers or Ferns**

A mass of wild or uncultivated annuals or perennials undisturbed by man that require a specific and unique growing habitat to survive. These plant species are typically found in open fields or meadows or under the dense shade canopy on a forest floor.



### **Dune Vegetation**

Any naturally occurring or man-made dune area where vegetation native to the seashore exists. Many dunes are home to seashore wildlife and migratory birds, and may be protected sanctuaries.

## **B. Landscape Composition**

### **Panoramic and Other Distant Views**

A panorama is an unobstructed or complete and comprehensive view of a region with a wide arc of vision from the road. Such views normally occur at high points on the road where trees and brush have been cleared to provide a wide overlook.



### **Scenic Terrain (Near - Middle Distant)**

The variety of physical or natural elements of the landscape that may provide interest when viewed from a roadway. Such elements include gullies and ravines, rolling foothills, mountain lands, and meandering river plains.





### **Natural Focal Points**

An aesthetic element of natural origin in the landscape framed by hills or vegetation in such a way that one's eyes are inevitably drawn to it. As opposed to a panorama, a natural focal point covers only a few degrees of your field of vision.



### **Cliffs, Boulders, and Rock Formations**

Any naturally occurring geologic formation of unique characteristic that demonstrates aesthetic cohesiveness to the surrounding terrain.



### **Seasonal Effects**

Any naturally occurring seasonal event in nature that provides a change in the scenery of the landscape and that is picturesque in setting. Weather and diurnal effects are included



### **Ephemeral Effects**

Any naturally occurring event in the landscape lasting a day or a few days in length. Although prevalent of certain plant life, it may not be limited to such.



### **C. Road Characteristics**

#### **Contours**

Any road that has been designed to flow with the natural terrain of the land and enables travelers to feel as if they are an integral part of the landscape.



#### **Gravel/Soil Road Surfaces**

Roads consisting of gravel or soil surfaces that exhibit an unique quality or that contribute to the rural character of a community, add to the scenic quality of a road. Roads of this nature are rare and should be judged accordingly.



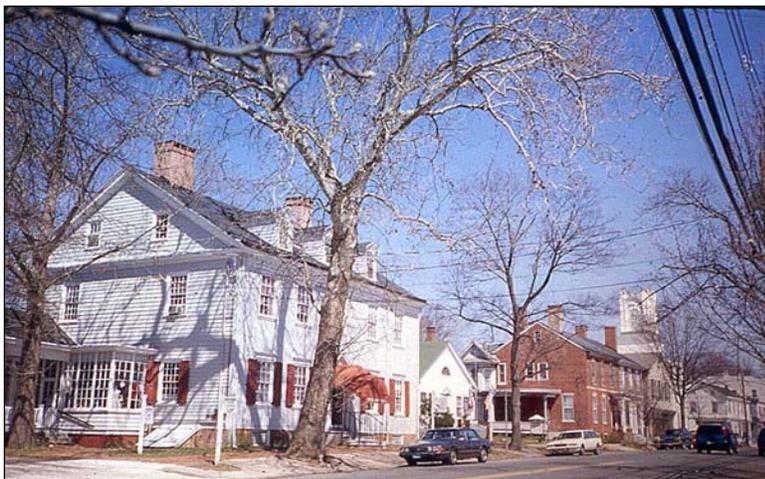
### **Rustic Drainage Mechanisms**

Drainage mechanisms constructed of natural or man-made materials, that exhibit a unique design or method of construction or that possess historical significance should be recognized



### **D. Water Composition Effects**

Any body of water or water element that is an integral part of the landscape environment and that contributes to its scenic quality should be considered. Weather and diurnal effects are included. Water composition categories may include: oceans, bays or beaches; lakes and ponds; marshes and wetlands; rivers, streams or brooks; and seasonal effects. These bodies of water each possess their own unique characteristics, plant species and wildlife.



### **E. Structures**

#### **Historical Sites, Districts, Parks or Landmarks**

Sites recorded on National, State or local Historic Registries or that are recognized by local historical commissions, societies or informally recognized by the community as a local landmarks, should be considered. A structure should demonstrate structural intactness and cohesiveness with the landscape fabric of the site or district.



### **Historic Hamlet or Village**

Sites recorded on National, State, or local Historical Registries or that are recognized by local historical commissions, societies or informally recognized by the community as a local landmarks, should be considered. The structure(s) of the hamlet or village should demonstrate structural intactness and cohesiveness with the landscape fabric of the hamlet or village.



### **Picturesque Farmsteads**

Any farmstead of historical significance or that contributes to the scenic quality of the landscape in a cohesive pastoral manner.



### **Unusual or Picturesque Structures**

Any structure that is an unusual entity or that is picturesque in the landscape should be considered based on the type of structure, the method and materials of construction, and its context.



### **Distant Village or Village Edge**

Any distant village or village edge that contributes cohesively to the panorama or scenic terrain in a positive manner.

### **F. Other Man-made Structures**



#### **Historical Bridge(s)**

Any bridge that is cohesive with the scenic quality of the landscape, displays historical significance, an unique method of construction or material or that has had a significant impact on the development of a community adjacent to the bridge.



#### **Stone Walls or Wooden Fences**

Any stone wall or wooden fence that has historical significance, displays a unique method of construction or material or that conforms to the definitive road alignment in a positive manner.



### **Cemeteries**

Any burial ground of historical significance that is cohesive with the landscape or that contributes to the scenic quality of a road



### **Man-made Focal Points**

An aesthetic element of man-made origin in the landscape framed by hills or vegetation in such a way that one's eyes are ultimately drawn to it. The element usually exists as a single or group of objects arranged and framed within a few degrees of your field of vision



### **G. Wildlife Features**

#### **Wildlife Areas or Preserves**

Areas or preserves where wildlife live or migrate to and that exhibits the natural process of wildlife and its struggle to coexist with humans.



### **Pastures**

The grazing of animals in a pastoral setting adds to the scenic quality of the road and the rural aspects of a community.



### **H. Other**

#### **General**

Any other landscape feature not specified above, such as detention basins, landscape buffers, and street tree plantings that is designed to be a positive element of the landscape.

## Negative Attributes

### A. Landscape Scars

#### **Lumbering or Slash Scars**

Some forestry practices may only temporarily mar the beauty of the forest floor, but the destruction of the forest floor by heavy log-moving vehicles and the slash created when logs are topped and trimmed severely detracts from the scenic quality of the landscape.



#### **Erosion**

Erosion is the stripping away of the natural elements of the landscape through natural weathering processes or by man-made induced processes that leave the soil exposed providing a stark contrast with vegetation which detracts from the scenic beauty of a road.



### **Quarry Operations**

Quarry operations differ from erosion in that the landscape is stripped of its natural elements in mass quantities by man and machine marring the landscape, leaving large “pits” or “craters” that further speed up the natural erosion process and detract from the scenic quality of a road.



### **Utility Lines, Utility Corridors, and Substations**

Utilities of all types detract and destroy the physical qualities of the landscape by their appearance, excessive quantities, and constant maintenance. Similarly, utility corridors, leave noticeable paths devoid of vegetation through the landscape that require the same constant maintenance that severely detracts from the scenic quality of a road. Telecommunication and cellular phone towers are included within this category.



### **Grazing/Livestock Operations**

The continual or excessive use of land for grazing or livestock operations leaves considerable scarring by denuding the land of vegetation which may contribute to soil erosion.

## B. Structures



### **Strip Development**

Strings of poorly planned development along roads that lead to a village or city and that convey no sense of community cohesiveness, detract from any natural settings, and conflict with the order and naturalness sought by the traveler, add little to the scenic quality of a road.



### **Inappropriate or Dilapidated Structures**

Structures that are dilapidated from abandonment or neglect add little to the scenic quality of a road. Some structures clearly do not fit within the context of a country road. Examples include tourist gift shops, motels and restaurants, sex shops, and warehouse facilities. Structures abandoned due to fire or natural disaster should be considered for their possible reuse.



### **Gas Stations and Repair Shops**

Although a necessity of modern life, the appearance and context of gas stations and repair shops add little to the scenic quality of a road.



### **Open Sales and Storage Facilities**

Open sales includes but are not limited to: autos, campers and motorhomes, lawn and landscape equipment and supplies, marine, motorcycles, and children's outdoor play equipment. In addition to open sales, mini-storage, warehousing, and park & ride facilities all require vast amounts of open land that exhibit little or no cohesiveness to the landscape.



### **C. Other Man-Made Structures**

#### **Inappropriate or Obtrusive Signage/Lighting**

Signage or lighting that is out of context, obtrusive in design and scale or that does not conform to a general local standard should be considered as a negative attribute.



#### **Protruding Culverts**

Culverts with headwalls that extend beyond the surface of the soil in an obtrusive manner or that are poorly sited within the viewshed of a roadway add little to the scenic quality of a road.



### **Inappropriate or Dilapidated Fences and Walls**

Fences or walls that lack context, significance, or that are in disrepair, lack positive scenic quality.



### **Waste Disposal Facilities**

Facilities of this nature, such as junkyards, that do not cohesively fit or that pose a real or perceived environmental concern, are a negative attribute and add little to the scenic quality of a road.



### **Storage Tanks and Facilities**

Facilities of this nature, such as water holding tanks, that do not cohesively fit or that pose a real or perceived environmental concern, are a negative attribute and add little to the scenic quality of a road.



### **Airports, Railyards, Racing Facilities, Shopping Malls**

Facilities that require enormous open acreage for parking and usage or that create excessive noise levels add little to the quality of a road.



### **Structures Out of Context**

This category is open to all structures which are not listed as a negative element but that detract from the scenic quality of a road. An example being a poorly sited structure in an otherwise scenic area.



### **D. Other**

#### **Road Not Conforming to Landscape Contour**

Any road design which does not conform to the natural flow of the terrain. An example being a straight, flat road through rolling terrain where excessive cut and fill has been utilized.



### **Structures Intrude on View**

Objects that obstruct or intrude into a viewshed contribute little to the scenic quality of a road. An example being a telecommunications tower standing within a panorama or a scenic hill and valley.



### **Litter**

Litter detracts from the scenic quality of a road, especially when within the right-of-way viewshed.



### **High Traffic Volumes**

Roads where heavy traffic volumes are prevalent throughout the day should be weighed according to their relevance to a scenic view.



### **Excessive Road Cuts**

The presence of excessive curb cuts along a roadway to homes and businesses are a negative attribute to the driving experience.



### **General**

Any other landscape features not specified above, such as detention basins, landscape buffers, and street tree plantings that through design, lend a negative attribute to a scenic road or landscape.



*APPENDIX: B*

*SCENIC ROADWAY INVENTORY AND RATING SYSTEM*



*Figure 15.* Seasonal effects as viewed from scenic Manassa Road (County Route 21) in the Township of Howell.





SCENIC ROAD INVENTORY AND RATING SYSTEM SURVEY

SURVEY PROCEDURES

1. Evaluate and record an inventory of scenic elements for each half-mile segment of road.
2. Utilize G.P.S. for exact mile mark beginning and endpoints of each half-mile segment traveled.
3. In the column labeled "D" for designation, check the elements identified in the viewshed for each half-mile segment for direction.
4. A roadway segment must possess a minimum designation score of 10 in order to be considered for further evaluation.
5. Retravel the road segment and carefully evaluate the scenic elements for their aesthetic quality and cohesiveness to the roadway viewshed. A score of 1 exhibits low quality and cohesiveness, while a score of 5 exhibits the highest quality. Note any elements that exist in the road right-of-way in the column labeled with an asterisk. \*\*
6. Tabulate the survey scores.
7. A scenic roadway designation will be based on (1) the total composite score of 25 or greater and (2) the written notes/comments of the survey team.
8. If a roadway falls below the minimum score but possesses noteworthy qualities, a written explanation justifying its nomination must be completed by the surveyor and should accompany the road segment in question.

TOTAL POSITIVE SCORE \_\_\_\_\_

TOTAL NEGATIVE SCORE \_\_\_\_\_

TOTAL SCENIC ROAD SCORE (POSITIVE - NEGATIVE) \_\_\_\_\_

ELIGIBLE FOR SCENIC ROAD YES \_\_\_\_\_ NO \_\_\_\_\_

ADDITIONAL NOTE/COMMENTS

SPECIAL NOMINATION STATEMENT

\*Survey form based on Somerset County Scenic Corridor and Roadway Study, Vermont Field Guide, and Washoe County, Nevada studies

## *APPENDIX C*

### *RESEARCH AND DEVELOPMENT: PREPARATION OF SCENIC ROADWAY DESIGNATION CRITERIA*

Staff of the Monmouth County Planning Board began this plan by compiling and reviewing information published by federal, state and local agencies and non-profit groups that have either implemented scenic roadway programs or that have addressed issues related to the preservation of scenic corridors, byways and roadways. The focus of the research was on the scenic roadway designation process and the methods of protection developed in each program. This appendix provides a detailed description of the research and work that went into the preparation of the Monmouth County Scenic Roadway Study.

#### **A Scenic Roadway: What Is It?**

There have been numerous definitions written by various agencies and organizations describing the various elements that make up a scenic roadway. The defining term itself has varied from program to program: scenic roadway, byway, corridor, or highway. For example, the *Scenic Byway Task Force* in North Carolina developed this definition for a scenic byway:

...a scenic byway is a rural route providing an altered pace to the faster paced traffic and commercial areas found on major highways and consists of natural, cultural, historical and aesthetic qualities for motorists to view.

In Connecticut, their General Statutes (7-147a) describe a scenic roadway as:

scenic roadway: any state highway or portion thereof that (1) passes through agricultural land or abuts land on which is located an historic building or structure listed on the National register of Historic Places or the state register of historic places, compiled pursuant to section 10-321 of the general statutes, or (2) affords vistas of marshes, shoreline, forests with mature trees or notable geologic or other natural features.

Finally, the *1985 Standards for Scenic Corridors in Washoe County, Nevada* proposed a two-tier definition that defined the roadway based on the relative proximity of scenic elements from the roadway:

The term, “scenic corridor” and “scenic roadway” will be used to refer to two different situations. The term “scenic corridor” refers to a roadway with recognized high quality visual amenities that include background vistas of mountains, open country, or city. “Scenic roadways”, on the other hand, have high quality visual resources that are mainly limited to the adjacent property and right-of-way.

As definitions varied, there were four elements that were commonly discussed in each scenic roadway definition. The four elements were:

1. All scenic roadways are multi-use traveled ways.
2. All scenic roadways traverse through an environment composed of multiple elements (natural, man-made, historical, cultural, recreational, views, topography, etc.).
3. The environment surrounding all scenic roadways is ever-changing due to the terrain, elevation, and the proximity of natural and man-made elements from the roadway edge.
4. The environment through which a person traverses affects both their visual and psychological perceptions and impressions.

When combined together as one definition, these four elements clearly define the composition of a scenic roadway. As a result, a Scenic Roadway in Monmouth County is defined as follows:

***Scenic Roadway:*** *a public thoroughfare for the passage of vehicles, persons, or animals which traverses through an ever-changing, aesthetically pleasing environment that consists of natural and man-made elements which stimulate the senses and leave a lasting impression in the mind.*

This definition provided the foundation on which to begin developing the designation criteria elements to determine which roadways in Monmouth County are scenic.

## Case Study Review of Criteria Elements

Not surprisingly, the numerous programs reviewed had their own methodology for designating roadways as scenic. The staff determined that some of the inventory-based programs were compatible with the goals of Monmouth County's Scenic Roadway Study. Elements from some of the programs discussed in this section were helpful in developing the methodology of Monmouth County's Scenic Roadway Inventory and Rating System criteria.

The review of the various programs revealed that designation criteria elements and ranged from broad classifications to refined inventories of elements found within the environment. For example, Tincum Township, Pennsylvania, adopted an ordinance for scenic roadway designation in 1989. Tincum Township's designation criteria establishes a minimum roadway length and requires that certain natural and man-made features must be present for the roadway to qualify as scenic. A portion of the ordinance concerning the designation criteria is listed below:

- A. Length. The portion of roadway to be designated scenic shall be at least one-half mile in length, unless the entire roadway is less than one-mile in length, or unless one end of the scenic portion abuts a roadway already designated as scenic. A roadway shall be considered to be the "entire roadway" only if it does not directly connect at either end with a continuing roadway of the same name.
- B. Other Criteria. At least one of the following features which gives character to the landscape shall also be met:
  - 1. the roadway is unpaved;
  - 2. the roadway is bordered by mature trees forming a canopy over the roadway, or dry stone walls greater than 100' in length;
  - 3. the roadway parallels or crosses over a river, canal, stream or pond;
  - 4. the roadway offers scenic views of natural beauty, or of historical or cultural significance.

In 1990, the State of Wisconsin produced a document listing a minimum of seven criteria that a roadway had to possess in order to be considered for scenic, or "rustic", designation. The required criteria include the following:

1. A rustic roadway has outstanding natural features along its borders such as ragged natural terrain, native vegetation, or includes open areas with rustic or agricultural vistas which, singly or in combination, set this roadway apart from other roadways as being something unique and distinct.
2. A rustic roadway is a low-volume local use public roadway which is usable year-round.
3. A rustic roadway functions as a local access roadway, i.e., one which serves the adjacent property owners and those wishing to travel by auto, bicycle or hiking, for purposes of enjoying its rustic features. This would generally preclude designation as a rustic roadway any roadway serving as a collector or arterial as defined in Ch. HY35, Wis. Adm. Code.
4. A rustic roadway is not one scheduled or anticipated for major improvement which would change its rustic characteristics.
5. A rustic roadway preferably has no high density development along it, but the development as it exists at the time the roadway is designated shall be in compatible with the surroundings and shall not detract from the rustic, natural, unspoiled character and visual impact of the roadway area.
6. A rustic roadway preferably has a minimum length of 2 miles and, where feasible provides a completed closure or loop or connects to a major highway at both ends of the route.
7. The land adjacent to the rustic roadway preferably is zoned compatible with the maintenance or preservation of its rustic character and low density development. (Wisconsin Department of Transportation, Chapter Trans-RR1-1,21, 1981)

Wisconsin's designation criteria focused attention not only on the characteristics associated with rustic roadways but also on the more finite elements of the environment. In their document entitled, "*Final Case Study for the National Scenic Byways Study: Wisconsin's Rustic Roadway Program (FHWA-ED 90-032, 1990)*", an inventory form was implemented to classify the elements of the scenic environment into two attribute columns, positive and negative. The form further identified the active recreational uses, visual features, and most dominant land uses and rated them accordingly using a rating system.

A similar method of designation criteria was developed and adopted by Vermont in 1977. The Vermont Scenery Preservation Council published a document entitled *Designating*

*Scenic Roadways, A Vermont Field Guide*, a comprehensive document describing the process for delineating the best scenic roadways in Vermont. The designation criteria involved a two step process. In step one, an inventory would be conducted of the elements contained within each one-mile segment of the scenic environment. The elements were then rated for both positive and negative attributes as well as their overall quality on a scale of one to ten, with ten being of the highest quality. The document also provided a listing of terminology describing the elements of the environment. The second step involved a scoring system which accompanied the inventory form, thus guiding the designation process in the careful selection of the proposed scenic roadways.

An analysis of both the Vermont Field Guide and Wisconsin's designation criteria found close similarities in their approach and inventory process. Vermont's program, however, introduced a few new innovative methods to the designation process. It provided an inventory and check-off section on the form to expedite field surveys and included terminology to describe the natural and man-made elements that existed in the scenic environment.

A far different approach to the designation process was developed by the State of Nevada. Nevada utilized the American Society of Landscape Architects' approach of visual impact assessment to designate scenic roadways or corridors. According to the document, *Standards For Scenic Corridors In Washoe County, Nevada*, prepared in 1985, the document applied four criteria to all roadways:

1. **Vividness.** Visual vividness is the power or memorability of landscape components as they combine in striking and distinctive visual patterns. Niagara Falls and New York City skyline are examples of visual and man-made landscapes with high vividness.
2. **Intactness.** Visual intactness refers to the integrity of the landscape, either natural or man-made, and the relative degree of encroaching elements. For example, an intrusive highway may destroy the intactness of either the country or the city.

3. **Unity.** Visual unity refers to the coherence and compositional harmony of the landscape considered as a whole. This criterion can reflect the careful design of individual components of a landscape.
4. **Community Importance.** The importance to the community determines the significance of visual quality as defined by the first three criteria. Streets or corridors that are barely above average in visual quality may have extreme importance or cultural history.

Each of the criteria were then rated on a simple five-point numeric scale with five being the highest. A final corridor rating was attained by adding the resultant score for each category together. The score determined the suitability of a roadway for scenic roadway or corridor designation. A predetermined score was applied to aid in the determination process. Nevada's program, however, did not specify a minimum length or segment requirement for which this process was to be applied, allowing the score results to vary tremendously.

*New Jersey's Scenic Byways Program* was also found to be very innovative. In order to nominate a roadway as scenic, three inventory and assessment forms are required to be completed. The first form, a physical survey, consists of an inventory of the attributes of the environment. Each attribute is then rated for its visual significance on a scale of positive five to negative five, with positive five being of the highest quality. The results are then averaged to obtain the final score. The second form utilizes a visual survey similar to the Washoe County, Nevada survey. The survey evaluates the overall pattern and characteristics of the environment through which the scenic roadway traverses and rates it on a scale of one to five, with five being of the highest visual quality and cohesiveness. The third and final survey involves an institutional survey to evaluate the roadway's potential for management and enhancement. New Jersey's program places limits on the minimum and maximum survey length which ranges from one-tenth of a mile in urban settings to one mile in areas where great expanses of open roadway and terrain exist.

The County of Somerset, New Jersey developed a comprehensive scenic roadway study that (*Somerset County Scenic Corridor and Roadway Study*, 1989) utilizes numerous elements from various programs including the same general two-step designation process employed by

Vermont and Wisconsin. The first step involves taking an inventory of the natural and man-made elements of the landscape in one-half mile segments. The elements are then classified as either positive or negative attributes. The second step in the process utilizes a numeric rating system that rates the elements on a scale of one to five; with five being of the highest quality. A predetermined cut-off score serves as a guide in the selection of scenic roadways. The Somerset County study also includes an expanded terminology section that describes the elements of the scenic environment in more detail.

The designation criteria methodology described above provided planning board staff with a basis for the preparation of the scenic roadway designation criteria for Monmouth County.

### **Development of Inventory and Rating System Criteria**

The next phase of the Monmouth County Scenic Roadway Plan involved developing criteria for an inventory and rating system. Parameters were established by which the inventory and rating system had to adhere, as described below:

1. The criteria and terminology should be clearly understandable and definable.
2. The criteria should be applicable to all regions of Monmouth County.
3. The designation criteria procedures should be easy to interpret, easy to follow and applicable by both professionals and laypersons.
4. The criteria should be readily transferable to any government agency or organization wishing to utilize this program for their own purposes.

An attribute list comprises the first component of the Monmouth County Scenic Roadway Inventory and Rating System Survey. The list identifies the major attributes of the environment and divides them into two categories: positive attributes and negative attributes. The positive attribute category includes: Vegetation, Landscape Composition/Effects, Roadway Characteristics, Water Composition/Effects, Structures, Other Man-made Structures, and Wildlife Features. The negative attribute category includes: Landscape Scars, Structures, and Other Man-made Structures. Attributes that

did not seem to fit into an appropriate attribute category were to be listed in a heading entitled “Other”. Each major attribute category contains a list of sub-elements relating to that attribute, thus providing a thorough list of features existing within the environment.

The Monmouth County Scenic Roadway Survey includes a designation check-off column – as the roadway is being surveyed, a checkmark is placed on the survey form next to the feature/attribute that is present within that roadway segment. With the decision by staff to review roadways in one-half mile segments, it was necessary to include two columns; one for each direction of travel, allowing for a more accurate inventory of the scenic elements.

Finally, a rating system was developed to rate the elements for their overall quality and cohesiveness to the roadway on a scale of one to five, with five being the highest. For example, a *modern* industrial warehouse sited within an *old historic* residential district would not rate particularly high since it does not fit within the context of the surrounding environment. A separate column was added for elements located within the roadway’s right-of way. The survey form provides a section for the surveyor to write down additional comments such as overall impression of the roadway or a brief description of the features present along the roadway. A sample of the Monmouth County Scenic Roadway Inventory and Rating System Survey is found in Appendix B of this report.

### **Development of the Scenic Roadway Terminology**

To provide a more clear understanding of the various elements found within the environment, planning board staff developed a comprehensive description of the terminology utilized in the attributes list of the Monmouth County Scenic Roadway Inventory and Rating System Survey. To be consistent with the designation criteria parameters, all the terms were developed to be clearly understandable and easily definable. A complete description of the Rating Category Terminology has been assembled in a glossary located in Appendix A of this report.

## APPENDIX D

# MONMOUTH COUNTY PLANNING BOARD SCENIC ROADWAY RESOLUTION

RESOLUTION NO. 01-12

**RESOLUTION ADOPTING  
THE MONMOUTH COUNTY SCENIC ROADWAY PLAN  
AS AN ELEMENT OF  
THE MONMOUTH COUNTY GROWTH MANAGEMENT GUIDE**

Paul Kiernan, Jr. offers the following resolution and moves its adoption:

**WHEREAS**, the Monmouth County Planning Board adopted *The Monmouth County Growth Management Guide: Goals, Objectives and Policies* in December 1995 as the official county master plan pursuant to NJSA 40:27-4 et seq.; and

**WHEREAS**, a main goal of *The Monmouth County Growth Management Guide: Goals, Objectives and Policies* is to preserve the valuable historic, cultural, natural and scenic resources of Monmouth County; and

**WHEREAS**, a main goal of *The New Jersey State Development and Redevelopment Plan* is the preservation and enhancement of areas with scenic value; and

**WHEREAS**, a main goal of many Monmouth County municipal master plans is the preservation of scenic resources; and

**WHEREAS**, Monmouth County has long been known for its scenic natural resources, from the views of the Atlantic Ocean and Raritan Bay to the hardwood forests and farmlands; and

**WHEREAS**, Monmouth County has numerous county roadways from which one can view these scenic natural resources and oftentimes the roadways are scenic in their own right; and

**WHEREAS**, in order for future generations of Monmouth County residents to enjoy the scenic resources the county has to offer, a pro-active approach to planning and developing the land within or around these scenic resources needs to be implemented; and

**WHEREAS**, the Monmouth County Planning Board has prepared *The Monmouth County Scenic Roadway Plan* that (1) Identifies those county roadways, or sections of county roadways, that have high scenic value; (2) Establishes alternative design guidelines for scenic county roadways for use by Monmouth County in its development review process and capital improvement program; and (3) Presents other methods of preserving and enhancing scenic county roadways that can be implemented by other agencies and government jurisdictions.

**NOW, THEREFORE BE IT RESOLVED**, that the Monmouth County Planning Board, in accordance with NJSA 40:27-4 et seq., hereby adopts *The Monmouth County Scenic Roadway Plan* as an element of *The Monmouth County Growth Management Guide*.

**THEREFORE, BE IT FURTHER RESOLVED** that an attested copy of *The Monmouth County Scenic Roadway Plan* be sent to the Monmouth County Board of Chosen Freeholders, the governing body and planning board of each municipality in the County, the county planning boards of neighboring counties and to the New Jersey State Planning Commission.

Seconded by Frederick Storz and passed upon the following vote:

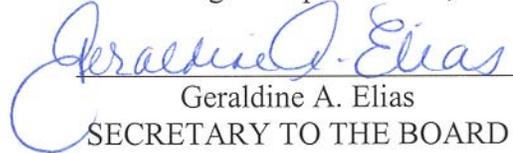
In the affirmative: Mr. Rettagliata, Mr. Storz, Mr. Kiernan, Mr. Warters, Mr. Illmensee, Mr. Giannell and Mr. Giannechini

In the negative: None

Abstain: None

Absent: Freeholder Director Larrison and Freeholder Powers

I do hereby certify that the foregoing  
is a true copy of a resolution adopted  
by the Monmouth County Planning Board  
at a meeting on September 17, 2001

  
Geraldine A. Elias  
SECRETARY TO THE BOARD

# MONMOUTH COUNTY PLANNING BOARD SCENIC ROADWAY AMENDMENT

Resolution 02-05

## RESOLUTION ADOPTING AN AMENDMENT TO *THE MONMOUTH COUNTY SCENIC ROADWAY PLAN*

Paul Kiernan, Jr. offers the following resolution and moves its adoption:

**WHEREAS**, the Monmouth County Planning Board adopted *The Monmouth County Scenic Roadway Plan* on September 17, 2001 as an element of the *Monmouth County Growth Management Guide: Goals, Objectives and Policies*; and

**WHEREAS**, upon further review, Chapter III of the adopted plan is required to be amended to fully implement the provisions of the *Scenic Roadway Plan* as originally intended.

**NOW, THEREFORE, BE IT RESOLVED**, that the Monmouth County Planning Board, in accordance with NJSA 40:27-4 et seq., hereby adopts the amendment to the *The Monmouth County Scenic Roadway Plan*.

**THEREFORE, BE IT FURTHER RESOLVED** that an attested copy of *The Monmouth County Scenic Roadway Plan*, with amended text, be sent to the Monmouth County Board of Chosen Freeholders, the governing body and planning board of each municipality in the county, the county planning boards of neighboring counties and to the New Jersey State Planning Commission.

Seconded by Mollie Giamanco and passed upon the following roll call vote:

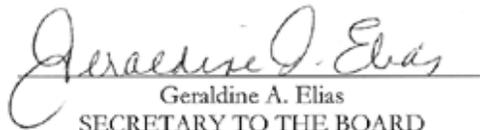
In the affirmative: Mr. Storz, Mr. Kiernan, Jr., Mr. Warters, Mr. Illmensee, Mr. Giannell, Mrs. Giamanco and Mr. Ettore.

In the negative: None

Abstain: None

Absent: Mr. Rettagliata, Mr. Giannechini, Freeholder Director Larrison and Freeholder Powers.

I do hereby certify that the foregoing  
is a true copy of a resolution adopted  
by the Monmouth County Planning Board  
at a meeting on January 22, 2002.

  
Geraldine A. Elias  
SECRETARY TO THE BOARD



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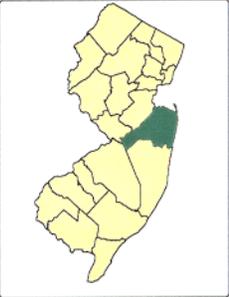
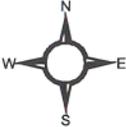
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# MONMOUTH COUNTY SCENIC ROADWAY PLAN

## LEGEND

-  Proposed Scenic County Roadways
-  Scenic Roadways
-  Rivers and Lakes
-  Major Roadways
-  Local Roadways
-  Municipalities



3 0 3 6 Miles

Prepared by the Monmouth County Planning Board  
Adopted: September 17, 2001

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Theodore J. Narozanick  
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