

# **SOMERSET COUNTY**

# **Land Development**

# **Review Resolution**



The Somerset County  
Board of Chosen Freeholders

2011

# 2011

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Kenneth B. Wedeen, AICP/PP, Principal Transportation Planner  
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Tara Kenyon, Senior Planner  
Nora Fekete, Planner  
Titiana Kika, Principal Draftsperson  
Andrew Phillips, Draftsperson  
Diana Vigilante, Manager, Solid Waste  
Melissa D. Harvey, Recycling Coordinator  
Patricia McGarry, Manager, Cultural & Heritage Commission  
Sallie Tullis de Barcza, Programs Coordinator, Cultural and Heritage Commission  
Lillian M. Zuza, Office Manager  
M. Patrice Thomas, Administrative Assistant  
Catherine Bunting, Administrative Assistant  
Cynthia Mellusi, Administrative Assistant

## **Contributing Engineering Division Professionals**

Christopher A. Melick, Engineer, Land Development  
Kelly L. Mager, Engineer, Land Development  
Michele A. Casey, Engineer Hydraulics  
Joseph A. Fishinger, Jr., Engineer, Traffic  
Eric A. Lips, Engineer Traffic  
Lili H. Tsu, Engineer, Bridge  
Brian E. Mundhenk, Engineer, Bridge

**SOMERSET COUNTY PLANNING BOARD**  
**20 GROVE STREET P.O. BOX 3000**  
**SOMERVILLE, NJ 08876**  
**(908) 231-7021 FAX 707-1749**

RESOLUTION ADOPTING THE SOMERSET COUNTY LAND DEVELOPMENT REVIEW  
RESOLUTION UPDATE, PUBLIC WORKS HANDBOOK  
AND LAND DEVELOPMENT REVIEW FEE SCHEDULE

WHEREAS, the Somerset County Planning Board is empowered to review all subdivisions and site plans consistent with the County Planning Act; and

WHEREAS, the Somerset County Board of Chosen Freeholders has previously adopted the Somerset County Land Development Review Resolution in accordance with the New Jersey County and Regional Planning Act R.S. 40:26-1 to 40:26-6.13 inclusive, Chapter 285, Laws of 1968 to establish appropriate standards for the review and approval of land development within Somerset County; and

WHEREAS, the County Planning Board and the Office of the County Engineer have determined that the Somerset County Land Development Review Resolution needs to be updated in order to meet changing laws policies and development trends so as to enable the Somerset County Planning Board to efficiently and effectively handle the review and approval of development applications within the County that affects County roads, bridges and drainage facilities so as to protect the health safety and welfare of Somerset County residents; and

WHEREAS, the Somerset County Planning Division and Engineering Division have developed the revised Somerset County Land Development Review Resolution, Public Works Handbook and Land Development Review Fee Schedule which incorporates new standards in order to meet changing laws policies and development trends; and

WHEREAS, the Somerset County Board of Chosen Freeholders adopted the current Somerset County Land Development Review Resolution and Fee Schedule in 2006; and

WHEREAS, the Highlands Water and Protection and Planning Act (Highlands Act), N.J.S.A. 13:20-1 *et seq.*, finds and declares that the protection of New Jersey's Highlands is an issue of state level importance because of the vital link to the future of the State's drinking water supplies and other significant natural resources; and

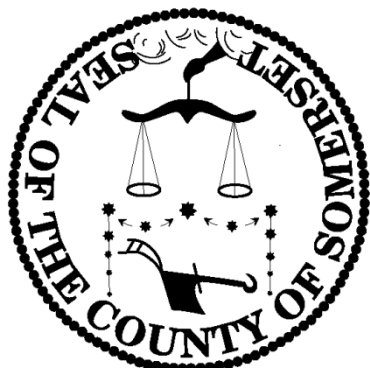
WHEREAS, portions of the County of Somerset are located in the Preservation Area of the Highlands as defined by the Highlands Act; and

WHEREAS, the Somerset County Planning Board and the Board of Chosen Freeholders also affirmatively seek to align its Land Development Review regulations and standards with the policies, goals and provision of the Highlands Regional Master Plan as applicable to the Preservation Area, in full conformance with the requirements of the Highlands Act; and

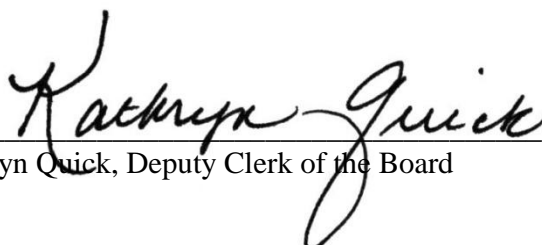
WHEREAS, the Somerset County Planning Board has transmitted copies of aforementioned Land Development Review Resolution, Public Works Handbook and Land Development Review Fee Schedule to all Municipal Clerks and Secretaries of Planning/Land Use Boards in the County and Somerset County Board of Chosen Freeholders has duly advertised and held a Public Hearing on April 12, 2011.

NOW, THEREFORE BE IT RESOLVED THAT the Somerset County Board of Chosen Freeholders Board approves the Land Development Review Resolution update, Public Works Handbook and Land Development Review Fee schedule; and

BE IT FURTHER RESOLVED THAT copies of this resolution be forwarded to the Somerset County Planning Board.



I, Kathryn Quick, Deputy Clerk of the Board of Chosen Freeholders of the County of Somerset in the State of New Jersey, do hereby certify that the foregoing is a true copy of a Resolution adopted by said Board of Chosen Freeholders at its regularly convened meeting of April 12, 2011.

  
\_\_\_\_\_  
Kathryn Quick, Deputy Clerk of the Board

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**CHAPTER 1**  
**TITLE, APPLICABILITY, PURPOSE AND POLICY OBJECTIVES**

**I. TITLE**

This Resolution shall be known as the *Somerset County Land Development Review Resolution*.

**II. APPLICABILITY**

The regulations and standards established herein shall apply to all development of lands that directly or indirectly impact the County road system or County stormwater facilities system under County jurisdiction, or that otherwise fall within County jurisdiction, except as specifically provided in this *Resolution*.

This *Resolution* is to be used in conjunction with the *Somerset County Public Works Handbook* and the *Development Agreement Policy Resolution*, the requirements of which are all incorporated herein by reference.

**III. PURPOSE AND POLICY OBJECTIVES**

- A. To provide rules, regulations and standards to guide land development that affects or involves County facilities pursuant to the County Planning Act NJSA 40:27-1 et seq. as supplemented by laws heretofore promulgated.
- B. To provide regulations that ensure that land development within the County proceeds in accordance with the goals and objectives of the Somerset County Master Plan and other adopted County plans, regulations and/or standards.
- C. To establish standards and procedures for assessing developers for a proportionate share of improvements to County road systems and drainage facilities that are the direct result of or bear a rational nexus to the development.

**IV. APPROVING AGENCY STATUTORY AUTHORITY**

The regulations and standards established herein are administered by the County Planning Board established pursuant to R.S. 40:27-1 et seq. or any department, division, board or agency established by the Somerset County Board of Chosen Freeholders to exercise such duties.

**V. LANGUAGE**

- A. The words “shall” and “must” indicate a mandatory situation.

- B. The words “should” and “may” indicate a discretionary situation.
- C. Words used in the singular shall include the plural and the plural shall include the singular; words used in the present tense shall include the future tense.
- D. All references to “County” herein refer to the County of Somerset; all references to “Board” refer to the Somerset County Planning Board; and all references to “*Resolution*” refer to this document—the *Somerset County Land Development Review Resolution*.

**VI. REPEAL OF CONFLICTING RESOLUTIONS**

All resolutions or parts of resolutions that are inconsistent with the provisions of this *Resolution* are hereby repealed to the extent of such inconsistency and shall therefore be deemed to be of no force and effect.

**VII. EFFECTIVE DATE**

This *Resolution* shall take effect as provided by law.

**VIII. SEVERABILITY**

If any subchapter, section, subsection, provision, clause, or portion of this *Resolution*, or the application thereof to any person, is adjudged unconstitutional or invalid by a court of competent jurisdiction, such judgment shall be confined in its operation to the subchapter, section, subsection, provision, clause, portion or application directly involved in the controversy in which such judgment shall have been rendered, and it shall not affect or impair the remainder of the *Resolution* or the application thereof to other persons.



## **CHAPTER 2 DEFINITIONS**

### **Abut**

To touch at one end or side of something; to lie adjacent.

### **Acceleration lane**

An auxiliary lane, including tapered areas, used primarily at intersections for the accelerating vehicles leaving a minor street or driveway and entering the through traffic lanes of the major road.

### **Agricultural Impact Statement**

A report to be submitted to the County Planning Board as part of either a major nonagricultural site plan or major subdivision application that meets criteria established in Chapter 8, Part IV of this *Resolution*.

### **Applicant**

An individual, corporate or other entity applying to the County for approval of a land development proposal or other matter covered by this *Resolution* or other applicable law.

### **Appurtenance**

Something added to another, more important thing; appendage.

### **As-built plans**

Plans that reflect the exact horizontal and vertical location of improvements after construction.

### **Bridge**

Any structure carrying vehicular traffic that typically crosses over a waterway and has a clear span of five feet or more, face-to-face of the supports. The term “culvert” is usually used for bridges whose clear span is under 20 feet. (See also the *Public Works Handbook* for a definition of a bridge.)

### **Completeness**

A determination made by the County Planning Board, its authorized agency or designee, which certifies that material submitted as an application for development to the County

satisfies all criteria established by said Board to commence review of said ~~subdivision~~ land development application.

**Concept plan**

A map of a subdivision or site plan of sufficient accuracy to be used for the purpose of discussion prior to submission of a formal application and in accordance with the concept plan requirements in this *Resolution*.

**Conceptual design**

Preliminary design used for estimating quantities, costs and other related information for a land development proposal; usually does not include detailed construction design.

**Construction plan**

Documentation that depicts all necessary improvements associated with a development in a way that is appropriate for construction of said improvements.

**Contribution (cash)**

A nonrefundable cash payment made to the County by the applicant of a land development proposal as a condition of County Planning Board approval and which is in lieu of installing required improvements or in accordance with a corridor improvement plan or other improvement plan for infrastructure in a defined geographical area.

**County facility**

Any roadway, bridge, stormwater facility, traffic signal, or similar facility and/or infrastructure whose maintenance responsibility falls within the County's jurisdiction.

**County jurisdiction**

Area in which any disturbance, construction or development may directly or indirectly affect a County facility and or infrastructure.

**County Master Plan**

A composite of written elements and supporting documentation to guide the development and redevelopment of the County as set forth in and adopted by the County Planning Board from time to time as may be required or needed at the discretion of the Board.

**Culvert**

A drain, ditch or conduit not incorporated in a closed system that carries drainage water under a driveway, roadway, railroad, pedestrian walk or public way. See also definition of “Bridge.”

**Deceleration lane**

An auxiliary lane, including tapered areas, used primarily, but not exclusively, at an intersection for decelerating vehicles leaving a major road and entering the intersecting minor street or driveway.

**Dedication**

Appropriation or setting apart of land from one’s private property for some public use.

**Detention basin**

A stormwater management facility that temporarily impounds runoff and discharges it through a hydraulic outlet structure to a downstream conveyance system. Since a detention facility impounds runoff only temporarily, it is intended to be dry during periods of no rain or light rain.

**Development application**

Material submitted to the County Planning Board that, by its submission, requests said Board to act within its legal jurisdiction to approve specified activity to take place upon a particular parcel of land.

**Direct access**

An impact which directly affects a County facility.

**Easement**

A nonpossessing interest held by one person or entity in the land of another person or entity whereby the first person or entity is accorded partial use of such land for a specific purpose. An easement restricts but does not abridge the rights of the fee owner to the use and enjoyment of his land.

**Final approval**

The official action of the Somerset County Planning Board taken on a land development application after all conditions, engineering plans and other requirements have been completed or fulfilled and the required improvements have been installed or guaranteed,

including the payment of all required fees and monetary contributions and the appropriate filing and acceptance of any required performance guarantees.

**Formal review**

Consideration by the County Planning Board of an application for development which commences upon a determination of completeness and continues until such time as a final action is taken by said Board or the project is withdrawn by the applicant.

**Historic impact review**

A report submitted to the County Planning Board, by the applicant at his sole cost and expense as part of either a site plan or subdivision application, which meets the review requirements in Chapter 8, Part II of this *Resolution*.

**Impervious coverage**

Any material which reduces and prevents absorption of stormwater into previously undeveloped land.

**Improvements**

Facilities such as roadways, drainage systems, and traffic control systems constructed as part of the land development projects.

**Interim improvements**

The minimum level of improvements necessary to provide a reasonable degree of safety as determined by the County Engineer, for a limited period of time, until such time as it is appropriate to install permanent improvements.

**Land development**

Land development includes any of the following: the division of a parcel of land into two or more parcels; the construction, reconstruction, conversion, structural alteration, relocation or enlargement of any building or other structure; or of any mining, excavation or landfill; and any use or change in the use of any building or other structure, including land or the extension of use of the land.

**Land Development Committee**

A Committee established by the County Planning Board which reviews all land development applications and considers and determines any and all related issues and makes recommendations to the full Board concerning same.

**Lot line adjustment**

A change or changes of existing lot lines in which no new lots are created.

**Major arterials**

A road that serves the primary function of facilitating inter-county or regional through movements, accommodating relatively high traffic volumes with maximum travel mobility and minimum interference, comparable to the function served by Federal and State highways. County roads that serve this function are multi-lane, with or without a median, and are capable of providing direct access to adjacent land uses, although such access will be incidental to the primary purpose of providing through movement.

**Major collectors**

A road that serves to collect traffic from the local street system and channel it to the arterial road system. Conversely, collectors also serve to distribute traffic from arterials to local streets. Major collectors typically have two travel lanes.

**Major development**

Any development project with an acre or more of land disturbance or an increase of impervious area of a ¼ acre or more.

**Major subdivision**

Any subdivision not classified as a minor subdivision.

**May**

Indicates a discretionary situation.

**Minor arterials**

A road that serves to interconnect and augment the major arterial road system and distribute traffic to the collector road system. Minor arterials have the primary function of facilitating intra-county through movements, although at lower levels of travel mobility than major arterials, linking identified centers with one another as well as major commercial and employment concentrations. County roads that serve this function typically vary in terms of the number of travel lanes, with most having two lanes with some four-lane segments in the vicinity of major intersections. Minor arterials provide full access to adjacent land uses.

**Minor building addition**

An addition to an existing building of less than 1,000 square feet.

**Minor collectors**

A road that serves the same functions as major collectors, but typically has lower traffic volumes because the areas it serves are less developed. This category also includes County roads that do not serve a collector function per se, but that have the characteristics of local streets which serve primarily to provide access to adjacent land uses.

**Minor subdivision**

A subdivision of land for the creation of no more than two new lots.

**Municipal approving authority**

The local Planning Board or Zoning Board of Adjustment to whom an application for development is submitted for approval under Municipal Land Use Law NJSA 40:55D et seq.

**Must**

Indicates a mandatory situation.

**Nonprofit institution**

A not-for-profit organization as formally recognized and approved by the United States Department of Treasury, Internal Revenue Service for such status.

**Off-tract**

Not located on the property which is the subject of a development application nor on a contiguous portion of a street or right-of-way.

**On-site**

Located on and within the boundaries of the lot that is the subject of the development application.

**On-site stormwater management facility**

A stormwater management facility that controls or manages the stormwater runoff from a single development site and that is located on the tract of land being developed.

**On-tract**

Located on the property that is the subject of a development application or on a contiguous portion of a street or other right-of way.

**Peak hour**

The hour of the day in which the highest volume of traffic passes through the particular location being analyzed. Capacity and other traffic analyses focus on the peak of the traffic volume because it represents the most critical period for operation and has the highest capacity requirements. Typically, the peak hours for street traffic occur between 7 AM to 9 AM and 4 PM to 6 PM on commuter routes.

**Performance guarantee**

A type of surety posted by the developer with the County which guarantees the performance of certain conditions, including, but not limited to, the payment of any pro rata monetary contribution. Upon completion to the satisfaction of the County, the surety will be returned to the developer. Should the conditions not be satisfactorily completed within a reasonable amount of time, the County may draw upon the surety in order to perform necessary improvements or to satisfy the required pro rata monetary contribution.

**Point of curvature (PC)**

The point where a straight alignment ends and a circular alignment begins.

**Point of tangency (PT)**

The point where a circular alignment ends and a straight alignment begins.

**Preapplication review**

An informal review of a development application for the purpose of discussing its key elements and to identify County concerns early in the development process.

**Recycling plan element**

A report to be submitted to the County Planning Board as part of either a site plan or subdivision application that meets criteria established under Chapter 8, Part V of this *Resolution*.

**Regional stormwater management facility**

A stormwater management facility that controls or manages the stormwater runoff from more than one development site and, as such, may replace and/or supplement on-site stormwater facilities as may be appropriate in particular cases.

**Regional stormwater management plan**

A plan developed and/or approved by the County to manage the runoff from multiple land development sites which are located in a particular watershed or defined geographical area.

**Required improvements**

Improvements that are necessitated by a land development proposal and whose completion must be guaranteed prior to final County approval being granted.

**Right-of-way**

A strip of land acquired by reservation, dedication, forced dedication, prescription or condemnation and intended to be occupied by a road, crosswalk, oil or gas pipeline, waterline, sanitary storm sewer, electric transmission lines and other similar uses.

**Roadway**

The part of a highway, including travel lanes, paved shoulders and curbing that is designated for vehicular use.

**Scenic corridor**

A scenic road where the area of influence is generally extended beyond the properties immediately adjacent to the road and includes the entire landscape visible from the right-of-way.

**Scenic road**

A public thoroughfare that traverses areas which provide travelers a substantial opportunity to view distinctive natural and man-made environments unique to Somerset County.

**Scenic roadway**

A road where the area of influence is generally limited to the adjacent property or right-of-way and concentrates on the visual foreground adjacent to the roadway edge.



**Site plan**

A plan of existing or proposed land development on one or more lots drawn in accordance with the requirements of Chapter 3 or 4 of this *Resolution*.

**Shall**

Indicates a mandatory situation.

**Should**

Indicates a discretionary situation.

**Standard county intersection treatment**

The minimum requirements for a typical intersection that is proposed for a new road or driveway having access to a County road. These requirements can be found in the *Public Works Handbook*.

**Standard county unit prices**

Unit prices that are applied to estimates of quantities in order to determine the total estimated cost of construction for a particular improvement. The unit prices are based on bids received from recent County projects. The total estimated cost is used to determine the performance guarantee amount.

**Stormwater conveyance facility**

A facility that safely and efficiently conveys stormwater runoff from one location to another.

**Stormwater facility**

A structure and/or technique that conveys, stores and/or otherwise manages or controls stormwater runoff. A stormwater facility may be either a stormwater management facility or a stormwater conveyance facility, depending upon its purpose and function.

**Stormwater management facility**

A facility which attenuates, controls, or otherwise manages the quantity and/or the quality of stormwater runoff.

**Stormwater runoff**

That portion of rainfall that flows at or near the ground surface and that affects the hydrologic and hydraulic design of stormwater facilities.

**Subdivision**

The division of a lot, tract or parcel of land into two or more lots, tracts, parcels or other divisions of land for sale or development.

**Top of bank**

For the purpose of establishing drainage easements, the top of bank shall be considered to the outer limit of the channel.

**Traffic control signal**

A device that is manually, electrically, mechanically or otherwise controlled by which traffic is alternately directed to stop and to proceed.

**Traffic impact study**

An analysis to determine how traffic generated by either new or replacement land use(s) will be served by an existing or future road network.

**Travel demand management**

A system of actions taken to alleviate problems through the improved management of vehicle trip demand. These actions, which are primarily directed at commuter travel, are structured to either reduce the dependence on and use of single-occupant vehicles, or to alter travel time to other, less congested time periods.

**Trip**

A single or one-direction vehicle movement with either the origin or destination (exiting or entering) inside the study site.

**CHAPTER 3**  
**GENERAL DEVELOPMENT REGULATIONS**

**I. REVIEW AND APPROVAL REQUIRED**

All subdivisions and site plans of land within Somerset County shall be submitted to the Somerset County Planning Board for review and, where required, approval prior to approval by the local municipal approving authority. Subdivisions and site plans that require approval are those that affect County road systems and stormwater facilities.

With advice from the County Engineer, the Board shall determine the impact of subdivisions and site plans on County facilities.

Site plans for one single family residence do not require County Planning Board approval. However, a road opening permit is required to construct a new access point to a County road or to modify an existing driveway to a County road. Plans to construct or modify an access point to a county road must be reviewed and accepted by the county prior to the issuance of a road opening permit.

**II. PREAPPLICATION REVIEW AND MEETINGS**

To further expedite the review of applications and to promote compliance with County Land Use Regulations, the Board encourages a preapplication review of major development proposals. This provides an opportunity for the developer and County agencies to discuss key elements of the plan and to identify issues of County concern early in the planning process.

Depending upon project scale, a team will be assembled that consists of planning and engineering professionals. A meeting will be scheduled with the applicant's professionals and if deemed beneficial with municipal officials to discuss key issues relevant to the project and its geographical area. All recommendations are nonbinding upon the County.

A fee will not be charged for the first informal preapplication. The appropriate review fee, consistent with the *Somerset County Land Development Review Fee Schedule*, will be assessed for additional informal preapplication reviews.

**III. FILING REQUIREMENTS**

An application for subdivision or site plan review shall be submitted to the Board by the applicant. If required by local regulations, a designated municipal official may receive said application on behalf of the municipal approving authority. In such cases, a letter of

transmittal, signed by the municipal official designated to receive said application, shall accompany each submission to the Board.

The application shall include one copy of the subdivision/site plan, the applicable review fee in accordance with the County Land Development Review Fee Schedule, and all supporting documentation pursuant to this *Resolution*.

#### **IV. CLASSIFICATION**

The Board shall review the plan for completeness and classify it into one of the following categories so as to apply the applicable review fee and *Resolution* requirements:

1. Exempt from County Review.
2. Minor subdivision as defined in Chapter 2 of this *Resolution*.
3. Major subdivision as defined in Chapter 2 of this *Resolution*.
4. Site plan as defined in Chapter 2 of this *Resolution*.

If a tract of land is subdivided by a series of minor subdivisions, the creation of the third new lot from the entire tract shall be classified as a major subdivision and all lots created from the original tract will be subject to the requirements of a major subdivision.

#### **V. FEES AND CONTRIBUTIONS**

Fees shall be charged for the review of subdivisions and site plans that are submitted to the Board. Cash shall not be accepted; only guaranteed checks shall be accepted and shall be made payable to the "Treasurer, County of Somerset." The appropriate fee shall be submitted in accordance with the fee schedule as adopted by the County Board of Chosen Freeholders.

If a plan has received final County approval and is subsequently revised, it may require a resubmittal fee based on the new proposed development.

#### **VI. COMPLETENESS**

An application for formal review shall not be deemed complete for purposes of commencing the applicable time period for action until all information required by the Development Completeness Checklist (within the *Somerset County Planning Board Land Development Application Form*) has been provided to the Board. If the application is determined to be incomplete, a list of the required information shall be provided.

## **VII. DISTRIBUTION OF PLANS AND COUNTY REVIEW PROCESS**

Once an application has been deemed complete by the Board, a copy of the plans along with all supporting documents and reports shall be transmitted to the Office of the Somerset County Engineer for an engineering evaluation in accordance with the standards and criteria established in this *Resolution*.

Following its review, the County Engineer's Office will issue a report that details requirements and/or recommendations to be included with the Board's report. A monthly first time submission report which includes a recommended County action is then taken under consideration by the Land Development Committee. Once the Committee has agreed to the requirements, recommendations and actions, the report is placed on the Board's agenda for the full Board to approve at its regular monthly meeting. The review process will then continue at the Planning Board and Engineering Office staff level until all issues of County concern have been adequately addressed.

## **VIII. APPEARANCE BEFORE COUNTY PLANNING BOARD**

Any applicant with a development currently under review by the Board has a right to appear before the Board or its Land Development Committee, provided, however, that no appearance may be made before the Board without first appearing before the Land Development Committee. Applicants can appear in person or can be represented by an attorney or other appropriate licensed professional.

An applicant who requests to be heard by the Land Development Committee is required to submit the request by certified mail at least ten (10) days prior to the regular scheduled meeting date at which such applicant seeks to appear. It shall be the responsibility of the applicant to ascertain the time and place of the meeting.

## **IX. TIME TO ACT**

The Board shall report to the appropriate local authority within thirty (30) days of receipt of a complete site plan or subdivision application. If the Board fails to report to the municipal approving authority within the thirty (30) day period, said application shall be deemed to have been approved by the Board unless, by mutual agreement between the Board and municipal approving authority, and with approval of the applicant, the thirty (30) day period shall be extended for an additional thirty (30) day period or other agreed-upon length of time. Any such extension shall so extend the time within which a municipal approving authority shall be required by law to act thereon.

## **X. TYPES OF COUNTY ACTIONS**

Within thirty (30) days from the date the plan is deemed complete by the Board or within the legally extended time period, if applicable, the Board shall take one of the following actions based on the regulations set forth in this *Resolution*:

1. Grant final approval of the application.
2. Grant approval of the application with conditions
3. Deem the application incomplete
4. Disapprove the application.
5. No action required because application is exempt from County approval.

#### **XI. NOTIFICATION OF COUNTY ACTION**

The actions taken by the Board on all subdivisions and site plans shall be duly set forth in the official minutes of the Board, which may include such action by reference to Board Committee reports received, reviewed and/or approved by the Board. The County shall transmit written notification of the Board's action to the appropriate municipality and a copy to the applicant. If the application is disapproved, the reasons for such actions shall be set forth in writing. The County review may also include informal advisory comments related to planning and site design issues.

#### **XII. LOCAL APPROVAL PRIOR TO COUNTY ACTION OR APPROVAL**

Each land development application shall be submitted to the Board for review and, where required, approval. Simultaneously, the application shall be filed with the local municipal approving authority, which shall take one of the following actions:

1. Defer taking final action on a subdivision application until receipt of the Board's report thereon.
2. Approve the subdivision application subject to its timely receipt of a favorable report thereon from the Board.

The municipal or other local agency or individual with authority to approve a land development plan or to issue a building permit shall defer action on any application that requires County approval pursuant to this *Resolution* until the same shall have been submitted to the Board for its approval of the plan.

It is strongly recommended that applicants informally submit plans early in the design process. This allows for comments on planning and design issues prior to significant financial commitment on the part of the applicant.

If a development application is approved by the local approving authority prior to final Board approval, the powers of the Board are not diminished. The Board and the County Engineer's Office have ultimate jurisdiction over any conditions contained within the municipally approved resolution that impact County road systems and stormwater

facilities or that otherwise fall within County review jurisdiction pursuant to all current statutes, regulations or ordinances.

### **XIII. CHANGES TO PLANS AFTER APPROVAL**

All final approvals issued by the Board in conjunction with the County Engineer's Office are based upon the facts as presented in the plans and supportive documents submitted at the time of application. Any modification of the aforesaid facts may alter, modify and/or affect the basis of the approval previously granted.

Therefore, any changes made to plans, plats or documents after the date of final County approval must be submitted to the Board for affirmation of the prior approval. The failure to submit revised plans as required may result in the Board's approval being voided and may require that such application be re-approved by the Board.

It is acknowledged that, on occasion, due to unforeseen site conditions, minor deviations to the approved plans are necessary. However, all deviations as they affect improvements under County review jurisdiction must be reviewed by the licensed professional representing the applicant and having design responsibility. If it is determined that said deviations are of a nature that would warrant further County review, revised plans are to be submitted to the Board for review and approval. All other deviations to approved plans under County review shall be itemized in correspondence from the applicant's engineer to the Board.

Deviations to plans for improvements under County review that have not been approved or accepted by the County will result in being voided by County approval.

### **XIV. EFFECT OF COUNTY ACTION**

When action is taken by the Board, the general terms and conditions shall not be changed for two (2) years. However, all rights conferred by this action shall expire if, in the case of a subdivision, the plat has not been duly recorded in accordance with procedures established in NJSA 40:55 et seq. and NJSA 46:23 et seq.

The developer may thereafter apply for, and the Board may thereafter grant, an extension for final approval for one (1) year increments not to exceed three (3) extensions in total.

### **XV. SANCTIONS FOR NONCOMPLIANCE**

Failure to comply with any of the conditions of County subdivision or site plan approval may be grounds for any or all of the following actions:

1. Refusal of the County to issue a Road Opening Permit for said subdivision or site development.

2. A request to the local building inspector to revoke or to withhold the local building permit and/or certificate of occupancy.
3. Appropriate court action initiated by the Board and the County of Somerset.

## **XVI. WAIVERS AND APPEALS**

The rules, regulations and standards set forth herein are designed as minimum requirements for the safety and welfare of the people of the County. In the event that an applicant is aggrieved by an action taken by the Board in the review of a development application because the strict enforcement of said rules, regulations or standards will result in a unique hardship, said applicant, by right, may seek administrative relief.

There are three levels of administrative review available to an applicant. The administrative review process must commence with the lowest level and proceed sequentially as follows:

1. Land Development Committee of the Somerset County Planning Board;
2. Somerset County Planning Board;
3. Somerset County Board of Chosen Freeholders.

The applicant must file an appeal in writing by certified mail to the appropriate review body within ten (10) days after the date of notice of such action. Said review body, to which an appeal is taken, shall consider such an appeal at a regular or special meeting within forty-five (45) days from the date of its filing.

An affirmative decision requires a majority vote of the review body. A decision shall be rendered within thirty (30) days from the date of the hearing.

## **XVII. SUBMISSION COMPLETENESS PROCEDURE**

Each development application submitted to the Somerset County Planning Board for review and/or approval under the *Somerset County Land Development Review Resolution* shall not be deemed complete for purposes of commencing the time period for action until all information required in the Development Completeness Checklist (within the *Somerset County Planning Board Land Development Application Form*) has been provided and deemed complete by the Board. For information concerning developments in the Highlands Preservation Area see Chapter 8.

If the submission is found to be deficient, a report indicating that the submission is incomplete will be issued to the applicant and the appropriate local authority. The report will identify those items required for the submission to be determined complete. If the applicant fails to submit the missing required items within thirty (30) days of the



deficiency report date, the Board reserves the option to return all submission materials, thus voiding the application. This will not prejudice the County's right to future review of the development nor the right to require the applicant to mitigate those impacts to County facilities that will result from the development.

Upon receipt by the Board of those items identified in the deficiency report and acceptance thereof as to compliance with County standards and regulations, the submission will be deemed complete for review.

## **XVIII. SUBMISSION CONTENTS**

A. The following items shall be submitted with each development application:

1. Application form
2. Review fee
3. Plans (one complete set)
4. Checklists
5. Stormwater Management Report
6. Traffic Impact Study\*
7. Historic Impact Statement\*\*
8. Agricultural Impact Statement\*\*
9. Recycling Plan Element\*\*

\* To determine if this item is required as part of your submission, refer to Chapter 7, Section VI of this *Resolution*.

\*\* To determine if this item is required as part of your submission, refer to Chapter 8 of this *Resolution*.



## **CHAPTER 4 LAND DEVELOPMENT IMPROVEMENTS**

### **I. IMPROVEMENTS TO COUNTY FACILITIES**

When a land development proposal affects County roads or stormwater facilities, the developer is responsible for certain improvements to those facilities. Somerset County continues to maintain consistently high, countywide standards to promote safe, effective improvements for the motoring public and local residents. Accordingly, the standards presented in this *Resolution* and the *Somerset County Public Works Handbook* are to be incorporated into the design of County facilities to be improved and/or constructed as part of the development projects.

As a condition of County Planning Board approval, land development projects that have direct access to a County road shall be required to incorporate certain improvements to the County road to ensure safe ingress and egress for the site while maintaining minimal impediments to the flow of traffic in the County road. The improvements to be constructed at the access points of land development projects shall minimally consist of the standard County intersection treatment together with frontage improvements along the portion of the site that abuts the County road. The improvements minimally include pavement widening, curbing, drainage, striping, signage, clearing, grading and other County highway and traffic design features as deemed appropriate by the County Engineer. Refer to the *Public Works Handbook* for specific design criteria related to intersection and frontage improvements.

Improvements to County facilities that are not located along the site frontage may be required if the County facility is either directly or indirectly impacted by the land development project. County drainage facilities located on local roadways shall be widened and/or replaced as part of land development projects to accommodate any widening of the local road that is necessitated by increased traffic from such projects.

### **II. ACCESS REQUIREMENTS**

Every effort is to be made to minimize the number of access points to the County road. This includes utilizing secondary or local roads for access on corner lots, creating cross-access easements, common driveways, and other planning and engineering techniques to minimize access points on the County road system. The planning phase of a development is to include careful consideration to the issue of access points for the subject property, and for the use of shared access for adjoining properties. All new access points to a County Road are subject to review and acceptance by Somerset County. New access points shall be located to maximize sight distance. The criteria presented in the County's *Public Works Handbook* shall be utilized to determine the line of sight from the access point.

## A. Access Requirements

1. All entrance and exit driveways to a County road shall be located so as to afford maximum safety to traffic on the road.
2. Any exit driveway or driveway lane shall be located and designed in profile and grading so as to provide the maximum amount of sight distance. As a minimum requirement, the exit driveway must meet the sight distance criteria presented in the *Public Works Handbook*.
3. Where a site occupies a corner of two intersecting roads, no driveway entrance or exit shall be located within 35 feet of the extension of the right-of-way line.
4. Except when shared driveways are utilized, non-residential driveway or access roads shall not be located closer than 50 feet from a property line. No residential driveway shall be located closer than 15 feet to a property line unless a shared driveway or shared apron is used.
5. No entrance or exit driveway shall be located on the following portions of a County road unless otherwise approved by the County Engineer: on a rotary or jughandle; on a ramp of an interchange; or in close proximity to any ramp or any portion of an intersection where potential turning conflicts may occur.
6. Where two or more driveways connect a single site to any one County road, a minimum clear distance of 50 feet measured along the right-of-way line shall separate the closest edges of any two such driveways. The minimum distance between two driveways on one site may be increased when deemed necessary by the County Engineer.

The following factors must be considered when determining the location of new access points to the County road:

- Sight distance (refer to the *Public Works Handbook*)
- Location of other access points in close proximity to the proposed access point
- Anticipated location of future access points
- Horizontal alignment and vertical profile of the County road and the proposed access drive/roadway

- Proposed use and site layout for the property to be serviced by the proposed access point
- Drainage control to prevent ponding at the access point

To clarify specific access related requirements for different types of access points along the County road system, three categories of access points together with the minimum requirements for each are defined below.

### **1. Residential Driveway**

A residential driveway provides access for one or more residential dwellings. All residential driveways shall be located to maximize sight distance and promote the use of shared access points with adjoining properties. All access points shall be paved from the edge of pavement to the proposed right-of-way line as defined in the County Master Plan. Only one driveway is permitted for a residential lot and it shall be 12 feet wide measured at the right-of-way line with an 18-foot opening at the curbline/edge of pavement. Unless a driveway is a shared driveway with an adjoining lot, all drives shall be located a minimum of 15 feet from property lines. The profile for residential driveways shall be no steeper than 6% for the portion of the driveway located in the County right-of-way. Refer to Figure 18 in the *Public Works Handbook* for pavement, drainage and other requirements for residential driveway aprons.

### **2. Non-Residential Driveways**

The number of access points to commercial/professional sites shall be based on the number and types of vehicles expected to use the site, the configuration/length of the site's frontage, the nature of traffic in the vicinity of the project, and anticipated developments and roadway projects in the area surrounding the site. All access points shall be located to maximize sight distance and promote the use of shared access points with adjoining properties. In general, only one driveway will be permitted for sites with 100 feet or less of frontage. Two driveways for a single site will only be permitted when accepted by the County Engineer. All commercial/professional driveways shall be paved. Unless a driveway is a shared driveway with an adjoining lot, all drives shall be located a minimum of 50 feet from property lines. One-way drives shall have a width of 12 feet measured at the right-of-way line; two-way drives shall have a minimum width of 20 feet with returns having minimum radii of 15 feet. The maximum slope for the portion of the driveway located in the County right-of-way shall be 5%.

### **3. Street Intersections**

Intersections that involve public or private roadways and County roadways shall be designed to meet the standards for intersection design as presented in the *Public Works Handbook*. All intersections shall be located to maximize sight distance and to minimize the number of access points to the County road. This is to be accomplished by utilizing alternative and/or shared connections to adjoining properties.

#### **B. Restricted Access**

In certain circumstances it might be prudent, for reasons of safety or efficiency, to limit access to right turn in/right turn out movements, one-way entrances or exits, or similar types of turning restrictions. Such limited access will be required when deemed necessary by the County Engineer.

### **III. COUNTY ROAD IMPROVEMENT REQUIREMENTS**

#### **A. Design**

The design of land development proposals shall conform to the adopted County Master Plan. When a land development proposal directly or indirectly impacts County roads or facilities, the proposal shall conform to the design standards presented in the *Public Works Handbook*.

#### **B. Construction Plans, Traffic Control Plans, Detours**

Prior to County approval of any application that requires construction to take place in the County right-of-way, detailed construction plans for said construction must be approved by the County Engineer's Office. Where applicable, a traffic control plan and/or detour plan may also be required. These plans shall be prepared in accordance with the guidelines presented in the *Public Works Handbook*.

#### **C. Road Widenings**

All land development proposals that front or abut the County roadways or right-of-ways are obligated to construct frontage improvements which minimally include widening the side of the road which fronts the site of half the roadway width as defined in Section II of this chapter. Such widening consists of constructing curbing, paving the area between the existing edge of pavement and proposed curb, inlet and piping systems, grading and similar improvements. Where deemed necessary by the County Engineer, the vertical and/or horizontal alignment of the road shall be revised to meet current standards. Refer to the *Public Works Handbook* for specific design criteria.

In some cases, the County may request a cash contribution in lieu of constructing the road widening. This subject is discussed in Chapter 5.

**D. County Bridges on Roads to be Widened in Conjunction with Traffic-Induced Site Improvements**

In all cases where an existing County bridge is located on a road that is to be widened as a result of a land development, the bridge is to be widened in an appropriate manner to prevent a narrowing of the road in the area of the bridge.

Where a bridge is or may in the future be classified as a County facility, it is to be designed in consistence with County standards as presented in this *Resolution* and the *Public Works Handbook*.

When an existing County bridge will be impacted either directly or indirectly by increased traffic generated by a land development project, the developer has an obligation to the immediate or future widening of the bridge in a manner and a time frame that accommodate the impact of the project. This obligation may involve the physical widening/replacement of the bridge or a cash contribution for that purpose as deemed appropriate solely by the County Engineer. If it is determined by the County Engineer that it is not feasible to simply “add on” to an existing structure, due to physical conditions or geometric constraints, the bridge must be replaced in accordance with the standards presented in the *Public Works Handbook*.

Construction plans for the replacement or widening of County bridges shall have the approval of the New Jersey Department of Environmental Protection (NJDEP), Division of Water Resources, and the County Engineer.

The County Engineer, upon approving plans, will determine the amount of the performance guarantee to be posted with the County to ensure the satisfactory completion of the project.

**E. New Bridges**

Under certain conditions, it may be necessary to construct a new bridge as part of a proposed land development. Such conditions may include but are not limited to the following:

1. The construction of a new roadway which traverses a stream or waterway.

2. The replacement of an existing bridge affected by the proposed land development for traffic, drainage, structural, safety or other reasons as determined by the County Engineer.

**F. County Maintenance of New Bridges**

The County will assume maintenance of new bridges on municipal roads within developments only when the following conditions are met:

1. The structure has a clear span greater than five feet.
2. The structure has been designed and constructed in accordance with the policies and procedures presented in this *Resolution* and the *Public Works Handbook*.
3. All required permits have been issued for the structure by the NJDEP and other review agencies with review jurisdiction over the structure.

**G. Drainage Systems in County Roads**

It shall be the responsibility of the applicant to acquire County Planning Board approval to provide appropriate stormwater conveyance facilities for the adequate drainage of runoff at and along all affected County road systems. The runoff to be conveyed by these facilities shall include all runoff to be discharged from the proposed site plan or subdivision following complete or ultimate development of the property, as well as any existing runoff from all tributary areas.

The selection and design of these facilities shall be performed by the applicant's engineer in accordance with the standards and criteria contained in Chapter 6 of this *Resolution* and in the *Public Works Handbook* and shall be reviewed for acceptance by the County Engineer.

**H. Guiderail**

The County Engineer might require the applicant to install a steel beam guiderail pursuant to NJDOT guideline under any of the following conditions:

1. Where required frontage improvements affect a County roadway or County-maintained structure so as to cause an unsafe condition that can be minimized or mitigated by the installation of guiderail.
2. Where an existing unsafe condition exists along or contiguous to the frontage of a land development project that may be worsened or degraded by traffic from the site.



3. Where existing guiderail along or contiguous to the frontage of a land development project does not meet current standards and the development of the site will result in additional traffic movements into or out of the site.
4. Where a condition exists or will be created along or contiguous to the frontage of a land development project that requires guiderail to be installed pursuant to NJDOT guidelines.
5. Where a stormwater management facility is constructed in close proximity to a roadway, and so guiderail is deemed necessary by the County Engineer.
6. Where deemed necessary by the County Engineer to minimize an unsafe condition which may be caused or aggravated by a land development project.

**I. Sidewalks**

Each land development subject to County Planning Board approval is to provide a sidewalk within the County right-of-way if such is required by a zoning, subdivision, site plan or other ordinance of the municipality in which the land development is to be located. Where no local ordinance requires a sidewalk, the Board may require the installation of a sidewalk in the County right-of-way in order to protect pedestrian traffic. Where curbing exists or is proposed at intersections, curb ramps shall be provided within the sidewalk to comply with the Americans with Disabilities Act.

**J. Relocation of Public Utilities**

When improvements that are being constructed as part of a land development project result in the relocation of existing utility poles, light stations, fire hydrants or other utility structures, the applicant shall be responsible to coordinate the relocation of the utilities with the respective utility companies and shall be responsible for any costs associated therewith.

All utilities that must be relocated to accommodate a widening of a County road or bridge shall be relocated to the satisfaction of the County Engineer prior to any paving in the area to be widened.

All aboveground utility structures shall be located behind the curblines at locations approved by the County Engineer. An acknowledgment of the applicant's responsibility for relocating such aboveground facilities will be required prior to County approval, and should additionally be noted on all final construction plans to be reviewed by the County Engineer.

No costs for the relocation of utilities will be borne by the County of Somerset.

**K. Landscaping**

Landscaping shall be provided as part of any land development where a significant loss of natural vegetation occurs from a road widening or other improvements. Landscaping plans shall be consistent with any local landscaping requirements and conceived as part of a total design throughout the site as outlined in the *Public Works Handbook* and the *Somerset County Scenic Corridor and Roadway Study*.

**L. Traffic Signals**

Where a land development is expected to generate an increase in traffic volume or to create a traffic safety hazard, the County Engineer may require the applicant to install a new traffic signal or modify an existing signal. The County Planning Board may require that the applicant prepare and have approved by the county Engineer and NJDOT all necessary plans and specifications for said installation. See the *Public Works Handbook* for further information.

In cases where the traffic signal services a private driveway, the developer will be required to enter into an agreement with the County concerning the operation of such signal. One provision of that agreement will be to obligate the developer to pay for the electrical service.

Traffic signals shall conform to the current edition of the *Manual on Uniform Traffic Control Devices* (MUTCD) and to requirements in the *Public Works Handbook*.

**IV. FRONTAGE IMPROVEMENTS**

The following requirements apply to proposed frontage improvements along a County road which are to be constructed in conjunction with a land development project.

1. The width of pavement widenings shall be consistent with the County Master Plan and as directed by the County Engineer. Anticipated traffic volumes, turning movements and other factors related to the safety and convenience of motorists will be considered when determining the width of pavement widenings. The dimensional offset of the proposed curb line must be shown on the plan. In most cases, the offset is to be referenced to the physical centerline of the County roadway. Alternatively, a baseline may be used to define the offset of the proposed curb if found to be acceptable to the County

Engineer. However, in all cases, the physical centerline or baseline must be accepted by the county Engineer and shall be defined with bearings and distances, or with curve data with tie distances to physical control points that can be easily found for reference.

2. Paved tapers shall be constructed to transition from the end of a pavement widening to the existing edge of pavement. Tapers are to be a minimum of 75 feet long or as determined by the County Engineer. Curbing is not to be constructed along tapers unless directed by the County Engineer. Object markers (type 2, 6" x 12", white) shall be installed every 20 feet along the pavement taper and shall be 2 feet behind the edge of pavement. If an object is in the area of the taper, then type OM-3R markers, 12" x 36", shall be used.
3. Drainage inlets shall be provided as required by the County Engineer. Refer to the Public Works Handbook for more information on drainage requirements. All "B" type inlets shall have Campbell Foundry Type "N" heads or safety bars that ensure a less than 2" opening.
4. Cross sections shall be provided every 50 feet in the area of the proposed widening and are to extend a minimum of 50 feet beyond the limits of construction or as directed by the County Engineer. Intersection Grading Plans that are coordinated with the cross sections are to be provided for all intersections.

### **Curbing**

1. Curbing is to be constructed along the frontage of sites to be developed, in road widening areas, at all intersections and as directed by the County Engineer. Curbing offsets shall be determined by the County Engineer.
2. A proposed top-of-curb profile shall be provided for the County Road. Profile information is to extend a minimum of 100 feet beyond the project limits. The profile is to include:
  - a. All necessary vertical curve data and tangent grades that are coordinated with stations on the plan.
  - b. The bottom and top of proposed curb elevations every 50 feet, at all low points, and at the PCs and PTs of side road/access drive returns.
  - c. All existing and proposed utilities and stormwater systems.

3. The type of curbing to be constructed shall match that of neighboring sites or as determined by the County Engineer. Curb details, including installation details, that are consistent with County standards are to be provided.
4. If depressed curbs are required, details are to be provided that are consistent with County standards.
5. Curb sections 10 feet long are to be provided on both sides of all type “B” inlets.

## **V. OFF-TRACT IMPROVEMENTS**

Impacts to County facilities must be mitigated as part of the development of a site even if the facilities being impacted are not located along the frontage of the subject site. The extent of the development’s off-tract obligation will have a direct relationship between the magnitude of the impact from the development and the cost to mitigate those impacts. Generally, traffic reports and stormwater/drainage reports prepared in accordance with County criteria will be used to determine a development’s obligation.

## **VI. STORMWATER MANAGEMENT**

Stormwater management plans for land development projects that drain directly or indirectly to a County facility shall be designed in accordance with County standards. In general, Somerset County requires stormwater management measures in accordance with NJAC 7:8 and the New Jersey Best Management Practice Manual. For all “Major Development” defined here as projects with an acre or more of land disturbance or an increase in impervious area of ¼ acre or more, water quantity requirements, as defined in NJAC 7:8 will be required. For all Major Developments that increase impervious area ¼ acre or more the water quality requirements of NJAC 7:8 will also be required. For developments that are not a Major Development but discharge either directly or indirectly to a County facility, Somerset County retains the right to require additional stormwater analyses and management measures as necessary to safeguard the facility. The *Public Works Handbook* is to be referenced for specific engineering criteria. Somerset County also reserves the right to modify the criteria contained therein to meet the requirements of special cases that warrant such changes.

Property rights may be required to be dedicated as part of land development projects to accommodate proposed or future stormwater facilities along County roadways or in the vicinity of County stormwater facilities.

## **VII. DRAINAGE CONVEYANCE**

All roadway designs shall include provisions for the complete and efficient drainage of stormwater runoff from the roadway and associated areas through the construction or reconstruction of stormwater facilities. This is especially important for access treatments

and road widenings related to land development projects. In general, such systems shall be capable of conveying the maximum discharge for which they are designed and of transporting suspended solids in such a manner as to minimize deposition within the system. All stormwater conveyance systems shall be designed in accordance with the methods and criteria presented in the *Public Works Handbook*. However, the County reserves the right to require additional and/or alternative methods or criteria which, in the opinion of the County Engineer, are warranted for a specific land development project. All roadway drainage facilities shall be designed using the Rational method or NRCS methodology to calculate peak flow rates.



## **CHAPTER 5 GENERAL REQUIREMENTS**

### **I. RIGHT-OF-WAY DEDICATIONS**

As a condition of County approval for a land development project, the County Planning Board may require the dedication of right-of-way in accordance with the County Master Plan (see Appendix I). Refer to the *Public Works Handbook* for requirements pertaining to right-of-way dedications.

The area that is being dedicated must be clearly identified on the plan as “*Area Dedicated to Somerset County for Roadway Purposes.*” Monuments are to be set at all points of curvature/tangency, at angle points, and where the proposed right-of-way line intersects the tract boundary of the project.

All right-of-way dedications shall be recorded by deed in the County Clerk's Office. If a filed map is to be recorded in the Clerk's Office for the project, the dedication is also to be shown on the filed map in accordance with the requirements outlined in Section V of this chapter. The metes and bounds description of the dedication shall be signed and sealed by a professional land surveyor. Once accepted by the County Engineer's office, the signed and sealed original metes and bounds description shall be incorporated into the executed deed that transfers the right-of-way to Somerset County. The original copy of the executed deed shall be returned to the Board for filing with the County Clerk.

Any property rights on property not owned or under contract with the developer that are needed to construct the required improvements must be acquired prior to Board approval of the application. Refer to Section F of this chapter for County procedures to acquire on-tract and off-tract property rights.

### **II. EASEMENTS**

#### **A. Easements Requirements**

All easements required by the County Planning Board as part of the land development projects shall be recorded in the Clerk's Office on easement forms acceptable to Somerset County prior to Board approval. Example of easement forms acceptable to the County are available on the Somerset County website or from the County Planning Board.

#### **B. Sight Easements**

In order to provide maximum safety on County roads, sight easements shall be established at all access points to County roads. Sight easements shall be determined by the criteria presented in the *Public Works Handbook*. Sight

easement lines shall be established a minimum distance of five feet behind the line of sight to ensure that vegetation will not obstruct the line of sight.

Filed maps for all major subdivisions shall clearly delineate the sight easements. The filed map must include the following note with reference to the sight easements:

*“Sight easements shall be kept clear of all sight obstruction; no permanent or temporary structure or vegetation shall be placed that will violate the intent of the clear sight area.”*

All sight easements are to be filed by deed in the County Clerk’s Office. Standard forms for the sight easements are available from the County Planning Board. Sight easements must also be shown on the site plan, minor subdivision or major subdivision map.

In cases where the sight easements encroach into property not owned by or under contract with the developer, the necessary easements must be acquired prior to County approval of the application. The following procedure should be used to acquire off-tract sight easements.

1. Prepare a map showing the area to be acquired, including a metes and bounds description.
2. Make a bona fide offer in writing to the owner. The offer must be sent by certified mail, but it is recommended that this first offer also be presented in person by the applicant or his/her agent.
  - a. If a response is received, negotiation process between owner and applicant begins.
  - b. If no response is received, a second offer is to be made by certified mail. If second mailing is ignored, contact County for further assistance. Applicant must have a record of all attempts to contact property owner.

**C. Drainage Easements**

If a stormwater conveyance facility which will be maintained by the County is located outside of the County’s right-of-way, then a drainage easement must be established. The following requirements pertain to establishing and recording drainage easements:



1. Drainage easement lines shall be established a minimum of ten feet from the drainage structure. For structures with footings, the ten-foot requirement is to be measured from the outer edge of the footing(s).
2. The metes and bounds shall be shown for all drainage easements on final plats to be recorded in the Clerk's Office.
3. Any drainage easements located on property not owned by or under contract with the developer, and that are required as a condition of County approval, must be acquired prior to County approval of the application. Refer to Subsection F of this section for county procedures for acquiring easements that are not located on-site.
4. All drainage easements are to be filed by deed in the Clerk's Office. Standard drainage easement forms are available on the County's website or from the County Planning Board.

**D. Cross-Access Easements**

To facilitate the County's policy on minimum access points easements are to be established as required by the Board. The metes and bounds description of the easement must be shown on the filed map or site plan and must be recorded by deed in the Clerk's Office prior to County approval of the application. In some cases, cross-access agreements or declarations of cross-access rights may also be required, together with the necessary site improvements needed to facilitate cross-access connections between adjacent properties.

**E. Bridge Easements**

Bridge easements are to be provided on the upstream and downstream sides of all new bridges to be constructed as part of a land development project. Bridge easements are also to be provided for existing bridges located along the frontage of a site which is the subject of a development application.

The bridge easements are to be of sufficient size and configuration to allow for maintenance-vehicle access to the underside of the bridges. The actual dimensions for the bridge easements shall be determined on a case by case basis depending on the size of the bridge, the channel alignment, the road alignment and other related factors. The County Engineering Division, Bridge Section, should be contacted to establish the required easements at bridge sites after all the geometrics of the bridge, the channel and the roadway are established.

Bridge easement are to be recorded by deed in the Clerk's Office. The metes and bounds of bridge easements shall be shown on the final plat to be recorded in the

Clerk's Office. The easements are to be clearly identified on the final plat together with the following note:

*“Somerset County has the right, but not the obligation, to construct and maintain a bridge within the bridge easement and to provide stream stabilization, slope protection and any other appurtenances associated with the bridge.”*

Required bridge easements shall be shown with metes and bounds on all site plans and minor and major subdivisions.

**F. On-Tract and Off-Tract Property Rights**

In cases where property rights are needed on property not owned by or under contract with the applicant/developer for improvements to be constructed as part of a land development project, those property rights must be acquired prior to County approval of the application. It is the applicant's sole responsibility to obtain all fee parcels, easements and recordable releases by any lien holders.

The applicant shall arrange for title searches of all properties on which fee parcels and/or easements need to be acquired, copies of which are to be provided to the Board for review and acceptance *prior* to making an offer to the property owner.

Additionally, prior to any formal discussions between the applicant and the owner(s) of the property from which the fee parcel(s) and/or easements(s) are to be acquired, and in regard to the easement acquisition, the applicant must submit the following to the County for review and approval:

1. An *alignment map* which shall minimally include:
  - a. Key Map.
  - b. List of property owners within 200 feet of the acquisition with lot and block designations.
  - c. Depiction of existing and proposed centerlines along the County road that show bearings, distances and curve data.
  - d. Depiction of existing and proposed right-of-way and/or easement lines with bearings, distances and curve data.
  - e. Stationing along proposed centerline with PC and PT stations, offsets to the proposed/future curblines, and offsets to the right-of-way and/or easement lines.

- f. Proposed centerline ties. A professional land surveyor shall stake the centerline in the field every 50 feet and at all points of curvature and tangency. These points are to be marked with surveyor's nails.
  - g. Signature block for County and pertinent review agencies (see example in the *Public Works Handbook*).
  - h. Location for County review stamp (see example in the *Public Works Handbook*).
  - i. County-approved title block.
  - j. The alignment map shall be drawn at a scale of 1"=30'.
2. *Property parcel maps* prepared in accordance with the New Jersey Department Of Transportation's *Right Of Way Engineering Manual* for the preparation of right-of-way maps and agreements as amended and/or supplemented by the County Engineer. The applicant shall be responsible for contacting the County Engineer's Office to obtain the requirements current at the time of application.

Upon County acceptance of the parcel maps, the applicant shall arrange for the preparation of legal descriptions of all rights to be acquired, said descriptions to be in accordance with NJDOT's manual as amended and/or supplemented by the County Engineer. The applicant shall be responsible for contacting the County Engineer's Office to ascertain the requirements current at the time of application.

Upon County acceptance of the legal descriptions, the applicant is to arrange for the preparation of the conveyance instruments and releases in forms approved by the County Planning Board Counsel. Once prepared, said instruments shall be submitted to the Board for the review and approval of their Counsel.

The applicant shall notify all owners of property on which property rights need to be acquired via certified mail and provide them with copies of the parcel map, legal descriptions and portions of the construction plans that depict improvements affecting their lands. The applicant shall also provide the owners the opportunity to meet at the property to discuss the plans and any questions the owners may have.

Should the applicant and property owner(s) reach mutual agreement in regard to the conveyance of property rights, the applicant shall be responsible for arranging the execution of all necessary instruments to effect the conveyance and for submitting them to the Board for the review and approval of their Counsel.

Upon Counsel's approval of the conveyance instruments and acceptance of same by the appropriate County official, Counsel shall arrange to record the appropriate documents subject to the satisfaction of the consideration—if any—having been paid to the property owner, or that arrangements agreeable to the property owner have been made for subsequent payment of the consideration.

Should the applicant be unable to reach mutual agreement with a property owner or owners, the applicant shall arrange a meeting with the County to discuss alternative designs to minimize or eliminate the need for the acquisitions.

Should it be satisfactorily demonstrated by the applicant that alternative designs are not feasible and that informal negotiations with the property owner(s) will not result in agreement, the applicant shall enter in formal negotiations with the owner(s).

The applicant shall arrange for a formal appraisal or appraisals of the needed property rights to be prepared by an appraiser licensed to practice in the State of New Jersey.

The appraiser shall provide the property owner or owners the opportunity, via certified mail, to be present during the inspection of the premises for appraisal purposes.

Upon completion of an appraisal report, it shall be submitted to the Board for review. If the appraisal report is found to be acceptable to the County, it shall be forwarded to the property owner by the applicant along with and in an amount that is at least equal to the compensation indicated in the report for the owner's conveyance of the property rights.

Should the applicant reach agreement with the property owner(s), the procedures outlined above shall be followed to effect the conveyance.

Should the applicant be unable to reach agreement with the property owner(s), a report shall be submitted to the Board that documents all efforts made to reach such agreement and all reasons the agreement could not be reached.

Upon the County's concurrence that the applicant has been unable to reach agreement with the property owner(s) through diligent and good faith negotiations, the County shall assist in acquiring the property rights subject to the following conditions:

- a. Applicant shall be responsible for all costs incurred by the County with respect to required acquisitions and shall post monies in escrow for same in an amount stipulated by the County.

- b. Applicant shall agree to be responsible for any costs incurred by the County over and above the amount posted in escrow.

Upon the applicant's posting of escrow monies for acquisition costs, a resolution adopting the alignment map and authorizing title searches will be prepared for action by the Somerset County Board of Chosen Freeholders.

Upon adoption of the alignment map, a resolution adopting the parcel map and setting a date for a public hearing relative to the proposed improvements will be prepared for action by the Board of Chosen Freeholders.

The applicant shall be responsible for ensuring that a professional engineer, licensed in the State of New Jersey and familiar with the design of the proposed improvements, is designated to attend and participate in the public hearing upon request of the County. Upon expiration of a thirty (30) day period following the hearing, any comments and/or objections received during same will be reviewed and considered by the Board of Chosen Freeholders. The applicant shall be bound by decisions of the Board of Chosen Freeholders made upon said review and consideration.

Should the Board of Chosen Freeholders decide that it is in order for the County of Somerset to proceed with acquisitions of needed property rights, a resolution to that effect will be prepared for their action.

The County will then proceed with negotiations to try to reach an agreement with the property owner(s) for the needed property rights.

In the event it becomes necessary for the County of Somerset to acquire property rights through the eminent domain process, the applicant shall be responsible for ensuring that, at a minimum, a professional engineer, licensed in the State of New Jersey and familiar with the design of the proposed improvements, is designated to participate at hearings and meetings associated with the same upon the County's request.

Upon it becoming known that the right to enter has been obtained, the County of Somerset shall notify the applicant to commence construction of improvements on the portions of properties being acquired for that purpose.

### **III. CONSTRUCTION PLANS**

Prior to County Planning Board approval of a land development project, construction plans for all improvements under County jurisdiction must be accepted by the County Engineer. The construction plans must be prepared in conformance with the standards presented in this *Resolution* and the *Public Works Handbook*. In addition, all performance guarantees, inspection fees, contributions, easements and other requirements

as discussed later in this chapter must be submitted to the Board and duly approved prior to County approval of the land development project.

#### **IV. CONTRIBUTIONS**

There are some instances in which the construction of improvements may not be the most appropriate or effective way to fulfill the developer's obligations. In those cases, the developer may be required to submit a contribution in lieu of constructing improvements. The reason for collecting contributions in such cases varies from application to application depending on topography, environmental constraints, safety and type of improvement.

The guidelines to be followed in determining if a cash contribution is a feasible alternative are presented below.

1. The existing horizontal vertical road alignment does not meet current standards and the proposed frontage improvement is not extensive enough to correct same, or the future road alignment is unknown at the time of the review process for the land development project.
2. The proposed frontage improvement is limited in length; requiring the improvement at the time of review will disturb the existing character of the roadway; and it is not warranted at the time of development due to minimal traffic volumes.
3. The County is planning to improve the road in the vicinity of the site; therefore, since the proposed frontage improvement is limited in length, it would be desirable to include the frontage improvements in the County's improvement plan.
4. In areas where several developers are located in close proximity to one another, it is difficult to coordinate the scheduling of the necessary improvements. If the scheduled improvements are not started at the same time, hazardous driving conditions caused by road closures and detours will be prolonged by the action of two or more different contractors working on different schedules.

The above list of possible reasons is intended to be illustrative and is not inclusive. If it has been determined that a contribution will be collected in lieu of constructing frontage improvements, the amount of the contribution shall be calculated as follows.

An estimate of quantities is to be submitted by the applicant's engineer for the improvements had they been installed by the applicant. The estimate will then be reviewed by the County Engineer for accuracy and completeness and any necessary revisions will be made. Administrative items (which include construction stakeout,

payment and performance bond, contingencies, engineering/project management and maintenance/ protection of traffic) are added to the estimate. The County's standard unit prices are applied, the itemized costs are added, and thus the total estimated cost of the improvements is determined. The amount of the contribution is equal to the amount of the cost estimate.

## **V. FILED MAP REQUIREMENTS**

Prior to obtaining any signatures on maps to be filed in the Somerset County Clerk's Office, a copy of the map to be filed must be submitted to the County Planning Board for review and acceptance. A paper copy of the final plat, signed by the municipality, shall be provided to the Board when it is presented for signature.

An appointment shall be made with the Board for the purpose of obtaining Planning Board signatures on the final plat; contact the Board at (908) 231-7021 to arrange a mutually agreeable time and date.

The following requirements must be satisfied prior to the County's acceptance of the map for filing:

1. The map must be prepared in conformance with the requirements presented in the Map Filing Law.
2. The bearing system for all major subdivision maps is to be referenced to the New Jersey Plane Coordinate System. Coordinates required by the map filing law for outbound monuments shall be referenced to the New Jersey State Plane Coordinate System.
3. In addition to the monuments required to be set by the Map Filing Law, the filed map must show monuments to be set along County roads as required by the County Engineer. The monuments shall define the right-of-way dedication along the County road. The New Jersey Plane coordinates for each monument are to be shown on the filed map as required by the County Engineer.
4. A minimum of two Global Positioning System (GPS) control monuments are to be set for each sheet recorded as part of a major subdivision. Refer to Section 2.34 in the *Public Works Handbook* for the required accuracy standards for GPS monuments. The locations of the GPS monuments are to be mutually agreed upon by the County, township and professional land surveyor that will be setting the monuments. If possible, the locations of the GPS monuments are to be shown on the filed map. Alternatively, a cash contribution may be required in lieu of setting GPS monuments at the discretion of the County Engineer. The amount of the contribution will equal the estimated cost to set the GPS monuments.

5. All easements and areas dedicated for public use must be delineated with dimensions, bearings and curve data sufficient to accurately define the location of all lines and boundaries.
6. Right-of-way dedications along County roads must be defined with metes and bounds and curve data. The area of dedication is to be clearly identified as “*Area Dedicated to Somerset County for Roadway Purposes.*” The area of the dedication is to be shown in square feet and acres.
7. The proper notation is to be shown on the filed map for the various types of easements and dedicated areas as required by the County Engineer.
8. The information presented on the filed map must be clearly legible. All lettering and numeric information must be large enough to be easily read on the originals and reproductions made from the originals.

## **VI. DEVELOPMENT AGREEMENTS**

The County Planning Board may, as a condition of approval, require an applicant to enter into an agreement with the Board of Chosen Freeholders in order to meet an off-tract, on-tract or on-site obligation. Said agreement must be conceptually approved by the Board prior to being forwarded to the Board of Chosen Freeholders and County Council for execution. Said agreements will vary depending on the scale and complexity of the proposed project and County obligation, but generally will detail the applicant’s responsibilities toward off-tract, on-tract or on-site contributions, improvements and easements. The agreements shall be in a recordable format and shall be consistent with the *Somerset County Development Agreement Policy Resolution*.

## **VII. CONSTRUCTION COST ESTIMATES AND PERFORMANCE GUARANTEES**

### **A. Cost Estimates**

After the construction plans are finalized for improvements to be constructed under the County’s jurisdiction, the applicant’s engineer is to prepare an estimate of quantities for the proposed improvements. The estimate must contain all items that are under the County’s jurisdiction. The County Engineer’s Office will review the estimate of quantities for completeness and will make any necessary revisions. Administrative items (which include construction stakeout, payment and performance bond, contingencies and, where applicable, maintenance and protection of traffic) shall be added to the estimate. The County’s standard unit prices (available on the County website) are applied to the estimate of quantities, the itemized costs are added, and thus the estimated cost to complete the work is determined. The amount of the required performance guarantee is equal to the amount of the cost estimate.



**B. Performance Guarantee**

Before County Planning Board approval is granted for a land development project, a performance guarantee shall be posted for all improvements to be constructed under County jurisdiction. In some instances, improvements that will ultimately become a County facility-improvements that are not part of or adjacent to an existing County facility-may qualify to have the performance guarantee waived. A performance guarantee can only be waived for projects that require a final plat to be recorded in the County Clerk's Office; in this case, the applicant agrees that the County will not sign the final plat until said improvements have been accepted by the County.

**C. Method of Payment**

The method of payment for performance guarantees shall be by a guaranteed check, bond or letter of credit in a form acceptable to County Counsel (see Appendix II).

**VIII. INSPECTION FEES**

Inspection fees shall be submitted prior to County Planning Board approval for all improvements to be constructed under County jurisdiction.

The inspection fees will be calculated by the County Engineer's Office and will be determined as follows:

For, bridges and larger roadway improvements, the inspection fee will equal 10% of the estimated improvement cost based on standard County unit prices. This fee is placed in a dedicated account for the project and is drawn upon to pay for inspection. Should any monies remain in the account after the maintenance guarantee has been released, it will be returned to the applicant upon receipt of a written request.

For smaller roadway projects, the inspection fee will equal 4% of the estimated improvement cost based on standard County unit prices. The 4% inspection fee is nonrefundable. The County Engineer's Office will determine whether the inspection fee will be calculated using the 10% partially refundable or 4% nonrefundable method.

**IX. PRECONSTRUCTION REQUIREMENTS**

It is unlawful for any person, partnership, association or corporation to excavate in any right-of-way or facility under control of the Somerset County Board of Chosen Freeholders for any purpose without first satisfying all relevant requirements presented in this *Resolution* and/or the resolution for *Specifications and Fee Schedules For Road Openings and Access to or Alterations within County Right-of-Way*.

Any person, partnership, association or corporation that violates this provision shall be subject to the fines and penalties presented in the above-referenced resolutions.

No construction is to commence on improvements under County jurisdiction until the following items have been satisfied:

1. County Planning Board approval of the project, which includes submittal of all contributions, performance guarantees and inspection fees.
2. Final construction plans, stamped “Accepted” by the County Engineer’s Office, have been provided to the contractor and are on file with the County Planning Board and County Engineer’s Office.
3. Acceptance has been received from the County Engineer’s Office on all relevant engineering reports, supporting information, shop drawings and other related documents as deemed necessary by the County Engineer’s Office and County Planning Board.
4. A detour/traffic control plan has been approved by all necessary County, municipal and police offices.
5. A preconstruction meeting has been held with the County Engineer’s Office, the contractor, utility companies, township officials, local police and other appropriate officials.

During this meeting, the contractor shall provide the County with written notification of the date at which construction will commence, the construction schedule, the insurance certificate, emergency telephone numbers and any other relevant information deemed necessary by the County Engineer.

Other construction-related items such as the traffic control plan/detour plan, coordination of inspection and laboratory work, relocation of utilities, etc., are to be finalized at the preconstruction meeting which is to be held at least one week prior to the anticipated commencement of construction.

6. A Road Opening Permit has been obtained from the Somerset County Public Works Department.

## **X. CONSTRUCTION REQUIREMENTS**

### **A. Inspections**

The inspection of construction under County jurisdiction will be performed by the County Engineering Division and/or a consulting engineering firm as determined by the County Engineer. All phases of construction work must be coordinated with the County inspector. It is the contractor’s responsibility to notify the

inspector a minimum of 72 hours in advance of any work, particularly if the work requires samples to be taken for laboratory testing.

If the County inspector determines that an unsafe condition exists during the course of construction, the contractor will be directed to take immediate action to correct the problem. If the contractor fails to correct the problem in a reasonable amount of time, the County will take the necessary action to resolve the problem, which may include utilizing monies posted by the applicant to take corrective measures.

**B. Laboratory Testing**

Laboratory testing will be performed for various construction procedures as deemed necessary by the County Engineer. The cost for laboratory tests is considered to be part of the inspection fee and will be deducted from the partially-refundable inspection accounts.

**C. Material Certifications**

Material certifications are to be provided to the County Engineer's Office as requested by the site inspector and/or County Engineering staff.

**XI. POST-CONSTRUCTION REQUIREMENTS**

**A. As-built Construction Plans**

As-built construction plans are to be submitted to the County Engineer after the work under County jurisdiction has been completed. Prints of the as-built construction plans will be sufficient for final inspection purposes. However, prior to acceptance of the improvements, the as-builts must be submitted in the form of mylar sheets or AutoCAD drawings in digital format as directed by the County Engineer. In general, as-built will be accepted in the form of mylar sheets together with AutoCAD drawings in digital format.

**B. Final Inspection/Punch List**

The County will perform the final inspection of the improvements constructed under the County's jurisdiction after as-built plans and a written request for final inspection are received. The County Planning Board number for the project and the road opening permit number must be included with the written request.

After the final inspection has been performed, a punch list will be prepared that itemizes any items that have not been satisfactorily completed. Performance guarantees will not be released until all punch list items have been satisfactorily addressed.

After the punch list is completed and presented to the contractor/developer, the items outlined on the punch list must be completed. The contractor is responsible for notifying the County at least 72 hours prior to commencing work on the punch list items.

The punch list items shall be satisfactorily corrected within sixty (60) days from the date the list is issued. If the improvements are not adequately completed in the required time frame, the County will initiate the necessary actions to complete the work; this may include drawing down on the performance guarantee.

In cases where potential safety hazards exist as a result of unresolved punch list items, the County may take immediate action to resolve the problem at the discretion of the County Engineer.

## **XII. RELEASE OF PERFORMANCE GUARANTEES**

### **A. Fulfillment of Construction Requirements**

After all improvements under County jurisdiction have been addressed to the satisfaction of the County Engineer, a report to that effect will be prepared by the County Engineer.

### **B. Freeholder Resolution**

The County Engineer shall forward a copy of the acceptance of improvements to the County Planning Board for transmittal to the Board of Chosen Freeholders with a request for release of the performance guarantee. At a regular meeting, after receipt of the request for release of the performance guarantee from the Planning Board, the Board of Chosen Freeholders shall by resolution release said performance guarantee.

### **C. Maintenance Guarantee**

Prior to releasing any performance guarantee for work completed under County jurisdiction, the developer shall furnish an approved maintenance guarantee to the County Planning Board.

### **D. Liability**

The applicant/developer assumes all liabilities associated with the construction of any improvement under the County's jurisdiction until such time as said improvements have been accepted by Somerset County.

The improvements are not considered to be accepted until the Freeholder resolution to release the performance guarantee has been executed.

### **XIII. POSTING AND RELEASING MAINTENANCE GUARANTEES**

#### **A. Posting**

Prior to the release of any required County performance guarantee and/or acceptance of any improvements constructed pursuant to the provisions of this *Resolution*, the developer shall have furnished an approved maintenance guarantee to the County Planning Board in a sum equal to five percent (5%) of the total improvement cost. The guarantee shall remain in full force and effect for a period of two (2) years from the date of acceptance of the guaranteed improvements by the County of Somerset, and shall provide that the developer guarantees to replace for said period of two (2) years all work performed and all materials furnished according to the terms and performance requirements of the original contract and make good the defects thereof which have become apparent before expiration of the said period of two (2) years.

#### **B. Releasing**

The County Engineer shall inspect all County facilities covered by a maintenance guarantee thirty (30) days prior to the expiration date of the guarantee and determine whether the facilities are in satisfactory condition. If it is determined that the improvements are acceptable, a report to that effect will be prepared by the County Engineer's Office.



## **CHAPTER 6 DIGITAL MAP SUBMISSION STANDARDS**

### **I. BACKGROUND**

The County of Somerset has invested both human and financial resources in the implementation of Geographic Information Systems (GIS) technology to improve the efficiency and effectiveness of County operations. In order to facilitate GIS implementation, certain processes have been identified for the inclusion of GIS requirements. The Planning Board's land development review application is one such process.

### **II. OBJECTIVE**

The Somerset County Digital Map Submission Standard is being implemented to assist the County in receiving, processing, utilizing, maintaining and making available relevant digital map data contained in subdivision submissions. Digital submissions will aid the County in many ways, including but not limited to:

- Maintaining the parcel dataset.
- Improving public access to information on development applications.
- Allowing for the electronic transfer of plans with consultants and municipalities.
- Moving forward with the development of digital tax maps.
- Reducing the storage of paper submissions.

The standards and details provided herein are meant to facilitate the interaction of consultants, applicants, municipalities and others with the County by providing clear goals and requirements. No standard presented in this document is intended to countermand any State law.

### **III. APPLICABILITY**

The Somerset County Digital Map Submission Standard shall apply to all final plats for major and minor subdivisions submitted to the Somerset County Planning Board pursuant to N.J.S.A. 40:27-1 et. seq. or N.J.S.A. 40:55D et. seq.

### **IV. DEFINITIONS**

Definitions are in Appendix III of this document.

## V. TECHNICAL STANDARDS

The following subsections present the *minimum* submittal standards for items relevant to the interpretation, review and integration of the submitted data into the County's internal workflow and overall digital data stores.

The information to be submitted is not intended to consist simply of an electronic copy of the final plat. Instead, existing survey tract lines, proposed property lines, easement lines, setback lines and related information is to be provided. Submitted information is not to include title blocks, plan sheet borders, zoning tables, a key map and other information that would have to be removed or "cleaned up" by the County prior to being inserted into the GIS. Ground features that have been field surveyed or obtained by photogrammetry such as streams, railroads, topography and similar features are also to be submitted. The information is to be submitted in accordance with the following requirements.

### A. Data Scope

The following features have been given particular emphasis and are required as part of the digital submission:

- Parcel boundaries
  - property lines
  - rights-of-way
  - easement
  - dedicated open space
- Parcel attributes
  - block numbers (old and new if applicable)
  - lot numbers (old and new if applicable)
  - dimensional text
  - deed acreage
- Survey information
  - property out-bounds
  - monument locations/coordinates
  - contour lines
- Natural features
  - streams
- Manmade features
  - stormwater management measures
  - railroads



**B. Coordinate Reference**

The digital data shall be positioned in the New Jersey State Plane Coordinate System (NAD83 horizontal and NAVD88 vertical) or the most current State Plane Coordinate System and datums. If the source information to the final digital data is/was not native to the coordinate system required for submittal, a brief explanation of the method by which the final data was created shall be included in the documentation that accompanies the digital submittal. The CADD file shall not contain any foreign rotation factors.

**C. Platform and File Formats**

The County's preferred platforms are:

- Computer Aided Drafting & Design (CADD): AutoCAD 2000
- Geographic Information Systems (GIS): ESRI ArcGIS 8.X or current version
- Text Document: Microsoft Word 2000\*
- Spreadsheet: Microsoft Excel 2000\*
- Database: Microsoft Access 2000\*
- Images: TIFF, JPG, BMP, GIF or MrSID format

*\*or latest Microsoft Office release*

While the County would prefer the submittal of digital data in a file format native to the preferred platforms listed above, the following are identified as minimum acceptable submittal requirements:

- Computer Aided Drafting & Design file formats: DXF, DWG, DGN
- Geographic Information Systems (GIS): ESRI export file format (.e00) or Personal Geodatabase feature class
- Text Document: Comma Delimited ASCII Text
- Spreadsheet: Microsoft Excel 5.0
- Database: Microsoft Access 97
- Images: JPG or MrSID format

**D. CADD and GIS Layering, Entity Characteristics, and Document Requirements**

All CADD and GIS features shall be located on layers as classified in Appendix IV of this document.

**1. CADD Data**

Digital CADD files that are submitted shall have a logical and discrete layering structure. The layering should be constructed to allow for the quick and easy isolation of individual or similar data elements.

The following entity characteristics shall be maintained at a minimum:

- Linear entities shall exist as continuous lines (or displayed as a noncontinuous line style, if necessary).
- Linear entities broken to facilitate the placement of text shall be connected by a linear element placed on a “no plot” layer. The name of the “no plot” layer shall be the original layer preceded by “NP\_” (e.g., NP\_CONTOUR).
- Undershoots or overshoots of linear elements shall not be present.

**2. CADD-related Annotation**

The County intends to utilize a significant amount of the annotation from the digital file(s). The following are minimum standards related to annotation:

- Annotation shall be placed on different layers from other entity types.
- Groupings of annotation (e.g., block and lot numbers for a parcel) shall be created where possible.
- The insertion point for text relating to a polygon entity shall be located within the polygon.
- The insertion point for text relating to a linear entity shall be located on the linear entity such that the coordinates of the insertion point are intersected by the linear entity.
- Text comprised of multiple strings shall be captured as one annotation string separated by spaces.

### **3. GIS Data**

A primary goal of the County as a data steward is to maintain the currency and accuracy of its GIS data. The following are minimum standards related to GIS data:

- The GIS data shall store point, line, polygon, and annotation features using the New Jersey State Plane Coordinate System (NAD83 horizontal and NAVD88 vertical) or the most current State Plane Coordinate System and datums.
- The GIS data shall be created using spatial tolerances for dangle length 0.0 and fuzzy tolerance 0.005.
- The GIS data shall consist of topologically correct, error-free, and complete digital data sets:
  - No gaps
  - No overlaps
  - Right-of-way must overlap parcel boundary
  - Block boundary must overlap parcel boundary
  - Municipal boundary must overlap stream centerline
  - Municipal boundary must overlap road centerline

### **4. Delivery Media**

The County will accept the following media types to facilitate delivery of the required digital data:

- CD-ROM
- DVD ROM

### **5. Documentation**

All information submitted to the County shall be described in both a digital file and hard copy document with the following minimum information:

- Submittal date
- Contact information
- Listing and short description of individual files contained on the delivery media
- Listing and short description of known problems, spatial discrepancies, and other data issues

- Written certification of accuracy standards by a licensed land surveyor

## **VI. REFERENCES**

The development of this Somerset County Digital Map Submission Standard references the following all or in part:

- *Cadastral Data Content Standard for the National Spatial Data Infrastructure*, Version 1.3, Cadastral Subcommittee, Federal Geographic Data Committee, May 2003.
- *Definitions of Surveying and Associated Terms*, American Congress of Surveying and Mapping and the American Society of Civil Engineers, ACSM 1978.

## CHAPTER 7 COUNTY TRANSPORTATION SYSTEMS

### I. GENERAL POLICY OBJECTIVES

The purpose of the County road system is to move vehicular traffic efficiently and safely. The road network consists of a primary and secondary system and municipal streets. The primary system encompasses some 291 lane miles of State and interstate highways and serves through traffic without the conflict/impedances created by serving roadside facilities. The secondary system consists of nearly 700 lane miles of roads. It includes the entire County network of arterials and collector roads and a number of municipal streets that serve intermunicipal traffic. These arterials and collectors serve day-to-day inter-municipal, intra- and intercounty trips and varying degrees of land access. The remaining municipal streets function primarily as local collector roads to the secondary system.

The County's transportation system has approximately 1,336 miles of roadway, including 240 miles of County roads. Public transportation is rather limited. Two bus corridors, two rail lines and a modest paratransit system serve a limited number of County-generated transit trips.

The primary goal of the *Transportation Choices, Somerset County Circulation Element Update* is to establish a balanced transportation network that enhances rational land development practices, effectively responds to the mobility needs of the citizens and economy of Somerset County, and that encourages the use of public transportation wherever possible. Other design goals are as follows:

1. To encourage safe and efficient traffic flow and pedestrian access along the roadway system.
2. To maintain satisfactory levels of traffic service throughout the County.
3. To assess proposed development its fair share of the cost of reasonable and necessary off-tract improvements that bear a rational nexus to such new development.
4. To implement improvements that mitigate impacts resulting from increased traffic generated by the development.
5. To encourage development that carries out the land use and circulation objectives of the Somerset County Master Plan and other regional planning initiatives that match the County's project and program goals.

6. To accomplish the foregoing objectives through thoughtful and cooperative planning and engineering techniques between all levels of government and the private sector for the benefit of all residents and businesses in the County and for the public interest in general.
7. To improve the transportation mobility of employees, residents and the general public and to reduce traffic along numerous roadway corridors in the County through the advocacy of a wide range of traffic management strategies.
8. It is the further intent of this *Resolution* to effectuate its terms consistent with the goals and objectives of the municipalities of the County of Somerset and the agencies and departments of the State of New Jersey through policy and project agreements now or hereafter formulated or consummated.

The Circulation Element of the County Master Plan recognizes the need to undertake a multifaceted program and approach to reduce traffic congestion. Included in this program is RideWise of Raritan Valley, a traffic management association formed by the County in 1991. A broad program enables the County to deal with the problems of both travel demand and facility supply. Cost savings and traffic volume reductions can be achieved by carpooling, ridesharing and the use of public transportation. Distributing traffic demand over several hours rather than one hour in the AM and PM peak periods optimizes the utilization of existing road facilities. Such peak-spreading is achieved in part by employer programs with flex-time and alternate work schedules.

The design of all land development projects in Somerset County shall conform to the proposals and standards contained in the adopted Master Plan, as well as the standards and requirements contained in this *Resolution* and the *Public Works Handbook*.

The standards presented herein shall be considered minimum guidelines only. If and when the circumstances warrant an adjustment thereto or a modification thereof, and the County Planning Board deems such revisions or modifications advisable, said standards shall be adjusted in accordance with the recommendations of the County Engineer.

## **II. COUNTY ROAD CLASSIFICATIONS**

The standards set forth herein have been devised for County roads on the basis of their functional classification and are in accordance with current standards promulgated by the American Association of State Highway and Transportation Officials (AASHTO). Minor and major arterials may contain four or more travel lanes, particularly in the vicinity of major intersections where separate turn lanes are needed. The County Road Functional Classification System is presented on the map shown in Appendix V.

CLASSIFICATION	RIGHT-OF-WAY WIDTH	ROADWAY WIDTH	NUMBER OF LANES
<b>Major Arterial</b>	80 ft.	58 ft.	4
<b>Minor Arterial</b>	66 ft.	46 ft.	2-4
<b>Major Collector</b>	60 ft.	40 ft.	2
<b>Minor Collector</b>	50 ft.	30-36 ft.	2

In the case of designated scenic corridors and scenic roadways, standards set forth by the *Somerset County Scenic Corridor and Roadway Study* will be applicable regardless of the functional classification of the roadway. For scenic roadways, the standard roadway width is 34 feet, except in compact historic districts of less than one mile in length, in which case the standard is 30 feet. For linear historic districts longer than one mile, the roadway widths will be determined based on the cultural, scenic and historic resources present along the road; in no case will improvement result in a cartway greater than 34 feet. Scenic corridor roadway widths will be evaluated on an individual basis (see Appendix V).

Full-width shoulders of eight feet are typically provided on all reconstructed or new County roadway facilities. Full-width shoulders are recommended for the following reasons:

- To provide space for emergency pull-overs.
- To provide space to avoid potential accidents or to reduce their severity.
- To improve sight distances from driveways and intersections.
- To encourage uniform travel speeds.
- To discharge stormwater farther from the centerline.
- To provide space for bicycle and pedestrian use.
- To provide space for turning lanes at intersections by restriping the pavement and using the shoulder as a travel lane.
- To provide space for signs and guiderails.
- To provide space for bus stops.
- To provide structural support for the pavement.

Depending on the classification of the roadway and other factors, shoulder widths of less than eight feet may be considered, particularly through historic districts and along scenic corridors and roadways.

### **III. MAINTENANCE JURISDICTION OF NEW ROADWAYS**

The County shall assume the maintenance jurisdiction of new roads only if all of the following conditions are satisfied:

1. The new roadway link is designated as a County road in the County Master Plan.
2. The new facility links existing County roads with State highways.
3. The majority of the trips which the roadway will serve are for the general motoring public and are not restricted to any one particular development.
4. The new facility meets the standards of the New Jersey Department of Transportation's *Roadway Design Manual* and/or AASHTO's *A Policy on Geometric Design of Highways and Streets*, latest edition.

### **IV. TRAFFIC ASSESSMENT DISTRICTS**

#### **A. General Policies**

##### **1. Transportation Development District**

The Transportation Development District (TDD) Act, enacted by the State Legislature on June 26, 1989, authorizes State-approved Transportation Improvement Districts in areas facing substantial development or redevelopment pressures. The TDD is intended to promote public-private partnerships to solve transportation problems, especially that of roadway congestion.

These districts may cross municipal and County lines. Somerset County may initiate the process to form a TDD, or one or more municipalities can apply to the County to petition the NJ Department of Transportation (NJDOT) to create such a district. The TDD application is to be accompanied by financial and transportation improvement plans. The latter must conform with the County Master Plan and the State Development and Redevelopment Plan.

Since existing developments and approved projects are exempt from inclusion in a TDD, the County may, in conjunction with the municipality, require the establishment of a Transportation Improvement District (TID). This procedure is for areas where insufficient funding is available to implement



improvements essential to transportation safety, environmental quality, and for maintaining accessibility and mobility in the movement of people and goods within the County.

## **2. Transportation Improvement District**

The County, in cooperation with municipalities, may designate an area as a Transportation Improvement District when it has been determined that the area requires substantial public improvements to avoid adverse impacts upon the safety and efficiency of County road and drainage systems. The Mountain Boulevard Corridor Transportation Improvement District in Warren Township is a successful implementation of this tool.

### **a. District Study**

When an area is designated a TID, the County shall undertake a study to determine and define the boundaries and extent of the improvements necessary to mitigate the adverse impacts of development within the district. The study shall evaluate existing and projected conditions and shall provide a comprehensive improvement program and a fair and equitable formula for assessing development within the district for the cost of improvements and for establishing any exemptions and credit policies.

### **b. Assessment**

At such time as a district improvement program is accepted by the County, all applicants for development within the TID shall be required to contribute their pro rata share towards the cost of improvements in accordance with the study. Contributions to the program must be made prior to the County's final approval and must be consistent with any payment provisions contained within a developer's agreement.

## **3. Other Corridor and Regional Improvement Plans**

In certain areas, where significant land development growth is concentrated, comprehensive measures are needed to ensure that County infrastructure impacted by development does not result in a degradation of public safety or cause adverse impacts to the public. For more than 25 years Somerset County has adopted a number of corridor and region-wide improvement plans to ensure appropriate improvements are constructed and that the costs of these improvements are fairly shared between private developers and the taxpayers of Somerset County. Specific examples of corridor improvement plans

include the *Martinsville Road Corridor Plan*, the *King George Road Corridor Plan*, the *Cedar Grove Lane and Elizabeth Avenue Corridor Improvement Plan*, the *County Route 518 Corridor Improvement Plan* and the *Somerset Regional Center Traffic Study*. Each of these plans have proven to be highly effective in preserving and protecting the public safety and public interest in a fair and reasonable manor.

A methodology based on rational nexus is utilized to fairly and appropriately assess a portion of the cost of construction/reconstruction to individual developers in lieu of the typically required frontage and access improvements. This method of implementing a corridor or regional plan allows the County to construct a coherent and cohesive improvement plan that serves the best interest of the public before safety problems occur and still remain fair to the development community by requiring their fair share toward the completion of the improvement plan.

## **V. ACCESS REQUIREMENTS**

### **A. Design Alternatives**

In order to maintain traffic flow on County roads, it is County policy to minimize the number of access points, to maximize the distance between access points, and to combine access points where feasible. Design alternatives used to effect this policy shall include, but not be limited to cul-de-sac, reverse frontage on internal roadways, common driveways and, if available, access via a minor road that intersects a County road. The design criteria for these alternatives are presented in the *Public Works Handbook*.

### **B. Acceleration/Deceleration Lanes**

Acceleration lanes, where required, shall satisfy the criteria shown in the current edition of AASHTO's *A Policy on Geometric Design of Highways and Streets*. Deceleration lanes shall be provided on the County road for land development projects when directed by the County Engineer. Deceleration lanes shall satisfy the criteria in the aforementioned AASHTO publication.

### **C. Turn Lanes, Jughandles and Overpasses**

The construction of and/or conveyance of property rights to the County for turn lanes, jughandles and overpasses may be required by the County Planning Board, with the approval of the County Engineer, under one or more of the following circumstances:

1. Where a Master Plan, Official Map or Traffic Control Plan for a particular road corridor or area plan exists that shows the proposed location of jughandles and/or overpasses.
2. Where, in the interest of safety and/or efficiency (such as turn lanes) they are warranted and recommended by the County Engineer (see the *Public Works Handbook*).

**D. Passenger Service Areas**

In keeping with the County policy to encourage transit usage, for any land development application subject to County review that proposes 200 or more parking spaces, or that is expected to generate 1,000 person trips per day, consideration shall be given by the applicant to providing passenger service areas. Passenger service areas and/or passenger shelters shall be located so that the terminal area, or vehicle maneuvering space, is at least 10 feet from the existing or, where applicable, future right-of-way line of the County road.

**E. Signs**

**1. Directional, Regulatory and Advisory Signs**

To facilitate the safe and efficient movement of traffic into and out of a site, the County Planning Board may, as a condition of approval, require the installation of specified directional, regulatory or advisory signs or pavement markings at designated locations on the site or in the County right-of-way. Such signs shall be of a size, color and design as specified in the current *Manual on Uniform Traffic Control Devices*.

The County will coordinate with the applicant's professionals and also coordinate the establishment of the legal authority of signs by adopting a resolution and by obtaining approval from the NJDOT. The applicant and all future owners of the property shall be responsible for the maintenance of signage at the site driveway.

**2. Advertising Signs**

No advertising sign, device or marking shall be installed on or overhang a County right-of-way. Advertising signs which revolve, move, flash or give the illusion of movement shall be limited to areas where, in the opinion of the County Engineer, they will not create a traffic safety problem.

## **VI. TRAFFIC IMPACT REPORT AND RELATED ISSUES**

### **A. Threshold Criteria**

A traffic impact study shall be submitted for all land development projects that require County Planning Board action and which meet one or more of the following criteria:

Residential: 50 or more dwelling units having access to a County road, or more than 50 dwelling units which may directly or indirectly impact a County facility including a County road.

Commercial: A commercial office(s) or industrial building(s) that consists of 25,000 gross square feet which may directly or indirectly impact a County facility.

Institutional: Medical, public, educational, etc. which may generate 50 vehicle trips during either the AM or PM peak hour to a County facility.

The County Planning Board, at its discretion, may require any land development project to submit a traffic impact study when it is determined that the land development project may impact a County facility. The Traffic Impact Study shall be prepared in conformance with the information presented in Section 2 of the *Public Works Handbook*.

### **B. Traffic Demand Management Measures**

Studies have shown that significant reductions in peak-hour trips can be achieved through Traffic Demand Management (TDM) measures. In keeping with the County's policy objectives, applicants must consider these actions and discuss their expected effect in the Traffic Impact Report.

The purpose of TDM measures is to maximize the movement of people, not vehicles, within the existing transportation system. TDM actions, which are primarily directed at commuter travel, are structured to either reduce the dependence on and use of single-occupant vehicles or to alter the timing of travel to other, less congested time periods.

These actions follow, grouped by types of strategies:

1. Improve/increase alternatives to driving alone. These alternatives may include transit service, carpooling, vanpooling and provisions for walking and bicycling, where appropriate.

2. Use of incentives and disincentives such as (but not by way of limitation by way of enumeration) preferential parking, direct subsidies to high occupancy vehicle users, and inverted parking rates.
3. Better management of work hours, including the use of flexible work hours (flex-time), staggered work hours, and modified work schedules (4-day week, work at home, telecommuting).

## **VII. TRAFFIC CONTROL DEVICES**

All traffic control devices are to be in compliance with the MUTCD.

### **A. New Traffic Signals**

All applications for traffic signals at the intersection of a County road must be submitted for approval to the Office of the County Engineer. The County requires that the applicant prepare the necessary documentation for the application process.

Applications for traffic signals will not be approved by the County Engineer unless one or more of the signal warrants in the MUTCD are met. Warrants are necessary to indicate the need for signal control at an intersection.

An investigation of the need for traffic signal control should include, where applicable (but not by way of limitation by enumeration) at least an analysis of the factors contained in the following warrants as applicable:

Warrant 1	Eight Hour Vehicular Volume
Warrant 2	Four Hour Vehicular Volume
Warrant 3	Peak Hour
Warrant 4	Pedestrian Volume
Warrant 5	School Crossing
Warrant 6	Coordinated Signal System
Warrant 7	Crash Experience
Warrant 8	Roadway Network

Upon receiving “Authorization to Design” from NJDOT, the County Engineer may require that the applicant prepare a traffic signal plan. This plan shall be prepared in accordance with County standards and practices (see the *Public Works Handbook*).

### **B. Existing Traffic Signals**

The construction of a new access point at a signalized intersection of a County road usually necessitates the installation of additional signal equipment. All

applications for modification to an existing traffic signal must be approved by the County Engineer, as well as NJDOT, as a condition of County Planning Board approval. It may be necessary to upgrade existing signal equipment at an intersection as part of the modification process (such as upgrading to video detection).

### **C. Pavement Markings**

Pavement markings have definite functions to perform in a proper scheme of traffic control. In some cases, they are used to supplement the regulations or warnings of other devices, such as traffic signals or signs. In other instances, they are used alone and produce results that cannot be obtained by use of any other device.

Each standard marking shall be used only to convey the meaning prescribed for it in the MUTCD, which defines the general uses and applications of markings in terms of standard colors, widths, patterns, shapes and placement. If safety considerations warrant, the County may require the installation of raised pavement markers (RPMs) on a section of County road which is impacted by a proposed development.

As a condition of approval, if a section of County road with existing RPMs is to be reconstructed, it is the applicant's responsibility, at his/her sole cost and expense and at no expense to the County, to remove the existing RPMs, noting their location and placement, and to replace them with new RPMs in accordance with the County Engineer's recommendations. The removed RPMs are to be returned to the County. For other specific requirements on pavement markings and traffic control devices, the applicant is to refer to the *Public Works Handbook*.

## **VIII. OTHER SITE DESIGN CONSIDERATIONS**

### **Transit Facilities**

Consistent with the County policy of supporting public transportation for commuting purposes, the County Planning Board, with the advice of transit providers, may require the applicant to provide facilities to support/encourage transit use. These improvements include the construction of bus turnouts and bus shelters and provisions for transit information. In certain instances, the Board may require participation in improvements at commuter rail stations proximate to the applicant's development.

A bus turnout shall conform to the design standards set forth in the current edition of *A Policy on Geometric Design*. The County Planning Board may also require the applicant

to construct a bus turnout for buses/vans to use in picking up and discharging passengers. The objective is to allow these activities to occur out of the travelway.

Bus shelters shall conform to the current standards specified by New Jersey Transit and to the requirements shown in the *Public Works Handbook*.

The applicant shall include provisions for a bus shelter along the County road frontage contiguous with the proposed development site to accommodate existing and proposed bus or van services on the adjacent roadway. The area must be built in accordance with New Jersey Transit design specifications and appropriate amenities as specified by the County Engineer. These amenities include seating, lighting and emergency communication. A sidewalk surface will also be provided between the bus shelter and the building(s), if applicable.

The applicant will be required to submit the design of a required bus shelter and turnout as part of the development plan. The applicant may request a waiver from compliance with this requirement if it can be demonstrated in writing that other measures will achieve the same objective in providing transit-related amenities.

Based on the proximity of the proposed development to an existing commuter rail station, the County Planning Board may require the applicant to provide (or participate in the cost of) improvements to the station. Such improvements can include expanding or repaving parking areas, lengthening platforms, rail patron amenities, station access improvements or similar projects. Proposed projects must be built in compliance with the design standards set forth by New Jersey Transit Station Design Guidelines.

Station amenities and architectural treatments must be consistent with the aesthetics and motif of the subject rail station. The applicant will be required to submit design details of the station improvements as part of the development review. The applicant may request a waiver from compliance with this requirement if it can be demonstrated that such improvements are unrelated to the development's access needs and that the modes of transportation have reserve capacity to satisfy those needs.





## **CHAPTER 8**

### **CONSISTENCY WITH OTHER COUNTY PLANS, PROGRAMS AND POLICIES**

#### **I. SOMERSET COUNTY MASTER PLAN**

Pursuant to Section 40:27-2 of the New Jersey County and Regional Planning Enabling Act, the Somerset County Planning Board has adopted the Somerset County Master Plan. The Master Plan is designed to provide a frame of reference for all County and local activities so that the County develops economically, aesthetically and in an environmentally sensitive fashion in accordance with sound planning and land use principles.

The plan provides background information and outlines goals and policies for land use, housing, circulation, historic preservation, environmental/open space, agricultural retention and capital facilities.

Proposed land developments in the County should be in conformance with the policies in the Master Plan. The County Planning Board will outline areas of inconsistencies in a development review report for consideration by the municipality and applicant. At its discretion, the Board may also issue a separate report on any substantial inconsistency with the Master Plan.

Proposed land developments shall be in conformance with the standards presented in the *Somerset County Master Plan Circulation Element*, the *Somerset County Scenic Corridor and Roadway Study*, and the *County Road Classification System* map. In addition, stormwater control measures within the Somerset County Master Plan that are implemented by this *Resolution* shall also be required.

#### **II. HISTORIC IMPACT REVIEW**

The *New Jersey Register of Historic Places* is the official list of New Jersey's Cultural Resources. The *Register* was created by the New Jersey Register of Historic Places Act of 1970 (NJSA 13:1B-15.128 et seq.). The Act prohibits any state, county or municipal activity which encroaches upon a historic site or district listed in the *Register* without application to and prior written authorization of the Commissioner of the New Jersey Department of Environmental Protection (NJDEP) to so encroach.

Therefore, applicants with projects that require road and/or drainage improvements that impact sites on the *New Jersey Register of Historic Places* (see Appendix VII), under jurisdiction of the County and in conjunction with land development proposals submitted pursuant to this *Resolution*, shall prepare and submit an Application for Project Authorization Under the New Jersey Register of Historic Places Act for any such project.

Three (3) copies of the Application for Project Authorization Under the New Jersey Register of Historic Places Act shall be submitted to the County Planning Board for review and transmittal to the State Historic Preservation Office and the Somerset County Cultural and Heritage Commission. The applicant or his authorized representative shall attend all necessary meetings of the New Jersey Historic Sites Council; the Council reviews projects that encroach on historic sites and/or districts listed in the *Register* and makes recommendations to the Commissioner of the New Jersey Department of Environmental Protection. Somerset County will notify the applicant of the decision of the Commissioner. The applicant shall be responsible for any studies necessary to determine historic impacts from required improvements, which shall include archaeological investigations, if appropriate. In addition, the applicant shall be responsible for any mitigation measures and/or procedures required by the NJDEP.

If the project is approved as outlined in the project application, the construction of improvements under County jurisdiction may commence provided all County Planning Board and municipal requirements have been fulfilled.

### **III. PROCEDURES FOR AMENDMENTS TO THE UPPER RARITAN WASTEWATER MANAGEMENT PLAN**

Within the Upper Raritan Watershed, the County Planning Board administers the Upper Raritan Watershed Wastewater Management Plan. The Board of Chosen Freeholders is designated by the NJDEP as a wastewater planning agent. The Freeholders have, in turn, designated the County Planning Board as their agents in respect to wastewater management plan amendments.

The Plan identifies the existing and future locations of public sanitary sewer services within specific geographic areas of the Upper Raritan portion of Somerset County. The County Planning Division is charged with reviewing and determining the suitability of amendments proposed to the Plan as it is presently drafted. Such analysis of suitability is conducted based upon the character of the amendment request and is funded by a fee schedule adopted by the Somerset County Board of Chosen Freeholders.

The County Planning Board may notify the applicant of any inconsistency in a proposed development submitted pursuant to this *Resolution* with the Upper Raritan Watershed Wastewater Management Plan. This notification in no way exempts the applicant from official notification procedure for the consideration of a proposed amendment to the Plan.

Prior to approval of any development proposal pursuant to this *Resolution*, the applicant must receive a favorable decision on any required amendment to the Upper Raritan Watershed Wastewater Management Plan.

Approval of the development project by the County shall recognize and be contingent upon such applications receiving a successful amendment by the Somerset County Board of Chosen Freeholders and the NJDEP prior to the commencement of construction.

All applicants proposing amendments to the plan shall contact the County Planning Board to complete an application form, and must also provide any other documents and/or information deemed necessary and appropriate for the processing and consideration of any such application.

#### **IV. AGRICULTURAL IMPACT STATEMENT (AIS)**

Somerset County has created an Agriculture Development Board that has identified and promulgated certain Agriculture Development Area criteria. It is the intent and policy of the County to actively encourage the preservation of its remaining agricultural areas. Sprawling development into agricultural areas is discouraged where possible.

Therefore, any applicant who submits a major subdivision plan which is defined to mean three or more new lots or a nonagricultural site plan of 20,000 square feet or greater for review to the County Planning Board, shall prepare an Agricultural Impact Statement if any part of the site is within 1,000 feet of a farm currently preserved or under contract pursuant to the County and State Agricultural Retention and Development Program and that meets the designated Agriculture Development Area criteria established by the Somerset County Agriculture Development Board (see Appendix VIII). The Agricultural Impact Statement shall be transmitted to the County Agriculture Development Board by the County Planning Board for review and comment prior to any approval by the County.

#### **Guidelines for Agricultural Impact Statements**

Any Agricultural Impact Statement submitted pursuant to the foregoing shall contain the following:

- A. Identification of soil types and quality for the site in question (taken from an NJDEP version of a USDA-NRCS soil survey).
- B. Hydrologic impacts on adjacent farm operations as a result of a development project.
- C. Number of individual farm operations within 1,000 feet of property boundaries based on current farmland assessment.
- D. Percentage of perimeter of property that adjoins active agricultural operations.
- E. Description of the farming operation at this site over the last five years, including the percentage of tillable acreage (cropland harvested, cropland pastured, permanent pasture, woodlands and wetlands).
- F. How would the following impact agricultural activities on adjacent farms? If negatively, what can be done to mitigate those impacts?

- Potential increase in farm trespass.
- Potential increase in vehicular traffic.
- Potential obstruction to movement of farm equipment.

G. How would the proposed development affect the adjacent farm operator's "right to farm" as provided for in the Right to Farm Act, N.J.S.A. 4:1C-1 et. seq. as amended by P.L. 1998, c.48.

## V. **RECYCLING**

The State of New Jersey Solid Waste Management Act (NJSA 13:1E et seq.) designated the County of Somerset as a Solid Waste Management District with the power to develop and implement a comprehensive Solid Waste Management Plan.

The Somerset County Board of Chosen Freeholders approved a district Solid Waste Management Plan in July, 1979 which was later modified and certified by the Commissioner of the New Jersey Department of Environmental Protection in July, 1980.

The certified Somerset County Solid Waste Management Plan, and any amendments thereto, sets forth a comprehensive approach to solving Somerset County's solid waste disposal problem which includes recycling, resource recovery and sanitary landfill development.

Each land development project in Somerset County must include measures to allow the development to participate in the County's Recycling program. The requirements for the different types of development are presented below.

### **Single-Family Detached Residential**

The developer is to make a cash contribution in the amount of \$10.00 per dwelling unit to cover the cost of the recycling containers to be provided by Somerset County to each property owner. Somerset County will arrange for curbside collection of the recyclable materials as part of the routine collection schedule.

### **Multifamily Attached Residential**

The developer shall provide masonry enclosure areas with concrete dumpster pad and dumpsters that have been sized to handle the anticipated recyclables from the development. The required dumpster volume shall be based on the current formula for determining dumpster volume. The required number of dumpsters for the different types of recyclable materials shall be consistent with the current Somerset County recycling program for the different types of materials being collected. Somerset County will

arrange for the collection of recyclable materials for multifamily attached residential units.

The concrete pad and enclosure area for recyclables are to be designed in conformance with County standards in the *Public Works Handbook*. Also, the location of the dumpster pad(s) for recyclables is to be in conformance with the standards presented in the *Handbook*.

### **Commercial and Industrial**

The developer shall provide a concrete dumpster pad and a dumpster or dumpsters that have been sized to handle the anticipated recyclables from the proposed use(s). It is the responsibility of the owner of the property to arrange for the collection of recyclable materials by an independent collection agency as the County of Somerset will not collect said materials from commercial and industrial sites.

The concrete pad and enclosure area for recyclables are to be designed and located as directed by the County Engineer for sites to be serviced as part of the county recycling program.

designed in conformance with County standards in the *Public Works Handbook*. Also, the location of the dumpster pad(s) for recyclables is to be in conformance with the standards presented in the *Handbook*.

## **VI. HIGHLANDS WATER PROTECTION AND PLANNING ACT**

Any subdivision of land or site plan located in the Highlands Preservation Area, which meets the definition of “Major Highlands Development” and is “Non-Exempt,” is regulated by the NJDEP pursuant to the Highlands Act and its rules at N.J.A.C. 7:38. Applicants may informally determine if their property is located in the Highlands Preservation Area by using either the “In/Out” application available on the New Jersey Highlands Council’s website at [www.highlands.state.nj.us](http://www.highlands.state.nj.us) or NJDEP’s interactive mapping system (i-MAPNJ) available at [www.state.nj.us/dep/](http://www.state.nj.us/dep/). For a formal determination, applicants may seek a Jurisdictional Determination from NJDEP free of charge; applications can be obtained at [www.nj.gov/dep/highlands/process.htm](http://www.nj.gov/dep/highlands/process.htm). A “Non-Exempt” project/activity requires applicants to apply for and receive a Highlands Preservation Areas Approval (HPAA) prior to construction, including any site preparation. To obtain a formal written determination as to whether a project/activity is “Exempt” or “Non-Exempt,” applicants should submit an application for a Highlands Applicability Determination (HAD) to NJDEP; HAD applications can be found on NJDEP's website at [www.njgov/dep/highlands/consistency.pdf](http://www.njgov/dep/highlands/consistency.pdf). For a project/activity in the Highlands Preservation Area, the County will require, either as part of its application or condition of its approval, that the applicant provide either a HAD that states the project is “Exempt” or a HPAA issued by the NJDEP.

**A. Application Completeness Requirements.** Any application to the Somerset County Planning Board involving property located within the Preservation Area of the New Jersey Highlands Region shall neither be deemed complete nor considered for review by the Planning Board, until or unless one or more of the following, as applicable, has been submitted to the Planning Board in support of the application:

1. A certified resolution issued by the municipal land use board having jurisdiction in the matter indicating that the development application proposing the project has received approval of such local board and is authorized to proceed; or
2. A formal notice of public hearing, provided to the County in accordance with the requirements of the New Jersey Municipal Land Use Law (N.J.S.A. 40:55D-12), indicating that the proposed project is the subject of an application for development which has been filed with and is scheduled for consideration by the municipal land use board having jurisdiction in the matter; or
3. In the absence of 1 or 2 above:
  - a. A Highlands Applicability Determination (HAD) issued by the NJDEP indicating that the proposed projects is exempt from the requirements of the Highlands Act; or
  - b. A Highlands Preservation Area Approval (HPAA) issued by the NJDEP; or
  - c. A Highlands Regional Master Plan Consistency Determination issued by the New Jersey Highlands Council indicating that the proposed project is consistent with the Highlands Regional Master Plan.

**B. Final County Reports.** All final County Reports on applications for development that involve property located in the Preservation Area of the Highlands Region, shall include the following provisions:

1. Pursuant to Section 17.c. of the Highlands Act (N.J.S.A. 13:20-17.c.):

- a. The Highlands Council may review, within 15 days of receipt of County Planning Board approval, rejection, or approval with conditions, any application for development in the Preservation Area that involves the ultimate disturbance of two acres or more of land or a cumulative increase in impervious surface by one acre or more.
- b. Upon determining to exercise such authority, the Highlands Council shall transmit, by certified mail, written notice thereof to the person who submitted the application to the County Planning Board.
- c. Pending completion of review by the Highlands Council of any final Planning Board approval or approval with conditions of such an application for development, and the issuance of the Council's decision thereon, the applicant shall not proceed with the development.

**C. Reporting Requirements.** Wherein any application for development of property located in the Preservation Area of the Highlands Region involves the ultimate disturbance of two acres or more of land, or a cumulative increase in impervious surface by one acre or more, a copy of the final County Report in the matter shall be provided to the Highlands Council. The County Planning Board shall provide certified copies of such Reports in the same manner and within the same timeframe as set forth under the County Planning Act for delivery of such reports to the applicable municipal agencies (N.J.S.A. 40:27-6.7).

## **VII. OUTSIDE AGENCY REVIEW**

All applications are reviewed to determine if any elements thereof can possibly be within the jurisdiction of outside review agencies. Such agencies include, but are not limited to, the New Jersey Department of Environmental Protection, the New Jersey Department of Transportation, and the Delaware and Raritan Canal Commission.

In the event that one or more of these agencies does have review jurisdiction, the County Planning Board can exercise an option to withhold final action until such time as the application has been found to be in compliance with all statutory and regulatory requirements and has been given formal approval by any outside agency that has review jurisdiction.

Copies of County Planning Board reviews will be transmitted to all concerned agencies. Timely comments that result from outside agency reviews will be considered in County Planning Board actions.

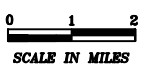
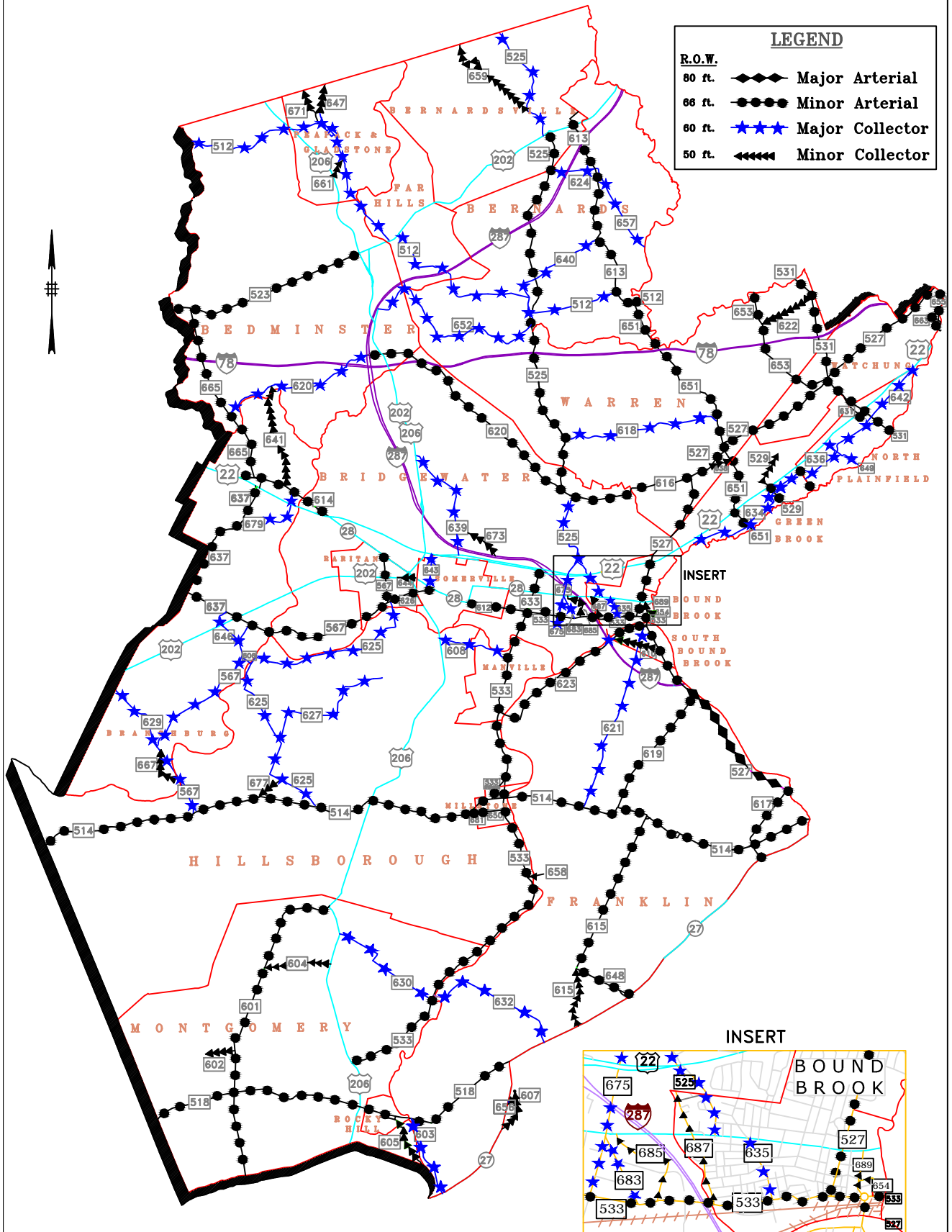


# APPENDICES

# SOMERSET COUNTY

## COUNTY ROAD FUNCTIONAL CLASSIFICATION SYSTEM

LEGEND	
R.O.W.	
80 ft.	◆◆◆◆ Major Arterial
66 ft.	●●●● Minor Arterial
80 ft.	★★ Major Collector
50 ft.	◀◀◀◀ Minor Collector



## **APPENDIX II**

### **SOMERSET COUNTY PLANNING BOARD GENERAL REQUIREMENTS FOR PERFORMANCE BONDS**

1. An amount must be set forth in the bond, based upon preliminary/final construction plans prepared by the applicant's engineer and approved by the County.
2. The Bond should adequately and appropriately describe the improvements covered by the bond, and identify the involved municipality, as well as setting forth the lot and block number, or numbers, if possible.
3. The name of the person who appears on behalf of the applicant should be clearly typed below his/her name, along with their corporate title.
4. The person attesting the signature thereof, of the appropriate corporate officer, should also have his/her signature typed and signed.
5. The corporate seal, if a corporation, should be affixed to the bond.
6. A copy of a resolution authorizing the corporation to enter into a performance bond should be attached. A copy of a rider to the bond, if the applicant is a partnership, certifying where the partnership is located and who are the principal partners.
7. An acknowledgement for the signature(s) shown on the guarantee on behalf of the bonding company must be provided.
8. A corporate acknowledgement by the secretary of the firm as to the signature of the corporate officer signing the bond.
9. Prior to the County Planning Board acceptance of the bond, Planning Board Counsel must approve the bond in terms of its proper legal format.
10. Any performance guarantees covering County improvements should be submitted at least 10 days prior to filing so County Planning Board Counsel can have sufficient time to review the bond and to approve the guarantee as to its proper legal form.
11. The foregoing paragraphs are not intended to be construed in any way to limit the authority of the County with reference to the contents of performance bonds but, rather, are set forth herein to assist applicants in complying with County standards pertaining hereto.

## APPENDIX III

### DIGITAL SUBMISSION DEFINITIONS

The following definitions shall apply to all submissions made in accordance with Somerset County Digital Map Submission requirements. Where available, terms have been defined using *Definitions of Surveying and Associated Terms*, prepared by a joint committee of the American Congress on Surveying and Mapping and the American Society of Civil Engineers.

**Block Number:** Both historic and platted block numbers.

**Buildings to be Demolished:** Any existing building to be razed as part of the development of the subject property.

**Contour Line:** Both existing and proposed contour lines running from site boundaries to all proposed buildings and structures.

**Dedicated Open Space:** All lands granted by deed or easement to any federal, state, county, municipal or nonprofit for conservation or open space purposes.

**Easement:** A nonpossessing interest held by one person or entity in land of another whereby the first person or entity is accorded partial use of such land for a specific purpose.

**Existing Building:** Any structure having a roof supported by columns or walls and intended for the shelter, housing, or enclosure of any individual, animal, process, equipment, goods or materials of any kind.

**Lot Number:** Both historic and platted lot numbers.

**Property Dimension:** The platted lot or condominium site dimensions.

**Property Line:** Every separation, natural or artificial, that marks the confines or line of division of two contiguous parcels of land, or between a parcel of land and the street. All boundary features must be represented as one closed polyline.

**Right-of-Way (ROW):** All lands granted by deed or easement for the construction and maintenance of federal, state, county and municipal roadways.

**ROW Centerline:** The line midway between the sides of the dedicated right-of-way.

**ROW Dimension:** The dimensions of any right-of-way dedicated in-fee or by easement.

**Stormwater Management Measures:** Any structural method intended to control or reduce stormwater runoff and associated pollutants, or to induce or control the infiltration or groundwater recharge of stormwater, or to eliminate illicit or illegal non-stormwater discharges into stormwater conveyances.

**Stream Centerline:** The line midway between the right top-of-bank and the left top-of-bank.

**Stream Top-of-Bank:** The continuous margin along a river or stream where all upland vegetation ceases.

**Survey Information:** (1) The orderly process of determining data that is related to the physical or chemical characteristics of the earth. (2) The associated data obtained in a survey.

**Wetland:** All freshwater wetland and buffer zones identified pursuant to NJAC 7:7A et. sec.

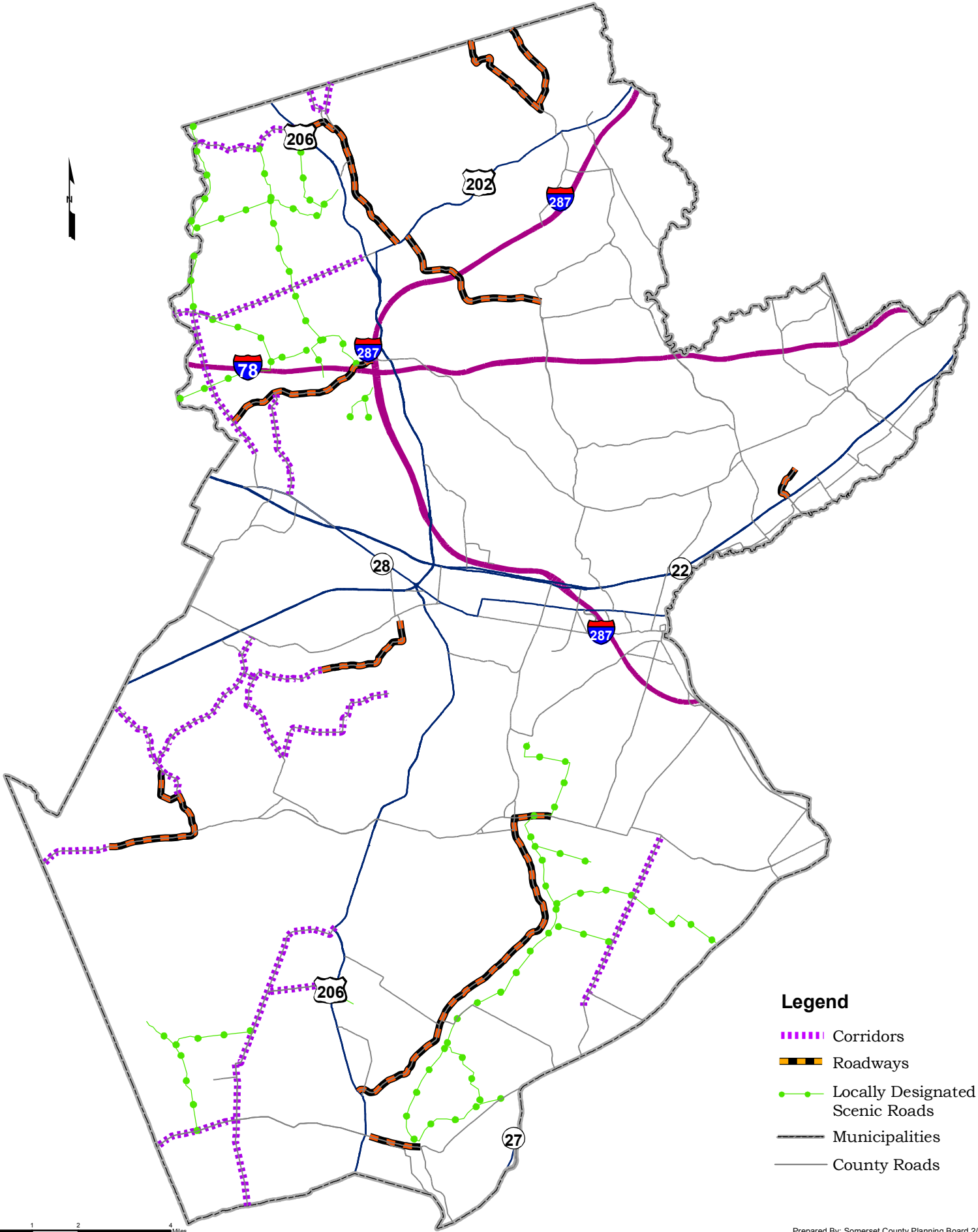
**Appendix IV  
CADD AND GIS LAYERS**

<u>Layer Name</u>	<u>Description of Layer</u>	<u>AutoCAD</u> <u>Color</u>	<u>AutoCAD</u> <u>Line Type</u>	<u>Height/Width</u>	<u>Style Name</u>	<u>GIS Layer</u>	<u>GIS Attribute</u>
ACCESSESMT	Access Easement	yellow	dashed2	L80/1.0	L08010	EASEMENT	
ADJPROPERTY	Adjacent Property line	red	continuous				
BLOCKLINE	Block boundary	green				BLOCK	
BLOCKNUM	Block numbers	green		L175/1.5	L17515		[BLOCK]
CL	Centerline of road	red	center			STREET	
CONSESMT	Conservation easements w/text	yellow	dashed2	L80/1.0	L08010	EASEMENT	
CONTOUR	Surveyed contour lines w/text	blue	continuous			CONTOUR	
COUNTYBND	County border line	white	county			CTY	
DRAINESMT	Drainage easements	yellow	dashed2	L80/1.0		EASEMENT	
ESMTLINE	Easement line (other) w/text	cyan	dashed2	L80/1.0	L08010	EASEMENT	
FLOODLINE	Flood lines (various) w/text	red				FLOOD	
MONUMENTS	GPS monuments	red				GEODETIC	
GREENESMT	Greenways easements w/text	yellow	dashed2	L80/1.0	L08010	EASEMENT	
LOTACRE	Lot acreage	blue		L100/1.0	L10010		[ACRE]
LOTDIM	Lot dimensions	white		L80/1.0	L08010		
LOTLINE	Lot lines	red	continuous			PARCELS	
LOTNUM	Lot number	yellow	continuous				[LOT]
MATCHLINES	Match lines	green	dashed	L200/2.0	L20020		
MISC	General/Miscellaneous info	white	continuous				
MISCTXT	Miscellaneous text	cyan	continuous	L100/1.0	L10010		
MUNIBND	Municipal boundary lines	magenta	phantom			MUNI	
MUNITXT	County, Borough and Township large lettering	magenta	continuous	L175/1.5	L10010		
NORTH	North arrow	magenta	continuous				
PRIVATERD	Private roads	yellow	dashed				

<u>Layer Name</u>	<u>Description of Layer</u>	<u>AutoCAD Color</u>	<u>AutoCAD Line Type</u>	<u>Height/Width</u>	<u>Style Name</u>	<u>GIS Layer</u>	<u>GIS Attribute</u>
RAILROAD	Railroad's ROW	blue	continuous	L100/1.0@10	L10010A	RAIL	
ROADTXT	Road names	blue	continuous	L120/2.0	L12020		[PREFIX],[NAME], [TYPE],[SUFFIX]
ROW	Road right-of-way lines	green	continuous			ROW	
SANESMT	Sanitary Easements w/text	yellow	dashed2		L08010A	EASEMENT	
SIGHTESMT	Sight Easements w/text	yellow	dashed2	L80/1.0	L50010	EASEMENT	
SLOPEESMT	Slope Easement w/text	yellow			L08010	EASEMENT	
SWMESMT	Stormwater Management Easements w/text	yellow	dashed2	L80/1.0		EASEMENT	
STREAM	Stream and stream text	blue	continuous	L100/1.5@10	L10015A	STREAM	
UTILITYESMT	Utility Easements w/text	yellow	dashed2	L80/1.0		EASEMENT	
VACROW	Vacated ROW	red	hidden		L08010	STREET	
WATERESMT	Waterline Easements w/text	yellow	dashed2			EASEMENT	
WETLANDS	Wetlands	white	dashed2			FWW	

# SOMERSET COUNTY

## Scenic Corridors & Roadways



- Legend**
- Corridors
  - Roadways
  - Locally Designated Scenic Roads
  - Municipalities
  - County Roads



# SOMERSET COUNTY HISTORIC SITES & DISTRICTS

## Listed on the National & N.J. Registers of Historic Places



**APPENDIX VI (Continued)**  
**SOMERSET COUNTY HISTORIC SITES & DISTRICTS**  
**Listed on the National & New Jersey Registers of Historic Places**

**BEDMINSTER TOWNSHIP**

**HISTORIC SITES**

- 1) McDonalds/Klines Mill, Klines Mill Road (ID#2464)\*
- 2) Pluckemin Continental Artillery Cantonment (ID#4769)
- 3) Jacobus Vanderveer House, 95 US Route 202/206 (ID#2808)

**HISTORIC DISTRICTS**

- A) Lamington Historic District (ID#2461)
- B) Pluckemin Village Historic District (ID#2465)
- C) Pottersville Village Historic District (ID#1633)

**BERNARDS TOWNSHIP**

**HISTORIC SITES**

- 4) The Academy, 15 West Oak Street (ID#2467)
- 5) Alward Farm House, 40 Mount Airy Road (ID#2468)
- 6) Basking Ridge Presbyterian Church, 6 West Oak Street (ID#2470)
- 7) Boudinot/Southard Farmstead, 135 North Maple Avenue (ID#4955)
- 8) Coffee House, 214 North Maple Avenue (ID#2471)
- 9) Kennedy-Martin-Stelle Farmstead, 450 King George Road (ID#4200)
- 10) Lord Stirling Manor Site, 96 Lord Stirling Road (ID#2475)
- 11) Lyons Train Station, Lyons Road (ID#2474)

**HISTORIC DISTRICTS**

- D) Franklin Corners Historic District (ID#2471)
- E) Liberty Corner Historic District (ID#2473)

**BERNARDSVILLE BOROUGH**

**HISTORIC SITES**

- 12) Bernardsville Train Station, U.S. Route 202 (ID#2477)
- 13) John Parker Tavern, 2 Morristown Road (ID#2479)
- 14) Reynolds-Scherman House, Hardscrabble Road (ID#2480)
- 15) Saint Bernards Church and Parish House, 88 Claremont Road (ID#4639)

**HISTORIC DISTRICTS**

- F) Morristown National Historical Park, New Jersey Brigade (ID#3381)
- G) Olcott Avenue Historic District (ID#4896)

**BOUND BROOK BOROUGH**

**HISTORIC SITES**

- 16) Bound Brook Train Station, 198 Main Street (ID#2481)
- 17) Old Stone Arch Bridge, Railroad Avenue (ID#4773)
- 18) Presbyterian Church at Bound Brook, 409 Mountain Avenue (ID#4429)

**BRANCBURG TOWNSHIP**

**HISTORIC SITES**

- 20) Andrew Ten Eyck House, 671 Old York Road (ID#4198)
- 21) John Van Camp Farmstead, Opie Road (ID#4229)

**HISTORIC DISTRICTS**

- H) Neshanic Mills Historic District (ID#2524)

**BRIDGEWATER TOWNSHIP**

**HISTORIC SITES**

- 22) Middlebrook Encampment, Mountain Avenue (ID#2382)
- 23) Van Horne House, 941 Main Street (ID#3719)
- 24) Van Veghten House, 9 Van Veghten Road (ID#2487)

- 25) Jacob Vosseller House (Indian Trail Inn/Castner Tavern), 664 Foothill Road (ID#2488)

### **FAR HILLS**

#### **HISTORIC SITES**

- 26) Far Hills Station, U.S. Route 202 (ID#2489)  
27) Alexander and James Linn Homestead, Minebrook Road (ID#2493)

### **FRANKLIN TOWNSHIP**

#### **HISTORIC SITES**

- 28) Rockingham, 84 Laurel Avenue (ID#2499)  
29) Tulipwood, 1165 Hamilton Street (ID#4226)  
30) Van Wickle House (The Meadows), 1289 Easton Avenue (ID#2504)

#### **HISTORIC DISTRICTS**

- I) Delaware and Raritan Canal (ID#1600)  
J) East Millstone Historic District (ID#2494)  
K) Griggstown Historic District (ID#2496)  
L) King's Highway Historic District (ID#353)  
M) Kingston Mill Historic District (ID#1746)  
N) Kingston Village Historic District (ID#2498)  
O) Middlebush Village Historic District (ID#4704)  
P) Six Mile Run Historic District (ID#2500)

### **GREEN BROOK TOWNSHIP**

#### **HISTORIC SITES**

- 31) Vail-Trust House, 225 Greenbrook Road (ID#3448)  
32) Dr. John Vermeule House, 223 Rock Avenue (ID#4879)

### **HILLSBOROUGH TOWNSHIP**

#### **HISTORIC SITES**

- 33) Cat Tail Brook Bridge, Montgomery Road (ID#2510)  
34) Elmendorf House, River Road (ID#2515)  
35) Higginsville Road Bridges, Higginsville Road over the South Branch of the Raritan River (ID#283)  
36) Huff House and Farmstead, River Road (ID#2519)  
37) Nevius Street Bridge, Nevius Street over the Raritan River (ID#2526)  
38) Rock Brook Bridge, Long Hill and Dutchtown-Zion Roads (ID#2559)  
39) Van der Veer-Harris House, 344 U.S. 206 (ID#4241)

#### **HISTORIC DISTRICTS**

- Q) Clover Hill Historic District (ID#2510)  
R) Millstone Valley Agricultural Historic District (ID#2522)  
S) Neshanic Historic District (ID#2523)  
H) Neshanic Mills Historic District (ID#2524)  
T) South Branch Historic District (ID#2527)

### **MILLSTONE BOROUGH**

#### **HISTORIC DISTRICTS**

- U) Millstone Historic District (ID#2533)

### **MONTGOMERY TOWNSHIP**

#### **HISTORIC SITES**

- 40) Bedens Brook Road Bridge, Bedens Brook Road (ID#2535)  
41) Blawenburg Reformed Church, 424 Georgetown-Franklin Turnpike (ID#2537)  
42) Dirck Gulick House, 506 Belle Mead-Blawenburg Road (ID#2545)  
43) Maplewood, Burnt Hill Road (ID#376)  
44) Oppossum Road Bridge, Oppossum Road over Bedens Brook (ID#2535)  
38) Rock Brook Bridge, Rock Brook Road (ID#2559)

#### **HISTORIC DISTRICTS**

- V) Blawenburg Historic District (ID#2538)

- W) Bridgepoint Historic District (ID#2539)
- X) River Road Historic Rural District (ID#2558)

### **NORTH PLAINFIELD BOROUGH**

#### **HISTORIC SITES**

- 45) Van Derventer/Brunson House (Vermeule Mansion), 614 Greenbrook Road (ID#4249)

#### **HISTORIC DISTRICTS**

- Y) Washington Park Historic District (ID#2574)
- Z) Green Brook Park Historic District (ID#3551)

### **PEAPACK & GLADSTONE BOROUGH**

#### **HISTORIC SITES**

- 46) Gladstone Railroad Station, Main Street (ID#2577)

### **RARITAN BOROUGH**

#### **HISTORIC SITES**

- 47) General John Frelinghuysen House, 54 East Somerset Street (ID#2578)
- 37) Nevius Street Bridge, Nevius Street over the Raritan River (ID#2526)
- 48) Relief Hose Company No. 2 Engine House, 16 Anderson Street (ID#3563)
- 49) Raritan Railroad Station, Thompson Street (ID#2579)

### **ROCKY HILL BOROUGH**

#### **HISTORIC DISTRICTS**

- ZZ) Rocky Hill Historic District (ID#2580)

### **SOMERVILLE BOROUGH**

#### **HISTORIC DISTRICTS**

- 50) Old Dutch Parsonage, 65 Washington Place (ID#2581)
- 51) Daniel Robert House, 25 West End Avenue (ID#4400)
- 52) St. John's Episcopal Church Complex, 154-158 West High Street (ID#4199)
- 53) J. Harper Smith House, 228 Altamont Place (ID#130)
- 54) Somerset County Court House Green, 35 East Main Street (ID#2582)
- 55) West End Hose Company Firehouse (Somerville Fire Museum), 15 Doughty Street (ID#3690)
- 56) Wallace House, 38 Washington Place (ID#2584)

### **SOUTH BOUND BROOK BOROUGH**

#### **HISTORIC SITES**

- 57) Abraham Staats House, 17 Von Steuben Lane (ID#256)

#### **HISTORIC DISTRICTS**

- I) Delaware and Raritan Canal (ID#1600)

### **WARREN TOWNSHIP**

#### **HISTORIC SITES**

- 58) Baker-Duderstadt Farmstead, 30 Dubois Road (ID#4262)
- 59) Kirch-Ford-Terrell House, 1 Reinman Road (ID#2585)
- 60) Mount Bethel Baptist Meeting House, 235 Mountainview Road (ID#2588)
- 61) Smalley/Wormser House, 84 Mountain Avenue (ID#2590)

\* State Historic Preservation Office ID Number in parenthesis

# Somerset County Highlands Communities

