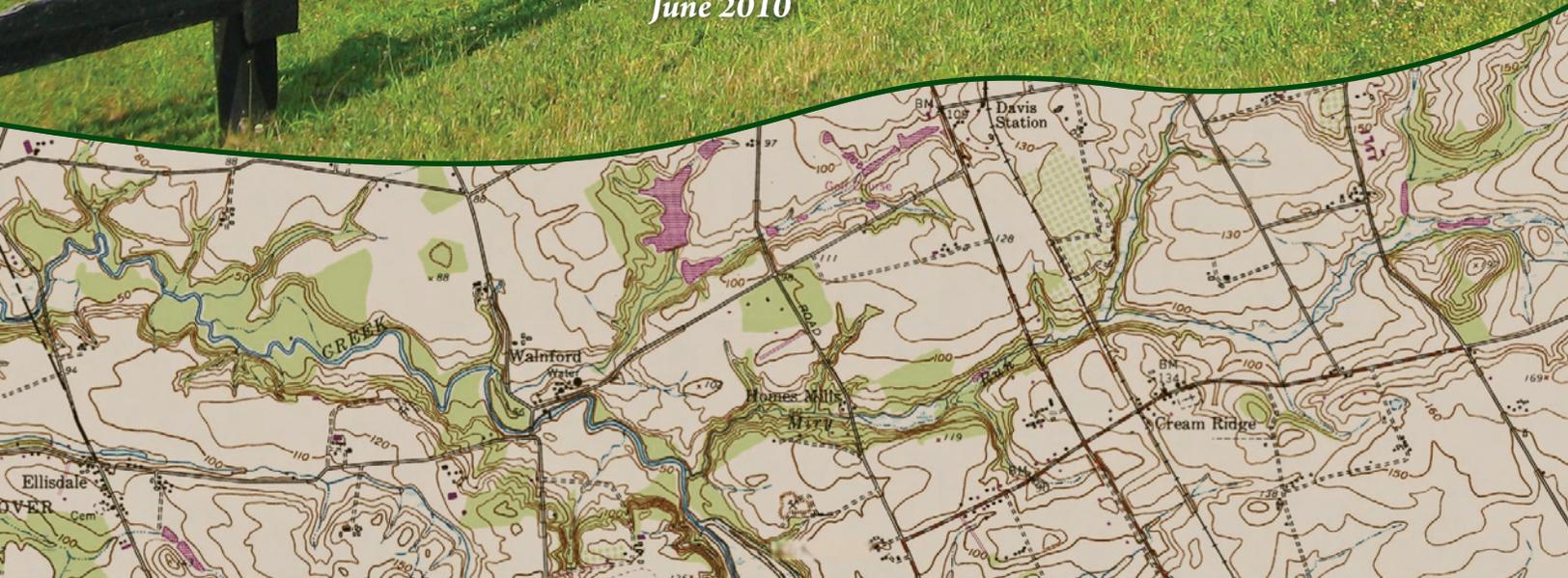


# Upper Freehold Historic Farmland Byway

## CORRIDOR MANAGEMENT PLAN

*Prepared for The New Jersey Department of Transportation  
& The Upper Freehold Historic Farmland Byway Corridor Management Committee  
and its stakeholders by PB Americas, Inc.*

*June 2010*



## Acknowledgments

This nomination of the Upper Freehold Historic Farmland Byway (Byway) is the result of the tremendous work effort and dedication by community residents and local officials of Upper Freehold Township, Allentown Borough, and Monmouth County. Recognizing the importance of their community's rural beauty and rich history, members of the community began with a Vanishing Vistas Photography Project that documented the area's aesthetic qualities and led to support from the New Jersey State Scenic Byways Program. Credit for this initiative belongs to Upper Freehold resident Sue Kozel, who with support from Upper Freehold Township, established the "Vista Tour" Committee, a sub-committee of the Open Space/Farmland Preservation Committee.

Dr. David Meirs serves as the Corridor Management Committee Chair with Sue Kozel as Vice Chair. Former Mayor Fred Kniesler and Marc Covitz chaired the Open Space/Farmland Preservation Committee. The contributions of many other residents as well as local and county officials for many years led to the success of achieving State Scenic Byway designation and for completion of this Corridor Management Plan (CMP) for the Byway. Appreciation for their dedication and countless hours go to the following:

### **Corridor Management Committee Members**

Robert Abrams  
Joseph Barris, Monmouth County Planning Board  
Marc Covitz  
Robert Faber  
Ruth Holmes-Honadle  
Fred Kniesler  
Sue Kozel  
David Meirs  
Honorable Michael Schumacher  
Al Trenton  
Alice Wikoff

### **Technical Assistance, Advisors and Supporters**

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Upper Freehold Township  
Council and Planning Board Members  
John Mele, Chair of the Planning Board, Upper Freehold Township  
Susan Babbitt, Land Use Administrator  
Barbara Bascam, Town Administrator  
Glen Gerken, Town Engineer

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### Monmouth County

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Chapter One:  
**Introduction to  
Byway Corridor**



## I. Introduction to Byway Corridor

### a. Route

The Upper Freehold Historic Farmland Byway (Byway) is located in Allentown Borough and Upper Freehold Township, Monmouth County, New Jersey. Designated a state scenic byway in 2006, the 31.5-mile byway captures the unique agricultural landscapes, history, and cultural traditions of the southwestern “panhandle” of Monmouth County.



*View of Burlington Path Road looking south over Perretti Farms.*

The state designated byway route consists of the following roads:

SEGMENT	ROAD/ROUTE NUMBER	MILEAGE
<b>Main Byway Route</b>		<b>31.5</b>
1	County Route 539/Main Street in Allentown Borough/Old York Road	1.4
2	County Route 524	5.4
3	Chambers Road	0.4
4	Rues Road	2.3
5	County Route 526	1.9
6	Red Valley Road	0.8
7	Burlington Path Road/County Route 27	4.1
8	Holmes Mill Road/County Route 27	1.9
9	Arneytown Hornerstown Road	0.7
10	Hill Road	2.4
11	Walnford Road	0.8
12	Polhemustown Road	1
13	Allentown Davis Station Road/County Route 539	2.8
14	County Route 526 (Rues Road to Imlaystown)	0.5
15	Davis Station Road	2.9
16	County Route 539 (Davis Station Road to Polhemustown Road)	0.7
17	Holmes Mill Road (Polhemustown Road to Walnford Road)	0.8
18	Walnford Road (Holmes Mill Road to Historic Walnford)	0.7
<b>Byway Spurs</b>		<b>3.2</b>
18	CR 539/Walnford Road (Davis Station Road to Holmes Mill Road)	0.8
19	Hill Road	1.3
20	Church Street	0.4
21	Yellow Meeting House Road	0.7

***b. Process for the Inventory of Existing Conditions***

The planning process for the Byway includes an inventory of corridor characteristics and current policies that may shape its future development, as well as an assessment of the Byway’s unique qualities. Starting with the nomination application for the Byway, the Study Team with input from the Corridor Management Committee (CMC) and the public completed an assessment of corridor characteristics, corridor planning policies and regulations and existing conditions of the Byway roads. In addition to meeting the requirements of the New Jersey State Scenic Byways Program, the inventory sets the baseline data to formulate the recommendations for the Corridor Management Plan.

To accomplish the inventory, the Study Team undertook the following:



*Inventoring Walns Mill in Historic Walnford during Spring 2009.*

- Review of existing background documents, plans, policies and regulations
- Research to fill gaps and define the intrinsic qualities, existing planning initiatives and zoning regulations
- Site reconnaissance work to collect and reaffirm data
- Receiving input from representatives of Upper Freehold Township, Monmouth County and NJ Department of Transportation
- Gathering of data at four CMC meetings and one public meeting

The original Nomination Application and the findings in this report depict the intrinsic qualities that illustrate the byway’s historic rural lifestyle centered on farming. The corridor’s unique characteristics are found in its history, people, culture and pastoral agricultural landscape.



Chapter Two:  
**Corridor Characteristics  
Narrative**



## II. Corridor Characteristics

### *a. Statement of Significance*

The Upper Freehold Historic Farmland Byway exemplifies both New Jersey's past and vision for future preservation. Upper Freehold Township has remained an agricultural region into the twenty-first century and continues to be actively farmed. In Upper Freehold Township 8,250 acres are preserved through Township and County Farmland Preservation Programs. Along the byway is the Allentown Historic District, one of the largest contiguous historic districts in New Jersey, numerous sites on the National Register of Historic Places, and historic streetscapes, crossroads, farmsteads and agricultural districts. The result is a remarkably well-preserved scenic landscape that continues to convey a sense of the region's historic and agricultural past.



*View of agricultural landscape seen from Route 526 (Source: MCPB).*



*Main Street, Allentown.*



*Crosswicks Creek and Historic Walnford.*

Upper Freehold Township's geographic location within the Inner Coastal Plain near creeks and streams helped shape its historical development. Assunpink Creek, Crosswicks Creek, Doctors Creek and Lahaway Creek constituted major corridors for Native American travel and settlement, provided attractive sources of power for milling operations during the initial Colonial settlement of the area and today offer recreational kayaking and fishing opportunities. Deposits of marl, a rich organic material formed from ancient marine deposits high in potassium, contributed to the general fertility of the region, especially along the ridge known today as Cream Ridge. Upper Freehold Township remains as much a center of agriculture as it was 200 hundred years ago. Dispersed farmsteads and whole clusters of farmsteads, many built by members of the same extended families, survive intact within their traditional rural setting. Historic Walnford, Thomas Coward Farm, Merino Hill Farm and Richard Hendrickson Farmstead are some of the intact family farms that can be either viewed from the Byway or in the case of Historic Walnford can be visited. Farm families continue to shape the communities and landscape along the Byway.

Within the Monmouth County Park System, Historic Walnford is a picturesque site offering a variety of interpretive

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programs and facilities throughout the year where one can learn about the Waln family and the evolution of Walnford over two centuries—from an 18th century industrial village and family farm to an elegant country estate. At the heart of the Crosswicks Creek Greenway (1436 acres), the site showcases over 200 years of social, technological and environmental history.

As one travels along the Byway, the local resident and visitor alike can enjoy and learn about this beautiful rural landscape with its scenic views toward agricultural fields, historic structures and settlements, and natural resources. This bucolic experience is interrupted only intermittently by recent suburban development, but preservation efforts continue to provide the tools to protect the qualities that make it special and unique. The Upper Freehold Historic Farmland Byway is most significant for its historic intrinsic qualities as noted by the tour narrative in the New Jersey State Scenic Byway Program Nomination Application and



*View looking west towards Fair Winds Farm from Burlington Path Road.*

## ***What are the Six Intrinsic Qualities of Scenic Byways?***

The National Scenic Byway Program has established six intrinsic qualities, or criteria, for assessing the significance of a byway. The qualities are: archeological, cultural, historic, natural, recreational and scenic. The definitions below are provided as guidance by the National Scenic Byways Program. The New Jersey State Scenic Byway Program also uses these definitions. Historic resources are recognized as the most important intrinsic qualities of the Upper Freehold scenic byway system.

### ***Historic***

Historic Quality encompasses legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or manmade, that are of such historic significance that they educate the viewer and stir an appreciation for the past. The historic elements reflect the actions of people and may include buildings, settlement patterns, and other examples of human activity. Historic features can be inventoried, mapped, and interpreted. They possess integrity of location, design, setting, material, workmanship, feeling, and association.



### ***Cultural***

Cultural Quality is evidence and expressions of the customs or traditions of a distinct group of people. Cultural features including, but not limited to, crafts, music, dance, rituals, festivals, speech, food, special events, vernacular architecture, etc., are currently practiced. The cultural qualities of the corridor could highlight one or more significant communities and/or ethnic traditions.



### ***Archaeological***

Archaeological Quality involves those characteristics of the scenic byways corridor that are physical evidence of historic or prehistoric human life or activity that are visible and capable of being inventoried and interpreted. The scenic byway corridor's archeological interest, as identified through ruins, artifacts, structural remains, and other physical evidence have scientific significance that educate the viewer and stir an appreciation for the past.

### ***Scenic***

Scenic Quality is the heightened visual experience derived from the view of natural and man-made elements of the visual environment of the scenic byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and memorable visual experience. All elements of the landscape—landform, water, vegetation, and man-made development—contribute to the quality of the corridor's visual environment. Everything present is in harmony and shares in the intrinsic qualities.



### ***Natural***

Natural Quality applies to those features in the visual environment that are in a relatively undisturbed state. These features predate the arrival of human populations and may include geological formations, fossils, landform, water bodies, vegetation, and wildlife. There may be evidence of human activity, but the natural features reveal minimal disturbances.

### ***Recreational***

Recreational Quality involves outdoor recreational activities directly association with and dependent upon the natural and cultural elements of the corridor's landscape. The recreational activities provide opportunities for active and passive recreational experiences. They include, but are not limited to, cross country skiing, rafting, boating, fishing, hiking, and biking. Driving the road itself may qualify as a pleasurable recreational experience. The recreational activities may be seasonal, but the quality and importance of the recreational activities as seasonal operations must be well recognized.



Source: National Scenic Byways Program <http://www.bywaysonline.org/program/iq.html>

highlighted here. The Corridor Characteristics Map on the following page illustrates the significant intrinsic qualities of the Byway.

### ***b. Historic, Cultural and Archaeological Intrinsic Qualities***

#### ***i. Methodology for the Inventory of Existing Conditions***

Background research for this project began with a review of the nomination application to the NJ State Scenic Byways Program was conducted at the New Jersey Historic Preservation Office to identify known historic resources previously listed in or eligible for listing in the State and National Register of Historic Places and to examine past cultural resources surveys for information regarding previously examined resources. Files at the New Jersey State Museum were checked to identify registered archaeological sites within or in the vicinity of the Byway. The Master Plan Historic Preservation Elements of both Upper Freehold Township and Allentown Borough were reviewed for information on other resources of local and regional significance. Finally, the 1984 Monmouth County Historic Sites Inventory for Upper Freehold Township, along with updated survey forms completed in 2008, provided the basis for identifying and mapping known historic resources along the Byway. This included identification of two possible rural agricultural historic districts and several possible historic streetscapes.



*Inventoring Conines Mill Pond in Allentown during Spring 2009.*

Reconnaissance fieldwork carried out on April 3, May 28, and June 29, 2009 checked for the presence or absence of all known historic resources and identified a small number of previously identified historic resources within the Byway that were not surveyed. These included an assortment of nineteenth-century farmhouses, farmsteads, tenant houses, cemeteries, and one abandoned railroad right-of-way. All resources were inventoried in tabular form, briefly described, and plotted on USGS maps using GIS. The inventoried resources, together with background research, provided the basis for identifying the Byway's significant corridor

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characteristics. These characteristics, in turn, informed the interpretive themes and sub-themes presented here.

## ii. Summary of Findings

A full narrative on the Historic, Cultural and Archaeological Qualities can be found in Appendix B, which describes a general history of the wealth of resources along the Byway. It follows the settlement of the area from Native American habitation through the initial Colonial Settlement by the Dutch, English, Scottish and French Huguenots, early development of Allentown, Imlaystown, Walnford, Gibbstown and Wrightsville (Cox’s Corner), Revolutionary War and the expansion and rise of agriculture to modern farming and the rural landscape.



Aerial view of Imlaystown (Source: Bing Maps, Pictometry).

## c. Scenic, Natural and Recreational Intrinsic Qualities

### i. Physical and Visual Surveys

The methodology for assessing scenic qualities included physical and visual surveys as well as a corridor fixtures study (described below). The physical and visual survey forms from the New Jersey DOT Scenic Byways Program inventory requirements were completed early in the planning process for the development of the Corridor Management Plan. The visual survey rated byway segments according to the extent of unity in the composition of the landscape, the degree of

ROAD	ROUTE	SECTION	SEGMENT	SEGMENT 1	SEGMENT 2	SEGMENT 3	SEGMENT 4	SEGMENT 5	SEGMENT 6	SEGMENT 7	SEGMENT 8	SEGMENT 9
RD 100	100	100-101	100-101	100-101	100-101	100-101	100-101	100-101	100-101	100-101	100-101	100-101
RD 102	102	102-103	102-103	102-103	102-103	102-103	102-103	102-103	102-103	102-103	102-103	102-103
RD 104	104	104-105	104-105	104-105	104-105	104-105	104-105	104-105	104-105	104-105	104-105	104-105
RD 106	106	106-107	106-107	106-107	106-107	106-107	106-107	106-107	106-107	106-107	106-107	106-107
RD 108	108	108-109	108-109	108-109	108-109	108-109	108-109	108-109	108-109	108-109	108-109	108-109
RD 110	110	110-111	110-111	110-111	110-111	110-111	110-111	110-111	110-111	110-111	110-111	110-111
RD 112	112	112-113	112-113	112-113	112-113	112-113	112-113	112-113	112-113	112-113	112-113	112-113
RD 114	114	114-115	114-115	114-115	114-115	114-115	114-115	114-115	114-115	114-115	114-115	114-115
RD 116	116	116-117	116-117	116-117	116-117	116-117	116-117	116-117	116-117	116-117	116-117	116-117
RD 118	118	118-119	118-119	118-119	118-119	118-119	118-119	118-119	118-119	118-119	118-119	118-119
RD 120	120	120-121	120-121	120-121	120-121	120-121	120-121	120-121	120-121	120-121	120-121	120-121
RD 122	122	122-123	122-123	122-123	122-123	122-123	122-123	122-123	122-123	122-123	122-123	122-123
RD 124	124	124-125	124-125	124-125	124-125	124-125	124-125	124-125	124-125	124-125	124-125	124-125
RD 126	126	126-127	126-127	126-127	126-127	126-127	126-127	126-127	126-127	126-127	126-127	126-127
RD 128	128	128-129	128-129	128-129	128-129	128-129	128-129	128-129	128-129	128-129	128-129	128-129
RD 130	130	130-131	130-131	130-131	130-131	130-131	130-131	130-131	130-131	130-131	130-131	130-131
RD 132	132	132-133	132-133	132-133	132-133	132-133	132-133	132-133	132-133	132-133	132-133	132-133
RD 134	134	134-135	134-135	134-135	134-135	134-135	134-135	134-135	134-135	134-135	134-135	134-135
RD 136	136	136-137	136-137	136-137	136-137	136-137	136-137	136-137	136-137	136-137	136-137	136-137
RD 138	138	138-139	138-139	138-139	138-139	138-139	138-139	138-139	138-139	138-139	138-139	138-139
RD 140	140	140-141	140-141	140-141	140-141	140-141	140-141	140-141	140-141	140-141	140-141	140-141
RD 142	142	142-143	142-143	142-143	142-143	142-143	142-143	142-143	142-143	142-143	142-143	142-143
RD 144	144	144-145	144-145	144-145	144-145	144-145	144-145	144-145	144-145	144-145	144-145	144-145
RD 146	146	146-147	146-147	146-147	146-147	146-147	146-147	146-147	146-147	146-147	146-147	146-147
RD 148	148	148-149	148-149	148-149	148-149	148-149	148-149	148-149	148-149	148-149	148-149	148-149
RD 150	150	150-151	150-151	150-151	150-151	150-151	150-151	150-151	150-151	150-151	150-151	150-151
RD 152	152	152-153	152-153	152-153	152-153	152-153	152-153	152-153	152-153	152-153	152-153	152-153
RD 154	154	154-155	154-155	154-155	154-155	154-155	154-155	154-155	154-155	154-155	154-155	154-155
RD 156	156	156-157	156-157	156-157	156-157	156-157	156-157	156-157	156-157	156-157	156-157	156-157
RD 158	158	158-159	158-159	158-159	158-159	158-159	158-159	158-159	158-159	158-159	158-159	158-159
RD 160	160	160-161	160-161	160-161	160-161	160-161	160-161	160-161	160-161	160-161	160-161	160-161
RD 162	162	162-163	162-163	162-163	162-163	162-163	162-163	162-163	162-163	162-163	162-163	162-163
RD 164	164	164-165	164-165	164-165	164-165	164-165	164-165	164-165	164-165	164-165	164-165	164-165
RD 166	166	166-167	166-167	166-167	166-167	166-167	166-167	166-167	166-167	166-167	166-167	166-167
RD 168	168	168-169	168-169	168-169	168-169	168-169	168-169	168-169	168-169	168-169	168-169	168-169
RD 170	170	170-171	170-171	170-171	170-171	170-171	170-171	170-171	170-171	170-171	170-171	170-171
RD 172	172	172-173	172-173	172-173	172-173	172-173	172-173	172-173	172-173	172-173	172-173	172-173
RD 174	174	174-175	174-175	174-175	174-175	174-175	174-175	174-175	174-175	174-175	174-175	174-175
RD 176	176	176-177	176-177	176-177	176-177	176-177	176-177	176-177	176-177	176-177	176-177	176-177
RD 178	178	178-179	178-179	178-179	178-179	178-179	178-179	178-179	178-179	178-179	178-179	178-179
RD 180	180	180-181	180-181	180-181	180-181	180-181	180-181	180-181	180-181	180-181	180-181	180-181
RD 182	182	182-183	182-183	182-183	182-183	182-183	182-183	182-183	182-183	182-183	182-183	182-183
RD 184	184	184-185	184-185	184-185	184-185	184-185	184-185	184-185	184-185	184-185	184-185	184-185
RD 186	186	186-187	186-187	186-187	186-187	186-187	186-187	186-187	186-187	186-187	186-187	186-187
RD 188	188	188-189	188-189	188-189	188-189	188-189	188-189	188-189	188-189	188-189	188-189	188-189
RD 190	190	190-191	190-191	190-191	190-191	190-191	190-191	190-191	190-191	190-191	190-191	190-191
RD 192	192	192-193	192-193	192-193	192-193	192-193	192-193	192-193	192-193	192-193	192-193	192-193
RD 194	194	194-195	194-195	194-195	194-195	194-195	194-195	194-195	194-195	194-195	194-195	194-195
RD 196	196	196-197	196-197	196-197	196-197	196-197	196-197	196-197	196-197	196-197	196-197	196-197
RD 198	198	198-199	198-199	198-199	198-199	198-199	198-199	198-199	198-199	198-199	198-199	198-199
RD 200	200	200-201	200-201	200-201	200-201	200-201	200-201	200-201	200-201	200-201	200-201	200-201

Visual survey form used during the Spring 2009 inventory.

### Visual Quality Definitions

**Unity:** Refers to the composition of the landscape.

**Intactness:** Refers to the integrity of the landscape either natural or built and degree of compatibility between landscape elements.

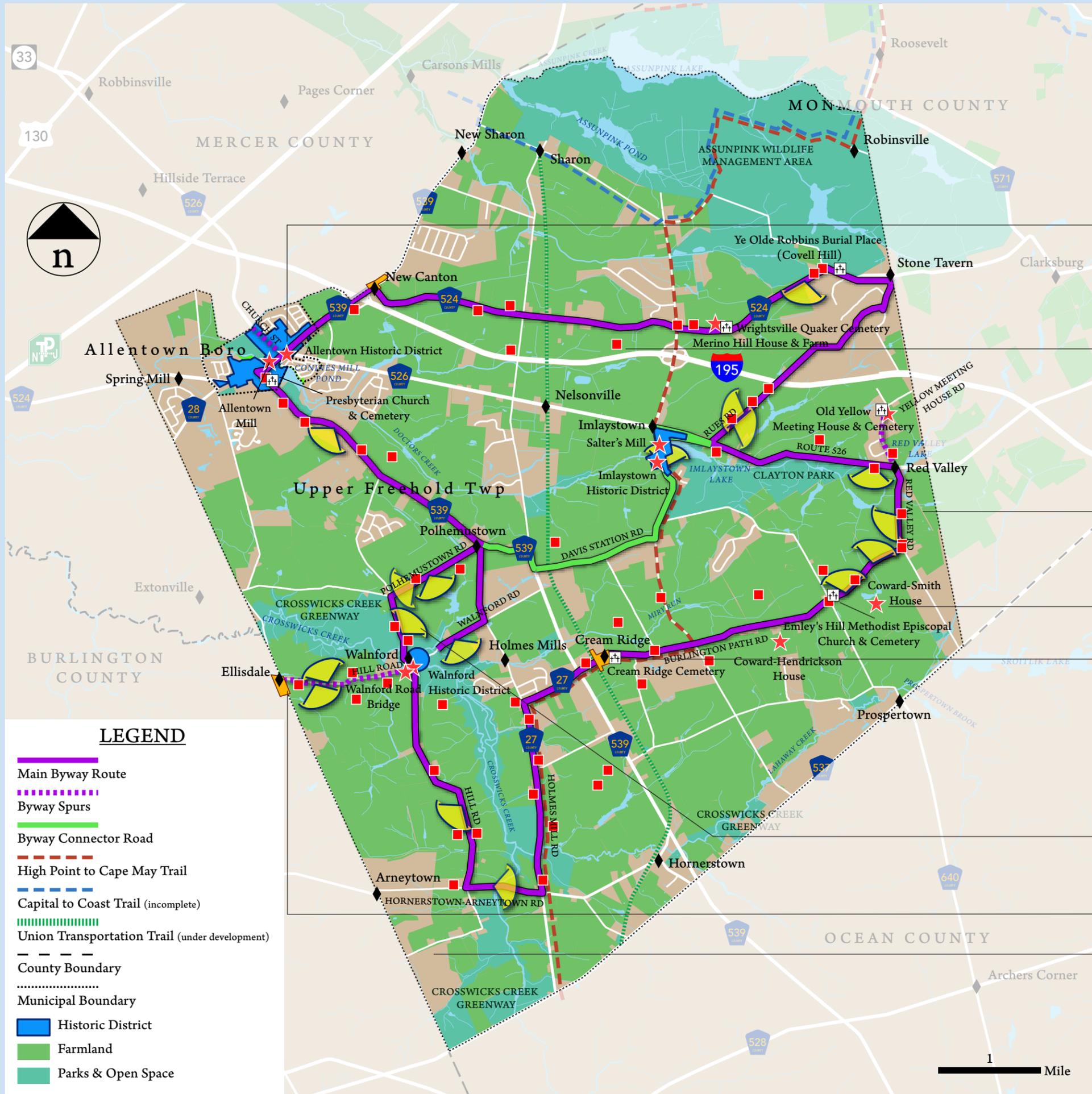
**Vividness:** Applies to the distinctive quality and “memorability” of a landscape.



Young Standardbred at Fair Winds farm in Walnford (Source: MCPB).

# Upper Freehold Historic Farmland Byway Corridor Characteristics Map

This map illustrates the wealth of intrinsic qualities along the byway including the historic sites and districts listed on the National Register of Historic Places.



Listed historic districts, New Jersey and National Registers of Historic Places (light blue) ▶



Potential historic farmhouses/farmsteads (red squares) ▶



Farmland (lime green) ▶

National Historic Register sites (red stars) ▶



Cemeteries (white squares) ▶

Rural scenic views (yellow cones) ▶



Potential historic streetscapes (orange) ▶

Unprotected lands (beige) ▶

## LEGEND

- Main Byway Route
- Byway Spurs
- Byway Connector Road
- High Point to Cape May Trail
- Capital to Coast Trail (incomplete)
- Union Transportation Trail (under development)
- County Boundary
- Municipal Boundary
- Historic District
- Farmland
- Parks & Open Space



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*View looking north along Burlington Path Road towards Red Valley.*

intactness and integrity of the landscape, and its vividness or distinctive of the landscape. The physical survey rated each byway segment positive and negative features defined by its land form, land cover and landscape composition. The results of this evaluation can be found in Appendix C.

In summary, the Upper Freehold Historic Farmland Byway is a predominantly 2-lane rural byway traveling through a pastoral landscape of Standardbred and Thoroughbred horse farms, agricultural fields and historic farmsteads, and crossroad hamlets and towns. A traveler on the byway can enjoy the attractive communities of Allentown, Imlaystown and Upper Freehold. Areas along the byway that received the highest rating, although many other segments offered positive features, include:

- Main Street in Allentown Borough
- Rues Road
- Red Valley Road
- Burlington Path Road near Red Valley Road
- Church Street
- Hill Road



*Utility clutter on Route 524 near Sharon Station Road.*

County Route 524 had the highest level of negative factors due to the extent of new subdivision and commercial development that are not in keeping with the historic rural landscape, a multitude of signs and utility wires, and new turning lanes. Other intersections along the byway route also had similar negative features – multitude of signs and utility wires. The Byway could benefit from enhancement measures that could minimize the installation of additional negative features and encourage appropriate new development and improvements that are consistent or compatible with the historic pattern of development. County Route 524 could benefit from a Corridor Design Plan or Guidelines.

### **Recreational Qualities**

There are a number of parks and recreational resources that complement the scenic and natural resources along the Byway. Most notable are the Assunpink Wildlife Management Area, Crosswicks Creek Park, Historic Walnford, Clayton Park and Horse Park of New Jersey. The Cream Ridge Golf Club and Gamblers Ridge Golf Course offer active recreation potential to the public along with a number of smaller local parks.



*Historic Walnford.*

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Cycling the byway roads is popular and a new proposed rail trail will provide another multi-use trail.

### ***ii. Corridor Fixtures Study***

The scenic quality of a roadway is influenced significantly by the presence of utilities and signs. The study team conducted an inventory and assessment of the Upper Freehold Historic Farmland Byway that concentrated on the following elements:

- Utility poles and wires
- Signs and roadway fixtures, especially clusters of signs, and roadside regulatory signs that obstruct and/or detract from scenic vistas
- Communications towers
- Compliance with local, State and Federal laws and ordinance on Outdoor Advertising

A field inventory was conducted in April 2009 during which the scenic byway route, as well as its spurs and connector, were videotaped in both directions. Our findings are described and depicted below using NJDOT straight-line diagrams (for county roads) and Google Maps (for local roads).

In general, the more scenic parts of the corridor, including Red Valley Road, Burlington Path Road, Walnford Road, and the Hill Road spur—are relatively uncluttered by large utility poles and lines; often, poles along these scenic stretches are well disguised by trees, or are short and narrow enough not to be overly obstructive to scenic viewsheds (these smaller, older poles tend to be on minor and local roads). Polhemustown Road, which has two scenic viewsheds, suffers from significant utility clutter, and steps should be taken to minimize the appearance of poles along and other segments of the byway. The corridor's 500-level roads, including Route 524, Route 526, and Route 539 suffer from significant utility clutter (often, 40 and 50-foot poles with double lateral cross arms carrying multiple lines); the least scenic of these county routes—Route 526 alongside Clayton Park—could greatly benefit from less obstructive poles.

Along Main Street and Church Street (Spur) in Allentown Borough, both of which scored well in the visual survey, utility



*Utility clutter on Church Street in Allentown detracts from the Borough's historic character.*



*Utility clutter on Polhemustown Road detracts from scenic views.*



*Utility clutter on Main Street in downtown Allentown.*

clutter is moderate to significant. Wires and utility poles—some of them crooked—detract from the scale, historic character and orderliness of the downtown area. Road and regulatory sign clutter is also an issue, with many crooked or poorly arranged signposts; some posts are missing signs altogether. A wayfinding and streetscape improvement plan for the Byway including the possible burying of utility lines is recommended. The Allentown Historic District and other pedestrian-oriented centers, such as Imlaystown, present a different situation, which may suggest other design elements or serve as a special focus area of this recommended plan.

Three communications towers are visible above the treeline. One is located in the northeastern corner of the study area on Tower Road (near Stone Tavern) and visible from Route 524 and Chambers Road. The second is located in the north-central portion of the study area (Nelsonville) south of Route 526, not far from Imlaystown, and is visible from Rues Road. The third tower is located in the east-central portion of the study area off Long Acre Drive and is visible from Burlington Path Road, one of the corridor’s most pastoral segments. Although these towers obstruct certain views, overall the existing towers are not a significant visual detriment to the Byway. The potential construction of new towers could be a concern.

Refer to Appendix D for segment maps illustrating the inventory of corridor fixtures.

### Compliance with local, State and Federal laws and ordinance on Outdoor Advertising

All local jurisdictions along the Upper Freehold Historic Farmland Byway are in compliance with the Federal regulations on outdoor advertising, a requirement of the New Jersey and National Scenic Byways Programs as noted below. Local jurisdictions have stronger requirements on the permitting of billboards than the State regulations. In addition, the interpretation of a protected zone in the State regulations is broadly interpreted and can lead to the permitting of billboards that may be visible from a designated byway. Outdoor advertising or billboards is defined in each municipal zoning ordinance below. These advertising signs are not the same as directional or wayfinding signs that direct a traveler to a destination or business.

## UPPER FREEHOLD

The Upper Freehold Township Zoning Ordinance under Chapter 35-106 of the Land Use Regulations prohibits billboards.

### 35-106 Prohibited Uses

Any use not expressly permitted by this chapter is hereby specifically prohibited throughout the Township of Upper Freehold and the following uses and activities are specifically prohibited in any zoning district throughout the Township of Upper Freehold:

A. “Billboards” and any signboards, advertising signs or devices not expressly related to the business being conducted on the premises or otherwise specifically permitted by this chapter;

Allentown Borough’s Zoning Ordinance under section c. Prohibited Signs includes:

1. Any sign which does not advertise a permitted business or use located in the same premises.

The New Jersey Administrative Code Title 16 – Department of Transportation, Chapter 41C. Roadside sign control and outdoor advertising restricts off-premise advertising signs:

#### 16:41C-3.1 General Restrictions

(1) no off-premise advertising sign shall be located on a scenic corridor or within the protected area or protected zone of a scenic corridor where it can be seen from any point within any portion of a scenic corridor. No off-premise sign shall be visible to any scenic corridor.

#### 16:41C-8.7 Off-premise signs

*(a) No off-premise sign will be permitted which will be visible to any highway or portion of a highway that has been designated as a scenic byway, or has been nominated for designation as a scenic byway.*

“**Protected zone**” means all areas inside the boundaries of this State, which are adjacent to and within 660 feet of the edge of the right-of-way of highways not in the Interstate and Primary Systems, and those areas inside the boundaries of this State, which are outside urban areas and visible from such highways, but beyond 660 feet of the edge of the rights-of-way of highways not in the Interstate and Primary Systems.



*View of preserved farmland looking west from Hill Road.*



*View of preserved farmland looking west from Emley's Hill Cemetery on Burlington Path Road.*



*View looking south from Route 539 west of Pohlemustown.*

### ***iii. Site evaluation and summary of findings***

Throughout the byway corridor, the traveler's experience is of an attractive rural landscape that reflects the local and regional history of Upper Freehold Township, Monmouth County and Central New Jersey. Upper Freehold Township's geographic location within the Inner Coastal Plain near creeks and streams helped shape its historical development. Dispersed farmsteads at the center of large tracts of land characterized the main settlement pattern since the early-to-mid eighteenth century. Upper Freehold Township experienced slow but continued growth in the years following the Revolutionary War with a renewed emphasis on agricultural production. Dairying emerged as the most important industry during the late nineteenth century. Institutions such as creameries developed during this period as a way to consolidate the butter and cheese making process and to facilitate transportation to market. By the first quarter of the twentieth century, the agricultural landscape had assumed much of its present form. The basic patterns of land use, the road network and the population concentrations that were established by the 1860's remain largely unchanged. Production consisted more of mixed farming with grains and livestock production and sales of cereals to local mills.

Upper Freehold Township remains as an agricultural region today but with a higher concentration of horse farms and equine industry facilities with its distinctive black fencing along the road, plant nurseries and farms. The byway has a high degree of positive features including, among many others:

- Scenic and historic vistas toward agricultural farms, farmsteads and natural resources, such as those, along Rues Road, Red Valley Road and Burlington Path Road
- Historic structures including the Presbyterian Church and Cemetery on Route 539; Coward-Hendrickson House and Old Yellow Meeting House
- Natural resources including Assunpink Wildlife Management Areas, Clayton Park, and Doctors Creek and Crosswicks Creek Greenways

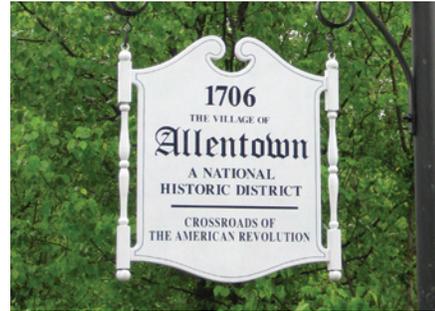
## UPPER FREEHOLD

Historic districts, parks, open space and preserved farmland are some of the most significant intrinsic qualities as shown on the Opportunities and Issues Map (see following page). Several key sites are also highlighted including Allentown Borough, gateway to the Upper Freehold Historic and Farmland Byway; the Horse Park of New Jersey, a major designation and event venue for the equine industry; Historic Walnford within the Monmouth County Park System and Imlaystown.

Areas zoned Multiple Use are dispersed along County Routes 539 and 524. Interspersed on the landscape is evidence of suburban residential subdivisions and commercial developments, which is changing the historically small town and rural development pattern. Guiding future development will be critical to preserving the unique scenic and historic vistas, retaining the area's agricultural legacy and assuring a more compatible rural design along the byway. The Upper Freehold Community Design document is a great start in providing guidance on appropriate land use preferences. Recommended actions include a village or neighborhood center zoning district, conservation zoning, mixed-use zone with the integration of commercial in a village or town development pattern, and street standards. A Corridor Overlay Zone could encompass these ideas outlined in the Community Design Document but with an emphasis on strategies that will improve or enhance the "view" from the road.

New turn lanes, wider lane pavements and right-of-ways, utility lines, sign clutter and higher speed limits further detract from the visitor's experience. It is critical that these practices are limited and more creative traffic calming practices are considered in order to retain the unity, integrity and quality of the byway. A good start is the Monmouth County Scenic Roadway Plan. Roadway designs will need to comply with the current guidelines of the Federal Highway Administration and NJDOT.

A Corridor Overlay Zone could encompass these ideas outlined in the Community Design Document but with an emphasis on strategies that will improve or enhance the aesthetic qualities of the road and "view" from the road. A Corridor Overlay Zone applies new provisions on those already in place through the municipal zoning ordinance.

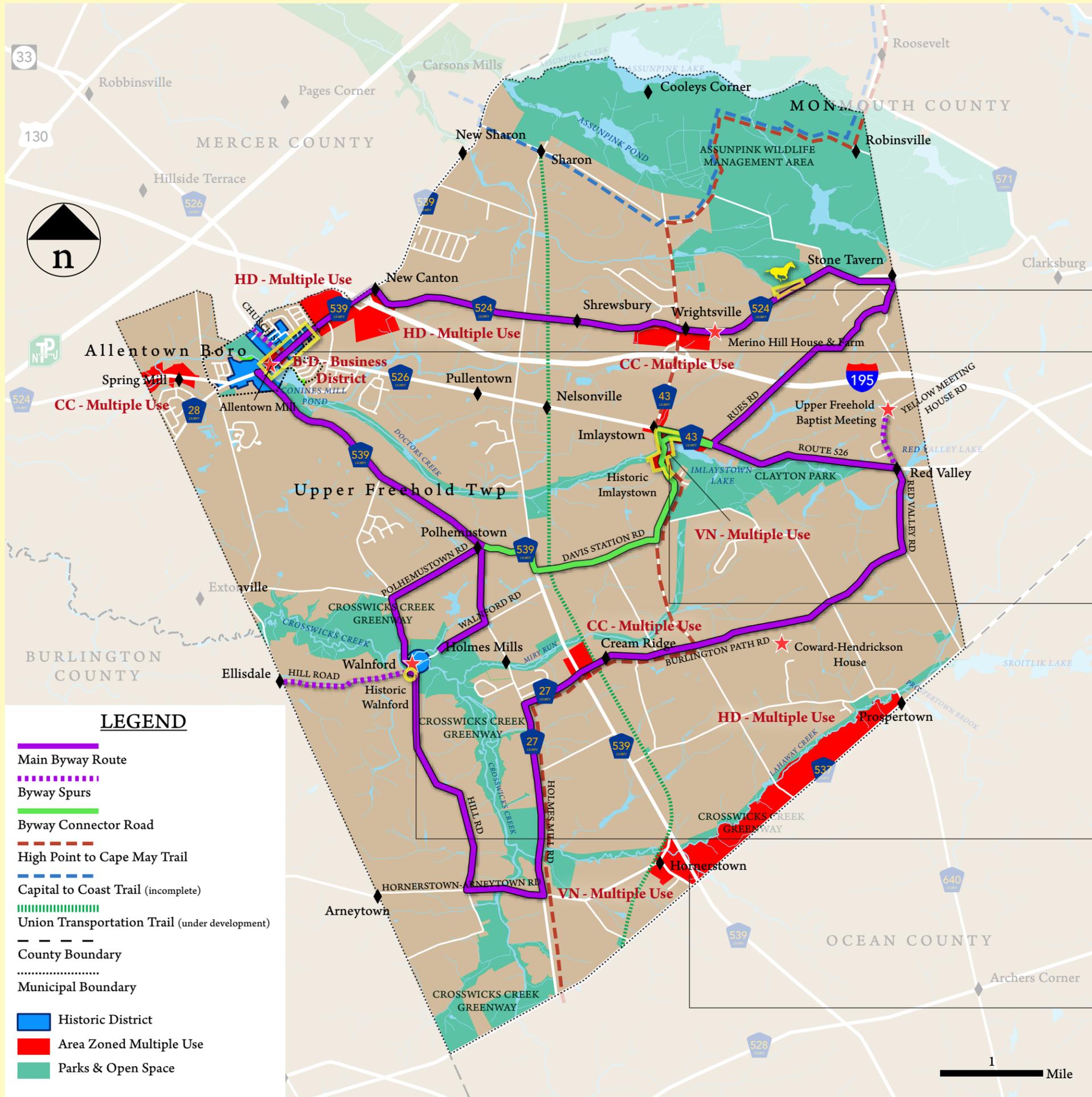


*Gateway sign marking the entrance to the Allentown Historic District.*



*Recent low-density residential subdivision off Davis Station Road near Cream Ridge (Source: Bing Maps, Pictometry).*

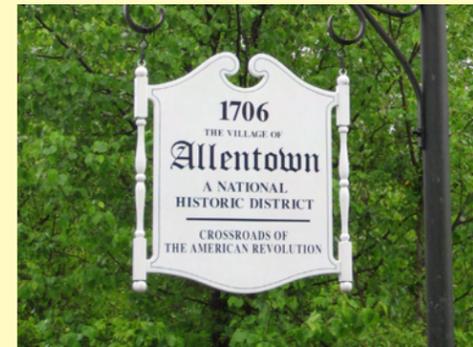
# Upper Freehold Historic Farmland Byway, Opportunities & Issues Map



OPPORTUNITY: Horse Park of New Jersey ▶



OPPORTUNITY: Historic Allentown as a gateway to the byway ▶



OPPORTUNITY: Historic Imlaystown ▶



ISSUE: Historic Walnford inaccessible by car from western side (Hill Road/Waln's Mill Road) ▶



ISSUE: Areas zoned commercial/multiple use (shown in red)



## HISTORIC FARMLAND BYWAY

An overlay zone is being recommended for this byway to encourage aesthetic and preservation efforts to maintain and improve the Township of Upper Freehold and Allentown Borough as an agricultural and residential community; retain its rural character, historic past and quality natural resources; and protect scenic vistas and a continuous pleasing view from the byway. The recommended Corridor Overlay Zone as outlined in Appendix E is proposed to provide additional guidance for the right-of-way and adjacent land uses.



Chapter Three:

# Corridor Planning Policies and Regulations



### III. Corridor Planning Policies and Regulations

#### a. Institutional Survey of the Byway

An important part of preparing a Corridor Management Plan is examining the various plans, policies, and programs that have already been implemented by state, county, and local governments. The following table is an inventory of planning-related policy documents, ordinances, and data that have been obtained and reviewed for the purposes of this study. The status of each document is indicated with a symbol whose definition is explained in the key below.

#### Upper Freehold Township

Upper Freehold Township has undertaken significant master planning, farmland preservation, and open space planning efforts including:

- 2004 Supplement No. 2 to the Upper Freehold Master Plan: A Vision Statement reiterates all the goals and objectives of the original 1994-1995 Master Plan—including preservation of rural character and farmland, prevention of sprawl-type development, provision of sufficient open space, and adopting a responsible approach to meeting affordable housing needs. In addition, the supplement articulates a new “Vision Statement” that appropriately balances private and public property rights, conserves natural and cultural resources, maintains active farming and open spaces, develops educational and recreational facilities, and preserves the prevailing quality of life in order to promote a sustainable future for all residents of the Township that is affordable and desirable<sup>1</sup>
- Comprehensive Farmland Preservation Plan outlines objectives for preserving the Township’s valuable agricultural resources and rural aesthetic character; these objectives include support of existing farming activities, protection of prime lands to the greatest extent possible,



Preserved farmland on Hill Road (Source: MCPB).

<sup>1</sup> Upper Freehold Vision Committee. 2004 Supplement No. 2 to the Upper Freehold Master Plan: A Vision Statement. p. 6.

Table of Planning Documents and Datasets Reviewed:

Survey Element	Document(s) and Dataset(s) Reviewed	
	Upper Freehold Township	Allentown Boro
	<b>Key to Symbols</b> <input checked="" type="checkbox"/> Has undertaken plan or action <input type="checkbox"/> Has partially undertaken plan or action <input checked="" type="checkbox"/> Has not undertaken plan or action <input checked="" type="checkbox"/> Other Resource	
1. Master and Regional Plans	<input checked="" type="checkbox"/> <i>Panhandle Region Plan</i> . Monmouth County Planning. January 2009 (in process).  <input checked="" type="checkbox"/> <i>Upper Freehold Township Master Plan</i> . Upper Freehold Township. 1994-95.  <input checked="" type="checkbox"/> <i>2004 Supplement No. 1 to the Upper Freehold Township Master Plan: A Multi-Use Trail System</i> . Upper Freehold Township. 2004 (denied).  <input checked="" type="checkbox"/> <i>2004 Supplement No. 2 to the Upper Freehold Township Master Plan: A Vision Statement..</i> Upper Freehold Township Vision Committee. March 2004.  <input checked="" type="checkbox"/> <i>Housing Plan Element and Fair Share Plan (of Master Plan)</i> . Township of Upper Freehold. November 2008.	<input checked="" type="checkbox"/> <i>1997 Master Plan Reevaluation for the Borough of Allentown, Monmouth County, NJ</i> . Allentown Borough. 1997.  <input checked="" type="checkbox"/> <i>Panhandle Region Plan</i> . Monmouth County Planning. January 2009 (in process).
2. Historic Preservation Plan		<input checked="" type="checkbox"/> <i>Historic Preservation Element – Allentown Master Plan</i> . Allentown Borough. Revised September 2005.
3. Open Space Plan	<input checked="" type="checkbox"/> <i>Open Space and Recreation Plan</i> . Township of Upper Freehold. April 2009.	
4. Design Review/ Overlay Zones	<input checked="" type="checkbox"/> <i>Community Design: A Guide to Future Development in Upper Freehold</i> . Monmouth County Planning Board. April 1993 (paper)	
5. Approved or Proposed	<input checked="" type="checkbox"/> GIS shapefile from Monmouth County Planning. April 2009 (electronic)	<input checked="" type="checkbox"/> GIS shapefile from Monmouth County Planning. April 2009 (electronic)

## UPPER FREEHOLD

Survey Element	Document(s) and Dataset(s) Reviewed	
	Upper Freehold Township	Allentown Boro
	<b>Key to Symbols</b> <input checked="" type="checkbox"/> Has undertaken plan or action <input type="checkbox"/> Has partially undertaken plan or action <input checked="" type="checkbox"/> Has not undertaken plan or action <input checked="" type="checkbox"/> Other Resource	
6. Sign Ordinance/ Billboard Control	<input checked="" type="checkbox"/> Ordinance No. 35-106 PROHIBITED USES Prohibition of “Billboards” and any signboards, advertising signs or devices not expressly related to the business being conducted on the premises  <input checked="" type="checkbox"/> Ordinance No. 35-16 SIGNS  <input checked="" type="checkbox"/> Title 16, Department of Transportation, Chapter 41 C. Roadside Sign Control and Outdoor Advertising, New Jersey Administrative Code. NJ Department of Transportation	<input checked="" type="checkbox"/> Title 16, Department of Transportation, Chapter 41 C. Roadside Sign Control and Outdoor Advertising, New Jersey Administrative Code. NJ Department of Transportation
7. Conservation Easements/ Farmland Preservation	<input checked="" type="checkbox"/> <i>Comprehensive Farmland Preservation Plan [DRAFT]</i> . Upper Freehold Township Planning Board. December 2007. Revised November 2008.  <input checked="" type="checkbox"/> <i>Monmouth County Farmland Preservation Plan</i> . Monmouth County Planning Board and Monmouth County Agriculture Development Board. April 2008.  Monmouth Conservation Foundation – Preservation Options <a href="http://www.monmouthconservation.org/html-pages/preserv-opt.html">http://www.monmouthconservation.org/html-pages/preserv-opt.html</a>  <input checked="" type="checkbox"/> Route 57 Corridor Plan Implementation Toolkit	<input checked="" type="checkbox"/> <i>Conservation Plan Element</i> . Allentown Borough. November 2005.  <input checked="" type="checkbox"/> <i>Monmouth County Farmland Preservation Plan</i> . Monmouth County Planning Board and Monmouth County Agriculture Development Board. April 2008.  Monmouth Conservation Foundation – Preservation Options <a href="http://www.monmouthconservation.org/html-pages/preserv-opt.html">http://www.monmouthconservation.org/html-pages/preserv-opt.html</a>  <input checked="" type="checkbox"/> Route 57 Corridor Plan Implementation Toolkit
8. Water Resources and Floodplains	<input checked="" type="checkbox"/> Water features GIS shapefile from NJDEP (electronic)	<input checked="" type="checkbox"/> Water features GIS shapefile from NJDEP (electronic)
9. Environmental Resources and Restrictions	<input checked="" type="checkbox"/> <i>Natural Resources Inventory Report</i> by David Lock and James Shafer for the Environmental Commission of Upper Freehold Township. 1974 (paper).	<input checked="" type="checkbox"/> <i>The Allentown Borough Natural Resource Inventory (NRI)</i> . Allentown Borough. March 2003.  <input checked="" type="checkbox"/> <i>Allentown Borough Critical Resources Analysis Project – Final Report</i> . Allentown Borough. January, 2005.

Survey Element	Document(s) and Dataset(s) Reviewed	
	Upper Freehold Township	Allentown Boro
	<b>Key to Symbols</b> <input checked="" type="checkbox"/> Has undertaken plan or action <input type="checkbox"/> Has partially undertaken plan or action <input checked="" type="checkbox"/> Has not undertaken plan or action <input checked="" type="checkbox"/> Other Resource	
10. Greenways	<i>Crosswicks Creek/Doctors Creek Watershed Greenway Plan.</i> Crosswicks Creek/Doctors Creek Watershed Regional Green Planning Group and F.X. Browne, Inc. April 2004.	
11. Transportation	<input checked="" type="checkbox"/> <i>Multi-Use Trail System and Road Bike Path Network – Recommendations for the Township of Upper Freehold.</i> Ad-hoc Trails Committee, Open Space Committee, Upper Freehold Township. 2003. (denied).  <input checked="" type="checkbox"/> <i>The Monmouth County Scenic Roadway Plan.</i> Monmouth County Planning Board. 2001.	<input checked="" type="checkbox"/> <i>The Monmouth County Scenic Roadway Plan.</i> Monmouth County Planning Board. 2001.



View of protected farmland on Rues Road near Imlaystown.

continued private and public participation in the New Jersey Farmland Preservation Program, and identity as a “right to farm” community. The Comprehensive Farmland Preservation Plan maps agricultural areas, property class, land use/land cover, cropland and pastureland, farms targeted for preservation by the Township and County, farmland capable soils, state plan policy area, sewer service areas, and zoning

- 2009 Open Space and Recreation Plan, an action plan to acquire, manage, and use open space recreation facilities
- Community Design: A Guide to Future Development in Upper Freehold, which provides neo-traditional design standards and guidelines for future development in the Township with an emphasis on Smart Growth
- Township Zoning Ordinance, which regulate signs and billboards in a reasonably strict manner that is consistent

with the goal of preserving the rural and historic aesthetic character of the Township

### Allentown Borough

Key planning documents from Allentown Borough include:



Aerial view of the intersection of Main and Church Streets in Allentown Borough (Source: Bing Maps, Pictometry).



The Imlay House in Allentown, Circa 1935, which is one of ten sites along the Byway listed on the National Historic Register of Historic Places (Source: HABS NJ-24).

- *1997 Master Plan Reevaluation for the Borough of Allentown, Monmouth County, NJ* (re-adopted in May 2006) makes no substantial changes in the basic assumptions, policies, and objectives stated in the 1978 Master Plan and the 1982 and 1988 reevaluations. The 1978 Master Plan ranks the following objectives in descending order of importance: 1) preserve small town character; 2) avoid undue fiscal burdens; 3) preserve land for future open space; 4) regeneration of commercial viability; 5) reasonable residential land-use mix; and 6) accessibility of open space
- *Historic Preservation Element – Allentown Master Plan*, which provides a narrative statement and inventory of the Borough’s historic resources and their significance (standards for evaluating significance are provided by the US Department of Interior National Register of Historic Places). In addition, standards for exterior work (or appendages) to existing historic buildings, as well as construction of new buildings in historic districts, is provided. A key goal of the *Historic Preservation Element* is to maintain the rural character of the village with respect to its streetscapes, architecture, and vistas while preserving cultural character and the surrounding natural environment; eliminating “harmful traffic” is also a stated objective<sup>2</sup>
- *Conservation Plan Element* describes its main goals as protecting Allentown’s historic greenbelt; addressing environmental protection, historic preservation, and active recreational development as expressed by Borough officials and residents; and using the Borough’s considerable natural resources to the greatest degree possible.<sup>3</sup> The Plan notes that approximately 19.5 acres of additional park land is needed to meet active recreational

<sup>2</sup> *Historic Preservation Element – Allentown Master Plan*. Allentown Borough. Revised September, 2005. p. 16

<sup>3</sup> *Conservation Plan Element*. Allentown Borough. November, 2005. p. 24

needs (much of the 35 acres of undeveloped land in the Borough is too steep to fulfill that need)

- *The Allentown Borough Natural Resource Inventory* is a compilation of text, maps, and charts that describe existing environmental and natural resources in the Borough, including (but not limited to) land use, physiography, flora and fauna, surface water, floodplains, and wetlands

**Regional**

Key regional planning documents include:

- *Monmouth County Farmland Preservation Plan* of 2008 (by the Monmouth County Planning Board and Monmouth County Agriculture Development Board), whose chief objective is to assist municipalities in preserving remaining farmland and maintaining a viable agricultural industry in the County
- *The Crosswicks Creek/Doctors Creek Watershed Greenway Plan* of 2004 (prepared for the Crosswicks Creek Regional Greenway Planning Group, which includes Allentown Borough, Hamilton Township, Washington Township, Millstone Township, Upper Freehold Township, and Plumstead Township). The plan principally recommends a 35-foot or greater buffer to protect stream corridors from development, conservation of headwater areas, the review of new development plans for their effect on stormwater quantity and quality, historic preservation and historic vista ordinances in the townships; water quality protection zones in municipal zoning ordinances; and coordination between municipalities and developers in obtaining easements included in the greenway plan<sup>4</sup>
- *The Monmouth County Scenic Roadway Plan* of 2001 (Monmouth County Planning Board), whose main goal is establishing alternative design guidelines for scenic county roadways for use by the County in its development review process and capital improvement program. Design guidelines address the following topics: cartway, roadway alignment, right-of-way, intersections and



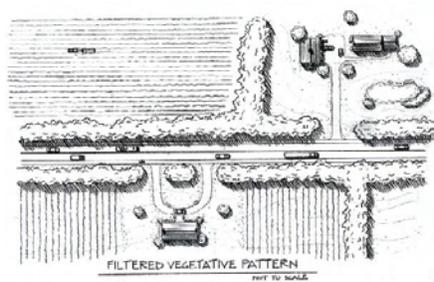
View looking east towards Fair Winds Farm from Polhemustown Road near Walnford.



Crosswicks Creek Greenway.

<sup>4</sup> *Crosswicks Creek/Doctors Creek Watershed Greenway Plan*. Crosswicks Creek/Doctors Creek Watershed Regional Green Planning Group and F.X. Browne, Inc. pp. 7-8.

## UPPER FREEHOLD



As shown in the Monmouth County Scenic Roadway Plan of 2001, a filtered vegetative pattern could be used to buffer new or existing development from the motorist's view (Source: MCPB).



View looking west along Polhemustown Road. The grassed shoulder and allée of trees create a pleasant edge to this section of the Byway, which is illustrative of a landscape treatment that is recommended along other sections of the Byway.

roadway alignment, right-of-way, intersections and driveways, curbs, sidewalks, bicycle facilities, drainage, grading and clearing, guiderails and barriers, bridges and culverts, detention/retention basins, horizontal and vertical clearances, utility placement, reverse frontage, street lighting, fences and walls, landscaping, buffers, identification signs, and street furniture

### **b. Development Assessment**

The future of the Upper Freehold Historic Farmland Byway and the successful preservation of its visual character, intrinsic qualities, and farmland are largely driven by management of future land use and development patterns along the Byway route, specifically in areas determined to be scenic viewsheds. The Land Use & Farmland Preservation Map on the following page illustrates the protected and susceptible lands along the Byway. In order to achieve the vision stated in this Management Plan, the connection between land use and transportation in the corridor must be understood among State, County, and local stakeholders. Additionally, FHWA requires an overview of management strategies for improving and protecting existing development while planning for potential new growth.

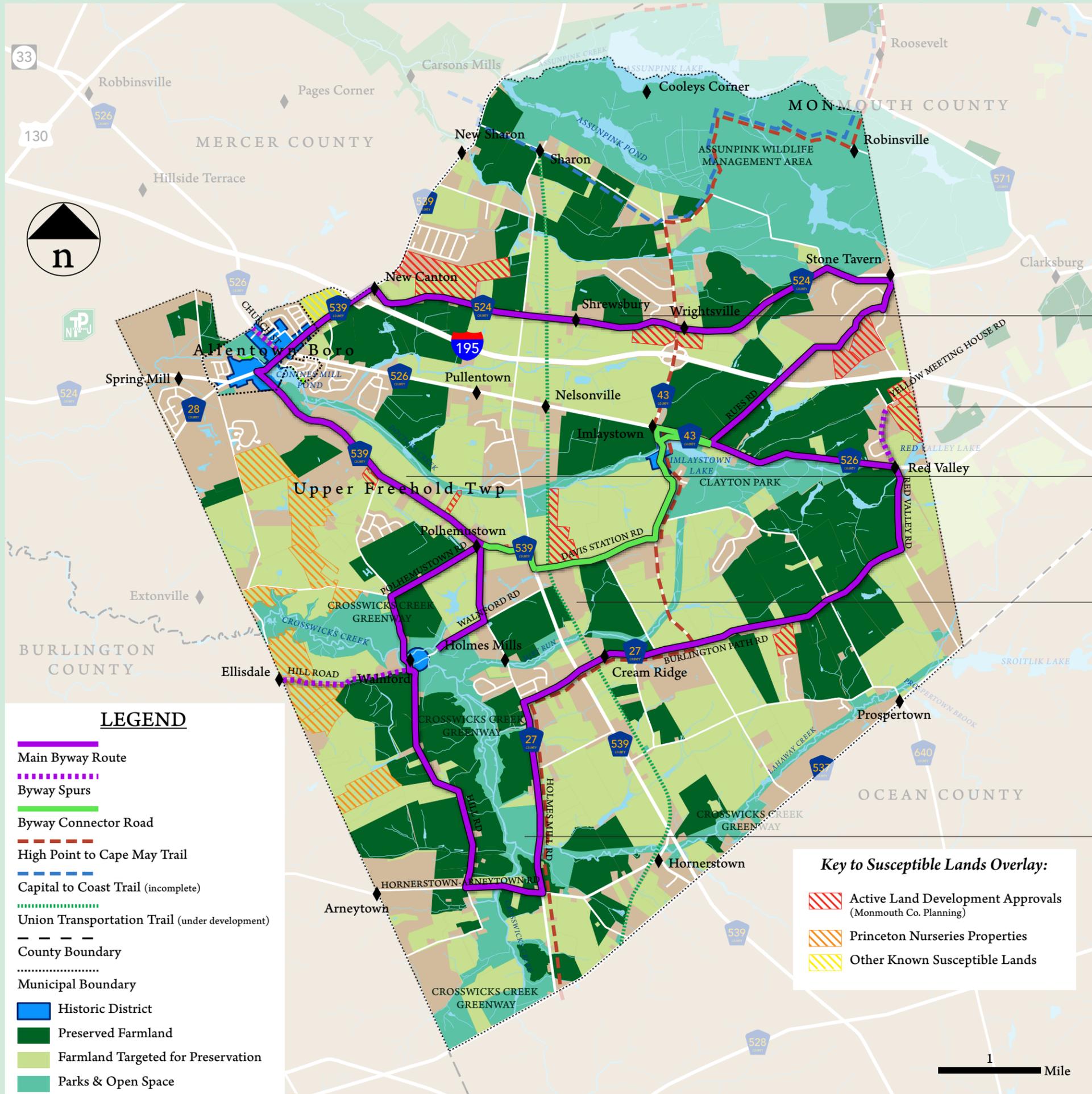
The ability to manage development along the byway route is critical to preserving the visual character, livability, and economic viability of Allentown and Upper Freehold. In partnership with the Office of Smart Growth (OSG), NJDOT is addressing the link between development and transportation through its NJFIT: Future in Transportation program.<sup>5</sup> The purpose of the NJFIT program is to coordinate transportation infrastructure investments with land use, future development, and/or redevelopment. Any future transportation investment would be pursued using the principles of the NJFIT program within the framework of the Byway vision.

Demographic trends have the ability to affect land use and traffic along the Byway. Both population and employment are expected to grow in the two Byway towns—Allentown

5

[www.state.nj.us/transportation/works/njfit/about](http://www.state.nj.us/transportation/works/njfit/about)

# Upper Freehold Historic Farmland Byway Land Use & Farmland Preservation Map



Preserved farmland (dark green) ▶

Susceptible lands (crosshatched) ▶

Farmland targeted for preservation (yellow green) ▶

Unprotected/developed lands (beige) ▶

Parks and designated open space (light green) ▶

**Key to Susceptible Lands Overlay:**

-  Active Land Development Approvals (Monmouth Co. Planning)
-  Princeton Nurseries Properties
-  Other Known Susceptible Lands





and Upper Freehold—over the next two decades. By the year 2030, the populations of Allentown and Upper Freehold are projected to grow by 3.1 percent and 38.7 percent respectively<sup>6</sup>. In Allentown, employment is project to decrease by -5.75 percent, while in Upper Freehold it expected to grown significantly by 48.1 percent. On the whole, Allentown will experience very modest population growth (likely because the Borough has essentially reached build-out), while Upper Freehold will continue to grow its population and employment at a very steady pace over the next two decades.

An examination of zoning layers for Allentown and Upper Freehold reveals overall consistencies with the overall character of the byway. However, within Upper Freehold, there are some areas that are zoned HD-Multiple Use and CC-Multiple Use that may attract development which is out of character with the Byway. These areas include Route 539 SB just south of the I-195 interchange (Block 26, Lots 1 and 3; behind the Valero Station), which has been discussed as a potential affordable housing site, even though water, sewer, and public transit are lacking; Route 524 EB in Wrightsville just west of the Merion Hill House and immediately north of the I-195/Imlaystown-Hightstown Road interchange (Block 22.01, Lot 1 and Block 15, Lot 37); and Route 539 at Burlington Path Road in Cream Ridge (Block 27, Lot 25) which is zoned CC-Multiple Use and could attract suburban type commercial development that detracts from the rural aesthetic of the Byway. Fortunately, many of the most scenic viewsheds along the Byway coincide with farmland that has been preserved by the State, County, and Upper Freehold Township.

With assistance from Monmouth County Planning and Upper Freehold Township, PB used Geographic Information Systems (GIS) to identify those lands (tax parcels) most susceptible to new development in the Byway corridor. These include properties where development has been proposed and approved (but not yet built), or where ownership of large tracts formerly used for non-commercial and non-residential uses has recently changed hands. The following table lists those parcels along the Byway corridor that have been



*Aerial view of Wrightsville (Cox's Corner), at Route 524 and Imlaystown-Hightstown Road, which is zoned for commercial development (Source: Bing Maps).*



*Advertising for the planned Cox's Corner Professional Center on Route 524.*

6 NJTPA Approved Demographic and Employment Forecasts

## UPPER FREEHOLD



*The Princeton Nurseries site, located north and west of Walnford is a significant land holding that could alter the aesthetic character of the Byway (Source: MCPB).*



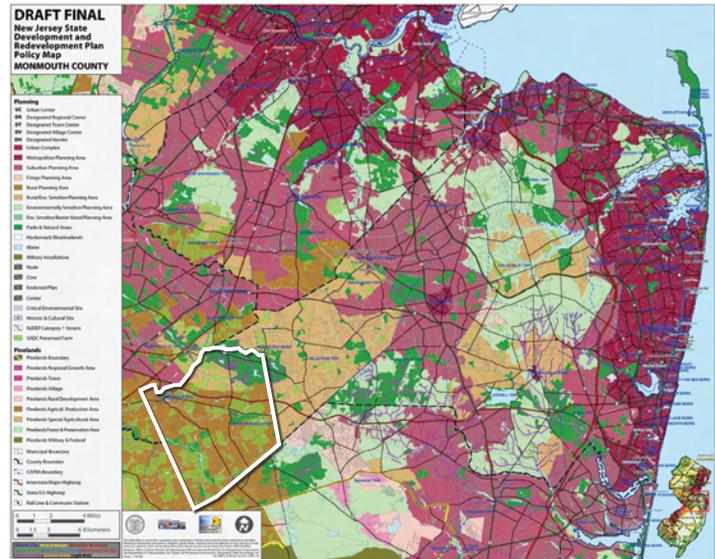
*Wintertime aerial view of the Assunpink Wildlife Preserve, a major natural and recreational point of interest along the Byway (Source: Pictometry, Bing Maps).*

identified as susceptible to development; it proceeds in a clockwise motion from just north of downtown Allentown.

Additionally, the recent vacancy of the Princeton Nurseries properties west of Walnford Road (as much as 1,800 acres of land) opens up the potential for future development that could threaten the rural character of the corridor. These properties include Block 43, Lot 17 at 131 Ellisdale Road; Block 43, Lot 15; Block 43, Lot 12 at 46 Polhemustown Road; Block 43, Lot 11.01 at 52 & 53 Polhemustown Road; Block 43, Lot 13.01 at 87 Ellisdale Road; Block 49, Lot 10.01 at 761 Province Line Road; Block 50, Lot 20.01 at 114 Hill Road; Block 50, Lot 13 on Province Line Road; and Block 50, Lot 9 on Province Line Road.

The New Jersey State Development and Redevelopment Plan, which has received “cross-acceptance” by municipalities along the Byway, generally reflects existing land uses and the CMC’s vision for the continued preservation of lands along the corridor. Most of the corridor and surrounding area are considered PA4 Rural Planning Area. The area north of I-195 and Route 524 near the Assunpink Wildlife Preserve is considered PA4B Rural/Environmental Sensitive Planning Area. The whole of Allentown Borough is considered a center according the State Plan, although all of its land inside lies within the PA4 Rural Planning Area. Much of Upper Freehold consists of SADC (State Agriculture Development Committee) preserved farm. As of February 2010, 8,250 acres have been preserved—26.3 percent of Upper Freehold Township’s land area. Efforts to preserve more farmland through the SADC Farmland Preservation Program are consistent with Byway vision.

New Jersey State Development and Redevelopment Plan Public Policy Map for Monmouth County  
 (Source: NJ Office of Smart Growth)



*The **Rural Planning Area**—including the Rural/Environmentally Sensitive Area (PA4B—comprises much of New Jersey’s countryside where large masses of cultivated or open land surround rural centers. In the Rural Planning Area, the State Plan intends to maintain large contiguous areas of farmland and other lands, protect the character of existing stable communities, and confine programmed sewers and public water to Centers.*



Chapter Four:  
**Transportation  
Assessment**



## IV. Transportation Assessment

### *a. Safety and Accident Records Study*

#### *i. Background*

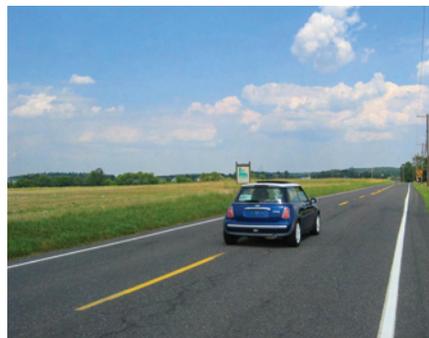
The Upper Freehold Historic Farmland Byway is made up of county and local roads. In addition to serving byway users, these roads provide local and regional transportation functions throughout Upper Freehold and Allentown with connections to other parts of Monmouth County and points beyond. A central issue for the future of the byway is how these roads can best be managed to provide mobility and safety for a wide variety of users, while retaining their historic, rural appearance. While meeting this issue, factoring in the aesthetic quality of the byway's roads is critical in meeting the byway vision to preserve farmland and protect the scenic qualities of the corridor

Balancing these objectives will require a sensitivity to designing roadway elements that will be best achieved through an ongoing partnership between the County, the two municipalities, and byway stakeholders.

The study team conducted an initial assessment of roadway conditions and safety along the byway to identify potential issues and opportunities for improvement. This memorandum summarizes the results of this review and identifies recommendations for further discussion and potential inclusion in the Corridor Management Plan. The recommendations address roadway speed management, safety features, measures for accommodating a variety of roadway user types including cyclists, and strategies for maintaining the historic appearance of the roadway. Recommendations for a related topic, signs along the byway, are discussed in a separate document.

#### *ii. Review of Roadway Conditions and Safety*

In a screening-level assessment of current conditions, a videotape of each byway segment was taken in both directions and used to identify apparent deficiencies in roadway alignment, sight distances, guide rails, roadside hazards, signs and speed limits. The effort included a review



View looking east on County Route 524.

of NJDOT crash records for a three year period (2006-2008). The following issues were identified as part of this review or in subsequent discussions.

### Roadway Speeds

One challenge is the difference in driving speeds between persons familiar with Byway roads and slower moving leisure travelers who may be unfamiliar with the area and want to enjoy the scenic views or search for byway destinations. While it can be difficult to reduce prevailing speeds on rural roads, consideration should be given to ways in which modest reductions in speeds might be achieved, such as:

- Periodic speed enforcement campaigns
- Potential reduction in speed limits on some segments, coupled with enforcement efforts.

It is not known when many of the speed limits were set along the roads that comprise the byway. Some of the higher posted speed limits may no longer be warranted given the change of higher development patterns and growing traffic in the area. Speed reductions may improve safety for the byway traveler as well as influence the types of roadway improvements necessitated by adjacent development. For example, a reduced speed limit should be considered on C.R. 524. Recent development on this segment has altered the character of the road since it was originally posted at 50 mph. Other measures to reduce the disparity of speed and address potential conflicts between Byway users and faster drivers include:

- Creating pull-off areas
- Installing trailblazing signs identifying the byway route
- To aid the visitor's experience

Whether or not speed limits are modified, it is important to communicate posted speed limits to roadway users on a clear and consistent basis. Currently there are several locations on Polhemustown, Hill and Arneytown-Hornerstown Roads where the speed limit is ambiguous due to a lack of speed limit signs along the open stretches of road. The legal limits should be determined and posted at appropriate intervals. For example, Hill Road is posted at 25 mph at the



*An example of a trailblazing sign on the Nebraska Byway's Lincoln Highway (Source: Nebraska Department of Roads)*

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intersection, but not posted again. Similarly, Arneytown/Hornerstown Road is posted at 25 mph at the Holmes Mill Road end but it is not clear whether this speed limit applies throughout its length. Additionally, it is unclear whether the speed limit on Davis Station Road between Emley's Hill Road and C.R. 539 continues to be 40 mph, as posted south of Imlaystown, or becomes 50 mph (the statutory speed for rural undeveloped roadways). These speed limits should be clarified and posted accordingly.

Another strategy that could help to address the speed disparity between leisure travelers and commuters is to create pull-off areas where visitors can enjoy scenic views from a stopped position. Potential locations for pull-offs and parking areas are being investigated as part of the byway interpretive and tourism elements that will also consider roadway safety strategies.

### **Clear Zones**

The clear zone is the distance from the travel lane that should be clear of obstructions such as utility poles, trees, retaining walls and other potentially hazardous objects. The width of the clear zone is determined by the roadway speed. Few of the historic rural roads in New Jersey meet current standards for clear zones, and in this respect many segments of the byway are typical. Some of the features in the clear zone, such as trees, lend character to the roadway and constitute part of its scenic quality. However, other obstructions, such as utility poles close to the roadway or exposed culvert pipes, could be relocated or removed without sacrificing visual quality. In fact, some of these objects are deemed detrimental from an aesthetic standpoint as well as being potential hazards.

A recommended approach is a study to identify and target the most significant roadside hazards for removal, relocation or shielding with guide rail, as well as targeting those obstructions that are visually detrimental, such as bent utility poles. This initial clear zone screening along with the utility clutter inventory, form a starting point for a more detailed analysis.

### **Guide Rail Safety Features**

There are several locations along the scenic byway with older style guide rail protection for roadside features such



*Example of a clear zone on Paris Pike in the Bluegrass Region outside Lexington, Kentucky. Notice how utility poles are setback away from the road (Source: americanbyways.com).*

as ditches, side slopes, culvert pipes, headwalls and retaining walls. In other places, the existing guide rail is too short or outdated in design. Most of these deficiencies are on local roads, including Burlington Path Road and the Polhemustown Road/Walnford Road segment, where deficiencies were noted at both of the Crosswicks Creek bridges.

The conditions of the existing guide rail have not been fully evaluated utilizing current guidelines, and a more comprehensive study is recommended to identify priority locations for guide rail improvements. Monmouth County has initiated a program to upgrade existing sub-standard guide rail treatments along county roadways and bridges, including the byway corridor.

Guide rail treatments have a significant impact on the aesthetics of the byway. Conventional steel guide rail detracts from the visual quality of the roadside. The feasibility of using a more attractive type of guide rail for future applications should be investigated. Powdered coated guide rail of muted or natural color is a possibility that is approved by NJDOT as well as NJ County and Municipal Engineers.

### **Crash History**

Crash records for 2006-2008 were reviewed in conjunction with the roadway assessment. Several locations were identified where more comprehensive safety audits should be performed to investigate underlying conditions and identify appropriate countermeasures, if warranted.

- Polhemustown Road/Walnford Road: there were 7 crashes during the study period, including 4 fixed object, 2 overturned vehicles and one head on crash. These were all overrepresented types compared to state averages and are linked with substandard horizontal alignment and insufficient stopping sight distance. A safety review should be performed on this segment and appropriate countermeasures implemented
- Hill Road: there were 8 crashes during the study period, 4 fixed object and 4 overturned vehicles. These types were overrepresented when compared to statewide averages and are linked with substandard elements

## UPPER FREEHOLD

- The intersection of Arneytown-Hornerstown Road and Holmes Mill Road: of the 18 crashes in this vicinity, 45% involved injuries, which is higher than the statewide average of 28% for similar roads
- C.R. 539: the Byway Connector segment of C.R. 539 between MP 40.39 and 41.3 has a series of horizontal curves, some of which appear to be substandard. Improvements were made to the intersection of C.R. 539 and Sharon Station Road in 2007 to address safety issues at this location. This segment should be monitored in the future to determine whether additional improvements may be warranted.
- Borough of Allentown: sight lines and sight distances should be evaluated along the byway
- Other locations that appear to warrant further investigation include:
  - C.R. 524 in the vicinity of E. Branch Road and Harmony Hill Road, where there were 6 crashes involving fixed objects on a curve at E. Branch Road and an overturned vehicle near Harmony Hill Road
  - C.R. 526 along Clayton Park
  - The intersection of C.R. 539 and C.R. 524 in New Canton
  - Burlington Path Road (C.R. 27 west of C.R. 539)

A comprehensive inventory and assessment of advisory signs along the entire byway is also recommended. The need for additional advisory signs at curves should be evaluated. For example, at Red Valley Road, approximately one half mile in from C.R. 526, there are horizontal and vertical curves that are substandard for 50 mph and lack advisory warning signs. There are also curves without warning signs on Burlington Path Road, where fixed object crashes are overrepresented and may be linked to deficient vertical and horizontal alignments. Additional warning signs may also be needed along Route 539.

The crash record included two bicycle collisions, one just east of the 524/539 intersection where a left turning motorist was

cited for failing to yield right of way, and the other at Broad Street in Allentown that also involved a conflict with a left-turning vehicle. No pedestrian crashes were recorded along the byway in the 3-year period.

**b. Analysis of Byway Vehicles**

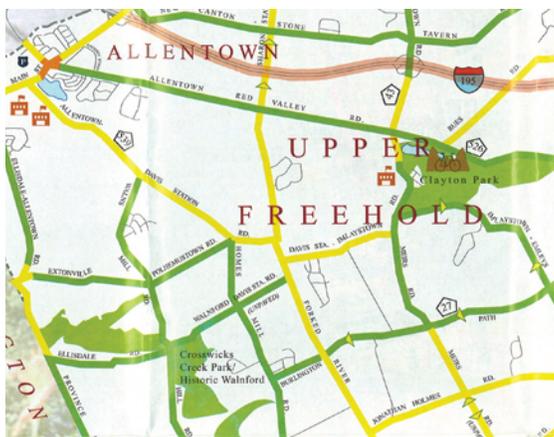
**i. Accommodating Bicyclists, Pedestrians, and Farm Vehicles**

In addition to serving motorists, the Byway should accommodate other types of users such as bicyclists, pedestrians, horses and farm vehicles. Concentrations of pedestrian activity are found in Allentown as well as Imlaystown. Other byway destinations, such as Historic Walnford, Imlaystown, and future parking/pull-out areas may see an increase in the number of pedestrians and cyclists as the byway evolves. Attention should be given to the design of these areas to minimize any potential pedestrian conflicts.

The temporary weight limit on the Main Street bridge and dam has provided benefits for Allentown Borough. When the bridge reopens to heavy vehicles, vehicular conflicts with the pedestrian scale environment found in downtown will likely increase. Measures will be needed to mitigate these conflicts for residents, business owners and visitors.

Cycling on the byway is an activity growing in popularity. Measures will be needed to minimize potential conflicts between motorists and cyclists and to provide for secure bicycle parking at major byway destinations, such as the winery, golf course, Horse Park of NJ and Historic Walnford, downtown Allentown, among others. Future intersection improvements should be designed to accommodate all modes of travel including the bicycle. Byway information and wayfinding measures should help cyclists access the byway from nearby long-distance routes, such as the High Point to Cape May Trail, and vice versa.

Monmouth County maintains a bicycling map with information on New Jersey bicycle laws, tips for safe cycling, and a color coded guide to “good, fair and poor” road conditions for cycling. Byway roads identified as good for cycling include C.R. 524, C.R. 526, Red Valley Road, Holmes



Taken from the 2003 Monmouth County Bicycle Map, the map illustrates the following:

- Green routes are good for cycling
- Yellow routes are fair
- Orange routes are poor.
- Most of the byway route is good for cycling with improvements in downtown Allentown, Route 539 and Rues Road (Source: Monmouth County Park System)

## UPPER FREEHOLD

Mill Road, Burlington Path Road, Arneytown-Hornerstown Road, and Polhemustown Road. Route 539 is shown as fair for cycling, and Main Street in the center of Allentown is shown as poor for cycling. The map is currently being updated but the coding of the byway roads is not expected to change. It is recommended that the map or its information be incorporated into byway information displays.

The needs of farm vehicles and equestrian activities should also be considered in future plans for the byway. Speed presents a challenge in the potential conflict of these users with the commuting public. County staff indicated that a number of area farmers are concerned about being able to operate farm vehicles safely along higher speed roads. Speed management measures would benefit these users. Every effort should be made to minimize road widening that can detract from the rural road character, there may be circumstances when the provision of a shoulder area, pull-off area or lane adjustment should be considered to address safety issues.

Finally, high quality parking facilities for bicycles should be provided at key destinations and waypoints along the Byway route. Allentown in particular could benefit from the business generated by bicycle traffic. Currently, Allentown has few formal bicycle parking facilities; the lack of facilities may be a deterrent to cyclists stopping there to dine, shop, or walk around. Bicycle racks need not be the ordinary “U” or grid type racks. Artistic designs that are more reflective of the Byway’s uniqueness and aesthetic character could be chosen.

### **Heavy Vehicle Traffic**

Prior to the temporary posting of the bridge in Allentown, some of the byway roads experienced significant amounts of heavy vehicle traffic, including shore-bound casino buses and heavy trucks using local roads to avoid congestion on I-195. The return of heavy vehicles to these roadways will create new traffic conflicts and may result in vibration impacts to sensitive historic structures along Main Street in Allentown. Short-term measures should be explored to mitigate the effects of heavy vehicle traffic on the byway. In the long term, there may be some potential for rerouting heavy vehicles around Allentown. Signs encouraging heavy vehicles to use alternate routes could be installed.



*Aesthetically interesting bicycle parking should be provided at key destinations and waypoints along the Byway route.*



*Heavy traffic on Route 524/539.*



*Truck traffic will increase on Route 524/539 through Allentown once the Conines Mill Pond bridge is rebuilt and the current weight restriction is lifted.*

Another issue is the presence of dump trucks on certain byway roads, which has negative impacts on other drivers and area residents.

### **Roadway Aesthetics**

The historic, rural character of the byway's roads contributes to the area's scenic beauty and its identity. The byway vision is to preserve farmland, enhance and protect the scenic qualities of the corridor, and retain the rural lifestyle of the Upper Freehold and Allentown communities. Realizing this vision will require efforts to maintain the appearance of the roadway and roadside even as development occurs and roadway improvements are made. Engineering design choices with respect to roadway and bridge widths, shoulder and edge treatments, auxiliary lanes, materials, striping, signs, lighting, landscaping and maintenance practices all have a bearing on the appearance of the byway.

Efforts should be made to implement context-sensitive design and maintenance practices along the byway roads so that future projects are in harmony with the pastoral landscape. Context sensitive solutions (CSS) is a collaborative, interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions. For example, design treatments may be used to soften the appearance of modern features such as auxiliary lanes at intersections. Colorized shoulder treatments might also be used to provide a shoulder while keeping the look of a narrower ribbon of roadway. The NJDOT endorses the CSS approach, which was formally incorporated into its procedures in 1999.

A set of aesthetic design guidelines should be developed for the byway roads in coordination with the Monmouth County, Upper Freehold and Allentown engineering departments and the New Jersey Scenic Byway Program. This could be based on guidelines in the Monmouth County Scenic Roadway Plan and coordinated with current initiatives, such as streetscape concepts under development in the Borough.



Chapter Five:  
**Management Strategy  
Plan**



## A. Landscape Conservation Strategies

***GOAL: Maintain active farming and open spaces while preserving the prevailing quality of life and rural character.***

### A.1 Adopt the CMP as part of municipal master plans

- Amend the Borough of Allentown and Township of Upper Freehold Master Plans to incorporate this Corridor Management Plan for the Upper Freehold Historic Farmland Byway as the guiding comprehensive policy and implementation strategy for achieving the Byway Vision. The Corridor Management Plan will be used by local officials and stakeholders to help them retain, enhance, and promote the scenic, historic, and agricultural resources that form the core and fundamental identity of both communities

### A.2 Corridor Overlay Zone

- Draft and adopt a Corridor Overlay Zone that will guide future development and improvements to meet the Byway's Vision Statement. A good starting point for Upper Freehold Township and Allentown Borough to consider is the draft outline in Appendix E of this CMP, which provides guidance on elements that might be included in the proposed zone. Elements such as design standards and a design review process can assist in encouraging compatible development that enhances and retains the scenic and pastoral aesthetic character of the byway route and corridor. The Corridor Overlay Zone should take into account the road's right-of-way and the lands adjacent to the right-of-way. With respect to the roadway, improvements are a function of highway speed and the amount/type of development adjacent to the roadway. The Corridor Overlay Zone integrated with Context Sensitive Solutions provide additional guidance on design options.

### A.3 Corridor Edge Treatments

- Work toward improving the aesthetic character of future development. Specific design areas that can be influenced

## HISTORIC FARMLAND BYWAY

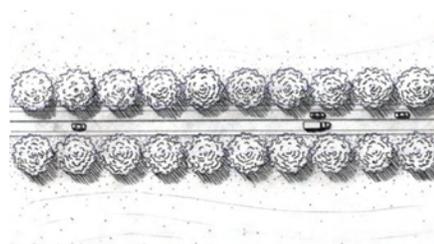


*This illustration is one option for a gateway treatment at the Allentown Borough limits on Church Street/Route 526. Elements of the gateway include a pullout area near the entrance sign on the right, an additional gateway sign on the opposite side of the street as a traveler is leaving, new fencing to reflect existing fencing along the byway, and street trees. The design for this gateway will need to meet all geometric and safety standards as required by the appropriate agency with jurisdiction over the roadway. (Left image source: Google Maps Street View).*

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include, among others, site design; building orientation and form; protection of natural site resources; and signs.

- Design a Byway gateway feature on Church Street in Allentown that indicates to the traveler that they are transitioning to and entering the Byway corridor. The design might include a change in pavement on the road itself, an entry sign, landscaping consistent with the rural environs, fencing and possibly a pull-out area with a visitor kiosk. The illustrative sketch suggests a possible design approach that will require further study and design development. This gateway design should be used as a template to guide other vehicular gateways to the Byway. These occur as a traveler is entering the Township from New Canton, Stone Tavern, Red Valley and Ellisdale
- Encourage private and public improvement along the byway to enhance the view from the road in the right-of way and on adjacent lands. The proposed *Corridor Overlay Zone and Aesthetic Design Manual proposed in this CMP, and the publication Community Design: A Guide To Future Development in Upper Freehold* can help to guide these improvements
- Develop architectural and landscape design guidelines that might include building typologies that reflect the local architectural styles and landscape features such as hedge rows, fencing and street trees. Consideration should be given to landscape treatments that help to shield utility lines and other negative features. Design guidelines should be used to provide decision-makers with the tools to influence the aesthetic character of future development
- Utilize the following design visualizations as a template for future development in the corridor addressing physical design; and infrastructure needs, such as sewer and wastewater requirements that influenced development in Colts Neck, NJ. These visualizations illustrate:
  - A desired commercial development scenario that is walkable and at a scale that is compatible



*Allée of trees typology in the Monmouth County Scenic Roadway Plan (Source: MCPB).*

## HISTORIC FARMLAND BYWAY



*This existing commercially zoned property is visualized as a hamlet providing a sense of place where residents and visitors can meet, eat, and get other services.*

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*The scenic view of the Byway's rural landscape in this illustration of a typical subdivision pattern is inconsistent with the aesthetic quality of this agricultural community. Setbacks, clustering, placing the front of homes so they face the street and introducing a grid pattern for a cluster development will help to retain scenic views.*

## HISTORIC FARMLAND BYWAY



*These images illustrate an optional cluster development that allows for residential development while retaining the scenic view from the road.*

## UPPER FREEHOLD



*Warren County, New Jersey.*



*Somerset County, New Jersey.*



*Hunterdon County, New Jersey.*



*Monmouth County.*

*Within Monmouth County and throughout New Jersey are a number of bridges that were updated, modified and designed to be aesthetically pleasing while meeting functional and safety requirements. These images represent current best practices that are recommended for the Byway. If concrete is used for the bridge pavement, color should be added to be consistent with the road asphalt.*

## HISTORIC FARMLAND BYWAY

with the design elements of Allentown and Imlaystown centers

- Feasible residential options illustrating a more typical subdivision layout, and options for a more desired layout that retains the rural view from the byway
- County bridge improvements that are sensitive to the specific site conditions

### A.4. Partnership between parks and farmland preservation

- Working with Monmouth County, which continues to seek opportunities to preserve farmland while improving park resources, can achieve mutual benefits for the property owner, municipality, County and State. This collaboration can further farmland preservation along the Byway with potential tax incentives and monetary benefits. A similar collaborative arrangement was made on a 165-acre farm in Washington Township in Morris County, NJ where the property adjoined the Musconetcong River. The owners preserved 135-acres of their farm under a farmland preservation deed of easement with funds from the State of New Jersey through the Green Acres Program



*Aerial view of one of many pieces of the Princeton Nursery property north of Walnford (Source: Bing Maps, Pictometry).*

### A.5. Princeton Nursery

- Encourage the reuse of the Princeton Nursery property in a future scenario that complements and is compatible with the rural historic character of the Byway

## B. Historic Preservation Strategies

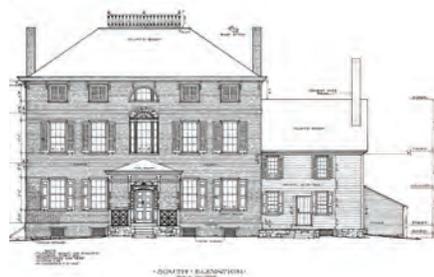
**GOAL: Promote an understanding of the Byway’s intrinsic qualities by fostering knowledge, preservation, and stewardship of them.**

### B.1 Safeguarding Resources

- Prepare a list of the ten most threatened cultural resources, including landscapes. Publicize this list among the general public to focus efforts on developing strategies for their protection and long-term preservation. One resource is historic Imlaystown
- Continue to identify and nominate individual sites and/or historic districts to the New Jersey and National Registers of Historic Places
- Recognize the agricultural district as an available tool for placing contiguous farms on the National Register of Historic Places
- Prepare a historic preservation element for the Upper Freehold Township Master Plan
- Initiate conversations or working groups with Washington Township concerning the future of New Canton and the proposed Matrix Business Park at 7A, as well as with North Hanover Township concerning the preservation of Ellisdale
- Sponsor a series of education programs for local residents covering such topics as the National Register of Historic Places; historic preservation in general; preservation “best practices”; tax incentives for historic preservation; estate planning; land trusts; and land use planning and “best practices”
- Develop incentive programs to promote awareness and encourage preservation of resources. Examples might include an annual preservation award; a local/county preservation grant program to qualified organizations; or an update of the “vanishing landscapes” photo contest



*View of farm from Burlington Path, which could become part of a wider agricultural district on the National Register of Historic Places.*



*1938 elevation of Merino Hill (Source: Historic American Buildings Survey, Library of Congress).*

### B.2 Additional Historic Research

- Conduct on-going research and documentation of extant farmsteads and agricultural buildings
- Prepare a typology of farmsteads, which can have a direct impact on possible National Register of Historic Places nominations of the agricultural districts and on future municipal planning documents, including design guidelines for new development and/or the sensitive adaptive re-use of existing agricultural buildings for new uses
- Complete an Intensive-level Architectural Survey, in accordance with the Historic Preservation Office guidelines for architectural survey (Splain 1999), of all resources not previously surveyed. This project can augment the Monmouth County Historic Sites Survey and have a direct impact on interpretive content and future nominations to the New Jersey and National Registers
- Continue to investigate the history and integrity of all identified cultural resources located inside the Byway's viewshed to better understand their age, history, significance, and integrity. This research project can augment the Monmouth County Historic Sites Survey and have a direct future impact on both interpretive content and future nominations to the New Jersey and National Registers

## C. Sign Plan Strategies

***GOAL: Maintain the rural character, scenic vistas and historic qualities through a sign plan that complements and enhances these qualities while guiding the traveler to the Byway's points of interest sites.***

### C.1 Local Municipal Sign Ordinances

The most critical guidance for any revision to sign regulations is that it should be based on the intent of achieving a "village or rural look" that supports the Byway vision and reflects the

## UPPER FREEHOLD

Byway's intrinsic qualities. Consideration should be given to reducing the allowable sign height and providing guidance on design that will result in a more compatible sign

- Consider possible revisions to existing municipal sign ordinances that strengthen guidance to minimize incompatible signs and sign proliferation without dictating design specifics. Any revision must factor in the importance of signs in directing people to local businesses

With respect to the Revised General Ordinances of the Township of Upper Freehold §35-516 D:

- The maximum height of a sign is 15 feet – approximately the height of a 2-story building, which may be appropriate at some locations but in a more intimate pedestrian main street environment, the height may be imposing and not in scale with a walkable place
- A sign height, size and design should be encouraged that is compatible with a pedestrian context including smaller signs that are located on the building face, awning or window, and low-to-the-ground monument signs
- Free standing signs especially those that are lighted from behind tend to have a highway appearance that is inconsistent with the rural and scenic beauty of the Byway. Uplighting and spot lighting of signs are more compatible methods that should be encouraged
- In Allentown Borough, it is recommended that the ordinance be amended to reduce the permitted square footage of signs in the Business District to 15 square feet or less depending on the site, building and location. Smaller, less obtrusive commercial signs enhance the quaint, village aesthetic character of Allentown
- Incorporate within the proposed Corridor Overlay Zone or proposed Aesthetic Design Manual, guidelines for sign styles, colors and materials that reflect and would encourage compatibility with the Byway's historic and pastoral landscapes



*This McDonald's in Freeport, Maine is a good example of a adaptive reuse of a historic building and use of a monument sign.*



*This gas station and convenience store in Massachusetts illustrates adaptive reuse with a free-standing sign that is compatible with the pedestrian environment in a town center.*

## C.2 Billboards on Interstate 195

There is a potential concern that interpretation of the NJ Administrative Code Title 16 – Department of Transportation, Chapter 41C may result in the permitting of new billboards along Interstate 195, which is visible from portions of the Byway. Although both the Upper Freehold Township and Allentown Borough Ordinances prohibit billboards, each ordinance could be strengthened to assure that no billboards are constructed within the Byway’s viewshed.

- Coordinate and work with the NJ Department of Transportation to limit the permitting of billboards along I-195 when visible from the Byway, which may require an interpretation of the current code and strengthening of local ordinances
- Amend the Upper Freehold Township and Allentown Borough Sign Ordinances to strengthen language to assure that the ordinances restrict the construction of any new billboards that are visible—meaning that any part of the structure or sign can be seen—from the Byway and that all billboard permits submitted to the NJ Department of Transportation are reviewed by the municipalities prior to approval



*Sign clutter on the Byway at the corner of Route 539 and Walnford Road is visually chaotic and obstructs a potentially scenic view.*

## C.3 Regulatory Sign Clutter

- Work with local and County Engineers to improve the installation of regulatory signs along the Byway using the Corridor Fixtures Study as a starting point. A more detail study may be required at desired locations along the Byway to further define specific improvements where signs are missing, in need of repair or replacement, or in the wrong location. Where possible:
  - Minimize multiple signs at one location by placing them on a single post or other feature such as street lamps
  - Assure that sign posts are sturdy, and have tubular posts and sign stanchions rather than the u-channel and square tube posts

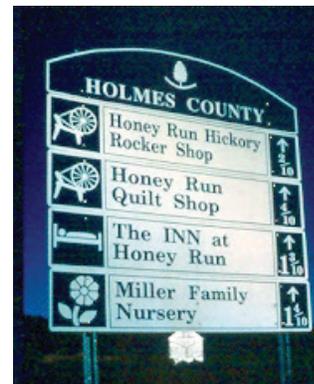
# UPPER FREEHOLD

## C.4 Trailblazing and Wayfinding Signs

Trailblazing signs make or point a new way, and will direct people along the Byway route. Trailblazing signs will most likely include a common element for the NJ Scenic Byway Program and an individualized logo for the Upper Freehold Historic Farmland Byway, which should be simple and easily identifiable by the traveler. One consideration for the Byway logo is starting with the elements of Allentown’s wrought iron sign design. These signs celebrate the area’s history and acts as a gateway to the Borough.

Wayfinding is the mental process that turns a traveler’s goal into decisions, actions and behaviors. Signs, maps and brochures assist travelers in finding their way.

- Collaborate with the NJ State Scenic Byways Program on the fabrication of the trailblazing signs and wayfinding measures that can guide travelers along the Byway that is consistent with NJDOT’s sign program for New Jersey’s Scenic Byways
- Develop a system to communicate a unified aesthetic approach to the design and placement of trailblazing and wayfinding signs, and other materials to support a traveler’s decision-making about reaching Byway points of interest, destinations and services. Taking this approach will require careful planning and stakeholder collaboration to achieve a comprehensive system of signs. Design signs so they are visually interesting, identifiable as being associated with the Byway, and provide effective information for the traveling public
  - Trailblazing should be posted at logical intervals and intersecting roads to assure motorists and cyclists that they are on the Byway
  - Wayfinding signs should be used to fill in gaps and to supplement rather than replace or duplicate existing signs for major attractions. Potential locations include:
    - Old York Road (Route 524/539) at I-195 EB off-ramp
    - Route 526 at Rues Road



Left photo: wayfinding signs in Rockville Town Center, Maryland that may be appropriate in Allentown in Imlaystown; center photo: wayfinding sign on the Amsih Country Scenic Byway in Holmes County, Ohio; right photo: wayfinding sign in Kingsland, Georgia (Source: The History Workshop).



Trailblazing sign on the Upper Delaware Scenic Byway in Sullivan County, Upstate New York (Source: andyarthur.org).



Roadside utility poles close to Burlington Path Road and throughout the Byway could be a possible safety hazard and if pushed back from the road would improve the scenic view.

- Davis Station Road at Imlaystown Road
- Route 539 at Davis Station Road
- Route 539 at Holmes Mill Road/Polhemustown Road
- Walnford Road at Holmes Mill Road
- Route 526 at Red Valley Road/Yellow Meeting House Road
- Main Street (Route 524/539) at Church Street)

## D. Context-Sensitive Roadside Design Strategies

**GOAL:** Design roads, bridges, and other transportation facilities in a harmonious, environmentally sensitive manner, preserving scenic landscapes and natural terrain while encouraging alternative travel modes and maintaining good safety.

### D.1 Speed Management

- Post legal speed limits along the byway at appropriate locations. Travelers, particularly those who are unfamiliar with the Byway roads, are often unsure of the correct speed limit, which should be accurately posted to effectively advise travelers
- Conduct periodic speed enforcement and awareness campaigns
- Undertake a speed and traffic safety study on C.R. 524 to investigate the potential of reducing speed along certain portions of the roadway

### D.2 Roadside Hazard Remediation Program

- Conduct a study to determine priority improvements and their feasibility for implementation. This study would build on the work completed in this CMP using fieldwork to identify and target the 5 - 10 most critical roadside elements requiring improvement, such as locations needing new or replacement guide rail and areas where safety could be improved through relocation

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or removal of culverts, headwalls or utility poles. Conceptual recommendations should be made for each site taking into consideration aesthetics, Right-of-Way issues and environmental impacts

- Work with local, County and State Engineers to investigate the use of the steel-backed timber guide rail as an alternative to the conventional guide rail. The steel-backed timber rail harmonizes with the rural landscape but also meets the important safety requirements of the American Association of State Highway and Transportation Officials (AASHTO), which guides transportation standards in the United States.
- Investigate the relocation or under-grounding of utility poles in high risk locations away from the road to promote better roadway safety

### D.3 Safety Studies

- Conduct a comprehensive inventory and needs assessment of advisory signs to determine if new locations are warranted. Advisory signs might include those that warn of curves ahead. Incorporate any recommendation with other recommended trailblazing and wayfinding signs in a comprehensive approach to new and replacement signs
- Conduct comprehensive safety audits of Polhemustown Road/Walnford Road; Hill Road; and the intersection of Arneytown-Hornerstown Road and Holmes Mill Road to investigate the potential for lowering crash rates in these locations. Safety assessments should include a review of roadway geometric features, stopping sight distance, signs, striping and roadside conditions in relation to the crash history of each location in order to recommend safety improvement measures
- Consider traffic calming measures, such as roundabouts, rumble strips, or curb extensions (bulb-outs) to address safety improvements as identified in the CMP and safety audits, and to encourage motorists to slow down at approaches to intersections, destinations, and upon entering Allentown, Imlaystown and other hamlets along the Byway



*Steel backed timber guide rail provides aesthetic appeal while ensuring safety (Source: Malcom Ray, [civil-ws2.wpi.edu/Documents/Roadsafe/Guides](http://civil-ws2.wpi.edu/Documents/Roadsafe/Guides)).*

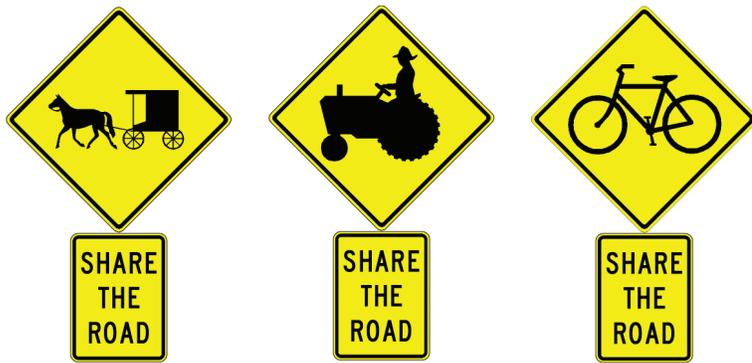


*Bulb-outs at intersections with pedestrian activity (top photo) and rumble strips (bottom photo) along higher speed stretches of road that precede a known pedestrian area or crossing are possible traffic calming techniques for use along the Byway (Bottom photo source: <http://www.dublin.oh.us/>).*

- Consider using wider edge lines to better define the pavement edge along the narrow Byway roads
- Monitor crash records every 3 years to identify trends and evaluate the effectiveness of implemented measures

#### D.4 User Accommodation

- Consider the use of share-the-road signs or other strategies for accommodating cyclists, farm vehicles and equestrian activities on the Byway
- Design future intersection improvements to accommodate all Byway users including pedestrians and cyclists
- Consider sidewalk and crosswalk improvements in areas where new pedestrian activity is expected, especially at scenic pullout and wayside areas
- Work with local cycling groups, such as the Princeton Freewheelers and the Central Jersey Bicycle Club to disseminate Byway information and to coordinate on long-distance cycling routes, and cycling programs and events
- Evaluate locations of existing and proposed bicycle parking to identify future bicycle parking needs. Bicycle facilities at Byway points of interest and destinations are logical locations. Coordination with appropriate organization can further their construction, installation and maintenance



*Share the road signs for multiple modes (Source: MUTCD).*

## UPPER FREEHOLD

- Undertake a study to define pedestrian enhancements and traffic calming in downtown Allentown and Imlaystown, and implement any recommendations from these or outside studies for these areas
- Conduct a study to identify the top 5 – 10 critical locations where spot pedestrian improvements should be made. These might include places where travelers are likely to get out of the car such as the proposed waypoint and scenic pull-out areas, and point of interests
- Work with local, County and State Engineers to investigate alternatives for reducing through truck traffic on Main Street in downtown Allentown once the bridge improvements have been made

### D.5 Roadway Aesthetic Design Guidelines

- Develop an Aesthetic Design Manual for the Byway roads in coordination with the Monmouth County, Upper Freehold and Allentown engineering departments, and the NJDOT. This could build from Monmouth County's Scenic Roadway Plan and address design elements such as road width and pavement, swales, landscaping, street trees, utility poles, street lighting and signs. The manual should also investigate design solutions for managing roadside vegetation, rural landscape treatments for enhancement and buffering, and pedestrian, cyclists and equestrian user facilities
- Work with the Upper Freehold and Allentown Planning Boards, and the Monmouth County Planning Board along Byway roads that are under County jurisdiction to provide guidance and assurance that the Byway's qualities are considered in their review of development proposals and site plans along Byway roads



*Although not a scenic byway, the Paris-Lexington Road in Bluegrass Kentucky exhibits a number of design elements that improve or enhance its rural character including the stone wall, open views to the rural landscape, utility poles set 25 feet back from the road and shoulder treatments (Source: americanbyways.com).*



Historic Walford Mill and Museum.

## E. Interpretive Strategies

**GOAL:** *Build an appreciation of the serene rural landscapes steeped in the history of early America through education and interpretation that fosters understanding and stewardship.*

The following includes a list of suggested ways to engage the public through outreach, education, and interpretation. All interpretive activities are guided by the Byway’s core goal of promoting understanding and stewardship of the Byway’s intrinsic qualities – historic, scenic, cultural, archaeological, recreational and natural.

### E.1 Interpretive Publications

- General Interpretive Brochure – Research, write, and publish a three or four-fold, brochure on the Scenic Byway and its major themes of Agriculture, Community and Family Life, and Vernacular Architecture. It could be a separate brochure or incorporated into the recommended Byway Promotional Brochure

Because brevity is essential in such publications, the content can derive from the historical and background research presented in this CMP. At a minimum, the brochure should include a map and its key contributing resources; thumbnail illustrations of important and/or representative examples of buildings and landscapes; and relevant text. Possible venues for distribution, in addition to printable versions from the Byway website and self-service boxes located along the

General interpretive brochure for the Connecticut River Valley scenic byway in New Hampshire (Source: NH Department of Travel and Tourism, Connecticut River Joint Commissions, Rumbletree).



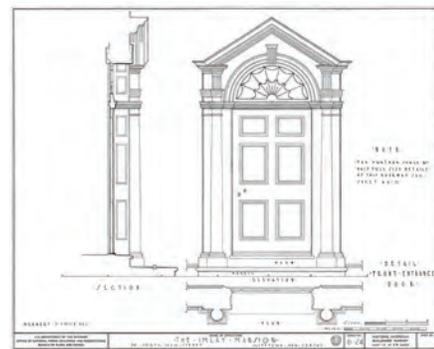
## UPPER FREEHOLD

Byway route, might include: municipal buildings, public libraries, local businesses and restaurants, historic sites, and parks. Historic Walnford, the Horse Park of New Jersey, and Clayton Park are appropriate locations for the distribution of these publications.

- Special Subject Walking Tour Brochures - Research, write, and publish one or more three- or four-fold walking tour brochures focusing on special subjects of relevance to the Byway and its intrinsic qualities. The brochures would be designed to encourage users to explore portions of the Byway on foot and would focus on visible and readily accessible resources. Possible topics might include:
  - Architectural walking tours of Allentown and Imlaystown
  - Mills of Monmouth County
  - Upper Freehold Township in the Revolutionary War

The content for architectural tours can come largely from the Allentown and the Imlaystown Historic District nominations. Information concerning the region's mills and the impact of the Revolutionary War on the area can also be derived from the nominations and from other readily available sources. Each special subject brochure can include practical recommendations and advice for protecting and preserving the resources they highlight. At a minimum, each brochure should include a map of the walking tour route; thumbnail illustrations of important and/or representative examples of buildings and landscapes; and relevant text.

- Interpretive Booklets – Some of the interpretive themes warrant expanded treatment in the form of larger booklets. Demand for such a product may become apparent through feedback and evaluation from organizations, schools or the public. Booklets can be made available in printed form or in a downloadable format from the Byway website. Examples might include:
  - In-depth treatments of the historic resources of the Byway
  - Representative family farms in the area
  - Before and after views of the Byway's resources to emphasize both continuity and change within the Byway viewshed highlighting the likelihood that



*1936 elevation of the Imlay House in Allentown (Source: Historic American Buildings Survey, Library of Congress).*

## HISTORIC FARMLAND BYWAY

change is inevitable but what is important is how change happens. All change should be sensitive to the Byway resources and property rights

### E.2 School-based Outreach:

- Curriculum Packets – Working closely with select advisors and teachers in the Upper Freehold Regional School District, integrate the Byway themes and resources into the local school curriculum. The goal is to provide a resource for both teachers and students to aid in everything from preparing lesson plans and homework assignments to background research and class project assignments



*Art class in Hyattsville, Maryland.*

While history classes are the logical venue for curriculum-based programs, other subject areas offer an inter-disciplinary approach. The Byway stories and its people could be subject matter for English and expository writing classes. Theatre classes could utilize stories of the Byway for improvisation or performance pieces. Art and mechanical drawing classes could inspire artistic expression and assignments through the visual arts, photography, design and architectural history. Classes in the natural and empirical sciences can explore Byway agricultural practices, geology, soils, paleontology, archaeology, hydrology, and the natural environment. Teaching and class curriculum is especially important in fostering stewardship of the Byway's natural and historic resources, community character, landscapes, and scenic vistas. The 2009 New Jersey Standard Core Curriculum Standards of relevance to the Scenic Byway include but are not limited to:

- Standard 1.3: Visual and Performing Arts-Performance
  - Standard 5.4: Science – Earth Systems
  - Standard 6.1: Social Studies – U.S. History: America in the World
  - Standard 7: World Languages
- School Clubs and Community Service Projects – Collaborate with organizations to see that the Byway offers additional opportunities for school-based clubs and community service projects. Potential users might

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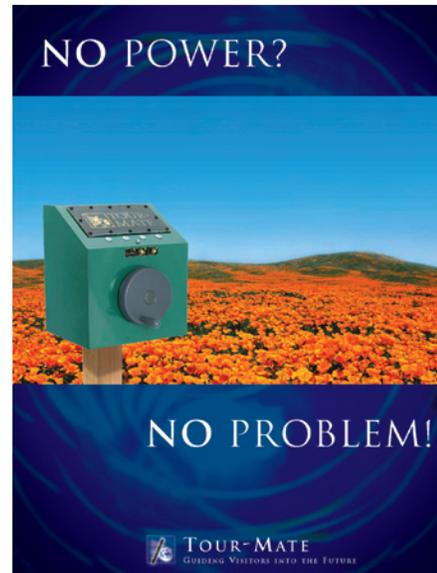
include photography clubs, hiking and canoeing clubs, and other groups focused on the outdoors. Potential community service projects might include trail clearing, litter pick-up, building maintenance, or landscape/habitat restoration projects.

### E.3 Audio-Visual Narratives:

- Podcast/Cell Phone Tour – Develop a podcast containing a detailed audio narrative of the Scenic Byway tour by using the general brochure as a guide. This type of program can take advantage of the spoken word, music and sound effects to enhance a user’s experience while providing greater depth to the content than is normally found in a printed pamphlet. The pod cast can be downloadable directly from the website to any compatible portable listening device or made accessible via a cell phone. The cell phone format has the added advantage of allowing users to navigate to progressively more detailed information depending on their level of interest. The cell phone format also allows for immediate feedback from visitors to help evaluate the success and shortcomings of the offering
- Virtual Tour – Combine the information contained in the brochures and audio programs into a virtual tour for viewing on-line via an appropriate hand-held device or stationary outdoor audio devices at interpretive sites and exhibits. Not unlike a video documentary, this type of audio-visual presentation can present the story of the Byway to people unable to visit it in person or can be accessible to users who wish to explore the route using their portable hand-held devices. The latter is especially helpful for individuals on foot, bicycle, or horseback. The product can also be packaged as a DVD for distribution

### E.4 Virtual Museum:

- Develop a virtual museum highlighting artifacts, salvaged items, architectural details, and memorabilia associated with the Byway that has the ability to bring together disparate objects and images into a common venue. Artifacts could include shells; dinosaur bones (including the Mosasaurus Meirsi.); artifacts associated with the Lahaway and Red Valley Sites; buildings;



*The Tour-Mate provides audio narratives without the need for power perfect for proposed wayside interpretive sites and scenic pullout areas.*

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*Existing interpretive panels at Yellow Meeting House.*



*Pete Sensi Park in Allentown affords views of Conines Mill Pond, a key natural resource.*

farm equipment; furniture; decorative arts; portraits; photographs; and many other resources. Possible sources for images or artifacts and therefore potential partners in creating the virtual museum-include the New Jersey State Museum; the Allentown/Upper Freehold Historical Society; the New Jersey Historical Society; the Monmouth County Historical Association; the Monmouth County Park System/Historic Walnford; and numerous private individuals and collections

### E.5 Wayside/Interpretive Panels:

- Place interpretive panels that are uniformly designed and positioned at strategic locations and pull-offs along the Byway can educate users about the Byway, its intrinsic qualities, and the benefits of stewardship. One design option is a format that typically measures 2 feet by 3 feet and consists of durable UV-resistant laminate panels in full color and set in standard National Park Service steel mounts.

Panels of this type appear at most historic sites, including the Old Yellow Meeting House. They are inexpensive to fabricate, easy to install, durable, and immediately recognizable as a place to obtain information and directions. When fitted with self-service boxes, the panels can double as distribution points for printed material. Text and graphics typically describe and illustrate key features and themes visible from the location of the panel.

Production of these signs involves text preparation, layout, graphics production, and editing. A number of museum exhibit fabricators in New Jersey manufacture both the panels and structures and can ensure that their design follows the guidelines for design and durability established by the National Park Service and the American Association of Museums. Suggested locations and themes for interpretive panels include:

- Pete Sensi Park or Heritage Park, Allentown (in partnership with the Allentown-Upper Freehold Historical Society). Either of these locations near the mill and mill pond at the center of Allentown afford views of key natural and cultural features, and

## UPPER FREEHOLD

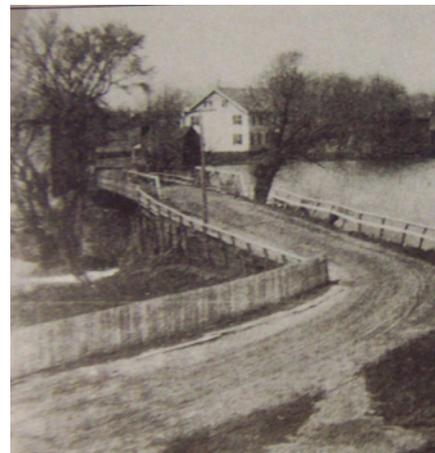
include parking and nearby visitor amenities such as food, rest rooms and shopping. The locations also serve as convenient starting points for a short walking tour of the community. Possible interpretive themes include:

- Allentown founding; mills in Monmouth County; agriculture and market centers
  - Community life
  - Academic architecture; historic preservation in Allentown
- Old Robbins Burying Ground (in partnership with the Assunpink Wildlife Management Area). A pre-existing pull-off on Route 524 where a stone monument marks the location is recommended to be formally designed as a scenic and interpretive waypoint area. Views from the site include cultivated fields, hedgerows, and two vernacular farmhouses. The site is adjacent to a network of bridle paths inside the Assunpink Wildlife Management Area, including one leading to the abandoned burying ground located approximately 100 yards uphill in the woods that may require improvements and definitely a maintenance program. Possible interpretive themes include:
- Agriculture; open space preservation
  - Family burying grounds; “legacy” families; preservation of family cemeteries
  - Vernacular architecture; historic archaeology
- Imlaystown Causeway (in partnership with the Allentown-Upper Freehold Historical Society). Centrally located near the crossroads of the main Byway and Davis Station Road Cut-off, this location features views of the mill and mill pond, as well as numerous buildings in the Imlaystown Historic District. The village once served as the center of township government and included several churches, local businesses, a school, and many residences of various ages.

The location also serves as a convenient starting point for a short walking tour of the community and as a



*The Old Robbins Burying Ground on Route 524 could become a formally designed waypoint area on the Byway (Source: Sue Kozel).*



*Historic photo of Imlaystown Causeway (Source: Images of America).*

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scenic waypoint area. In addition to the interpretive panel, a site design for the waypoint area will be required to provide safe access and accommodations for vehicles, bicycles and pedestrians. Possible interpretive themes include:

- Imlaystown founding; watersheds; agricultural economics
- Rural education and schools; history of Upper Freehold Township
- Village vernacular architecture; historic districts and village preservation



*Emley's Hill United Methodist Church (Source: Sue Kozel).*

- Emley's Hill United Methodist Church Cemetery (in partnership with the Emley's Hill United Methodist Church, the Emley's Hill Cemetery Association, and local landowners). The cemetery directly accessible off of Burlington Path includes a small parking area suitable for one or two automobiles and offers commanding views of the Byway and the larger agricultural landscape. This is arguably the most picturesque spot on the Byway route. Possible interpretive themes include:

- Geology and soils; the agricultural landscape; horse farming; dairy and dairy-related operations; modern farming
- History of the Emley's Hill United Methodist Episcopal Church; rituals of birth, marriage, and death; family life; "legacy" families
- Houses of worship in Upper Freehold; farmstead layout and outbuildings; historic landscape preservation; cemetery preservation



*View from Emley's Hill Cemetery (Source: Sue Kozel).*

- Cream Ridge Cemetery or Union Transportation Company Trail (in partnership with the Cream Ridge Presbyterian Church and/or Monmouth County). Cream Ridge, and by extension Filmore and the former Pemberton and Hightstown Railroad right-of-way, mark the transition between the eastern and western ends of the Byway. Work with the Monmouth County Parks System on locating a place where the former railroad crosses Burlington Path Road as part of the current conversion to a walking trail, and develop it as a waypoint area. The ridge

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takes its name from the rich deposits of marl located there. Possible interpretive themes include:

- Marl industry; ironworking; getting goods to market
  - “Legacy” families; the role of religion in rural Monmouth County
  - Village growth; adaptive reuse of historic buildings and transportation corridors; cemetery preservation
- Blacksmith Shop Ruins – in nearby historic Fillmore, the ruins of a blacksmith shop provide a context for how iron was used in Upper Freehold. It also provides a location for a small parking area and interpretive exhibits due to the generosity of the property owner to develop the site as a waypoint and interpretive area. Stabilization of the Blacksmith Shop should be the first step in developing the site. Possible interpretive themes include:
- Early ironworking in Upper Freehold
  - The role of the local blacksmith in an agricultural community
  - Rare use of stone for construction in Upper Freehold; its use and reuse
- Historic Walnford (in partnership with the Monmouth County Park System). As a stand-alone historic site within the Monmouth County Park System, Walnford is already in sync with the Byway’s goals of interpretation and stewardship and has been identified as a major Byway Gateway and Interpretive Site. An interpretive panel, exhibits and educational programs about the Byway at this location can meet the needs of the Byway and supplement the mission of the historic site. The mill, house, and location along Crosswicks Creek offer many opportunities to address questions of agriculture, community life, and architecture. It also provides one of the best places to explore issues related to paleontology and archaeology (prehistoric and historic). Possible interpretive themes include:



*Historic photo of the Old Blacksmith Shop at Fillmore , which is said to have been owned and operated by Mordecai Lincoln, great-great grandfather of Abraham Lincoln.*



*Old Blacksmith Shop ruins today (Source: Sue Kozel).*

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*Historic Walnford.*

- Native American lifeways; mills and mill operations; getting goods to market; land and labor
- Woodward and Waln family farm clusters; domestic life
- Wealth and buildings; academic (buildings designed in a style recognized by the academic architectural community) versus vernacular (buildings/structures constructed using local or traditional construction methods and design) architecture; impermanent architecture

- Additional future locations for other interpretive panels include: New Canton; East Branch Friends Meeting House Burying Ground; Horse Park of New Jersey; Old Yellow Meeting House; Clayton Park; and Ellisdale

### E.6 Traveling Exhibits:

- Develop compact traveling exhibits highlighting the Byway and its resources that can reach diverse audiences and foster awareness of the Byway. These can take the form of portable kiosks and Lexan panels (perhaps based on the design and layout of the interpretive panels), or in the form of framed panels hanging on a wall. Traveling exhibits allow a way to present the Byway and its interpretive themes in a variety of venues, including municipal buildings, schools, libraries, private office buildings, history institutions, fairs, and special events

### E.7 Guided Tours and Special Events:

Prearranged events such as live guided tours or special events can enhance the experience and reach audiences that might not otherwise take advantage of the Scenic Byway and its offerings.

- Periodic guided tours – Find opportunities to provide guided tours by specially trained individuals and invited guests of accessible areas such as Allentown, Imlaystown, Walnford, or the cemeteries. These tours provide one-on-one contact between the guide and visitor, and connect with audiences in ways not typically available through the printed word. Live tours also allow for flexibility to

accommodate many types of audiences with varying learning styles, including families with young children. These tours can follow a variety of formats, including walking tours, bicycle tours, horseback tours, and bus tours

- Special Events can range from a simple lecture series or historic house tours to a big harvest fairs or major fundraising events

## F. Recreational Strategies

***GOAL: Encourage the Byway visitor to get out of their cars to enjoy the many diverse recreational facilities and experience the wealth of historic, cultural, scenic and natural resources.***

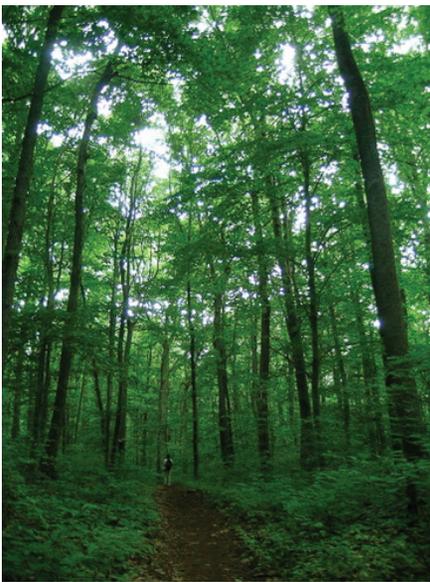
F.1 Recreation, Nature and the Byway are interrelated activities that showcase the numerous opportunities to find ways for people to explore them. In general, the following actions will help to promote these recreational resources and encourage stewardship of them:

- Work towards promotional materials that highlight the advantages of experiencing the Byway on foot, a bicycle, horseback (including carriages), or by canoes and kayaks
- Collaborate with local bicycle clubs to educate them on the Byway philosophy and to understand the needs of their members that might lead toward rides and events that are sensitive to the Byway intrinsic qualities
- Collaborate with local businesses and organizations to encourage opportunities in the rental of kayaks, canoes, and bicycles in existing or new establishments in Allentown or Imlaystown, and near trails, creeks or trailheads
- Expand interpretation in the parks through collaboration with naturalists and the schools to find opportunities to fund, budget and implement park interpretation. Due to budgetary reasons, many naturalists go to the schools

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rather than having school groups come to individual parks where students can experience the resources close at hand

F.2 Individual facilities present the public with immediate activities and places to visit. Each is unique in what it offers and efforts should be made to be sensitive to those characteristics that make them unique and special. Below are some actions that can further enrich them:



A trail in Clayton Park (Source: Flickr, "vallengrowth").

- Clayton Park
  - Maintain the rustic character of Clayton Park preserving the significant natural resources by minimizing excessive interpretative exhibits and signs, and avoiding over-promotion
  - Study the feasibility of creating a scenic pull-out area in the informal parking area near the bridge in Imlaystown that is used informally by people to launch canoes, boats, et cetera
- Assunpink Wildlife Management Area
  - Collaborate with the NJDEP on integrating interpretation of the Byway within the Assunpink Interpretive Center and integrating other interpretation of the natural resources of Assunpink Wildlife Management Area within byway interpretive materials
  - Promote hunting, fishing, boating, and bird watching opportunities in Byway brochures, on the Byway website and in other Byway informational materials
- Crosswicks Creek, Miry Run and Doctor's Creek Greenways
  - Encourage the off-road bicycle and pedestrian links along Miry Run and Doctor's Creek Greenways between Imlaystown and Allentown, and Imlaystown and historic Walnford. Providing such linkages would incrementally create an interconnected trail network

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in the Byway study area where Byway visitors can experience the resources on foot

- Provide access from Hill Road and Polhemustown Road to the most heavily wooded section of the Crosswicks Creek Greenway
- Promote kayaking Crosswicks Creek as one the best ways to experience the hidden beauty of rural Central New Jersey—to see what the region might have looked like 200 years ago—up close and personal. It is critical that effort needs to be done to provide access but more importantly opportunities to clean and maintain the Creek need to be established. Today, kayakers and canoeists have a “do it yourself” mentality and take it upon themselves to clear the river of debris
- Union Transportation Trail
  - Integrate the Union Transportation Trail as the Byway area’s primary north-south bicycle/pedestrian link providing physical and interpretive connection to Byway points of interest and the region
  - Work with the Monmouth County Park System on an interpretive approach that might include signs, panels, audio devices or other mechanism to tell the story of the Union Transportation Trail and its link to the Byway. In coordination with the other recommendations in the CMP Interpretative Plan, interpretive facilities might be located at well marked trailheads with mile markers to key destinations and the trail, and Byway intersections such as Route 524, Davis Station Road and Burlington Path Road
- Princeton Nursery
  - Encourage the opportunity to use portions of the Princeton Nursery property for open space that could provide recreational and natural system connections between Allentown and Crosswicks Creek



*Crosswicks Creek offers canoeing opportunities (Source: Monmouth County Parks System).*

## G. Tourism Strategies

**Goal:** *To raise public awareness of the Byway's intrinsic qualities in such a way that fosters an appreciation of them and attracts a desired audience to experience them.*

### G.1 Audience and Themes

The Upper Freehold Historic Farmland Byway offers a respite from the hustle and bustle of modern day life in a rural setting that reflects Central New Jersey's historic past. The Byway offers visitors the opportunity to view history in a working agricultural landscape and within one of the largest contiguous historic districts in New Jersey. Recognizing these historic qualities along the Byway among the other intrinsic qualities that strengthen its significance as a New Jersey Scenic Byway may draw residents and visitors to points of interest sites. There is little intention by the Corridor Management Committee and the community to focus on tourism, however, this CMP recognizes that visitors will likely come. Because of this, the Tourism Plan for the Byway focuses on actions that will encourage heritage tourism, agri-tourism and eco-tourism by:

- Encouraging promotional activities that highlight the Byway corridor as a place to experience some of the best preserved farmland in Central New Jersey. Developing places along the Byway route with scenic and interpretive waypoint areas can provide the opportunity for people to get out of their cars, enjoy the scenery and learn about the region. Locations identified for this include:
  - Ye Old Robbins Burial Place
  - Imlaystown
  - Emley's Hill Methodist Episcopal Burying Ground
  - Hill Road (location to be determined)
  - Presbyterian Church & Cemetery
  - Cream Ridge Winery
- Creating promotional activities that market the Byway as:
  - A place for kayakers and canoeists, hikers, cyclists, and equestrians

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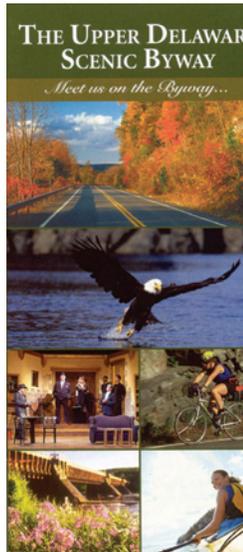
- As a local and inexpensive get-away for day-trippers, weekday and weekend excursions, and excursions for senior communities from Ocean County
- Developing Byway Anchors, such as Allentown's Main Street as a key visitor destination for services and entertainment including shops, antiquing and historic sites. Imlaystown as a second anchor location for the Byway can be developed through measures such as historic preservation, streetscape improvements and small business development



*Vineyards at the Cream Ridge Winery, one of a number of attractions on the Byway that could be targeted towards bus excursions (Source: Sue Koziel).*

### G.2 Byway Logo and Branding

- Work with NJDOT's graphic designer as part of the Sign Manual being prepared by NJDOT for the New Jersey Scenic Byways Program. A logo design for each of New Jersey's Scenic Byways will be developed by the graphic designer with participation from each of the byway organizations and stakeholders. A logo design should be developed so that it can be used at different scales for a variety of organizational and promotional materials including letterhead, publications, signs and electronic media. New Jersey DOT will use the logo for the Upper Freehold Historic Farmland Byway in fabricating the Byway Trailblazing signs and other organizations Byway promotional, interpretive or informational materials for distribution
  - Complement the logo graphic with branding that reflects the preserved farmland and historic Colonial township. With this image in mind, branding should become an identifiable symbol for the Byway
- Byway map – Develop a byway map showing the entire route with key points of interest as described in the tour narrative and within the CMP. The map should also note visitor services, such as places to eat, stay, shop, and refuel. The map should be designed for multiple purposes that might include a poster size for outdoor visitor information and interpretive kiosks, for insertion in brochures and educational materials, and as an interactive map for the Byway web site



Brochure for the Upper Delaware Scenic Byway in New York State.

- Byway brochure – Develop a brochure that engages residents and visitors in the Byway story, its purpose, and philosophy. It may be combined with a brochure on the Byway highlighting its major themes of Agriculture, Community and Family Life, and Vernacular Architecture and its key contributing resources. Distribution, in addition to printable versions from websites and self-service boxes located along the Byway route, might include: municipal buildings, public libraries, local businesses and restaurants, historic sites, and parks

### G.3 Getting the Work Out (Promotion and Distribution)

- Press Kit – Develop a standard downloadable press kit for inclusion on the Scenic Byway website and for distribution purposes. Periodic updates should be made to reflect major developments, success stories, and trivia facts
- Rack Card – Produce a two-sided rack card for distribution at key visitor centers, waypoint stops, and related attractions to advertise the Byway, its location, and affiliated sites. Coordination with the County and State Tourism Offices can potentially provide technical assistance and/or guidance in crafting a rack card that stands out as unique but is complimentary with other State promotional initiatives
- Cross-Marketing – Collaborate with related organizations to cross-market information about the Byway with existing promotional materials as well as incorporating information about resources and services from related organizations. Below are a few opportunities to cross market the Byway:
  - Happy Apple Inn once an old stagecoach stop between Trenton and the Jersey Shore, now a destination restaurant
  - Cream Ridge Golf Club and Gambler Ridge Golf Club
  - Cream Ridge Winery including their special events, most notable is the winery’s fall pig roast



The Happy Apple Inn in Imlaystown (Source: Sue Kozel).

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- Rutgers Fruit and Ornamental Research Facility, which conducts and disperses information on research applicable to the production of trees and small fruits
- Horse Park of New Jersey that serves a selective equestrian audience and is a world-class equine facility that has hosted Olympic trials

### G.3 Traveler Services

- Create new opportunities for lodging accommodations that are compatible and complimentary with the small town and rural landscape along the Byway, such as bed and breakfast establishment, small inns or boutique hotels. Undertaking a market study or working with local and state business organizations and tourism groups could provide valuable data to define targeted business opportunities
  - Provide web links to lodging accommodations on the Byway website
- Collaborate with local, County and State Tourism organizations to promote the Byway
- Develop hospitality training for local businesses and service providers to improve the quality of the retail, lodging and food establishments along the Byway. This can be accomplished by building partnerships with the National Scenic Byways Program and National Scenic Byways Resource Center as well as through trade schools, colleges and universities that offer this training



*The Peacefields Inn, a bed and breakfast located along the Byway on Walnford Road.*

## H. Implementation Plan and Schedule

### H.1 Action Plan [see table on next several pages]

The Action Plan (AP) presented on the following pages summarizes the guidelines and recommendations found

within the Upper Freehold Historic Farmland Byway Corridor Management Plan. The AP provides stakeholders with implementation guidelines that include priority action items, strategies/actions, approximate timeframes, potential funding sources, lead and partner organizations. The Corridor Management Plan suggests guidelines to help improve the byway travel experience. It should also be viewed as a means to further support roadway programs that are planned for or already in place. Implementation of proposed projects recommended within the CMP depends upon the availability of funding and staffing resources. Those involved with implementing the byway recommendations are encouraged to use the CMP and the AP to identify projects eligible for grants and alternative funding sources. It is important to note that agencies and organizations with jurisdiction over byway implementation are not responsible for injuries and/or damages resulting from use of the byway or associated byway activities.

### H.2 Website Enhancements

Expand the Byway web portal [www.upperfreeholdbyway.org](http://www.upperfreeholdbyway.org) to serve as the “go to” comprehensive information source for the Byway. This will benefit the Corridor Management Committee and other stakeholders. The website as the principal electronic portal for disseminating information will allow for the widest possible audience to be linked to the Byway and it’s many partners and related websites. It can become the chief clearinghouse for what’s new, special events, updates, research, documents and information that can be downloaded and shared as well as providing links to resource organizations.

### H.3 Organizational Structure

The Upper Freehold Historic Farmland Byway evolved from a Vanishing Vistas Photography Project that won recognition from the Association of New Jersey Environmental Commissions (ANJEC). This project was the effort of Ms. Kozel who further gained support from Congressman Holt that led to officials from the NJ Department of Transportation touring the Township to determine feasibility within the NJ Scenic Byways Program. In addition to getting the attention of state officials, Ms. Kozel brought together other local stakeholders to work toward a nomination application. The



The official Byway website—[www.upperfreeholdbyway.org](http://www.upperfreeholdbyway.org).

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## H.1 Action Plan

CMP Priority Action Item	Strategy/Action	Potential Timeframe/phasing (over next 5 years)				
		FY'11	FY'12	FY'13	FY'14	FY'15
Read across both pages --->						
<b>A. Preservation</b>						
<i>Maintain active farming and open spaces while preserving the prevailing quality of life and rural character.</i>						
A.1	Adopt the CMP as part of municipal master plans	X				
A.2	Pursue Corridor Overlay Zone along the Byway	X	X			
A.3	Work towards encouraging corridor edge treatments	X	X	X	X	X
A.4	Foster partnerships between park agencies, including the Monmouth County Parks System, and farmland preservation efforts	X	X	X	X	X
A.5	Explore reuse opportunities for the Princeton Nurseries properties that are compatible with the Byway	X	X	X	X	X
<b>B. Historic Preservation</b>						
<i>Promote an understanding of the Byway's intrinsic qualities by fostering knowledge, preservation, and stewardship of them.</i>						
B.1	Safeguard resources: Sponsor a series of education programs for local residents.	X	X	X	X	X

## HISTORIC FARMLAND BYWAY

Estimated Cost*	Potential Funding Sources	Potential Lead	Partner Organizations
non-applicable	non-applicable	CMC	MCPB, UFPB, ABPB
\$50k	National Scenic Byways Program Grant, Applicable NJDCA (Office of Smart Growth) grants, including Smart Future Planning Grants	UFPB, ABPB	CMC, MCPB
varies on design and scope of project, TBD	National Scenic Byways Program grants, NJDEP Green Communities Grant and Community Stewardship Incentive Program, U.S. Forest Service National Urban and Community Forestry Grants, NJ Green Acres Program funds, private sector funds	CMC, Monmouth County Engineering, MCPB, Upper Freehold Township, Allentown Borough	Allentown Borough, Upper Freehold Township, MCPB, NJDOT, private landowners
non-applicable	NJ Green Acres Program, Garden State Greenways Program, Monmouth County Park System Municipal Open Space Grant Program, MCPB Farmland Preservation Funding Programs: Eight-year Program, County Planning Incentive Grant (PIG) Program, Municipal Planning Incentive Grant (PIG) Program, Direct Easement Purchase Program, NJDEP Green Communities Grant and Community Stewardship Incentive Program (CSIP), National Fish and Wildlife Foundation, American Farmland Trust, Conservation Fund	CMC, MCPS, MCPB Farmland Preservation Program, SADC Farmland Preservation Program	UFPB, ABPB, NJDEP, National Fish and Wildlife Foundation, private landowners
non-applicable		UFPB, MCPB, private landowners	
\$2,500	New Jersey Historic Preservation Office	CMC	New Jersey Historic Preservation Office, National Park Service, MCPB, NJ Department of Agriculture

# UPPER FREEHOLD

## H.1 Action Plan (continued)

CMP Priority Action Item	Strategy/Action	Potential Timeframe/phasing (over next 5 years)				
		FY'11	FY'12	FY'13	FY'14	FY'15
Read across both pages --->						
B.1	Safeguard resources: other actions		X	X	X	X
B.2	Conduct additional historic research, including preparation of a typology of farmsteads and completion of an intensive-level architectural survey		X	X		
<p><b>C. Signs</b>  <i>Maintain the rural character, scenic vistas and historic qualities through a sign plan that complements and enhances these qualities while guiding the traveler to the Byway's point of interests.</i></p>						
C.1	Revise local municipal sign ordinances with the intent of achieving a more "village or rural" look for the Byway		X			
C.2	Address the potential issue of billboards on I-195 that could be visible from the Byway		X			
C.3	Reduce sign clutter along the Byway		X	X	X	X
C.4.	Develop and implement a program for trailblazing and wayfinding signs along the Byway route	X	X			
<p><b>D. Context-Sensitive Roadside Safety</b>  <i>Design roads, bridges, and other transportation facilities in a harmonious, environmentally sensitive manner, preserving scenic landscapes and natural terrain while encouraging alternative modes and maintaining good safety.</i></p>						
D.1	Undertake a speed management campaign along Byway roads	X	X	X	X	X
D.2	Undertake roadside hazard remediation program		X	X	X	X

## HISTORIC FARMLAND BYWAY

Estimated Cost*	Potential Funding Sources	Potential Lead	Partner Organizations
will vary based on scope of effort	The Garden State Historic Preservation Trust Fund, NJ Cultural Heritage Trust, Monmouth County Historical Preservation Commission's Historic Preservation Grant program, Natural Resources Conservation Service (NRCS) Farmland Protection Program	CMC, Monmouth County Historical Commission	MCPB, UFPBoard, Allentown Borough, NJ Historic Preservation Office
\$25k	The Garden State Historic Preservation Trust Fund, NJ Cultural Heritage Trust, Monmouth County Historical Preservation Commission's Historic Preservation Grant program	Monmouth County Park System	CMC, private landowners
\$10k	National Scenic Byway grants, Applicable NJDCA (Office of Smart Growth) grants	Upper Freehold Township, Allentown Borough	
non-applicable	non-applicable	NJDOT	CMC, MCPB
will vary based on scope of effort	FHWA Transportation grants, Monmouth County CDBG Program, NJDOT programs: Municipal Aid, applicable NJDCA grants	Monmouth County, Upper Freehold, or Allentown Borough as appropriate	
\$200k	National Scenic Byway Discretionary Grant Program	NJDOT, CMC	Monmouth County, Upper Freehold, Allentown Borough
\$20k (study)	NJDOT Safe Streets and Neighborhoods Program	Monmouth County Engineering, NJ State Police, Allentown Police Department	
\$500k	NJDOT Local Transportation Planning Assistance Program, NJDOT budget, Monmouth County Engineering budget, local public works budgets, FHWA Safety Impact Team funding (administered by NJDOT)	Monmouth County, Upper Freehold, or Allentown Borough as appropriate	CMC, Upper Freehold Township, Allentown Borough

# UPPER FREEHOLD

## H.1 Action Plan (continued)

CMP Priority Action Item	Strategy/Action	Potential Timeframe/phasing (over next 5 years)				
		FY'11	FY'12	FY'13	FY'14	FY'15
Read across both pages --->						
D.3	Undertake safety studies		X	X	X	X
D.4	Encourage accommodation of multiple users		X	X	X	X
D.5	Develop roadway aesthetic guidelines		X	X		

### E. Interpretive

Build an appreciation of the serene rural landscapes steeped in the history of early America through education and interpretation that fosters understanding and stewardship.

E.1	Develop and distribute interpretive publications				X	X
E.2	Perform School-based outreach		X	X		
E.3	Develop and disseminate audio-visual narratives of the corridor			X	X	X
E.4	Create a virtual museum of artifacts, salvaged items, architectural details, and memorabilia					X
E.5	Create and install wayside/interpretive Panels			X	X	X
E.6	Develop compact traveling exhibits about the Byway					X
E.7	Promote guided tours and special events		X	X	X	X

## HISTORIC FARMLAND BYWAY

Estimated Cost*	Potential Funding Sources	Potential Lead	Partner Organizations
will vary based on scope of effort	NJDOT Local Transportation Planning Assistance Program, FHWA Safety Impact Team funding (administered by NJDOT)	Monmouth County, Upper Freehold, or Allentown Borough as appropriate	CMC, Upper Freehold Township, Allentown Borough
will vary based on scope of effort	National Scenic Byways Program Grants, NJDOT Bikeway Grant Program, FHWA Grant Programs	Local jurisdictions, Monmouth County, NJDOT	CMC, bicycle groups
\$50k	National Scenic Byway Program (Resource Protection Category)	Monmouth County, CMC	Upper Freehold Township, Allentown Borough
\$25 – 75K	National Scenic Byway Program, NJ Historical Commission County Cultural and Heritage Commissions grants	CMC, MCPB	Allentown Historical Society, MCHS, Western Monmouth Chamber of Commerce
\$75K	National Scenic Byway Program, NJ Historical Commission County Cultural and Heritage Commissions grants, NJ Department of Education	CMC	Upper Freehold Regional School District
will vary based on scope of effort	NEH America’s Historical and Cultural Organizations Grants	CMC	MCPS, Allentown Borough, Upper Freehold Township
	NEH America’s Historical and Cultural Organizations Grants	CMC	Allentown Historical Society, MCHS, NJ State Museum, NJ Association of
\$700,00 (\$100k for each)	National Scenic Byway Program, NJ Historical Commission County Cultural and Heritage Commissions grants	CMC, Monmouth County Historical Commission	Upper Freehold Township, Allentown Borough, MCPS, individual sites and property owners
\$10k	NEH America’s Historical and Cultural Organizations Grants		
non-applicable		CMC, Monmouth County Department of Tourism, NJ Tourism Office	Individual point of interest sites

# UPPER FREEHOLD

## H.1 Action Plan (continued)

F. Recreational						
F.1	Promote recreation and nature along the Byway		X	X	X	X
<b>CMP Priority Action Item</b>	<b>Strategy/Action</b>	<b>Potential Timeframe/phasing (over next 5 years)</b>				
Read across both pages --->		<b>FY'11</b>	<b>FY'12</b>	<b>FY'13</b>	<b>FY'14</b>	<b>FY'15</b>
F.2	Strengthen Byway Recreational Facilities		X	X	X	X
G. Tourism						
To raise public awareness of the Byway's intrinsic qualities in such a way that fosters an appreciation of them and attracts a desired audience to experience them.						
G.1	Develop audience and themes	X	X	X	X	X
G.2	Create Byway logo and branding	X	X	X	X	X
G.3	Promotion and distribution, including press-kit, rack card, and cross-marketing	X	X			
G.4	Encourage new opportunities for traveler services				X	X
*Estimated costs are general and will require detailed budgets depending on the project scope						
PRIORITY ACTIONS ARE HIGHLIGHTED IN BEIGE						
Acronyms: ABPB - Allentown Borough Planning Board CDBG - Community Development Block Grant CMC - Corridor Management Committee FHWA - Federal Highway Administration MCPB - Monmouth County Planning Board MCPS - Monmouth County Park System (continued on next page)						

## HISTORIC FARMLAND BYWAY

will vary based on scope of effort	National Scenic Byway Program	MCPS	CMC, local recreation clubs
<b>Estimated Cost*</b>	<b>Potential Funding Sources</b>	<b>Potential Lead</b>	<b>Partner Organizations</b>
will vary based on scope of effort	New Jersey Green Acres Program, Garden State Greenways Program, Monmouth County Park System Municipal Open Space Grant Program, NJDEP Green Communities Grant and Community Stewardship Incentive Program (CSIP), National Fish and Wildlife Foundation	NJDEP, MCPS	CMC, Upper Freehold Township, Allentown Borough
non-applicable	National Scenic Byway Program	CMC	NJ DOT Scenic Byways Program, Monmouth County Department of Tourism, NJ Tourism Office, Individual point of interest sites
\$100k	National Scenic Byway Program	NJDOT, CMC	Monmouth County Department of Tourism, NJ Tourism Office
will vary based on scope of effort	National Scenic Byway Program	NJDOT, CMC	Monmouth County Department of Tourism, NJ Tourism Office, America's Byways Program
will vary based on scope of effort	National Scenic Byways Grants, NJ Travel & Tourism Cooperative Marketing Grant Program	Monmouth County Department of Tourism, MCPB, local chambers of commerce	New Jersey Tourism Office, NJ Economic Development Authority
NEH - National Endowment for the Humanities NJDCA - New Jersey Department of Community Affairs NJDEP - New Jersey Department of Environmental Protection NJDOT - New Jersey Department of Transportation SADC - State Agricultural Development Committee UFPB - Upper Freehold Planning Board			

## UPPER FREEHOLD

Upper Freehold Township Committee formalized the effort by creating the Vision and Scenic Roadway Committee to work with Allentown Borough and Monmouth County to move forward the committee's vision. As a result, the Allentown and Upper Freehold Township Historic Farmland Byway Nomination Package was submitted to the NJDOT, which successfully led to designation as a State Scenic Byway in 2006.

A grant from the National Scenic Byways Discretionary Grant Program provided the funds to prepare the Corridor Management Plan, a requirement of the State and National Scenic Byways Program. A Corridor Management Plan identifies strategies for conserving and enhancing the Byway corridor's rural agricultural character, historic qualities and natural resources, and for building an appreciation of these resources through education and interpretation.

In 2008, Upper Freehold Township passed a resolution creating a Vision Committee to oversee the planning efforts to define areas as scenic byways. This Committee includes members from the Township, Allentown Borough and Monmouth County, which also formed the Corridor Management Committee for this CMP. The Committee met monthly throughout the year-long planning process and provided valuable knowledge, input and enthusiasm for the Byway. A new resolution was passed on January 7 continuing the work of the Vision Committee who will work toward implementation of the actions and strategies of this CMP.

### H.4 Partnerships

Encourage, build and strengthen strategic alliances with partners in both the public and private sectors, which can help the Committee implement strategies outlined in this CMP. Coalitions of individuals and organizations have an added advantage of offering an opportunity to pool resources with the Committee but can also provide valuable resources, potential funding and technical assistance to achieve common aims. This is especially true with such diverse goals as farmland and open space preservation, way-finding, interpretation and visitor amenities. Each list below is a starting point for the Committee. Other potential partners may evolve over time.



The National Park Service’s proposed Crossroads of the American Revolution Heritage Area, which encompasses the Byway area (Source: Special Resource Study National Heritage Area, NPS, Northeast Region, August 2002).



New Jersey State Scenic Byway program logo (Source: NJDOT).

Potential public partners include:

- Federal Highway Administration (programs may change as part of the pending Transportation Bill)
  - National Scenic Byways Program
  - Transportation Enhancements Program
  - Livable Communities Initiative
- National Park Service
  - Crossroads of the American Revolution National Heritage Area
- New Jersey Department of Transportation
  - New Jersey State Scenic Byways Program
  - New Jersey Enhancements Program
- New Jersey Department of Environmental Protection
  - Division of Parks and Forestry – Assunpink Wildlife Management Area
  - Office of Green Acres
  - New Jersey Historic Preservation Office
- New Jersey Department of Agriculture
  - State Agriculture Development Committee (SADC)
- New Jersey Department of State
  - New Jersey Historical Commission
  - Division of Travel and Tourism
- Monmouth County
  - Monmouth County Planning Board
  - Monmouth County Division of Engineering
  - Monmouth County Department of Tourism
  - Monmouth County Park System (Clayton Park and Historic Walnford)
  - Monmouth County Planning Board Farmland Preservation Program

## UPPER FREEHOLD

- Borough of Allentown
  - Historic Preservation Commission
  - Planning Board
  - Upper Freehold Regional School District
  - Parks Department
  - Allentown Business Community Association (ABCA)
- Upper Freehold Township
  - Planning Board
  - Upper Freehold Regional School District
  - Recreation
- Washington Township
  - Washington Township Planning Board Historic Preservation Sub-Committee (New Canton)
- North Hanover Township
  - North Hanover Township Historical Committee (Ellisdale)
- Rutgers University
  - Rutgers University Fruit and Ornamental Research Facility

Potential private and non-profit partners at the national, state, and local levels are listed below:

- National:
  - National Trust for Historic Preservation
  - American Farmland Trust
  - Rails-to-Trails Conservancy
  - Conservation Fund
  - National Scenic Byways Resource Center
- State:
  - Preservation New Jersey



*Rutgers University Fruit and Ornamental Research Facility (Source: Rutgers University).*

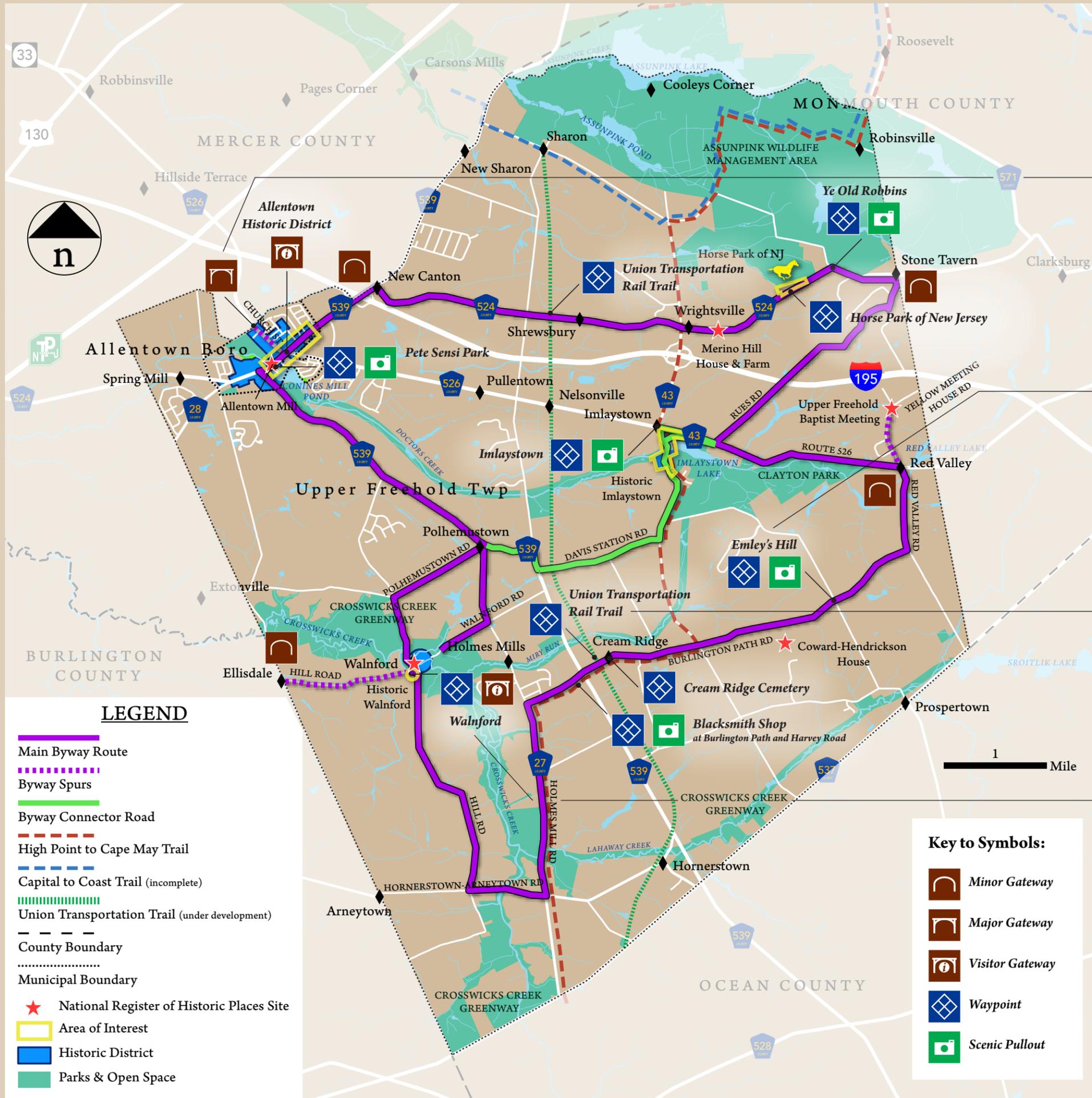


*Houses of worship such as Allentown Presbyterian Church are possible partners at the local level.*

- Crossroads of the American Revolution Association
- Local:
  - Friends of Old Yellow Meeting House
  - Western Monmouth Chamber of Commerce
  - Allentown-Upper Freehold Historical Society
  - Monmouth County Historical Association
  - Crosswicks Creek/Doctor's Creek Watershed Association (a.k.a. Greenway Group)
  - Monmouth County Conservation Foundation
  - The Cultural Landscape Foundation
  - Future Farmers of America
  - Horse Park of New Jersey at Stone Tavern, Inc.
  - Equestrian Clubs
  - Allentown Presbyterian Church
  - Upper Freehold Township Baptist Church
  - Emley's Hill United Methodist Church
  - The Emley's Hill Cemetery Association
  - Cream Ridge Presbyterian Church
  - Wright Family (East Branch Friends Meeting House Burying Ground)
  - Cream Ridge Winery
  - Cream Ridge Golf Club
  - Gambler Ridge Golf Club
  - Property owners



# Upper Freehold Historic Farmland Byway, Gateways, Waypoints, and Scenic Pullouts Map



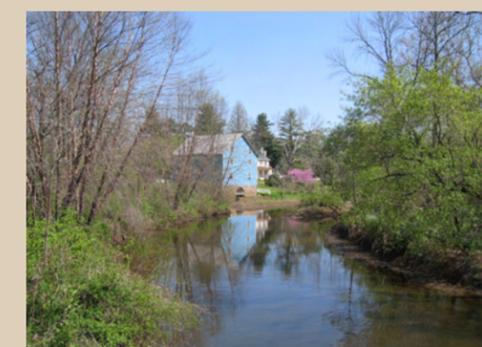
Rendering of possible gateway located on Church Street/Route 526 at the Allentown Borough limits ▶



View from possible waypoint and scenic pullout located at Emley's Hill Cemetery on Burlington Path ▶



Possible waypoint located where the soon to be opened multi-use Union Transportation Trail (highlighted in right photo) intersects Burlington Path Road in Cream Ridge ▶



Possible waypoint and visitor gateway located at historic Walnford, one of the Byway's signature destinations ▶



# Appendix





**Appendix A.**  
**Intrinsic Quality Tables**



UPPER FREEHOLD HISTORIC FARMLAND BYWAY  
Corridor Management Plan  
Intrinsic Qualities

ID	RESOURCE	DESCRIPTION	INTRINSIC QUALITIES					DATA SOURCE
			SCE	NAT.	HIST.	CUL.	REC.	
SEGMENT 1: County Route 539/Main Street/Old York Road								
	Pete Sensi Park	Park in Allentown w/ views of pond and piers / fishing	x	x			x	Field Survey
	The Old Mill	Allentown Feed company old mill	x	x	x	x		Research/Field Survey
	Allentown Historic District	Historic town w/ active downtown area - sidewalks, shops, porches	x					Research/Field Survey
	Heritage Park	Next to Old Mill, Provides trails in Downtown Allentown, information kiosk	x			x	x	Field Survey
	Farmers National Bank Building	Triangular building, once bank now spa at intersection	x					Field Survey
SEGMENT 1A: County Route 539								
	N/A							Field Survey
SEGMENT 2: County Route 524								
	Preserved Farmland designation	Crop fields and farmland, rural characteristics	x					Research/Field Survey
	Horse Park of New Jersey	Competition park including dressage and obstacle course	x				x	Field Survey
	Assunpink Wildlife Management Area	Wildlife and natural resources	x	x			x	Research/Field Survey
	Historic farmsteads		x		x			Research/Field Survey
SEGMENT 3: Chambers Road								
	N/A							Field Survey
SEGMENT 4: Ruie's Road								
	Historic farmsteads	Views of agricultural fields, rural character	x					Research/Field Survey
	Scenic views	Views of agricultural fields, rural character	x					Field Survey
SEGMENT 5: Route 526								
	Historic farmsteads	Crop fields, farm structures, open characteristics	x					Research/Field Survey
SEGMENT 6: Red Valley Road								
	Scenic views	views of agricultural fields, rural character, historic farmsteads	x					Field Survey
	Historic farmsteads		x		x			Research/Field Survey
SEGMENT 7: Burlington Path Road								
	Preserved Farmland designation	Crop fields and Farmland	x					Research/Field Survey
	Scenic views	view of agricultural fields, rural character, historic farmsteads	x					Field Survey
	Historic farmsteads				x			Research/Field Survey
	Cream Ridge Agricultural Historic District		x		x			Research
SEGMENT 8: Homes Mill Road/County Route 27								

UPPER FREEHOLD HISTORIC FARMLAND BYWAY  
Corridor Management Plan  
Intrinsic Qualities

ID	RESOURCE	DESCRIPTION	INTRINSIC QUALITIES					DATA SOURCE
			SCE	NAT.	HIST.	CUL.	REC.	
	Crosswicks Creek Park	Views toward park, greenway, boat launches, trails...	x	x			x	Field Survey
	Historic farmsteads		x		x			Research/Field Survey
		SEGMENT 9: Arneytown/Hornerstown Road						
	Scenic views	Along Crosswick's Creek	x					Field Survey
	Crosswicks Creek Park	Boat launch		x			x	Field Survey
		SEGMENT 10: Hill Road						
	Historic farmsteads	Fenced horse fields, agricultural fields, rural character	x		x			Research/Field Survey
	Crosswicks Creek Agricultural District		x					
	Scenic views	view of agricultural fields, rural character, historic farmsteads	x					Field Survey
		SEGMENT 11: Walnford Road						
	Historic Walnford	NRHP, public park with historic buildings, museum, events...		x	x	x	x	Research/Field Survey
	Historic farmsteads		x		x			Research/Field Survey
	Scenic views	view of agricultural fields, rural character, historic farmsteads	x					Field Survey
		SEGMENT 12: Polhemustown Road						
	Scenic views	view of agricultural fields, rural character, historic farmsteads	x					Field Survey
	Historic farmsteads							Research/Field Survey
		SEGMENT 13: County Route 539						
	Historic farmsteads				x			Research/Field Survey
	Scenic views		x					Field Survey
		SEGMENT 14: County Route 526 (Rues Road to Imalystown)						
	Clayton Park Access	River Access to Clayton Park, Cyclists use parking	x				x	Field Survey
	Imalystown Historic Distirct		x		x			Research/Field Survey
		SEGMENT 15: Davis Station Road						
	Historic Buildings	NRHP	x					Research/Field Survey
	Scenic views							
	Imalystown Historic Distirct							Research/Field Survey
		SEGMENT 16: Route 539						
	N/A							Field Survey
		SEGMENT 17: Holmes Mill Road						
	N/A							Field Survey

UPPER FREEHOLD HISTORIC FARMLAND BYWAY  
Corridor Management Plan  
Intrinsic Qualities

ID	RESOURCE	DESCRIPTION	INTRINSIC QUALITIES					DATA SOURCE
			SCE	NAT.	HIST.	CUL.	REC.	
		SEGMENT 18: Walnford Road						
	Access to Historic Walnford							
		SEGMENT 19: Hill Road						
	Historic farmsteads							Research/Field Survey
	Scenic views	view of agricultural fields, rural character, historic farmsteads, wooded areas						Field Survey
		SEGMENT 20: Church Street						
	Allentown Historic District		x		x			Research/Field Survey
		SEGMENT 21						
	Yellow Meeting House	Historic site and cemetery			x			Research/Field Survey



**Appendix B.**  
**Historic Narrative and Tables**

## Historic Narrative

### I. Prehistoric Background and Context

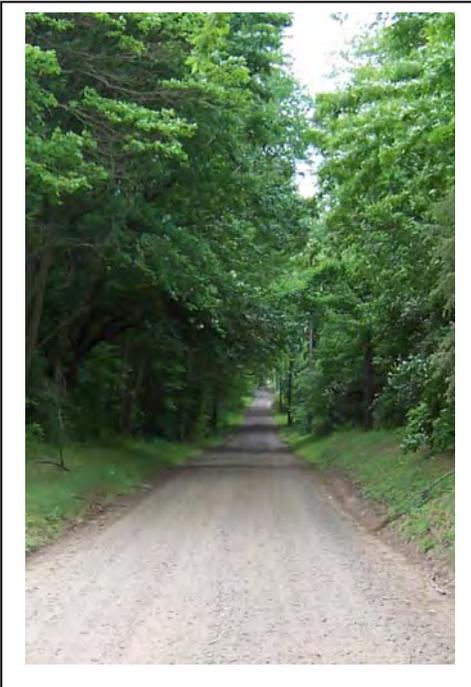
Prehistoric sites in the vicinity of the Byway represent the remains of Native American settlement and resource utilization systems in place and developed over 12,000 years. Archaeologists divide this time into three general periods based on hypothesized social and economic changes. These changes are evidenced by observed shifts in site patterning across the landscape and technological changes in the artifacts associated with sites. The three cultural periods of Native American habitation during the Pre-Contact period include the Paleo-Indian (10000-8000 B.C.), Archaic (8000-1000 B.C.), and Woodland (1000 B.C.-A.D. 1600) periods. This framework is constantly changing and undergoing reorganization whenever new evidence is unearthed. Summaries of these periods may be found in Chesler (1982), Kraft (1986, 2001), and Mounier (2003).

The drainages of Lahaway Creek, Crosswicks Creek, Doctors Creek, and Assunpink Creek, all of which feed into the Delaware River, constituted major corridors for Native American travel and settlement. Known archaeological sites located along Doctors Creek and Lahaway Creek near Red Valley and its confluence with Crosswicks Creek show evidence of semi-permanent aboriginal settlement at the time of early European contact. These were upstream satellite settlements or outposts to the main Native American “metropolis” located on the confluence of Crosswicks Creek and the Delaware River at Abbot Farm Historic District, a National Historic Landmark in Mercer County. These natural water courses and overland pathways linked the area with the Delaware River valley and with the major drainages into Raritan Bay and the Atlantic Ocean. Later European settlers would use the same networks, contributing to a strong orientation of this part of Upper Freehold Township toward the Delaware River Valley and Philadelphia during the Colonial period (Hunton and McCabe 1984: 60).

The area includes a number of known prehistoric archaeological sites that indicate extensive land use of the Lahaway Creek and Crosswicks Creek drainages during the prehistoric period. Artifact types found at the documented sites suggest at minimum, an Archaic (circa 8000 to 400 years ago) to Contact period occupation of the area. Site types represented include small camps to large camps and village locations. The village locations were excavated by Dorothy Cross during the late 1930s (Cross 1941: 117-127). The Red Valley Site (28-Mo-2), an aboriginal site of more or less permanent occupation, was discovered and studied in the 1930s. The existence of cached objects, such as hammerstones, household goods, and the absence of Contact-period artifacts reinforces the likelihood of intermittent occupation over a 4,000-year period. The Lenhardt-Lahaway Native American site (28-Mo-1) was also documented in the late 1930s. This location contained numerous pits and burials, arguing for a more permanent occupation. The



*Doctor's Creek, Imlaystown*

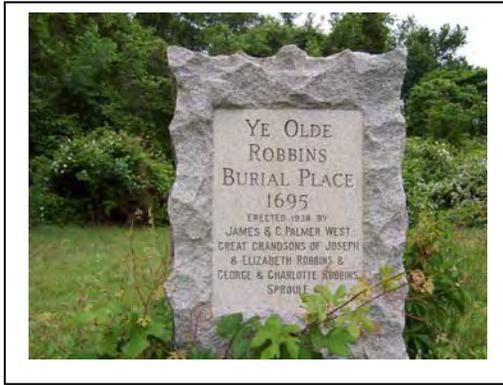


*Wahnford Road*

presence of early goods of European manufacture within the excavated features indicates that the site was occupied into the Contact period.

## II. Historic Background and Context

Greater Monmouth County was colonized in 1665 primarily by Dutch, English, Scottish, and French Huguenot settlers. By 1693, the townships of Middletown, Shrewsbury, and Freehold were formed, and Monmouth County was described as the wealthiest county in the province of East Jersey (Barber and Howe 1844: 327). The East Jersey Proprietors patented large parcels of land in the region as early as 1685, and settlers soon followed. A group from Middletown purchased the so called Middletown Mens Lots consisting of about 3,500 acres between 1688 and 1695 (Hunton and McCabe 1984: 60). The area was organized by 1731, when the first tax records appear (Storms 1965:10). In 1767, portions of Shrewsbury Township were annexed to Upper Freehold, and the Township was formally incorporated in 1798 (Snyder 1969:186).



Roadside Marker, CR 524

### *a. Initial Colonial Settlement*

Upper Freehold Township's geographic location within the Inner Coastal Plain near creeks and streams helped shape its historical development. Deposits of marl, a rich organic material formed from ancient marine deposits high in potassium, contributed to the general fertility of the region, especially along the ridge known today as Cream Ridge. These deposits were formed during the Cretaceous Period between 65 and 100 million years ago and included numerous fossil deposits from marine animals and dinosaurs. The community of Ellisdale, located at the extreme western end of the Byway, was once called Shelltown after the abundance of fossils found there. Paleontologist O. C. Marsh excavated a 50-foot-long ancestor of the modern crocodile from the pits of the Cream Ridge Marl Company in 1869. He named it *Mosasaurus Meirsi* in honor of John G. Meirs (1839-1909), the president of the company (Meirs n.d.).

The Assunpink Creek, Crosswicks Creek, Doctors Creek, and Lahaway Creek drainages kept the region well-watered and provided attractive sources of power for milling operations (Locke and Shafer 1974). By the eighteenth century "every good size stream...was being utilized for some industrial activity," with grist mills most prevalent in areas where agriculture predominated (Wacker 1982: 209). Fulling mills, which processed home-spun wool, were also in operation in the township during the eighteenth century and indicate the presence of sheep and related grazing lands (Storms 1965: 10-11). Major creeks also provided a means of travel and communication. Scows transported flour and other products to market in Philadelphia via Crosswicks Creek and the Delaware River (Cunningham 1975: 221). When Richard Brown advertised his Upper Freehold Township farm for sale in 1772, he noted that "produce may be transported to Philadelphia, at moderate expence [sic]" (Wacker and Clemens 1995: 187).



Mill and Millpond, Allentown



*Walnford Road*

The existing overland Indian trails between the Delaware River Valley and the Raritan River Valley and Raritan Bay evolved into important communication corridors between government and economic centers located at Philadelphia, Burlington, Perth Amboy, and New York, as well as with the county seat at Monmouth Court House (present-day Freehold). One of these routes, called the “Lower Trail” (York Road), connected the Delaware and Raritan Rivers via the villages of Crosswicks and Cranbury (Storms 1965: 119; Hunton and McCabe 1984: 63). The so-called “Burlington Path” connected Burlington with Shrewsbury and Middletown by way of Crosswicks Creek and Freehold (Lane 1939: 18; Hunton and McCabe 1984: 63).



*Old Yellow Meeting House and Cemetery*

Settlers came from established centers in eastern Monmouth County and from Burlington County and the greater Delaware River Valley. English Baptists, Quakers, and Scottish Presbyterian farmers were among the first (Storms 1965:10). Others included former Scottish servants who had been released from their indenture by the East Jersey Proprietors who brought them to the colony beginning in the late seventeenth century (Wacker 1975). Enslaved Africans also comprised a small but important part of the population, serving as bound laborers (Hodges 1997: 6-9).



*Lawrence Family Lands, CR 524*

Many settlers originated from the vicinity of Middletown and Shrewsbury. The Middletown Baptists established their own meeting house (Old Yellow Meeting House) and burying ground in the 1720s (Hunton and McCabe 1984: 60). The present building, erected in 1737, is the oldest surviving traditional form of meeting house left in the county and the oldest Baptist meeting house in New Jersey (Hunton and McCabe 1984: 131; Poinsett 1975: 3). The Lawrence family, also of Middletown, acquired large tracts of land near present-day Imlaystown and along Holmes Mill Road during the early eighteenth century, leading to a concentration of Lawrence and related family farms in those areas. Baptist Richard Salter (a.k.a. Saltar) of Middletown acquired lands in the vicinity of present-day Imlaystown and along with his son, John, and his son-in-law Mordecai Lincoln of Massachusetts, established a grist mill and an iron forge at the confluence of Doctors Creek and Buckhole Creek in 1695 (Ellis 1885:620; Hunton and McCabe 1984: 60). Mordecai was the great-great-grandfather of President Abraham Lincoln. Between about 1735 and 1740, Samuel Rogers of Shrewsbury purchased land and built his own mill on Crosswicks Creek at present-day Walnford (Hunton and McCabe 1984: 60). Other Baptist settlers included the Holmeses, Throckmortons, Ashtons, and Cowards. Other names found in the Old Yellow Meeting House graveyard include Salter, Lawrence, Cox, Gravatt, Hendrickson, Mount, Palmer, Pullen, Robbins, and Taylor (Raser 2002: 288).

Nathan Allen, an English Quaker who purchased 110 acres from his father-in-law, East Jersey Proprietor, Robert Burnet, built a grist mill on Doctors Creek at the place that would become Allentown



*Anthony Woodward House, Hill Road*

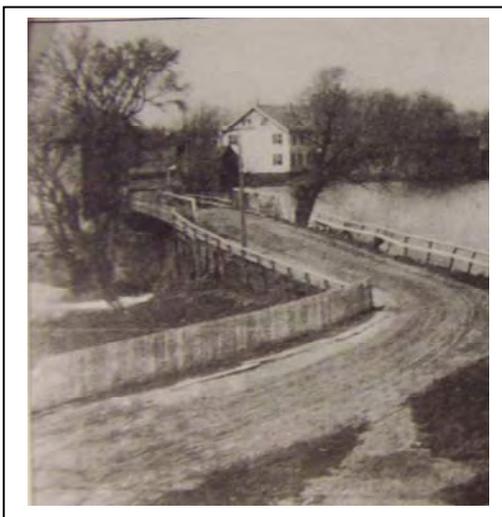
(Storms 1965:10-11). Other English Quakers from Philadelphia and Burlington settled along Crosswicks Creek in the southwestern part of Upper Freehold Township along the Province Line marking the border between East and West Jersey. Anthony Woodward, an English Quaker originally from Derbyshire, England and later from Chesterfield Township, Burlington County, acquired 2,500 acres along the Province Line and established the nucleus for what would become a cluster of Woodward family farms along present-day Hill Road (Hunton and McCabe 1984: 62). Richard Waln of Philadelphia acquired the nearby Samuel Rogers mill property on Crosswicks Creek and renamed it Walnford (Hunton and McCabe 1984: 62). Ultimately this gave rise to still one more cluster of farms owned by the Waln family. Today, the area around Crosswicks Creek retains a high number of these clustered family farms within a well-preserved rural agricultural setting of continuously cultivated fields, pasture, and woodland.

Quaker families belonged chiefly to the Chesterfield Monthly Meeting of Friends at Crosswicks. In 1740 they established the East Branch Friends Meeting House and burying ground on New Canton-Stone Tavern Road (CR 524). A brick meeting house erected in 1816 stood there until 1967. Dated grave markers in the adjoining cemetery extend as far back as 1813 and include such names as Combs, Field, Hendrickson, Tantum, and Wright (Raser 2002: 283-284).

Scottish settlers were numerous enough to form a Presbyterian congregation in Allentown by about 1722 (Hunton and McCabe 1984). The original building stood on the north side of the Allentown millpond. The congregation moved to the site of the present Presbyterian Church and cemetery in 1756. The pre-1800 stones include names such as Barkalow (a.k.a Barcalow), Clark, Covenhoven, English, Imlay, Jackson, Montgomery, Newell, and Polhemus. The northerly section of the cemetery was commonly used as a Potter's Field with many African-American's laid to rest there (Raser 2002: 282). Another Scotsman, Patrick Imlay from Marlboro Township, purchased Richard Salter's iron forge complex and mill. The latter became the center of Imlaystown. In addition to Scottish settlers, Dutch immigrants included the Wikoffs, the Hendricksons, the Longstreets, and the Schancks.

***b. Early Development and the First Farmsteads***

By 1731, the tax assessment records for Upper Freehold Township identified 128 land owners and 22,445 acres of taxable land. The average farm comprised 175 acres. (Ellis 1885: 612; Storms 1965: 10). Settlement nodes such as Allentown, Imlaystown, Walnford, Gibbstown (Ellisdale), and Wrightsville (Cox's Corner) emerged at key crossroads, with Allentown and Imlaystown forming the principal settlements. Allentown became a regular stopping place for stage coaches transporting travelers between Philadelphia and New York. Hotels and taverns serviced travelers here and throughout the township (Storms 1965:13). Artisan's shops in Allentown included



*Imlaystown Mill, Circa 1900 (Source: Gabrielan 1998)*



*Imlaystown*

boot and shoe makers, tailors, hat makers, and barrel-makers (Goldsmith 1981: Section 8, p. 2; Hunton and McCabe 1984: Inventory No. 1302-1). John Henry ran a brickyard on the outskirts of Allentown in 1756 and supplied materials for some of Princeton's buildings and the Allentown Presbyterian Church (Storms 1965: 119, 132). This and other hamlets supported blacksmith/wheelwright shops, mills, tanneries, and retail stores that serviced the local farmers in the area. Of the small industries, blacksmithing was the most common and catered primarily to a local trade (Hunton and McCabe 1984: 165-6). A one-story stone blacksmith shop at the corner of Burlington Path and Harvey Road may date from the eighteenth century (Hunton and McCabe 1984: Inventory No. 1351-69). It is a rare example of stone construction in Monmouth County. Dilapidated by 1984, the building is now a roofless ruin. Other common early industries in Upper Freehold Township included scattered saw mills, brick yards, and cider distilleries (Mustin 1929; Storms 1965).



*Coward House, Burlington Path, Circa 1935 (HABS NJ-555)*

While small town centers marked the places of industry and commerce in the eighteenth century, isolated farmsteads at the center of large tracts of land characterized the surrounding countryside, and this pattern of dispersed settlement survives to this day. The eighteenth-century Thomas Coward Farm and Coward-Hendrickson House, for example, are both set far back from Burlington Path toward the center of their tracts and date from the early to mid- eighteenth century (Hunton and McCabe 1984: Inventory Nos. 1351-70 & 1351-71). Agricultural production on these farms consisted predominantly of mixed crop farming and livestock production (Schmidt 1973: 65-66). Isaac Stelle, a yeoman planter with a farm within 200 yards of Allen's mill described his property in 1730 as consisting of 550 acres, 250 is clear and in good fence with English grass, a large dwelling house, barn, outhouses, and stables, an orchard of 300 apple trees, and good Meadow. The farm also included cattle and horses to be sold (Storms 1965: 68). In 1739 the new owner was also selling sheep (Hutchinson Papers n.d).



*Deborah Lincoln Grave, Robbins Family Burying Ground*

Dispersed farms led to scattered family burying grounds. The Robbins family, for example, kept a private burial plot on their farm off New Canton-Stone Tavern Road (CR 524) in what is now part of the Assunpink Wildlife Management Area. In use as early as 1720, the plot was permanently set aside by the Robbins family as a burying place in 1762. Later in the nineteenth century it was known as Covell Hill Burying Ground after the Covell family who purchased the Robbins farm. In addition to members of the Robbins Family, other surnames found in the cemetery include Lincoln Giberson, Jemson, Schuyler, Sprouls, and Thomas (Raser 2002: 285).

Despite its early history of settlement, the Township retains only a handful of pre-Revolutionary War buildings, and all of these appear to have been altered or heavily restored. The dearth of resources from this period is consistent with evidence found in both the



*Cultivated Fields, Rues Road*

architectural and archaeological record throughout the Mid-Atlantic region, which shows that many pioneer dwellings were impermanent, earthfast structures constructed from wooden posts set into the ground. The Lawrie Farmstead site (Site 28-Mo-257), located in the center of a large tract near Allentown, probably typifies the first 150 years of occupation on most farms within the Byway. This period witnessed the transformation from a largely self-sufficient colonial frontier society to a nineteenth-century agricultural “breadbasket” serving the metropolitan centers of Philadelphia and New York (Larrabee 1982:221-3). The Lawrie Farmstead site included two distinct occupation periods. The earliest house was an earthfast, post-in-ground wood structure measuring 21 by 16 foot erected about 1705. It was replaced around 1750 with a more durable brick structure constructed on a foundation of locally available sandstone. Only slightly larger than its earthfast predecessor, the new permanent dwelling measured 17 by 24 feet. This second brick residence was abandoned, in turn, no later than 1850, and a new residence erected some distance away from the original site and adjacent to the road. The relocation of the Lawrie farmstead from the center of the tract to a site near the main road corresponded with a broader nineteenth-century pattern in farm evolution as owners replaced older farmsteads with new ones and reoriented their homes toward the public ways and for easier access to market and overland trade routes (Manning 1982; Richard Grubb and Associates 1996:8-24).



*J. Bruere House, Hill Road*

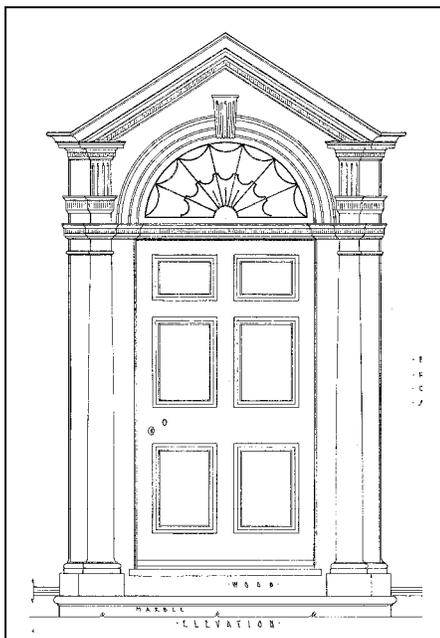
The farms of Upper Freehold Township required a combination of family members, indentured servants, wage earners, tenants, and slave labor to work the soil profitably (Wacker and Clemens 1995: 97-101). Early slaves entered Upper Freehold Township via ships docked at New York and the greater New York harbor as well as Philadelphia. The Township’s pattern of dispersed farms meant that enslaved Africans were close enough to each other to maintain ties but distant enough to hamper regular communication (Hodges 1997: 4). The economics of large-scale farming remained a major factor in the perpetuation of slavery, which averaged roughly two slaves per owner with no more than a dozen slaves on any one farm in Monmouth County (Hodges 1997: 17). Slaveholders in Middletown, Upper Freehold, and Shrewsbury between 1784 and 1808 possessed more than five times the average amount of land, four times the number of cattle, and five times the number of horses as freeholders without bondspeople (Hodges 1997:118.). As late as 1790, when the first US Census was taken, Upper Freehold Township ranked third among Monmouth County’s six townships in the total number of slaves (Hodge 1997: 130). By 1820, however, the number of enslaved Africans had dropped dramatically in places like Upper Freehold Township following adoption of the gradual emancipation law and especially where high percentages of Quakers, Anglicans, and Presbyterians lived, some of whom were generally critical of slavery (Hodges 1997: 130). Consequently, Upper Freehold and Shrewsbury contained the highest percentage of free blacks within the county. Nevertheless, the free black community



*Allentown Mill*



*Imlay House, Allentown, Circa 1935 (HLABS NJ-24)*



*Imlay House Doorway, Allentown*

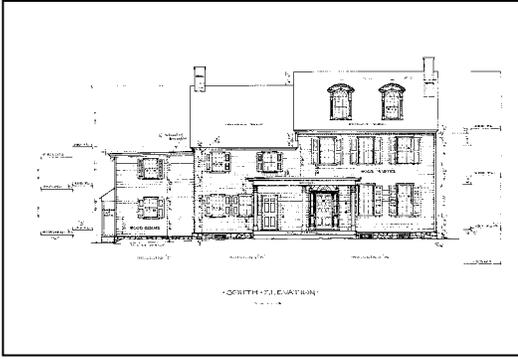
struggled economically. By 1839, all 61 people identified as “colored persons” on the Township’s tax rolls fell within the lowest tax level (Hodge 1997: 178).

***c. Revolutionary War Period***

While the inhabitants of Monmouth County had divided loyalties during the Revolutionary War, the residents of Upper Freehold Township formally opposed the British by raising £160 for ammunition and forming four companies “to march at a minutes warning” (Salter and Beekman 1980: 34). Greater Allentown served as a center for assembling supplies for the Continental Army (Crossroads of the American Revolution Association 2009). Portions of Upper Freehold Township were occupied by both British and Continental troops at different times during the war. Hessian troops raided the area and occupied Allentown during the Battle of Trenton. In early 1778, the settlement was occupied by Colonel Benjamin Flowers and the Continental militia (Storms 1965:93). Historian Franklin Ellis describes the burning of a wood bridge on the property of Richard Waln during the retreat of Continental troops from Bordentown in 1778, and the British army led by General Clinton made its way through Allentown and along other parts of the Byway on its march to Sandy Hook following the evacuation of Philadelphia (Ellis 1885: 618). A series of major skirmishes with artillery fire took place throughout greater Allentown over a two-day period, culminating near New Canton at the present-day intersection of Route 539 and Route 524 only days before the Battle of Monmouth Court House in June 1778 (Garrison, et al 2001: 12, 51, 56; Crossroads of the American Revolution Association 2009). Allentown was also the site of Courts of Admiralty, a type of public auction for the sale of cargoes seized from British vessels by coastal privateers (Pierce 1960:42).

***d. Expansion and the Rise of Agriculture***

Upper Freehold Township experienced slow but continued growth in the years following the Revolution with a renewed emphasis on agricultural production. For example, during this time the area became particularly noted for its pork production (Gordon 1834:145). In the 1830s, a stage route carried mail through Allentown twice a week on its way from Trenton to Freehold (Storms 1965:35). Historic maps demonstrate the residential and retail development that took place in larger communities such as Allentown during in the mid-nineteenth century (Richard Grubb & Associates, Inc. 1996). Allentown residents erected fashionable buildings, many based on academic designs available in pattern books, which signaled the town’s general prosperity. The Borough retains the largest, most diverse, and best preserved buildings along the Byway. The other principal community of Imlaystown retains an assemblage of vernacular two-story structures with balanced elevations, steeply pitched gable roofs, and one-room-deep forms for much of the nineteenth century.



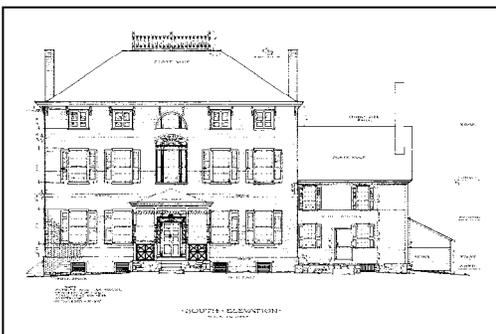
*Apollo Meirs House, Burlington Path (HABS NJ-509)*

Throughout the countryside, houses and farmsteads of the preceding century were substantially altered or completely rebuilt in the years following the Revolution as agriculture underwent a renaissance (Schmidt 1973: 59). A new form of dwelling, characterized by a large main block with symmetrical window and door placement and a smaller utility wing attached to the main block at the gable end, emerged as the house type of choice in central New Jersey and across the Mid-Atlantic (Glassie 1975; 1986; Herman 1987; Hubka 1984; Upton 1982; Wenger 1986; Hayden 1992). The main block typically contained the primary domestic area and was often decorated more elaborately than the attached service wing, which was both physically and architecturally inferior to the larger section. While earlier house forms included many common areas, this type of house was distinguished by its differentiation of interior space into specialized rooms and the presence of a separate entry or stair passage. These socially neutral entries separated visitors from the private areas of the house and helped to isolate interior spaces from one another. The utility wing typically held the kitchen and related spaces. Slaves and servants, if present, generally occupied these wings.



*Merino Hill Farm, CR 524, Circa 1935 (HABS NJ-526)*

The eighteenth-century Peter Gordon House on Trenton-Lakewood Road underwent a series of additions and alterations that transformed it into this new model (Hunton and McCabe 1984: Inventory No. 1351-6). Merino Hill Farm is probably the best preserved example of this evolutionary process in which the westerly part of the old house was demolished in 1809 and a fashionable new mansion erected on its footprint (Hunton and McCabe 1984: Inventory No. 1351-50; Meirs 1987)). The design of the new main block was taken directly from the William Bingham House (built 1787) in Philadelphia, which also served as the model for Charles Bullfinch's plan of the First Harrison Gray Otis House (built 1797) in Boston and Gabriel Manigault's adaptation for the Joseph Manigault House (built 1802) in Charleston, South Carolina. The surviving portion of the old house was utilized as a kitchen wing. Merino Hill was built by Samuel Gardner Wright, a prosperous Philadelphia merchant, iron furnace owner, and agriculturalist who also served as a Representative in the US. Congress. Wright established one of the first flocks of Merino sheep, a valuable breed not readily available outside of their native Spain that he acquired "in Company with Mr. Dupont of Wilmington & others" (Meirs 1987). The house is still owned by Wright family descendants. Nearly every other eighteenth-century farmhouse along the Byway appears to have undergone a similar process of alteration, demolition, and/or reconstruction during the first few decades of the nineteenth century, creating the architectural landscape seen today. While owners of a few of the larger "Country Estates" like Merino Hill incorporated "high-style" academic architectural designs into their new buildings, the majority of planters relied on vernacular interpretations of fashionable styles or employed no style at all.



*Merino Hill Farm, CR 524 (HABS NJ-526)*



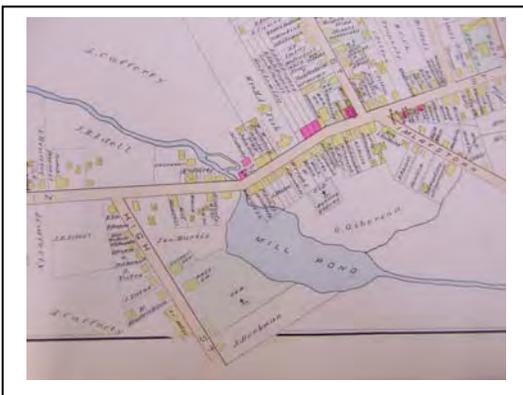
*Richard Hendrickson Farmstead, CR 524*

Farmyards underwent a similar reconfiguration in which outbuildings associated with domestic production, such as detached summer kitchens, smoke houses, and ice houses were arranged close to the utility wing, while buildings associated with farm production were located further away. The arrangement of the outbuildings also took on a more orderly placement, either in a linear plan, extending away from the main dwelling, or in a courtyard plan located behind or to one side of the main house. The general orientation of farms also shifted from a traditional southerly direction to one in line with existing roadways. The circa 1850 Richard Hendrickson Farmstead stands approximately 800 feet south of New Canton-Stone Tavern Road (CR 524) and retains one of the best collections of intact outbuildings arranged in a courtyard pattern dating from the nineteenth century (Hunton and McCabe 1984: Inventory No. 1351-53).



*Nineteenth-century Cottage, Hill Road*

Along with new farmsteads, planters erected an increasing number of cottages and small tenant houses for a growing population of farm laborers. Cottagers, a term used to describe married laborers living in their own house or one rented on an employer's farm, were well known in English and western European agricultural practice and comprised an important part of the labor pool in the Delaware River Valley from the early eighteenth century onward (Simler 1990: 163-164). Typical arrangements granted cottagers a small house with enough land to sustain a cow and small garden in exchange for farm work or output from home manufactures. The arrangement gave landless workers access to land and the flexibility to marry and raise children away from the home of their employer. In exchange, cottagers provided planters with essential labor. As a highly mobile group, farm laborers could come and go easily under the cottage system (Simler 1990: 175-178). The form and size of cottages throughout the Delaware River Valley changed little during the nineteenth century and assumed the form of a typical one-room house (Herman 1987; Michel 1981; Riesenweber 1984; Wacker 1979). In 1801, a Philadelphia author recommended cottage buildings of one-room, measuring 12 feet by 16 feet, with two floors (Bordley 1801: 390). By 1860, the Gulick family outside Princeton erected a nearly identical frame cottage measuring 16.5 feet by 18 feet for their married laborers (Hayden 2003). The dilapidated Havens Tenant House on the corner of Red Valley Road and Burlington Path is a fine albeit derelict example of this once common form.



*1873 F. W. Beers Map of Allentown*

Nineteenth-century roads improved on the existing pre-Revolutionary network by connecting places with more direct routes, typically along property lines. This practice helped limit potential damage to private property and left a road system that today preserves both ancient Indian trails and historic property boundaries in a single landscape feature. The road network in Upper Freehold Township was already well-established by about 1820 (Hunton and McCabe 1984: 66). Every road but one within the Byway was in place by 1850 (Lightfoot 1851).



*Emley's Hill Methodist Church Cemetery,  
Burlington Path*



*New Canton, CR 539*



*Cream Ridge School House, Wiggant Road, Circa 1925  
(NJ Department of Agriculture / NJ State Archives)*

Crossroads remained attractive places for development in the nineteenth century. Following a feverish religious revival near Emley's Hill, the Methodists erected a new church at the intersection of Burlington Path and Emley's Hill Road in 1790. The site was sometimes called Screaming Hill after the vocal nature of the meetings. Francis Ashbury wrote in his journal in 1795 that he rode his horse "to Emley's church, where the great revival of religion was some time ago. I felt a little of the old spirit there still" (Raser 2002: 290). The present structure dates from 1855 and is the third house of worship to stand on the site. The earliest stone in the graveyard dates to 1800 (Raser 2002: 290). Another crossroads town known originally as Cabbagetown in the 1830s, the village of New Canton at the intersection of York Road and New Canton-Stone Tavern Road (CR 524) included about half a dozen dwellings, a wheelwright shop, a smithy, and a joiner's shop (Gordon 1834: 114; Otley and Keily 1849). The crossroads hamlet of Varmintown at the intersection of Burlington Path and Harvey Road included a wheelright shop, a smithy, and two or three cottages by the 1830s (Gordon 1834: 255). Its name was eventually changed to Fillmore in honor of the thirteenth President of the United States.

The growth of the region is reflected in municipal boundary changes made in 1844 when a small area of Upper Freehold located south of Lahaway Creek was annexed briefly to Jackson Township in the newly formed Ocean County (Snyder 1969: 186, 189). Five years later, a part of the Byway lying west of Crosswicks Creek was annexed to Plumstead Township, Ocean County. These parts were subsequently returned to Upper Freehold Township in 1851 and 1869 respectively (Snyder 1969:186, 189 & 201). The Borough of Allentown was formed out of the larger township in 1889.

By mid-century, the Township included 23 stores, 7 tanneries, 2 grist mills, 1 saw mill, and 18 schools with a total of 1,200 students. The population numbered 5,026 (Barber and Howe 1865: 370). In addition to churches, organizations such as schools, railroads, and specialized agricultural businesses played a role in shaping nineteenth-century Upper Freehold Township. Public education developed slowly in Upper Freehold as elsewhere. Diverse backgrounds and beliefs prevented a consensus on teaching methods or curriculum standards. Instead, the various religious and ethnic groups established their own private schools and by the early nineteenth century three types of schools operated in New Jersey: schools run by religious organizations, free schools for the poor, and fee-paying schools (West 1964: 1). The non-sectarian Presbyterian Academy (founded 1783) operated in Allentown until the 1820s (Storm 1965). State involvement in education began with the "Act to Establish Common Schools" in 1829 (West 1964: 14-31). In 1866, it followed with the establishment of a State Board of Education, and in 1871 the state passed the Free School Law (Bole and Johnson 1964: 20; West 39-43). By 1885, Upper Freehold Township was divided into six public school districts served by



*Imlaystown School, Davis Station Road*

individual school houses not dramatically different from those attended by students 100 years earlier.

Ultimately, standardization and district consolidation in the early twentieth century led to improved public schools based on a scientific approach to learning and designed to meet a variety of educational, economical, and social needs. Architectural considerations focused on light, ventilation, sanitation, circulation, safety, and arrangement of classrooms. In 1914, the New Jersey Department of Public Instruction issued its *Desirable Physical Standards of Good Schools* for rural facilities of one, two, or three rooms (New Jersey Department of Public Instruction, 1914: 5). The guidelines were not required but desired. Local school boards could obtain ready-made plans and specifications, but the individual school boards enjoyed wide latitude in any final configuration. The Imlaystown School on Davis Station Road was built according to these principals and symbolized a revolution in rural education in New Jersey. The building's conspicuous banks of windows, reaching almost to the roofline, admitted the recommended daylight and ventilation, and clearly distinguished the classroom spaces from the rest of the building. Former schoolhouses were abandoned, demolished, or sold to others for use as outbuildings or residences.

The Pemberton and Hightstown Railroad (P&HRR) was chartered on March 24, 1864 to connect the terminus of the Burlington County Railroad in Pemberton with the Camden & Amboy Railroad (C&ARR) in Hightstown, thereby creating an all-rail route through rich agricultural districts in Burlington, Monmouth, and Mercer Counties (Brinckmann 1987: 21). The track was completed on January 16, 1868 (Bernhart 2007: 57). This line served as an outlet for many products, including marl, milk, cider, potatoes, grain and other goods. New communities, such as Cream Ridge emerged around station stops and freight depots. Cream Ridge today consists of the former Edward W. Cross general store and post office, three residences, several frame barns, and the former Cream Ridge Presbyterian Church and cemetery (Hunton and McCabe 1984: Inventory No.1351-66). Built in 1858, the church replaced an older Baptist meeting house on the site. The cemetery was incorporated in 1866. The oldest stone dates from 1867 (Raser 2002: 288-289). Similar hamlets emerged around the railroad at Davis Station, Imlaystown Station (Nelsonville), and Shrewsbury Crossing. Cream Ridge Station, however, remains the best preserved, although the railroad buildings are gone.

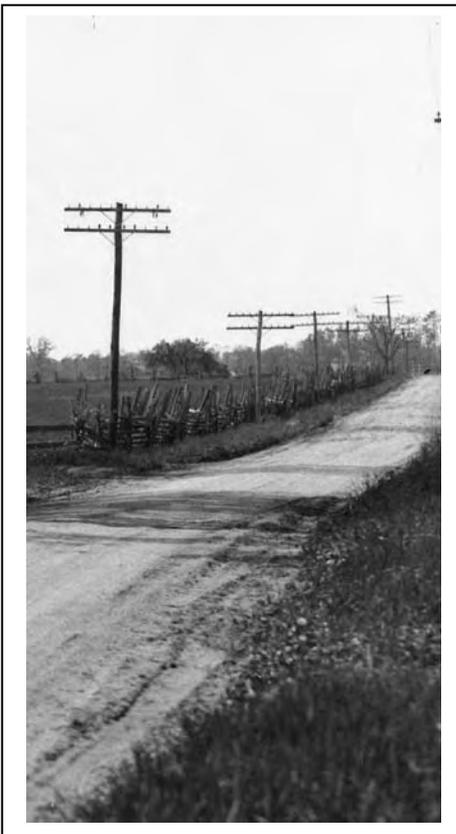


*Union Transportation Company Locomotive, 1937  
(PRR Annual Reports / NJ State Archives)*

Grain elevators and other large agriculturally-based businesses were linked to the railroad by spurs or sidings, although nearly all of these are also gone. Because interests of the C&ARR controlled the P&HRR it eventually came under the influence of the Pennsylvania Railroad (PRR), which leased the C&ARR's parent company in 1871. With the P&HRR losing money, the PRR terminated its operating agreement over the line, at which point local farmers and businessmen formed The Union Transportation Company (UTC) in



*Potato Planting Near Cox's Corner, Circa 1925 (NJ Department of Agriculture / NJ State Archives)*



*Wygant Road, Circa 1925 (NJ Department of Agriculture / NJ State Archives)*

1888 to keep the line open (Bernhart 2007: 57). The UTC leased the tracks, stations, and telegraph wires from the PRR and used the railroad to ship mixed commodities of milk, cranberries, hay, straw, gravel, potatoes, tomatoes, and coal. The business was never profitable and service was gradually abandoned over sections of the line until the last remaining track between Pemberton and Fort Dix was completely removed in 1984 (Bernhart 2007: 59).

#### ***e. Modern Farming and the Rural Landscape***

During the second half of the nineteenth century, agriculture in Upper Freehold Township moved toward increased specialization. Sorghum, for example, was cultivated as a sugar substitute during shortages brought on by the Civil War. A factory in Allentown processed the sorghum into molasses, but after demand fell in 1876, the factory closed (Storms 1965:148). The Cream Ridge Marl Pits, owned by John G. Meirs, were a major source of marl fertilizer (See 1351-12) (Hunton and McCabe 1984: 66). Dairying, however, emerged as the most important industry in Upper Freehold Township during the late nineteenth century. Institutions such as creameries developed during this period as a way to consolidate the butter and cheese making process and to facilitate transportation to market (Hunton and McCabe 1984: 163). The Cream Ridge Creamery opened in 1880 under the auspices of Collen B. Meirs, a major local dairy farmer and one of the first farmers to keep and selectively breed Holstein-Friesian cattle, prized for their milk production (Hunton and McCabe 1984: 163). Its location adjacent to a tributary of Crosswicks Creek provided the Creamery with needed water to cool the dairy products (Hunton and McCabe 1984: 163). The Allentown Creamery was built on the site of the old sorghum factory in Allentown during the same decade (Hunton and McCabe 1984). Upper Freehold contained two of the three creameries known to have existed in Monmouth County, reflecting the prominence of dairy operations in this part of the county.

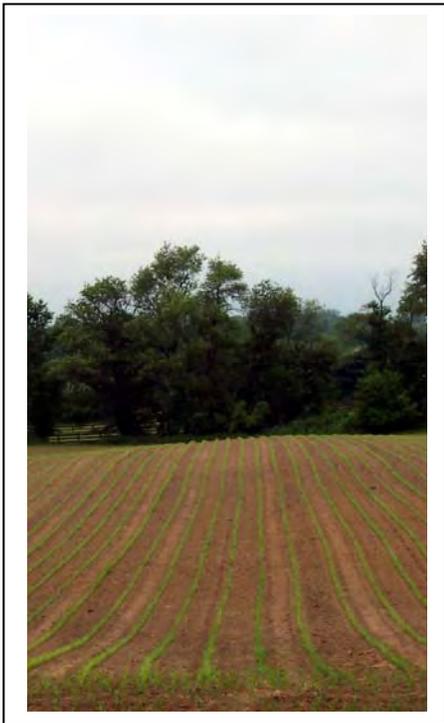
The introduction of pasteurization and refrigeration, made possible largely through rural electrification, contributed to an expansion in whole milk sales and a corresponding decrease in demand for preserved milk products such as butter and cheese (Hunton and McCabe 1984: 163). Creameries declined accordingly. At the same time, new state regulations regarding the health and sanitary quality of dairy herds and their milk helped establish a safe milk supply and boost demand, while ready markets in Philadelphia and New York supported milk prices and helped drive dairy farming to its peak in Monmouth County during the first quarter of the twentieth century (Woodward 1930: 702; Hunton and McCabe 1984: 121). The effect on farmsteads was transforming. General barns were converted into specialized structures for dairy herds with concrete block walls and tile stalls to meet new sanitary requirements. The size of barn lofts increased to provide space for much-needed hay (Hunton and McCabe 1984: 121). In some cases, barns were simply razed and modern structures erected in their place. Silos of both the wooden and concrete variety were constructed to produce silage fodder for



*Spinach Harvesting, Rues Road*



*Silo and Barn, CR 524*



*Corn Seedlings, CR 524*

the growing herds, and property was increasingly devoted to pasture, hay, and silage production. The twentieth-century cinderblock dairy barns and outbuildings on Collen B. Meirs’s farm on Holmes Mill Road reflect mandated improvements in the sanitary design of dairy buildings in the 1920s and 1930s (Hunton and McCabe 1984: Inventory No. 1351-34). Modern pole lines along the Township’s roads stand in partial testimony to the importance of electrification to dairying. For example, as early as 1929 nearly 40 percent of all New Jersey farms – roughly 11,800 – purchased electrical power from central generating stations (Woodward 1930: 674).

As livestock herds increased, larger areas of the farm came under fence. Stacked split rail worm or “zig-zag” fencing predominated but took up valuable space until the introduction of barbed wire fencing in the 1870s (Hunton and McCabe 1984: 126). A worm fence on Ridgeway Farm adjacent to the Byway was the only identified example remaining in the county in 1984 (Hunton and McCabe 1984: Inventory No. 1351-74). Hedgerows were also grown deliberately to form fences. Post and rail fences tended to be used more extensively nearest the barnyard and house yard. Picket fences and ornamental cast iron fences, made available through mass production, were used nearest the house both to define the yard and to ornament the area.

By the first quarter of the twentieth century, the agricultural landscape had assumed much of its present form. The basic patterns of land use, the road network, and the population concentrations that were established by the 1860s remained largely unchanged (Hunton and McCabe 1984:66). Farmsteads included larger barns, new silos, and specialized outbuildings. The surrounding landscape included cultivated fields, pastureland, hedgerows, and fences. In addition to feed grains, livestock production, and sales of cereals to local mills, crops included potatoes and vegetables, although not to the same extent as in other parts of Monmouth County (Hunton and McCabe 1984: 66).

#### ***f. Upper Freehold Township Today***

Upper Freehold Township has remained an agricultural region into the twenty-first century and continues to be actively farmed, but with a higher concentration of horse farms, plant nurseries, and sod farms intermixed with woodlots and second-growth forest in abandoned fields. Both Standardbred and Thoroughbred breeding farms and race training facilities make up a large part of the equine operations. Vineyards and a winery have also emerged as viable businesses. Until recently, the relatively limited access to major transportation networks, coupled with a high degree of social and cultural continuity, helped limit development and promote preservation. Changes were confined principally to the subdivision of larger tracts into smaller farms for younger generations of farmers and changes to agricultural practices, which affected the farm layout, specialization of farm buildings, and field layouts (Hunton and McCabe 1984: 66).



*R. Imlay Farm, Burlington Path*

The growth of suburban areas around Trenton and within the broader corridor between New York and Philadelphia since 1950 has led to high land prices and general pressure on farming. Large farms have been sold and subdivided into new residential communities for commuters. Improvements to regional transportation systems like Interstate 195 have opened Upper Freehold Township to additional growth with new commercial, mixed-use, and suburban development, and this development is now increasingly evident along sections of the Byway.

Despite modern intrusions, Upper Freehold Township remains as much a center of agriculture as it was two hundred years ago, characterized by dispersed farmsteads located near the center of large tracts or near major roadways and transportation hubs. Whole clusters of farmsteads, many built by members of the same extended families, survive intact within their traditional rural setting and form recognizable rural agricultural districts. Most of the surviving farmhouses date from the second and third quarter of the nineteenth century and reflect a period of consolidation and general rebuilding of the architectural landscape following the end of the Revolutionary War period. A few early dwellings survive, but these have been altered or extensively restored. The majority of the buildings possess a typical architectural form consisting of a large main block with central or side entrance and symmetrical window arrangements, and a smaller utility wing attached to one side. The form became the arrangement of choice for prosperous farmers in the mid-Atlantic region and represented their idea of an efficient, modern farmhouse. Ornamentation, if any, followed popular designs from pattern books. Overall, the buildings exemplify the region's vernacular building traditions through time.

Farm outbuildings, like dwellings, have evolved over time, with many buildings dating from the late nineteenth and twentieth century's. Some buildings have been adapted to serve changing needs or built anew for specialized purposes. As a result, only a few farmsteads retain their traditional grouping of outbuildings, although many still include clusters of agricultural structures near the farmhouses in keeping with historic practice. Much of the surrounding land remains in cultivation or as pasture and timber land. The result is a remarkably well-preserved landscape that continues to convey a sense of the region's agricultural past.

## SOURCES

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**Appendix C.**  
**Physical and Visual Survey Forms**







Upper Freehold Historic Farmland Byway  
PHYSICAL SURVEY RATING SHEET

ROAD																					
COUNTY	Monmouth																				
MUNICIPALITY	Upper Freehold																				
POSTED SPEED																					
DATE	5/5/2009																				
SURVEY TEAM	SA /CT																				
WEATHER	Cloudy / Rainy	SEGMENT 11				SEGMENT 12				SEGMENT 13				SEGMENT 14				SEGMENT 15			
		Wainford Road				Polhemustown Road				Allentown Davis Station Rd				Rte 526 Rues to Imalystown				Davis Station Road			
		-5	0	5	-5	0	5	-5	0	5	-5	0	5	-5	0	5	-5	0	5	-5	
<b>LANDFORM</b>																					
Rolling terrain																					
Flat terrain																					
Valleys																					
<b>LAND COVER WATER</b>																					
Rivers & Streams																					
Waterfalls																					
Lakes																					
Ponds																					
Wetlands																					
<b>LAND COVER VEGETATION</b>																					
Woodlands																					
Meadow																					
Pasture																					
Cropland																					
Hedge rows																					
Street trees																					
Lawns																					
Invasive species																					
<b>LAND COVER MAN-MADE</b>																					
Agricultural structures																					
Historic farmsteads																					
Historic structures																					
Historic districts																					
Residential structures																					
Industrial structures																					
Commercial structures																					
Parks																					
Cemeteries																					
Golf Courses																					
Meandering alignment																					
Traffic volume																					
Utility lines																					
Parking lots																					
Billboards																					
Signs																					
Fences																					
<b>LANDSCAPE COMPOSITION/EFFECTS</b>																					
Panoramic views																					
Scenic views																					
Seasonal effects																					







**Appendix D.**  
**Corridor Fixtures Study Maps**

## **Corridor Fixtures Study**

### **Introduction**

The scenic quality of a roadway is influenced significantly by the presence of utilities and signs. The study team conducted an inventory and assessment of the Upper Freehold Historic Farmland Byway that concentrated on the following elements:

- Utility poles and wires;
- Signs and roadway fixtures, especially clusters of signs located on corners, and roadside regulatory signs that obstruct and/or detract from scenic vistas; and
- Communications towers
- Compliance with existing local, State and Federal laws and ordinance on Outdoor Advertising.

A field inventory was conducted in April 2009 during which the scenic byway route, as well as its spurs and connector, were videotaped in both directions. Our findings are described and depicted below using NJDOT straight-line diagrams (for county roads) and Google Maps (for local roads). A broader discussion of visual clutter created by communications towers in the corridor is provided at the end of this section.

In general, the more scenic parts of the corridor, including Red Valley Road, Burlington Path Road, Walnford Road, and the Hill Road spur—are relatively uncluttered by large utility poles and lines; often, poles along these scenic stretches are well disguised by trees, or are short and narrow enough not to be overly obstructive to scenic viewsheds (these smaller, older poles tend to be on minor and local roads). Pohlemustown Road, which has two scenic viewsheds, suffers from significant utility clutter, and steps should be taken to minimize the appearance of poles along this portion of the byway. The corridor's 500-level roads, including Route 524, Route 526, and Route 539 suffer from significant utility clutter (often, 40 and 50-foot poles with double lateral cross arms carrying multiple lines); the least scenic of these county routes—Route 526 alongside Clayton Park—could greatly benefit from less obstructive poles.

Along Main Street and Church Street (Spur) in Allentown Borough, both of which scored well in the visual survey, utility clutter is moderate to significant. Wires and Utility poles—some of them crooked—detract from the scale, historic character and orderliness of the downtown area. Road and regulatory sign clutter is also an issue, with many crooked or poorly arranged signposts; some lack signs altogether. A wayfinding and streetscape improvement plan for the Allentown Historic District including the possible burying of utility lines is recommended.

Refer to Appendix \_ for segment maps illustrating the inventory of corridor fixtures.

## Segments 1 and 1A: Route 524 – Main Street, Allentown Borough and York Road

Route 539 (High Street) to Route 524 (New Canton-Stone Tavern Road)

### SOUTHBOUND SIDE

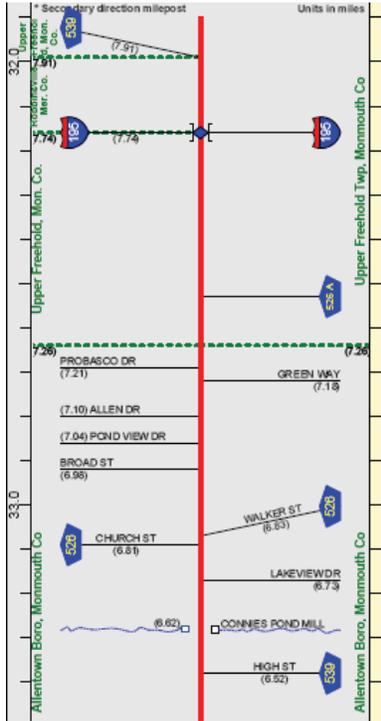
*Read down*

- Clear (Interstate overpass)
- Some sign clutter from regulatory signs at off-ramp and Route 524
- Significant utility clutter near Valero Station
- Moderate to significant utility clutter; poles are prominent entering Allentown Boro (see photo at bottom)
- Moderate utility clutter
- Slight to moderate utility clutter
- Sign clutter in front of Imlay historic house
- Overhead wires at former Black Forest Restaurant

### NORTHBOUND SIDE

*Read up*

- Clear (Interstate overpass)
- Significant utility clutter
- Moderate utility clutter
- Sign clutter
- Moderate utility clutter
- Numerous bent sign fixtures in downtown area are unsightly
- Moderate to significant utility clutter with thick poles, prominent cobra lamps, and wires stretching across street; inappropriate for a town center (see photo at bottom)
- Significant utility clutter; bent poles and prominent transformers, wires, and cobra lamps just north of High Street



**Segment 2: Route 524**

Route 539/I-195 Interchange to Rues Road

**MP 8.00 – MP 11.00**

WESTBOUND SIDE

*Read down*

Mostly clear

Clear

Clear

Significant utility clutter (768 Route 524)

Significant utility clutter; 35-40 foot poles (see photo below)

Clear

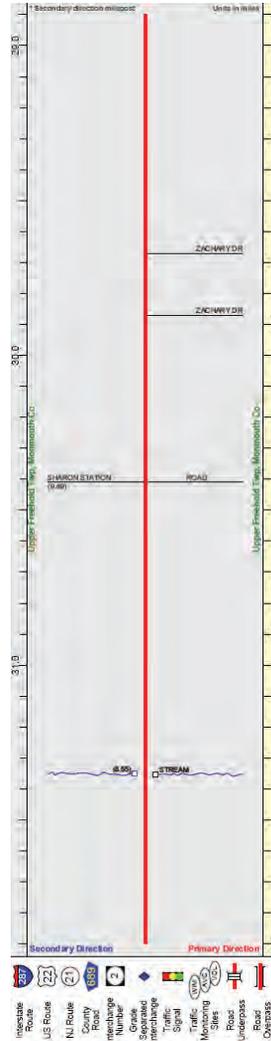
Clear

Clear

Clear

Clear

Significant clutter approaching Route 539 intersection



EASTBOUND SIDE

*Read up*

Significant utility pole clutter; 40 foot poles



Main utility line crossing

Significant utility pole clutter around Sharon Station Road intersection

Clear

Significant utility pole clutter; 40 foot poles

Significant utility pole clutter; 40 foot poles

Clear

Moderate utility clutter created by tall poles on southeast corner of Route 524 and Route 539 intersection

**MP 11.0 – 13.36**

**WESTBOUND SIDE**

*Read down*

- Slight utility clutter
- Mostly clear
- Moderate utility clutter
- Moderate utility clutter
- Moderate utility clutter
- Moderate utility clutter
- Slight to moderate utility clutter
- Moderate to significant utility clutter

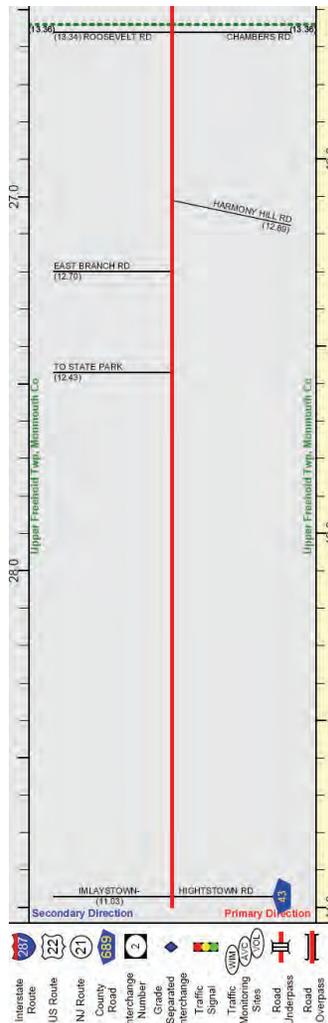
**EASTBOUND SIDE**

*Read up*

- Significant utility clutter
- Clear
- Significant utility clutter; bent poles



- Moderate utility clutter
- Clear
- Clear
- Moderate utility clutter; sporadic, highly visible short poles
- Moderate utility clutter; crooked, but short poles
- Significant utility clutter created by tall poles on southeast corner of Route 524 Hightstown Road



### Segments 3, 4, and 4A: Chambers Road and Rues Road (Local)

Route 524 to Route 526

#### SOUTHBOUND SIDE

*Read down*

Slight/moderate utility clutter; well disguised by tree trunks

Poles tend to be located on property corners; these stick out more

Poles alternate from northbound to southbound

Clear approaching I-195 underpass

Moderate to significant clutter just south of I-195 underpass near farm house/corn silo (see photo below)



At southern end of Rues Road, moderate utility clutter created by smaller utility poles passing alongside preserved farmland and approaching Route 526; poles detract from scenic vistas (see photo below)



#### NORTHBOUND SIDE

*Read up*

Clear

Moderate utility clutter

Prominent utility pole at corner of Chambers and Rues Road

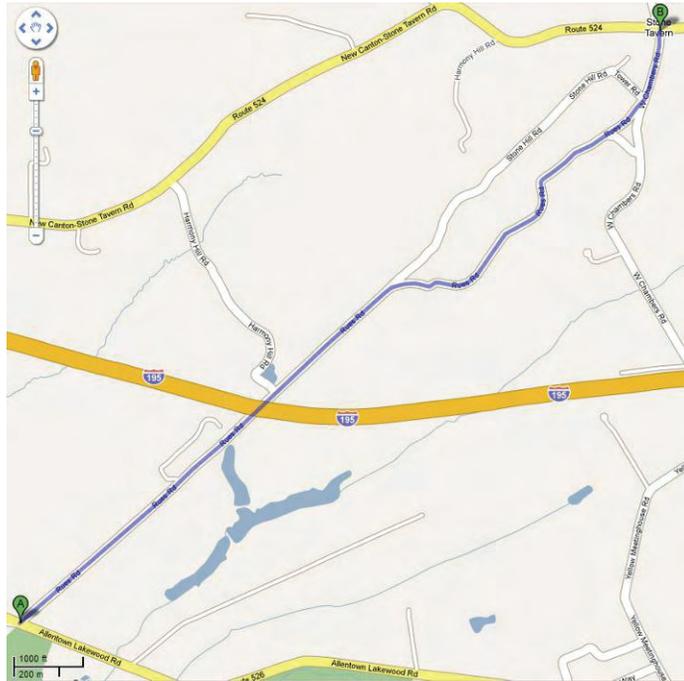
Minimal utility clutter; polls are well shielded by trees

Moderate utility clutter

Clear

Clear

Clear



## Segments 5 and 5A: Route 526 (Imlaystown and Red Valley Segment)

Rues Road to Red Valley Road

MP 14.79 – MP 16.67

### WESTBOUND SIDE

*Read down*

Clear

Moderate utility clutter beginning at 370 Route 526 (before MP 16)

Significant clutter; 30 foot poles are bent, and varying in color (see photo at bottom)

Clear

Clear

Clear

Moderate utility clutter resumes at 302 Route 526

Minimal utility clutter between Doctors Creek and Rues Road



### EASTBOUND SIDE

*Read up*

Moderate clutter on southeast corner of intersection

Moderate utility clutter

Clear

Clear

Clear

Clear

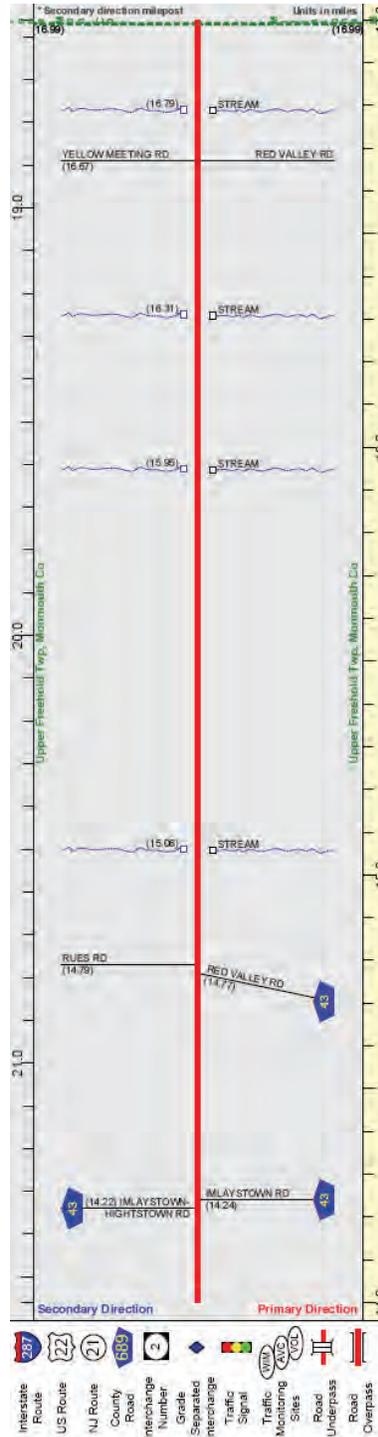
Significant utility clutter; unsightly poles that are bent



Moderate utility clutter

Moderate utility clutter; some disguising from tree trunks

Moderate utility clutter created by 30 foot poles; multiple wires of large thickness stretching between poles, which are generally straight



## **Segments 6 and 7: Red Valley Road and Burlington Path Road (Local)**

Route 526 to Meiers Road

### **SOUTHBOUND/WESTBOUND SIDE**

*Read down*

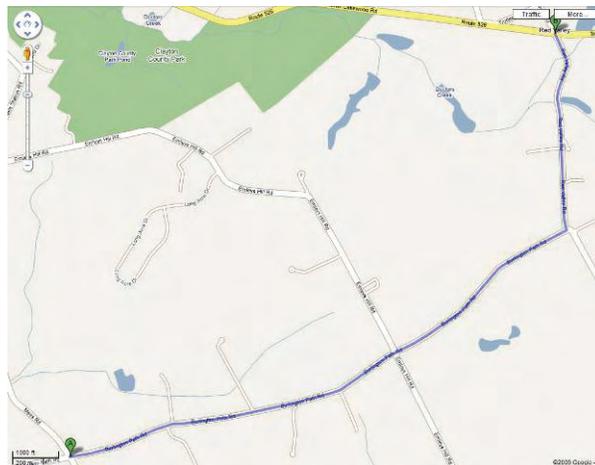
Mostly clear on Red Valley Road segment; occasional poles on driveway/property corners

Clear on Burlington Path Road segment until 16 Burlington Path (Ready Farms); scenic vistas somewhat sullied by short poles until Emley's Hill Road (see photo below)



Mostly clear west of Emley's Hill Road; sporadic utility poles for residences

Moderate utility clutter beings at 82 Burlington Path Road; view of scenic knowl somewhat sullied by 25-30 foot foles



### **NORTHBOUND/EASTBOUND SIDE**

*Read up*

Moderate clutter between Doctors Creek and Route 526

Slight to moderate utility clutter on Red Valley Road

Some utility clutter on Burlington Path Road near intersection with Red Valley Road

Mostly clear of utility clutter east of Emley's Hill Road

Slight to moderate utility clutter between Meier Road and Emley's Hill Road

## Segments 7A and 8: Monmouth County 27 (Burlington Path Road and Holmes Mill Road)

Meirs Road to Arneystown-Hornerstown Road

**MP 2.00 – MP 4.67**  
Burlington Path Road

### SOUTHBOUND/WESTBOUND SIDE

*Read down*

West of Meier Road, moderate utility clutter

Moderate/significant utility clutter beginning at 164 Burlington Path Road and continuing to Route 539

Considerable utility clutter at Route 539 intersection corners due to lack of cover from trees (see photo at bottom)

Slight/moderate utility clutter; short poles, good cover from trees

Conspicuous utility pole at Franscena Lane

Slight/moderate utility clutter

Significant utility clutter near 83 Holmes Mill Road

Mostly clear



### NORTHBOUND/EASTBOUND SIDE

*Read up*

Moderate utility clutter (72 Burlington Path Road)

Sign clutter; prominent mile markers

Mostly clear

Clear

Moderate utility clutter

Mostly clear

Moderate utility clutter

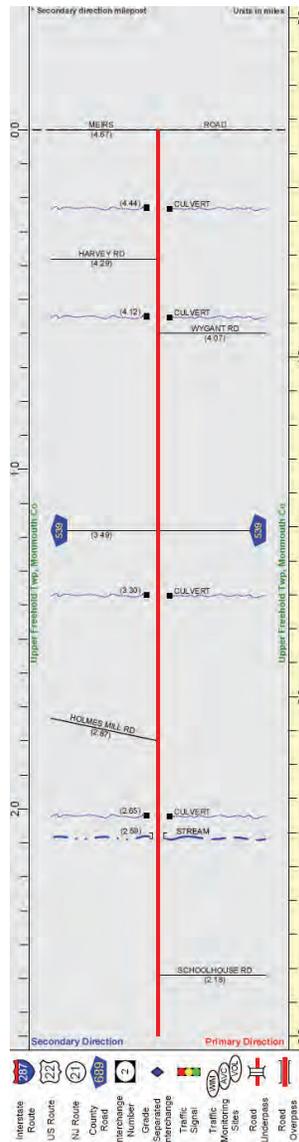
Extremely bent utility pole at creek

Moderate utility clutter

Moderate utility clutter

Moderate utility clutter

Moderate utility clutter



**MP 0.00 – MP 2.00**

Holmes Mill Road

**SOUTHBOUND SIDE**

*Read up*

(view looking west unless otherwise noted)

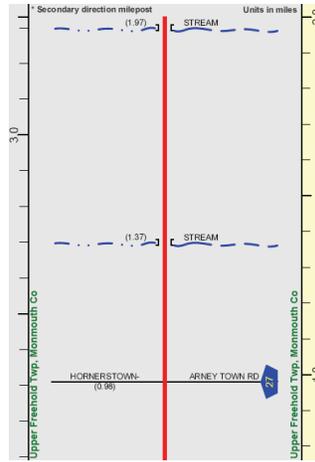
- Clear
- Moderate utility clutter
- Clear
- Moderate utility clutter at intersection

**NORTHBOUND SIDE**

*Read down*

(view looking east unless otherwise noted)

- Moderate utility clutter
- Moderate utility clutter
- Mostly clear
- Slight to moderate utility clutter



## Segments 9, 10, 11, and 12: Arneystown-Hornerstown Road/Hill Road/Walnford Road/Polhemustown Road (Local)

Monmouth County 27 to Route 539

### SOUTHBOUND SIDE

*Read down*

Polhemustown Road mostly clear of utility clutter; only obstruction to view is chicken wire fence

Mostly clear; isolated poles on driveway corners

Slight to moderate utility clutter; good shielding from trees in most spots

Clear

Mostly clear; isolated poles at 52 and 89 Hill Road

Moderate utility clutter; reasonably well disguised by tree trunks

Clear

Moderate utility clutter; however, poles are short, straight, consistent, and without unsightly lateral beams (vicinity of 20 Hill Road) (see photo below)



Moderate utility clutter on Hornerstown-Arneystown Road EB

Significant clutter at intersection with Holmes Mill Road

### NORTHBOUND SIDE

*Read up*

Moderate clutter between 113 Polhemustown Road and Route 539 intersection

Slight utility clutter; poles well hidden by pine trees

Significant utility clutter on Polhemustown Road; unsightly transformer on poles (see photo at bottom)

Moderate utility clutter beginning north of 91 Walnford Road

Clear just north of Crosswick Creek

Moderate utility clutter

Moderate utility clutter north of 75 Hill Road; 25-30 foot poles (some bent) that obstruct scenic views

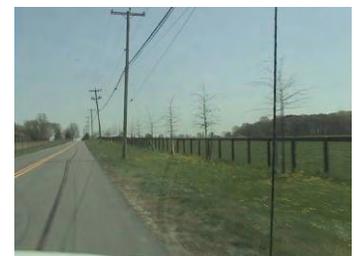
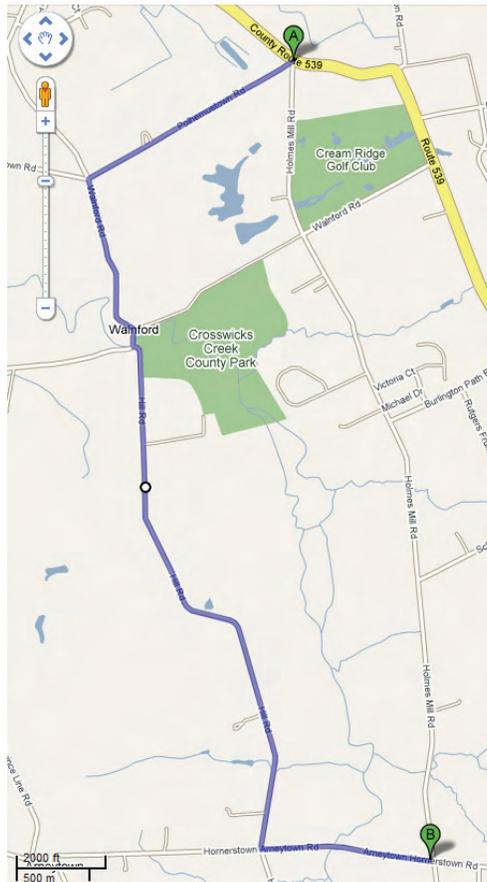
Mostly clear

Slight utility clutter; well disguised by tree trunks

Mostly clear; occasional poles on driveway corners

Mostly clear; occasional poles on driveway corners

Minimal utility clutter on Hornerstown-Arneystown Road NB/WB segment



### Segment 13: Allentown-Davis Station Road (Route 539)

Polhemustown Road to Route 524

#### EASTBOUND SIDE

*Read down*

Significant utility clutter across from church and near elementary school; prominent poles, transformers, and cobra lamps

Moderate utility clutter; occasional bent, though narrow and short poles

Clear

Mostly clear

Significant utility and sign clutter at Walnford Road intersection (see photo at bottom)

Clear

Clear

Mostly clear (MP 42)

Clear

Mostly clear; isolated poles near winery

#### WESTBOUND SIDE

*Read up*

Mostly clear

Mostly clear

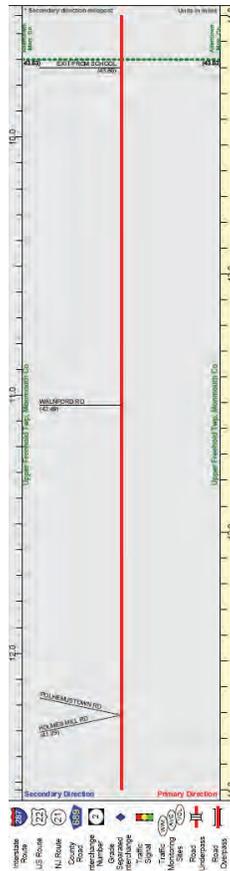
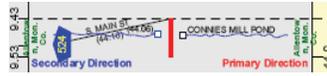
Mostly clear

Clear

Moderate utility clutter

Significant utility clutter; 30 foot poles

Significant utility clutter near intersection of Route 539 and Holmes Mill Road (see photo below)



## Spur Roads and Connectors

### Segments 14, 15 and 15A: Davis Station Road, Imlaystown Road, Route 526 (Local, except northern loop)

Route 539 to Imlaystown Road (Northern Imlaystown loop is designated Monmouth County 43)

#### SOUTHBOUND/WESTBOUND

##### SIDE

*Read down*

Imlaystown Road (B to C) –Moderate utility clutter

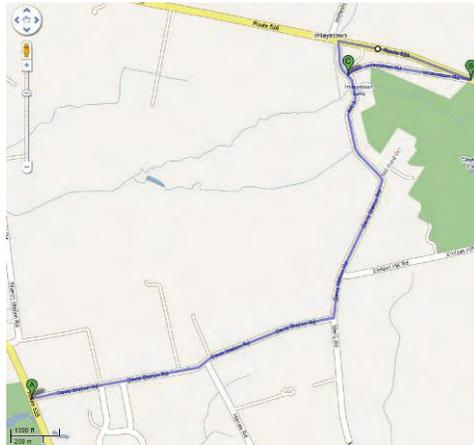
Significant utility clutter on both sides of Davis Station Road through central Imlaystown (see photo at bottom)

Significant utility clutter between village center and south of Doctors Creek

Clear

Moderate utility clutter

Clear west of Meiers Road until 144 Davis Station Road; after that, slight to moderate utility clutter continues until the terminus at Route 539



#### NORTHBOUND/EASTBOUND

##### SIDE

*Read up*

Imlaystown Road (C to B) – Clear

Mostly clear

Clear

Moderate utility clutter beginning at Mill Pond Drive

Clear

Clear

Moderate utility clutter; poles setback somewhat from road

Significant utility clutter in vicinity of Grand Drive (see photo below)



## Segments 16 and 18: Route 539 and Walnford Road (Local)

Polhemustown Road/Holmes Mill Road to Holmes Mill Road

### SOUTHBOUND SIDE

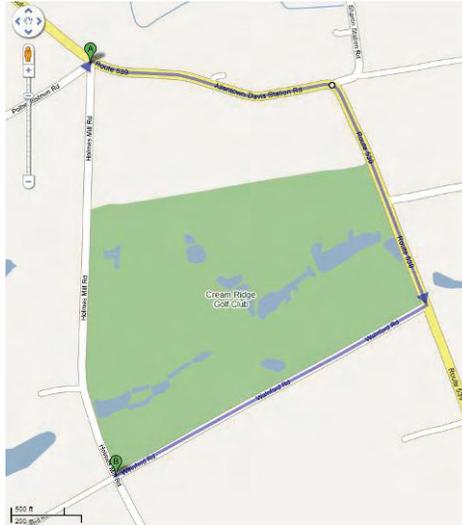
*Read down*

Significant utility clutter along Route 539 EB past Holmes Mill Road (see photo at bottom)

Sign clutter caused by grouping of regulatory signs at channelized right turn island at Sharon Station Road

Mostly clear on Route 539 alongside Cream Ridge Golf Club

Minimal utility clutter on Walnford Road (unpaved section) alongside Cream Ridge Golf Club; poles are present but obscured by tree trunks



### NORTHBOUND

SIDE

*Read up*

Clear on Route 539 north/west of Sharon Station Road

Significant utility clutter

Sign clutter at Davis Station Road

Significant utility clutter

Walnford Road: clear

Clear

Mostly clear; one utility pole on horse farm driveway corner

### Segments 17 and 18: Holmes Mill Road/Walnfrod Road (Local, Non-Through Segment)

County Route 539 to Historic Walnfrod Parking Lot

#### SOUTHBOUND/WESTBOUND

##### SIDE

*Read down*

Clear

Clear

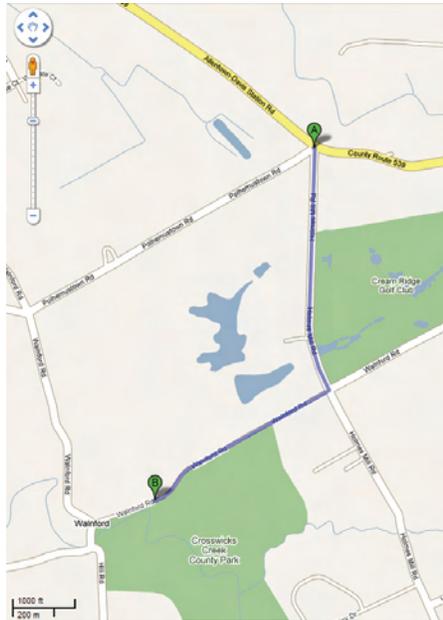
Clear

Clear

Clear

Slight sign clutter; conspicuous rusted steel pole without sign (see photo at bottom)

Clear at Historic Walnfrod parking lot



#### NORTHBOUND/EASTBOUND

##### SIDE

*Read up*

No poles or utility clutter at all on most Holmes Mill Road

Utility poles run entirely along northbound/eastbound side of Walnfrod Road, though short, and minimally obstructive; they do detract somewhat from otherwise very scenic views of Crosswicks Creek County Park (see photo below)



## Segment 19: Hill Road (Local)

Walnford to Province Line Road in Ellisdale

### EASTBOUND SIDE

*Read down*

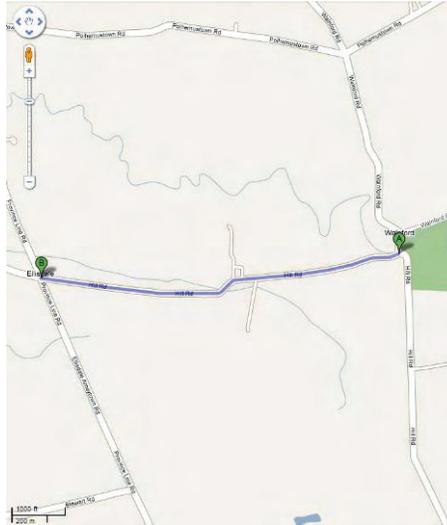
*List proceeds left to right on map (point B to A)*

Slight to moderate clutter just east of Province Line Road

Clear in vicinity of 143 Hill Road

Slight to moderate utility clutter

Minimal utility clutter approaching Walnford Village



### WESTBOUND SIDE

*Read down*

*List proceeds right to left on map (point A to B)*

Minimal utility clutter just west of Walnford Village; good cover from trees

Moderate utility clutter at 120 Hill Road; isolated pole with transformer is visually offputting (see photo below)

Clear past 120 Hill Road

Moderate utility clutter in the vicinity of 143 Hill Road

Clear from 171 Hill Road to terminus at Province Line Road



## Segment 20: Church Street (Route 526)

Route 524 to Indian Lake

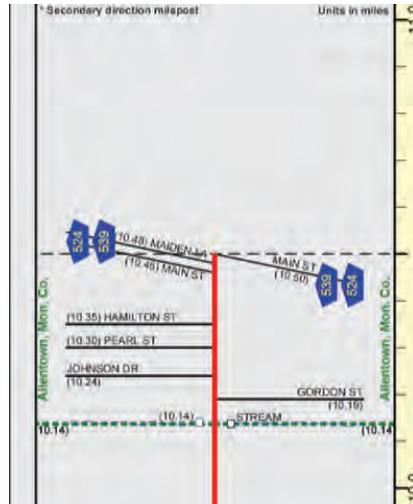
### WESTBOUND SIDE

*Read down*

Some sign clutter caused by bent no parking signs, unsigned pole, and foldable commercial signs on sidewalk (see photo at bottom)

Overhead wires stretching across street

Mostly clear of utility poles



### EASTBOUND SIDE

*Read up*

Significant utility clutter approaching Main Street; some poles bound together or bent; unsightly cobra lamps and wires (see photo at bottom)

Moderate to significant utility clutter – thick poles with some coverage from trees



## Segment 21: Yellow Meetinghouse Road (Local)

Route 526 to Historic Cemetery

### SOUTHBOUND SIDE

*Read down*

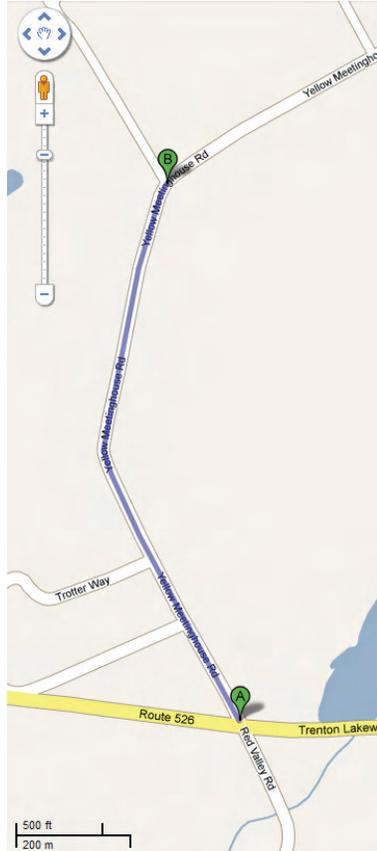
Moderate utility clutter on street corner

Slight utility clutter; poles well hidden by trees for the most part

Slight utility clutter; poles well hidden by trees for the most part

Moderate utility clutter beginning south of Trotter Way; overhead wires (see photo at bottom)

Clear near Route 526 intersection



### NORTHBOUND SIDE

*Read from bottom*

Moderate utility clutter on lot corner

Clear

Mostly clear; occasional poles obscured by trees (see photo below)

Clear

Clear

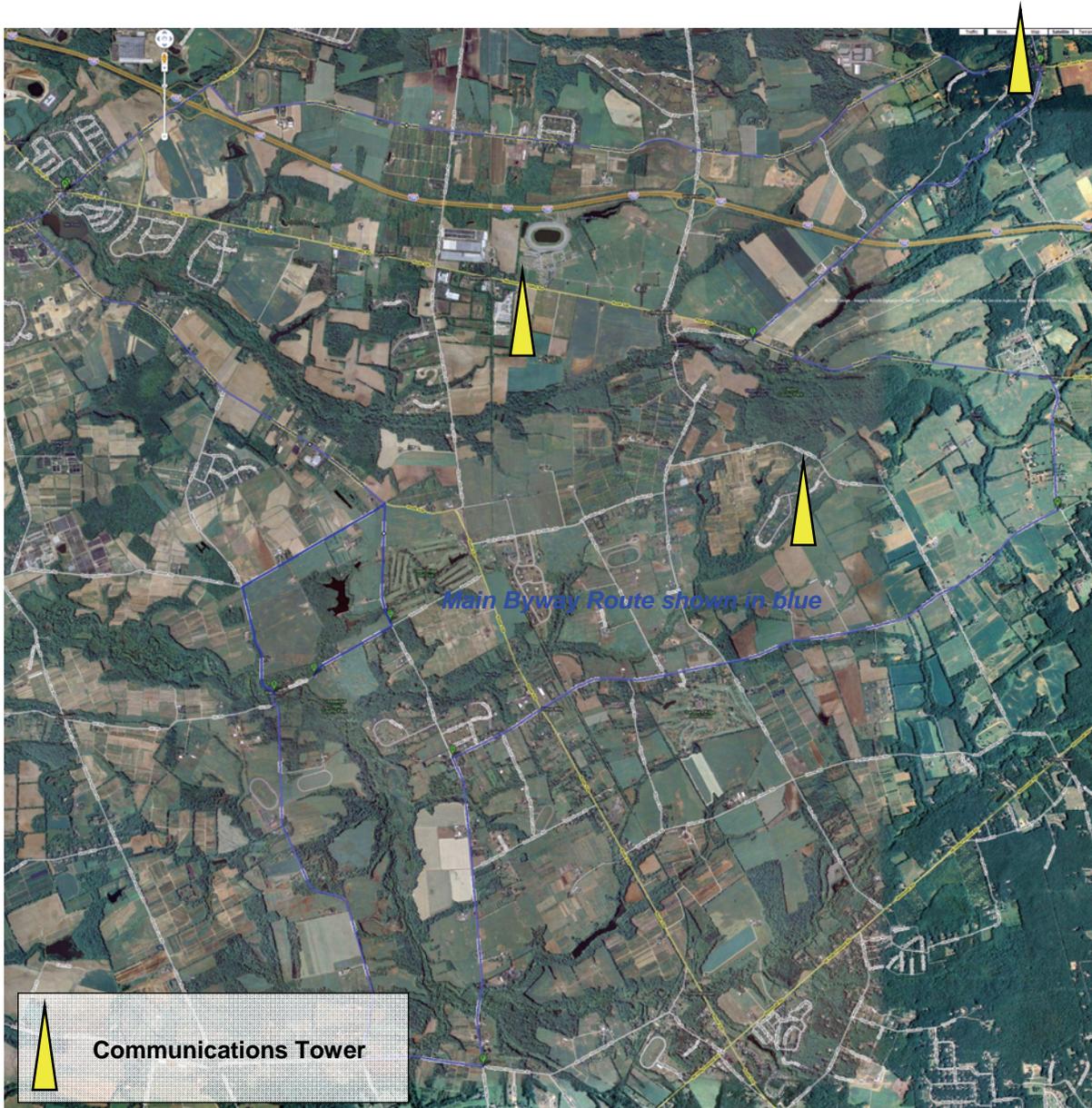
Moderate utility clutter south of Trotter Way



### Communications Towers Clutter

Three communications towers are visible above the treeline and obstructive to scenic views:

- One tower is located in the northeastern extreme of the study area on Tower Road (near Stone Tavern) and visible from Route 524 and Chambers Road;
- The second tower is located in the north-central portion of the study area (Nelsonville) south of Route 526 not far from Imlaystown and visible from Rues Road; and
- The third tower is located in the east-central portion of the study area off Long Acre Drive and visible from Burlington Path Road, one of the corridor's most pastoral segments.





**Appendix E.**  
**Overlay Zone Outline**

## SCENIC CORRIDOR OVERLAY ZONE -

### DRAFT RECOMMENDED OUTLINE FOR THE UPPER FREEHOLD HISTORIC FARMLAND BYWAY

- A PURPOSE. The intent of the Corridor Overlay Zone is to encourage aesthetic and reservation efforts to maintain and improve the Township of Upper Freehold and Allentown Borough as an agricultural and residential community; retain its rural character, historic past and quality natural resources; and protect scenic vistas and a continuous pleasing view from the byway.

The specific objectives of the Corridor Overlay Zone are to:

1. Conserve natural and cultural resources
2. Maintain active farming and open spaces
3. Preserve and improve scenic vistas and the view from the byway
4. Incorporate the local "architectural and landscape look" for new development
5. Build an appreciation of these resources through education and interpretation
6. Provides a directive for the Township decision-makers that new development in the corridor be carefully evaluated for consistency with the recommendations of the Corridor Management Plan.

#### B LEGISLATIVE INTENT

#### C DEFINITIONS

#### D ADMINISTRATION

- i. Design Review Board
- ii. Conceptual review of development proposals

#### E SITE PLANS

- i. Building setbacks and orientation
- ii. Street alignment and orientation
- iii. Cluster development
- iv. Process (Preliminary development review w/Township and Developer)

#### F DESIGN AND DEVELOPMENT STANDARDS

- i. Right-of-way (Conformance with current American Association State Highway and Transportation Officials (AASHTO) and NJDOT design guidelines, and the Manual of Uniform Traffic Control Devices (MUTCD) will be necessary and should be integrated into the following design elements.)
  - Roadway alignment
  - Intersections and driveways
  - Curbs
  - Sidewalks
  - Bicycle facilities
  - Drainage
  - Grading and clearing
  - Guiderails and barriers
  - Bridges and culverts
  - Horizontal and vertical clearances
  - Utility placement

- Street lighting, signs, furniture
- ii. Adjacent property
  - Architectural pattern types
  - Landscape/streetscape types
  - Fences

G COMMUNICATION TOWERS

H BILLBOARDS

I CONFLICTS WITH ZONING REGULATIONS

J ROAD MAINTENANCE AND ALTERATIONS

- i. Vehicular
- ii. Bicycle
- iii. Pedestrian

K PENALTIES FOR OFFENSES

ZONING ORDINANCE  
HARRISON COUNTY, IOWA  
2004

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Micah E. Cutler, GIS Administrator

Rev. 3/25/04

Prepared by  
VEENSTRA & KIMM, INC.  
West Des Moines, Iowa

**ARTICLE XI  
LH LOESS HILLS (OVERLAY) DISTRICT**

- |      |   |       |  |
|------|---|-------|--|
| 11.1 | Statement of Intent                                   | 11.7  | Prairie  |
| 11.2 | Special Requirements                                  | 11.8  | Soil Erosion and Sedimentation<br>Control              |
| 11.3 | Site Plans  | 11.9  | Communications Towers                                  |
| 11.4 | Protection of Mature Woodlands<br>and Young Woodlands | 11.10 | Billboards   |
| 11.5 | Drainageways  | 11.11 | Mines, Quarries, Gravel Pits, Soil<br>Extraction Sites |
| 11.6 | Wetlands  |       | <b>11.12 <i>Wind Generators</i></b>                    |

**11.1 STATEMENT OF INTENT.** It is the intent of the Loess Hills Overlay District to provide standards that limit development on the hillsides in order to minimize the danger to life and property which results from development undertaken without full realization of such danger, and to preserve and protect the heavily wooded areas, drainageways, and the visual and environmental qualities, and to prevent ecological degradation of such areas.

**11.2 SPECIAL REQUIREMENTS.**

- 11.21 With the exception of agricultural uses allowed in an A-1 District, resource protection and site performance standards shall apply to all development in all districts located in the designated Loess Hills Overlay District and are applied to each plat and to each site at the time a zoning compliance permit and/or subdivision plat is reviewed by Harrison County.
- 11.22 All natural resources defined herein shall be protected by the standards of this district.
- 11.23 It is not intended by this district to repeal, abrogate, or impair any existing easements, covenants, or deed restrictions. However, where this district imposes greater restrictions, the provisions of this district shall prevail.
- 11.24 In their interpretation and application, the provisions of this district shall be held to be minimum requirements and shall not be deemed a limitation of any other powers granted by state statutes. If two or more resources subject to protection are present on the same area of land, only the most restrictive provisions of this district shall apply.
- 11.25 *The provisions of Article XI shall be applicable unless exceptions are allowed when authorized with the requirements of Article XXV.***

**11.3 SITE PLANS.** Site plans shall be required for all uses except agricultural uses.

**11.4 PROTECTION OF MATURE WOODLANDS AND YOUNG WOODLANDS.**

11.41 Definitions.

- A. Mature Woodland. An area of mature deciduous and/or evergreen trees covering a lot or a portion of a lot and consisting of thirty percent (30%) or more largely deciduous canopy of trees having a ten inch (10") or greater caliper, or any grove of deciduous trees consisting of eight (8) or more trees having an eighteen inch (18") or greater caliper, except cedar trees.
- B. Young Woodland. An area of deciduous or evergreen trees covering a lot or a portion of a lot and consisting of seventy percent (70%) or more of canopy of trees having a three inch (3") caliper or greater, except cedar trees.
- C. Canopy of Trees. The maximum perimeter of vegetation of any tree or group of trees growing together as viewed from overhead.

11.42 Determination of woodland and woodland boundaries shall be based on a field survey compiled by a registered surveyor, architect, engineer, landscape architect, conservationist or forester and/or from most recent Harrison County aerial photographs or official plat books.

11.43 Protection levels. In all developments, the level of protection provided woodlands shall be in accordance with this district. Mature woodlands shall be provided with seventy-five percent (75%) protection and young woodlands with fifty percent (50%) protection, except as provided herein under mitigation. That is, on each development, the appropriate level of protection is to be provided by leaving the identified wooded areas undisturbed.

11.44 Development area shall include the sum of all areas disturbed by construction and adjoining street right-of-way area. The development area shall not exceed the minimum resource protection levels required for a lot or a portion of a lot. (See Attachment A for development area illustration.)

A. All rights-of-way shall be included as part of the development area. Woodland areas preserved within any rights-of-way shall not be counted as part of resource protection area.

B. All streets, drives, parking areas, septic tanks, tile fields, utility lines, and buildings shall define the development area. The development area's maximum size shall be determined by the following:

- (1) From the building foundation. The dimensions of the development area may extend a maximum of 20 feet (20') beyond the foundation of structures.

(2) Other boundaries. For the parking area, the septic system area, utility lines, and drives, a maximum distance to the edge of the development area shall be five feet (5') from the outermost line or edge of the septic system area, utility line trench, driveway, or parking area.

C. All grading, fill storage, and ground disturbance shall be strictly confined to the development area.

D. For each lot, a development area shall be shown on the site plan and on preliminary and final subdivision plats. The size of the area shall be limited by the minimum required level of protection for the resource for the entire parcel. A deed restriction shall appear on the plat indicating that no clearing shall be permitted beyond the development area of the lot.

11.45 Mitigation. A certain amount of additional disturbance to woodlands may be permitted, but only if the developer mitigates the disturbance according to the following requirements:

A. The level of protection given woodlands shall not be less than fifty-five percent (55%) for mature woodlands, or twenty-five percent (25%) for young woodlands.

B. The land on which the mitigation is to take place shall be deed restricted as permanent open space, with a protective easement running in favor of Harrison County.

C. Mitigation shall include the planting of new trees for which mitigation is required.

D. Mitigation shall include the replacement of woodlands that have been disturbed with new woodlands, using the following number of plants per acre or in proportion to:

(1) Four (4) canopy trees, minimum four inch (4") caliper for deciduous trees and twelve feet (12') high for evergreen trees.

(2) Eight (8) canopy trees, minimum two and a half inch (2-1/2") caliper for deciduous trees and six feet (6') high for evergreen trees.

(3) Sixty (60) canopy trees, minimum five feet (5') high.

(4) Twenty (20) understory trees, minimum five feet (5') high.

(5) Twenty-five (25) shrubs, minimum eleven inches (11") high.

- E. The species of plants used in mitigation should be similar to those to be destroyed.

## 11.5 DRAINAGEWAYS.

### 11.51 Definitions.

Drainageway. Watercourses which are defined either by the presence of intermittent or perennial streams or by topography which indicates a swale where surface stormwater runoffs join. The following areas are drainageways:

A. The land, except where areas are designated as floodplain, in the F-1 Floodplain District, on either side or and within fifty feet (50') from the edge of each embankment of any intermittent or perennial stream shown on the U.S. Geological Survey seven and one half minute (7-1/2) quadrangle sheets and/or on the Harrison County soil survey maps provided by the Soil Conservation Service.

B. The land, except where areas are designated as floodplain on either side of and within twenty-five feet of the centerline of any swale identified by topography having a minimum of five acres of upstream area tributary to it, or the width of the swale based on storm drainage computation for a 100 year storm occurrence by a registered engineer.

### 11.52 Determination. Drainageway areas shall be determined by reference to one or a combination of the following sources:

- A. USGS topographic maps or other topographic maps.
- B. Soil maps provided in the Harrison County Soil Survey.
- C. Topographic field survey or aerial topographic survey.

### 11.53 Protection level. Drainageway protection requires that seventy-five percent (75%) of the drainageway be maintained as open space. Drainageways shall be protected such that the entire length can continue to function and be used for drainage purposes. In no case shall stormwater flows be impeded.

### 11.54 Design Standards. New developments shall be designed so that there is a continuous strip of open space along the course of the drainageway. Since the purpose of this protection is to preserve the natural storm drainage system, drainage improvements and retention or detention structures shall be located in these areas. In order to permit this, the open space portions of the drainageway areas may be disturbed, but only if such construction is part of an approved stormwater system that meets the following criteria:

- A. The time of concentration of stormwater flows remains unchanged or is lengthened;
- B. Stormwater storage capacity is unchanged or increased;
- C. Vegetation is replaced in accordance with provisions of woodland mitigation and as required by Harrison County.
- D. The resultant new drainageway has less velocity than pre-existed or reduces stream bank erosion through the provision of erosion control measures.
- E. Additional water is not backed up onto adjoining properties.

11.55 The drainageways open space shall be deed restricted as drainageway easement, with a protective easement running in favor of Harrison County.

## 11.6 WETLANDS.

11.61 Definitions.

Wetland. An area of 10,000 square feet or more where standing water is retained periodically and hydric vegetation has adapted to the area. Wetlands include all areas designated as "marsh" and/or "swamp" or "wetland" on USGS maps, all areas designated as intermittent ponds, "springs", "marsh", or "swamp", "wet spot", and "depressions" on Harrison County soils maps prepared by the **Natural Resources Conservation Service**, and all areas identified by the U.S. Fish and Wildlife Service and shown on the National Wetland Inventory Map (NWI).

11.62 Determination. Wetland areas shall be determined by reference to the following sources. If the first source is considered inaccurate or inappropriate, the succeeding source may be used.

- A. U.S. Geological Survey topographic maps.
- B. Soil maps provided by the Harrison County Soil Survey.
- C. National Wetland Inventory Map (NWI).
- D. Field survey of plant material by a botanist, landscape architect, or engineer.
- E. Soil borings provided by a registered soil engineer.

11.63 Protection level. One hundred percent (100%) of all wetland areas shall

- remain undisturbed.
- 11.64 Disruption and/or modification. All development proposals which will disrupt wetlands shall, in addition to the provisions of this ordinance, provide proof of mitigation measures and approval by the U.S. Corps of Engineers and the Iowa Department of Natural Resources.
- 11.65 The wetlands open space shall be deed restricted as wetlands easement, with a protective easement running in favor of Harrison County.

## 11.7 PRAIRIE REMNANT

### 11.71 Definition

Prairie Remnant. An area containing an ecosystem mostly of grasses and flowering plants with other fauna, fungi soil and geology. A prairie remnant is a pre-settlement native plant community that has survived on a site to the present day.

- 11.72 Determination. Prairie remnant areas shall be determined by reference to the following sources. If the first source is considered inaccurate or inappropriate, the succeeding source may be used.
- A. Soil maps provided by the Harrison County Soil Survey.
  - B. Natural Resources Conservation Service (NRCS).
  - C. Golden Hills RC&D.
  - D. Field survey of plant material by a botanist, landscape architect or conservationist.
  - E. Soil borings provided by a registered soil engineer.
- 11.73 Protection level. One hundred percent (100%) of all prairie remnant areas shall remain undisturbed.
- 11.74 Disruption and/or modification. All development proposals which will disrupt prairie remnants shall in addition to the provisions of this ordinance, provide proof of prairie restoration or reconstruction under supervision of a botanist, landscape architect or conservationist. ***Disruption or modification of prairie remnant is subject to appeal to the Board of Adjustment in accordance with the requirements of Article XXV.***

**11.8 SOIL EROSION AND SEDIMENTATION CONTROL.** In order to prevent both soil erosion and sedimentation, a soil erosion and sedimentation control plan shall be required as a part of a site plan and/or subdivision plat whenever a development involves any of the conditions or activities as specified in sections 11.4, 11.5, 11.6 and 11.7, and for all other uses whenever a site development is one (1) acre or larger and subject to National Pollutant Discharge Elimination (NPDES) General Permit No. 2 issued by the Iowa Department of Natural Resources.

11.81 Definitions for the purposes of this section:

A. Soil erosion shall mean any removal and/or loss of soil by the action of water, ice, gravity, or wind. Erosion includes both the detachment and transport of soil particles.

B. Sedimentation shall mean the settling out of the soil particles which are transported by water or wind. Sedimentation occurs when the velocity of water or wind in which soil particles are suspended is slowed to a sufficient degree and for a sufficient period of time to allow the particles to settle out of suspension or when the degree of slope is lessened to achieve the same result.

C. Erodible slope shall mean all slopes with inclines in excess of four percent (4%).

D. Large exposed area shall mean an area which consists of more than five thousand (5,000) square feet of exposed soil.

11.82 Movement of land - plan required. A soil erosion and sedimentation control plan is required whenever a development involves disturbing land by movement of earth, including the mining of minerals, sand, and gravel (to the extent that such mining is subject to regulation by Harrison County). Any one of the following descriptions shall be considered movement of land:

A. Excavation, fill, or any combination thereof exceeding five hundred (500) cubic yards.

B. Filling activities exceeding three feet (3') in vertical depth at the deepest point, as measured from the natural ground surface.

C. Excavating exceeding four feet (4') in vertical depth at the deepest point, as measured from the natural ground surface.

D. Excavation, fill, or any combination thereof exceeding an area of five thousand (5,000) square feet.

- E. Any large exposed area of more than five thousand (5,000) square feet of exposed soil created by land clearing activities.
- 11.83 Streams and water bodies - plan required. Whenever any land located in a drainageway, stream, stream channel, stream bank, lake shoreline, or body of water is disturbed, a soil erosion and sedimentation control plan (Pollution **Prevention** Plan) and permits by the Iowa Department of Natural Resources and U.S. Corps of Engineers shall be required.
- 11.84 The land included within Loess Hills with slopes greater than seventeen percent (17%) shall remain undisturbed as mapped on the Harrison County soil survey maps of the **Natural Resources** Conservation Service.
- 11.85 Land with slopes greater than seventeen percent (17%) shall be deed restricted as slope protection easement, with a protective easement running in favor of Harrison County.
- 11.86 Exemptions. Specifically exempted from the requirement for a soil erosion and sedimentation control plan are farming or other agricultural uses.
- 11.87 Objectives of soil erosion and sedimentation control plan. A soil erosion and sedimentation control plan shall contain specific control measures for each condition or activity described in parts 11.82 and 11.83 of this section. Control measures shall be provided for all areas disturbed by stormwater runoff, and shall retain sedimentation within the development site as early as possible following disturbances. A soil erosion and sedimentation control plan should include the following control measures:
- A. Movement of land: control measures for excavation, fill, borrow and stockpile areas or combinations thereof; divert water runoff from erodible slopes which are exposed in the excavation, stockpiling, or filling process; provide stable channels to convey runoff water to a table outlet; excavation, fill, borrow areas, and temporary stockpiles shall be left in a stable condition to prevent detachment and transportation of soil particles. **Stabilized temporary stockpiles may remain not to exceed a period of one year.**
- B. Streams, streambeds, stream banks, bodies of water, and lake shorelines: prevent detachment and transportation of soil particles, and siltation or pollution of water.
- C. Drainageways and land adjacent to streams, wetlands, and bodies of water: prevent detachment and transportation of soil particles and provide for deposition or sedimentation control to prevent sedimentation in these areas, or pollution of adjacent or receiving waters.

D. Enclosed drainage structure: prevent sedimentation in structure, erosion at outfall of system, and deposit of sediment loads within a system or beyond it.

E. Impervious surfaces: prevent the detachment and transportation of soil (in response to an increase in the rate and/or volume or runoff at the site or its concentration caused by impervious surfaces).

F. Adjacent properties: prevent erosion and/or sedimentation on adjacent properties.

G. Meet requirements of the Iowa Department of Natural Resources, NPDES, General Permit No. 2.

## 11.9 COMMUNICATIONS TOWERS

11.91 Communications towers may be permitted in the LH Overlay District as a conditional use when authorized in accordance with the requirements of Article **XXV**, subject to the following height limitations.

1. **Commercial Districts ("B"): 180 feet.**

2. Industrial Districts ("I"): 360 feet.

3. Agricultural Districts ("A"): 500 feet.

11.92 The communication towers shall meet the **minimum** requirements of camouflaged towers as defined in Article XXI, Section 21.6, **and shall not be permitted on slopes greater than ten percent (10%).**

**11.93 Communication towers shall be prohibited along the West Face of Loess Hills as defined in this ordinance.**

## 11.10 BILLBOARDS

11.101 Billboards shall be prohibited along the Loess Hills Scenic Byway roads and excursion loops as identified in the Comprehensive Plan, except off-premise directional signs to orchards, bed and breakfast homes, tree farms, schools and similar uses, and signs used for public purposes.

## 11.11 MINES, QUARRIES, GRAVEL PITS, SOIL EXTRACTION SITES.

**11.111 Mines, quarries, sand and gravel pits, soil extraction sites and landfills may be permitted in the LH Overlay District, in accordance with the requirements of Article XXV, except along the West Face of Loess Hills.**

**11.112** *Mines, quarries, sand and gravel pits, soil extraction sites and landfills shall be prohibited along the West Face of Loess Hills as defined in this ordinance.*

**11.12 WIND GENERATORS**

**11.121** *Wind generators, windmills, wind turbines and similar wind energy systems shall be prohibited along the West Face of Loess Hills as defined in this Ordinance.*

**Appendix F.**  
**Interpretive Audio Device**



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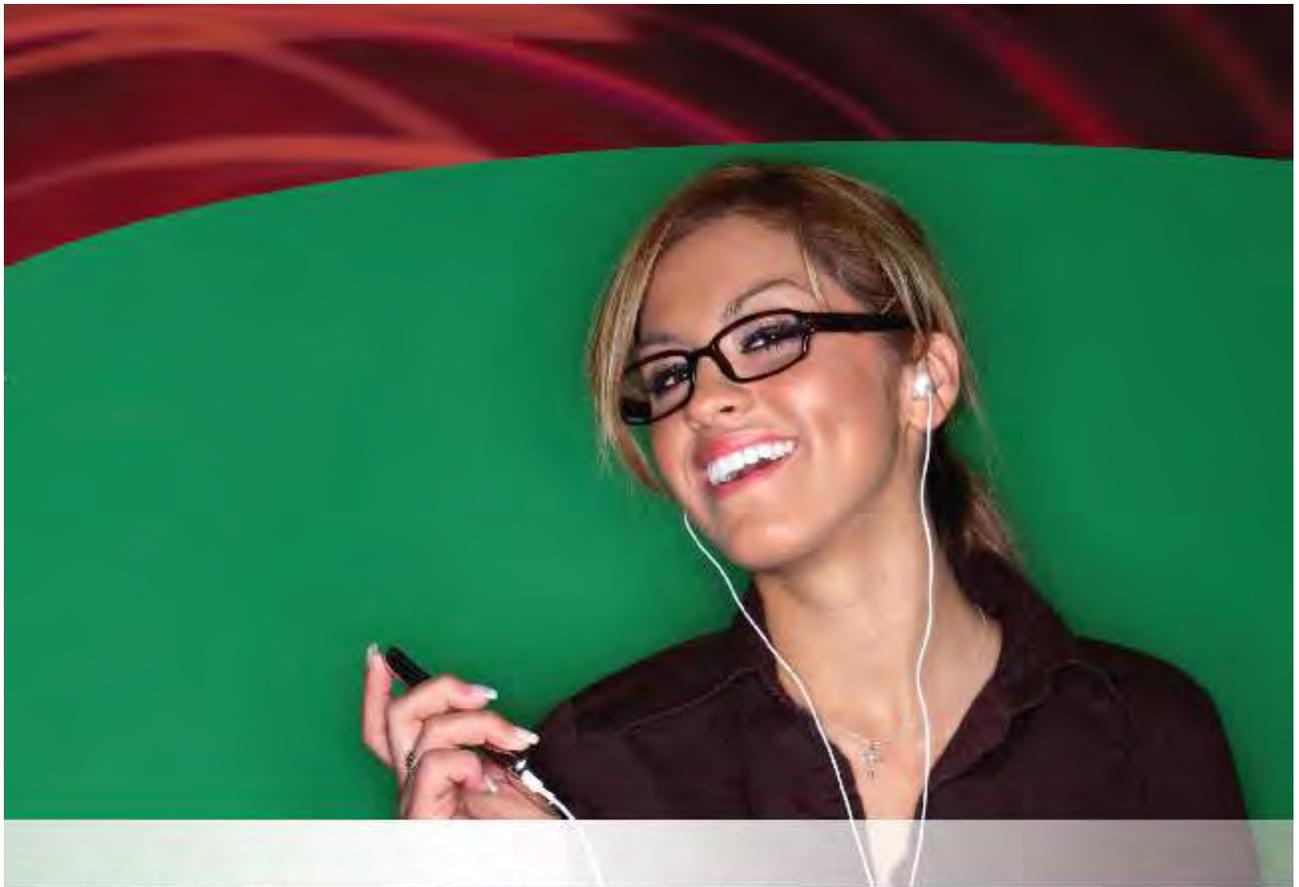
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<b>FEATURE</b>	<b>SPECIFICATION</b>
<b>AUDIO FORMAT</b>	MP3, WMA,WAV
<b>MEMORY CAPACITY</b>	512MB/1GB
<b>MEMORY TYPE</b>	EMBEDDED FLASH MEMORY
<b>BATTERY</b>	1 AAA, 5V
<b>DISPLAY</b>	LCD
<b>LANGUAGE SUPPORT</b>	ENGLISH, MAJOR EUROPEAN LANGUAGES, CHINESE, JAPANESE
<b>WORKING TEMPERATURE</b>	-10°C - 50°C
<b>DATA TRANSFER</b>	USB 2.0 PC INTERFACE, NO DRIVER NEEDED
	PC AND MAC COMPATIBLE MEMORY

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- Walking Trails • Parks • Beaches • Scenic Vistas •
- Historic Battlefields • Highways and Byways • Gardens •

## TO OPERATE

Turn the handle to power the unit, push a message button, and listen to the desired message while continuing to power the unit.

## CONFIGURATION

- 4 message buttons provide flexibility for multi-language and multi-message operation
- Special configurations available - please consult Tour-Mate with your requirements.

## CONSTRUCTION

- Rugged Design
- Weather and Vandal Resistant Enclosure
- Marine Rated Speaker
- Signage Plate for Descriptive Text, Graphics, and Message Button Descriptions
- SD Memory Card Slot for On-Site Message Updating

## DIMENSIONS

- W-30.5 cm x D-25.4 cm x H-35.6 cm
- W-12 in. x D-10 in. x H-14 in.

## WEIGHT

- Approximately 20 pounds or 9 kilograms

## MOUNTING

- 2 L- Shaped Brackets Supplied For Mounting To Pressure Treated Posts
- Pole and Custom Mounting Solutions Available Upon Request

## COLOR

- Standard color is Forest Green
- Custom Colors Available Upon Request

## MESSAGES

- Message Creation Uses Standard MP3 Formats and Flash SD Memory Cards.

## WARRANTY

- Two Year Parts and Labor Warranty Against Manufacturing Defects Arising From Normal Wear and Tear

## Items included With Each EB100 Purchased:

- 1 Graphic Cover Plate and Gasket Set, Mounting Hardware, and Wrench
- 2 L-Shaped Mounting Brackets and Hardware for mounting to 4" x 4" pressure treated post
- 1 SD Flash Memory Card
- Manual

For more information on the EB100 or for Custom Configurations contact:

Tour-Mate Systems Canada Ltd.

(800) 216-0029

Or e-mail us at [info@tourmate.com](mailto:info@tourmate.com)



**Appendix G.**  
**Public Program Sample**

## SAMPLE PUBLIC EDUCATION PROGRAM

### *Historic Preservation and the National Register: Introduction for Private Property Owners and Elected Officials*

This four-part series is designed to inform and educate property owners, government officials, and members of the general public about the historic resources in Upper Freehold Township and the Borough of Allentown and the role of the National Register and New Jersey Register of Historic Places. Using a panel format comprised of experts in the fields of history, historic preservation, and planning, each program will last approximately 1.5 hours and include both presentations and plenty of question-and-answer time to respond to specific audience concerns.

**Program One:**            *Historic Resources in Upper Freehold and Allentown*

Possible Presenters:    Gail Hunton, Principal Historic Preservation Specialist, Monmouth County Park System

Philip Hayden, Senior Historian, Richard Grubb & Associates

The program will provide an overview of the history of the region and the current nature of historic resources in the two communities. The program will draw on the Monmouth County Historic Sites Survey completed by Ms. Hunton and on the recent additional background research performed by Richard Grubb and Associates, Cultural Resource Consultants.

**Program Two:**            *The National Register and the New Jersey Register of Historic Places*

Possible Presenters:    Andrea Tingey, Historic Preservation Specialist, New Jersey Historic Preservation Office

Robert Graig, Historic Preservation Specialist, New Jersey Historic Preservation Office

Staff Member, National Park Service, Philadelphia Office

The National Register of Historic Places and the New Jersey Register of Historic Places are the two most important ways for communities and individuals to acknowledge their historic resources. Panelists will discuss the two Registers, their history, provisions, and procedures for listing individual properties and historic districts. The program will emphasize the relationship between the Registers and the rights of private property ownership.

**Program Three:**            *Tools for Historic Preservation – An Overview*

Possible Presenters:    Meghan MacWilliams-Baratta, Historic Preservation Specialist, New Jersey Historic Preservation Office

Stephanie Cherry-Farmer, Programs Director, Preservation, New Jersey

Walter Gallas, Northeast Field Office, National Trust for Historic Preservation

This program focuses on the many regulatory and non-regulatory tools available to communities to promote historic preservation and what roles the New Jersey and National Registers play in promoting and protecting historic resources. The panelists will address federal, state, county, and municipal regulatory compliance issues, Federal tax credits, and resources available through government agencies and private preservation organizations.

**Program Four:       *Preservation Case Studies***

Possible Presenters:   Andrea Tingey, Historic Preservation Specialist, New Jersey Historic Preservation Office

Staff Member, Monmouth County Planning Department

Tim Brill, Planning Manager, State Agriculture Development Committee

In the final program, panelists will discuss specific case studies involving preservation efforts in New Jersey. Each study discussed will focus on preservation issues relevant to Upper Freehold Township and Allentown, including Historic Districts, municipal planning issues, and farmland/open space preservation.

**Budget:**

Most of the proposed speakers are government employees and can probably participate in the program in their official capacity without charge. Others, including outside consultants and private not-profit organizations typically charge an honorarium of between \$100 and \$600, plus travel expenses. A fee of \$200-\$300 is about average. Additional costs come from facilities rentals, equipment, publicity, and refreshments. These costs can vary widely, depending on availability and donated services.

Andrea Tingey at the New Jersey Historic Preservation Office is especially helpful in suggesting approaches to such programs (609-984-0539).



## **Appendix H.**

### **History of Allentown**

Courtesy of the Allentown Borough Historic Preservation Review Commission, with text prepared by John Fabiano, Ann Garrison, Martha Ploshay Elizabeth Poinsett and Alice Wikoff

## **THE HISTORY OF ALLENTOWN**

The original inhabitants of the Allentown area were, of course, native American Indians. They were of the Delaware Tribe, belonged to the Lenape Family, and their symbol was the wild turkey. Indians were known by the streams along which they lived, hence, they were called the Crosswicks Indians. There were several known settlements in the area. Within the boundaries of Allentown, they lived along the waterway behind the mill and further downstream, in Upper Freehold, along the waterways-- near what is now Breza Road. Indian artifacts indicate another settlement upstream along what is now Indian Run Creek. The Quakers, who settled in the region, purchased the land from the Indians sometime in the 1600s.

Allentown developed along two Indian paths-- one that connected the settlements in East and West Jersey and, the other-- along Doctor's Creek. Main Street in Allentown developed from the Old York Road. The Old York Road was the first roadway across New Jersey connecting the sites of government in East and West Jersey between Perth Amboy and Burlington. It was authorized by Deputy Governor Gawen Laurie in 1683.

In 1690, Robert Burnet, a Scottish Quaker Proprietor of East Jersey, patented 4,000 acres north of Doctor's Creek. In 1705, Nathan Allen, a son-in-law of Burnet received one parcel of land from his father-in-law. This parcel contained 528 acres of land on the north side of Doctor's Creek and on both sides of the Old York Rd. Part of this parcel today is part of Washington Township in Mercer County. In 1706, he purchased another parcel which included 110 acres in Upper Freehold Township. Many deeds are on record to and from Nathan Allen during this time period. Around 1714, Allen built his gristmill, and fulling mill on Doctor's Creek near the site of the present mill and made a final move to Allentown. By 1800, John Imlay built a sawmill on Indian Run Creek at the northerly end of the village, later run by his brothers, Joseph and William. In total, there were three early mills in the Historic District proper, with two more located in the agricultural setting of the village, along the creeks.

Many of the early settlers who followed Allen were Quakers, but by 1720-30, two other faiths were represented and churches were established: the Presbyterian Church in 1720 (a short distance from Allen's original gristmill) and the Episcopal Church in 1730 (on Lakeview Drive, near the present site of the Old Burial Ground where 112 people are buried). Many gravestones in both of these cemeteries date to the American Revolutionary Era. Both churches are now gone, although the Presbyterian Church was rebuilt on its present site in 1837, where it proudly stands today, overlooking the Allentown Mill Pond. These ancient graveyards are a treasure trove of historical information regarding American history.

In 1756, the Indians claimed that the early settlers were improperly using some of their land and were shooting their wild turkey. A meeting was held between the Commissioners and the Indians, at Crosswicks to settle the dispute. In resolution, the state bought 3,000 acres in Burlington County for the Indians. Although some remained, others sold their land and

relocated to Burlington County. By 1802, very few native American Indians were left in the area.

The earliest known maps depicting the name of 'Allen's Town', are the Moses Moon Map, dated 1776 and the I. Hill Map of Sir Henry Clinton, dated 1781. By 1795, the village appears as Allentown on the Samuel Lewis Road Map of New Jersey. Land transaction papers and documents mention 'Allen's Town' even as late as the early 1920s.

The town continued its development around the waterway, mill, and along the transportation routes. The years from 1730 to the approach of the Revolutionary War saw a slow and steady growth to 'Allen's Town'. Although the York Road was little more than a horse path several rods wide at the time, Allen's Town soon became a crossroads town that served as a market village for the surrounding agricultural area, as well as for a traveler's rest stop. By the mid-eighteenth century, well-traveled roads facilitated a stagecoach route between Philadelphia and New York. This trip took two or three days and taverns (or "ordinaries" as they were called) were established to serve travelers and farmers who frequented the mills and small shops. There were four known ordinaries including the Lower Tavern, a mid-eighteenth century building, the Cunningham Hotel, circa 1776, the Upper Tavern, circa 1776, along with Holloway's' Tavern, site of the present Presbyterian manse which incorporated part of the foundation of this tavern into the basement of this present Second Empire building.

A network of close, prominent, patriotic businessmen controlled the transportation route along the road linking the capitals of West Jersey at Burlington with East Jersey at Perth Amboy, and further on to link New York and Philadelphia. The families Borden and Rogers (who founded the stage line), and Height, Kirkbride, and Brown, among others, often intermarried, creating a tight kinship network that was to play a major role in support of the Whig cause for the Revolution in New Jersey. This colonial road became the major supply route, a prominent link for militia activity, and Quartermasters from Burlington, Monmouth and Middlesex Counties were stationed along the route.

With the approach of the Revolution, residents split along political lines. While much of Monmouth County was a hotbed of Toryism, the populace of Allen's Town was mostly sympathetic to the Revolution. David Brearley Jr. was probably born to be a revolutionary. He was the son of David Brearley Sr. of Lawrenceville, New Jersey. David Brearley Sr. had twice been jailed for leading New Jersey's anti-proprietary land riots in the 1740s. David Brearley Jr. set up his law practice in Allentown near the Cunningham Hotel, a tavern at the center of town. He was to serve as a Colonel in the Monmouth Militia, and variously as Lt. Col. in the New Jersey State Troops, New Jersey Continental Line and even commanded Heard's Brigade during the war - all while maintaining an active community life in Allentown.

During the American Revolution, New Jersey was the scene of more battles and skirmishes than any other state. It was the narrow waist of New Jersey that the British hoped to hold and thus divide New York and New England from the Southern Colonies. Three major battles - Trenton, Princeton and Monmouth, were fought within fifteen miles of Allen's Town. The Old York Road, connecting New York and Philadelphia, was used as a flanking route in both the Second Battle of Trenton and the Battle of Princeton. Due to its position at the head of the road leading from the New Jersey Pinelands, during the year-long Battle for the Delaware River, Allentown again emerged as a strategic location. The village changed hands at least three times during the war, but fortunately was spared significant destruction.

During the 1776 Tory insurrection in Monmouth County, the Continental Congress dispatched the 7th Pennsylvania rifle battalion to assist the Monmouth and Burlington County militias in quelling the rebellion. They reached Allentown on July 7th, 1776 and encamped.

Following the Battle of Trenton on December 28th, 1776, Colonel Von Donop's forces encamped at Allentown prior to the 2nd Battle of Trenton and the Battle of Princeton on January 2, 1777.

On December 26th, 1776, in pursuit of Von Donop, General John Cadwalder of the Continental forces with 500 men marched through Crosswicks and Allentown toward Cranbury, and then pulled back to Allentown. Cadwalder, whose force grew to 2,100 men and 5 cannon, moved out to Crosswicks and on January 2nd, 1777, at midnight, General Putnam was ordered to Crosswicks with his advance party at Allentown.

Captain Thomas Rodney of Delaware, Pennsylvania, his field officers, and others camped in Allentown from December 29th until January 2nd. On December the 30th, Rodney writes in a letter to his brother Caesar referring to the suffering wrought by the Hessians, "Jersey will be the most Whiggest Colony on the Continent: the very Quakers declare for taking up arms. You cannot imagine the distress of this country. They have stripped every body almost, without distinction-- even of all their clothes, and have beat and abused men, women, and children in the most cruel manner ever heard of...". On January 2nd, 1777, Captain Rodney and his men were ordered to Trenton to fight the 2nd Battle of Trenton.

In June of 1778, Sir Henry Clinton led the British army's evacuation from Philadelphia through New Jersey with Lord Cornwallis and the First Division encamped in Allentown on June 24th. The following day, the order of the march was rearranged, which provided Washington with sufficient intelligence to determine their Sandy Hook destination.

British Major John Andre, Benedict Arnold's accomplice-- who was later hanged as a spy, -- spent the night in Allen's Town to reconnoiter prior to Clinton's arrival, at the home of Dr. James Newell, which was located at the present site of the Allentown Library. On these two days, several skirmishes took place in Allentown and around its environs. These skirmishes cumulatively are labeled a battle. During the fighting, a cannon was fired by the British at the militia on Main Street in Allentown. The cannonball landed at the center of town in the Old Market House. By tradition, several other cannonballs were found in Allentown and its environs. On June 25th, 1778, General Von Stuben and four other men rode toward Allentown from Hightstown to reconnoiter the enemy for General Washington. Several stragglers stayed behind in Allentown, to defect and join the Continental forces. By tradition, British soldiers were buried in the cemetery of the Presbyterian Church.

The Battle of Monmouth Courthouse followed on June 28th, 1778, where an advance detachment under Charles Lee intercepted the British march.

During the Revolution, town legend tells of Allen's Town citizens occupying a local fort. The fort was presumably to protect the community from the Pine Robbers (who were often Tory sympathizers), as well as the British Army-- (In 1777, the Pine Robbers tortured Isaac Rogers, a member of the Committee of Allen's Town, and later robbed William Imlay, and

plotted to kidnap Col. David Brearley). The I. Hills map by Henry Clinton's aide-de-camp, shows the location of the Allentown fort.

Working closely with the local and Continental Quartermasters, almost every business in Allentown contributed to the war effort, providing goods and services for the sustenance and maintenance of the Continental Army and the militias. For example, businesses supplied pork, Indian meal, flour, and even the barrels that stored these items.

During the years, 1777-1783 inclusive, the Admiralty Court sat at Allentown to adjudicate the claims of parties (privateers, Militia, etc.) for the share of prizes from the sale of vessels and/or cargoes that were captured or removed from the British. More privateering cases were heard in Allentown than in any other place in New Jersey. In addition, more surplus Admiralty sales were conducted in Allentown than in any other place in New Jersey.

The court met primarily at the tavern run by Gilbert Barton, brother-in-law of Charles Petit, the Asst. Quartermaster General of the Continental Army. His tavern, called Randles Tavern, or the Lower Tavern, was located approximately a block south of the Cunningham Hotel. Gilbert Barton's son, William, was Lt. Quartermaster of the 1st Regiment, Continental Troops, New Jersey Line. On occasion, the homes of Adonijah Francis and Benjamin Lawrence also served as court sites. Adjudicating the proceedings were Judge Joseph Lawrence, Judge William Livingston, and Judge Bowes Reed. In 1780, John Burrows Jr. was named Marshall of the Admiralty Court at Allentown.

It is interesting to note that Judge William Livingston served as Brig. Gen. of the New Jersey Militia. Later, he was elected Governor of New Jersey. In addition to its dual role as a militia center, (with many members holding responsible positions in the Continental Line), and Admiralty Court center, (serving the Whig majority and the Continental Army), the Allentown area became the primary Quartermaster Depot of Monmouth County. Col. David Rhea, was the Quartermaster for Monmouth County. The depot most probably was located just southwest of Allentown proper. Elisha Lawrence, a future acting Governor, was deputy Quartermaster at Allentown. By order of George Washington, a grain and hay magazine was established at or near Allentown in order to supply the troops-- Delaware's Colonel Francis Wade was posted near Allentown as Deputy Quartermaster of the Continental Army.

Also associated with both the Court of Admiralty and the Quartermaster Depot was one of Allentown's most distinguished citizens. In 1779, Arthur Donaldson, a master machinist, purchased the Allentown mill from Col. Joseph Height and moved to Allentown. He had previously designed and launched the Cheveaux de Frise in the Delaware and Hudson Rivers. The Cheveaux de Frise were a system of underwater obstructions armed with hefty iron-clad spikes and chained secret passages that were launched just below the surface of the water in the rivers, designed to damage wooden ships that passed over them. While continuing work on the Cheveaux de Frise, Donaldson also served as a juror for the Allentown Court of Admiralty and worked with the Monmouth Quartermaster in on occasion.

In January of 1781, eighty officers of the Pennsylvania Line mutinied in Princeton and marched to Allentown for the night. Although the Jersey militia were being gathered between Allentown and New York, and between Allentown and the Delaware River, the mutiny ended peacefully following negotiations between Pennsylvania Executive Joseph Reed, General Anthony Wade and representatives of the Line's rank and file.

David Brearley Jr. became the 2nd Chief Justice of the Supreme Court of New Jersey, and was a member of the Federal Constitutional Convention. He was also a United States District Court Judge in New Jersey. In August 1787, the Brearley Commission of the Constitutional Convention created a powerful United States President, established the office of the Vice-Presidency, and invented an early version of today's Electoral College. In his role as a judge, he was the first to declare a law unconstitutional which established the principal of judicial review, long before the Marbury vs Madison decision.

After the Revolution, the community continued its slow growth pattern, as is typical of communities of its type.

In 1787, John Imlay, Esq., a wealthy shipping merchant engaged in trade with the West Indies with offices in Philadelphia, retired to the placid countryside of Allentown and built his permanent home. This stately, 15 room Country Georgian mansion contains 11 fireplaces. French Louis XVI hand-blocked wallpaper covering the parlor walls was sold and installed at the Metropolitan Museum of Art in New York. One complete room (including wallpaper) was installed at Winterthur Museum in Wilmington, Delaware. This magnificent structure (meticulously described in the Monograph Series Number 3, Volumes XV) still exhibits a high state of preservation, and stands proudly in the center of the village. The Monograph documentation states that "this home has scarcely a rival and would rank high among old houses outside New Jersey". The Imlay House is also mentioned in "Colonial Architecture for Those About to Build" by Wise and Beidleman.

Allentown was a major depot on the Underground Railroad. Coming from Philadelphia and elsewhere, fugitive slaves were at Crosswicks staying at the Middleton Farm. Enoch Middleton, a devout Quaker, drove them to Allentown under cover of night where they were protected by George Middleton, a US Congressman and a member of the Middleton family who was a resident of Allentown. In 1839, George Middleton reestablished the tannery on the east side of Main Street to assist the Underground Railroad.

Sixty-three men from Allentown served in the Civil War, in different Regiments. Most Allentown men served in the 11th and 14th Infantry. The Colored Men of the 22nd Regiment saw the hardest service during the war. At the siege of Petersburg, all the Saunders boys were killed and Sgt. James Woby was wounded. Sgt. George Ashby, was the last surviving veteran of the Civil War in New Jersey, and died at age 102 years of age.

One of the oldest continuous businesses in Allentown was the Abel Cafferty's Gristmill built in 1855 to replace the original built in 1706. A gristmill had been in continuous operation on this site from 1713 to 1963, a span of 250 years.

By 1840, Allentown contained a grain and saw mill, six stores, a Methodist Church, an African Methodist Episcopal Church, a Presbyterian Church, 100 dwellings and 600 inhabitants. By 1870, the population was 802, and, in 1880, the population was 1002. Allentown was incorporated in 1889. It currently has a population of slightly over 2000 citizens, with approximately 600 homes. The growth rate of development in Allentown over 283 years is approximately 2.12 homes per year. From 1870 through 1989, the rate of development was 3.36 homes per year.

Allentown boasts more than its share of successful people. Dr. William Augustus Newell was one of the most accomplished citizens. A creative physician, he was one of the first to successfully complete a skin graft, later entering the political arena to become Governor of New Jersey. He was also appointed governor of the Territory of Washington. He served three terms in Congress, sitting alongside John Quincy Adams and his roommate Abraham Lincoln. When Lincoln became President of the United States, he was appointed Head of the Bureau of Indian Affairs. In 1864, Newell was Lincoln's attending physician in the White House. He is best known for his establishment of the Life Saving Service--a precursor to the United States Coast Guard.

By tradition, some Allentown area women played a significant role during the American Revolution including a young Irish immigrant named Jane English Jackson. The Jackson family came from the North of Ireland and had a prosperous farm on the road to Waln's Mill. The Jackson family attended the Presbyterian Church in Allentown where certain members of the family are buried. Jinnie, as she was known, was married and living in Trenton when Washington struck on Christmas night. As the British gathered reinforcements and prepared to attack Washington's camp a week later on the Assunpink Creek, Jinnie, dressed as a soldier, led the American troops through the woods by cover of darkness to the Battle of Princeton. That battle was fought with greater courage and skill for the Americans due to Jinnie Jackson.

Speaking of exceptional women, Maria Freylinghuysen Cornell must be mentioned. Her family was both industrious and successful, qualities which Maria inherited in full. Her great-grandfather founded most of the Dutch Reformed Churches in central New Jersey, and her grandfather was pastor and founder of a seminary. Her father was a General in Washington's Army, and a younger brother, (whom Maria raised from the age of six when her mother died), became a U.S. Senator and a Vice Presidential candidate in 1844. In 1798, Maria married John Cornell, a Presbyterian minister and in 1802 moved to Allentown. In 1805, with a few friends, she founded the Allentown Sober Society. In a day and place when total abstinence was unheard of, this was the first regularly organized Temperance Society in the United States. Soon after the Sunday School Movement began in England, Maria, in 1809, organized a formal Sunday School in the Presbyterian Church which has never closed its doors. The Cornell House on High St. is named in honor of Maria Freylinghuysen Cornell.

Allentown was the home of many agricultural and industrial innovators, such as Joshua Robbins, who built a mechanical potato planter, John Trach, who patented a link fence, DeForest Ely (a man blinded in a hunting accident) who invented a level to be used by the blind, William Levenworth, who developed a router for mass production for wood type, and Hillis Jones, who patented improvements to the cider press and invented a timer to make a workable gasoline tractor. In addition, six United States Congressmen have once resided in Allentown.

In the year 2001, Allentown was featured in Preservation New Jersey's list of *Threatened and Endangered National Historic Sites in the State of New Jersey*, as the featured example of a "vanishing, rural village", during a time of intense development pressure combined with traffic volume problems.

In 2001, following the terrorist attacks on the World Trade Center, a former Borough Councilman was involved in securing the region. Jerry Rovner, a Navy Deep Sea Diver, and Captain of the Naval Militia, State Guard of New Jersey, and others, helped locate medical

teams to Ground Zero, provided waterborne security underneath the Washington Bridge and also provided waterborne security for nuclear power plants in the area. During the following year, Jerry Rovner, with others, provided security for the Allentown Borough.

Along with the terrorist attacks, a biological anthrax attack was made through the Hamilton Post Office in New Jersey. Since the Allentown Post Office is a feeder Post Office from that Post Office, the Allentown Post Office was contaminated. A serious cleaning of both Post Offices was done and residents received irradiated mail until the problem was corrected.

In conclusion, the combination of architecture, history, natural resources, its people, cultural village qualities and scenic landscapes make this Historic District a very special, unique and extraordinary place in the State of New Jersey.

Text prepared by John Fabiano, Ann Garrison, Martha Ploshay Elizabeth Poinsett and Alice Wikoff

**PLEASE FEEL FREE TO DUPLICATE AS MANY COPIES AS YOU WISH!!**

The Allentown Borough Historic Preservation Review Commission  
October 26, 2005  
Elizabeth Poinsett, Chairman

**Appendix I.**  
**Resolutions**

**MONMOUTH COUNTY, NEW JERSEY**

**RESOLUTION OF SUPPORT**

***RESOLUTION SUPPORTING THE  
UPPER FREEHOLD HISTORIC FARMLAND BYWAY  
CORRIDOR MANAGMENT PLAN***

**WHEREAS**, in November 2006, the New Jersey Department of Transportation dedicated the Upper Freehold Historic Farmland Byway through Allentown Borough and Upper Freehold Township; and

**WHEREAS**, in accordance with the New Jersey Scenic Byway Program, portions of county routes 539 and 524 in Allentown Borough and certain portions of county routes 539, 524, 526 and 27 in Upper Freehold Township are part of this designated State Scenic Byway; and

**WHEREAS**, in accordance with the New Jersey Scenic Byway Program, a Scenic Byway Corridor Management Plan (CMP) was prepared with the participation of the Upper Freehold Historic Farmland Byway Corridor Management Committee, which included representatives from both Allentown Borough and Upper Freehold Township, as well as a assistance from New Jersey Department of Transportation and a private consultant team through funding provided by the Federal Highway Administration's National Scenic Byway Program; and

**WHEREAS**, Monmouth County has participated in the development of the Corridor Management Plan by providing technical assistance to the Corridor Management Committee; and

**WHEREAS**, successful implementation of the Plan depends upon the co-operation, collaboration and support of the municipalities and county; and

**WHEREAS**, the Corridor Management Plan offers those with stewardship of the byway a pallet of potential strategies to help preserve, protect, and promote intrinsic qualities of the byway through actions that are not regulatory, required or otherwise mandated; and

**WHEREAS**, by having a Corridor Management Plan in place will in no way interfere with the County's ability make necessary roadway improvements for the purpose of enhancing public safety; and

**WHEREAS**, Monmouth County's professional staff thoroughly reviewed the draft Corridor Management Plan and have compiled a list of comments and recommended changes that are affixed to and are part of this resolution.

***NOW, THEREFORE, BE IT RESOLVED THAT*** the Monmouth County Planning Board expresses its conditional support for the concept of the Upper Freehold Historic Farmland Byway Corridor Management Plan upon the incorporation of changes to the CMP as provided by the County's professional staff as affixed hereto; and

***BE IT FURTHER RESOLVED*** that it is the intention of Monmouth County Planning Board to continue to provide its assistance as well as engage other county agencies whenever possible to collaborate and assist in the byway's implementation process as described in the plan.

***BE IT FURTHER RESOLVED*** that the Secretary of the Board forward a certified true copy of this resolution to The Monmouth County Board of Chosen Freeholders; Monmouth County Park System; New Jersey Scenic Byway Coordinator; Upper Freehold Historic Farmland Byway Corridor Management Committee Chairman; Allentown Borough; and Upper Freehold Township.

**ATTEST** \_\_\_\_\_

**ATTEST** \_\_\_\_\_

**DATE** \_\_\_\_\_