

ROCKLEIGH HISTORIC DISTRICT HISTORIC ROADWAY DESIGN GUIDELINES

BOROUGH OF ROCKLEIGH
BERGEN COUNTY, NEW JERSEY



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AUGUST 2020

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PREPARED FOR:

THE BOROUGH OF ROCKLEIGH
ROCKLEIGH BOROUGH HALL
26 ROCKLEIGH ROAD
ROCKLEIGH, NY 11771

PREPARED BY:



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ROCKLEIGH BOROUGH HALL
26 ROCKLEIGH ROAD
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1.0 INTRODUCTION

The Rockleigh Historic District is a remarkable testament to New Jersey's Colonial past. Organized around a core network of three roads originating from the eighteenth century, it is characterized by a scattered collection of eighteenth- and nineteenth-century farmhouses and outbuildings set within a moderately sloped terrain that is enhanced by towering trees and rock-filled watercourses. Most notably, the earliest houses in the district are also part of a thematic listing known as the Stone Houses of Bergen County Historic District. These houses incorporate both native sandstone and wood in their construction and show the pervasive influence of Dutch building traditions in the region, as manifested in their rambling floor plans accentuated by flared side-gambrel roofs and gable-front dormers, Dutch doors, and multi-light, wood-sash windows. Other houses in the district dating to the mid and late nineteenth century meld Dutch and American building traditions through wood-frame construction that maintains both the rural vernacular scale and aesthetic of their predecessors, thus heightening the district's distinct sense of place. No less remarkable is the fact that, following World War II, "Rockleigh somehow resisted the trend [of mass suburbanization] and as a result is one of the few communities in the county which still exhibits rural farming characteristics."¹

The passage of Section 107 of Title 20:55D of the State of New Jersey Municipal Land Use Law in 1986 enabled the Borough of Rockleigh to enact its own preservation ordinance, resulting in the local designation of the H Zone, encompassing the National Register listed Rockleigh Historic District, and the HF Zone, or Historic Area Fringe Zone, which lies to the west of the H Zone. Overseen by the Rockleigh Historic Preservation Commission and Planning Board, any proposals potentially affecting the protected exterior features of buildings within these zones are reviewed in their entirety for their appropriateness to the historic and architectural context of these two zones.

As enumerated in its preservation ordinance:

It is the purpose and intent of the borough to preserve the character of this district through the protection, enhancement, safeguarding and perpetuation of landmarks, historic homes, historic sites and districts with historical and cultural significance; to stabilize and improve the property values; to promote present and future civic pride in our heritage from the past; to guide the most appropriate use and development of all lands, whether in this Historic District, in the Borough of Rockleigh or throughout the State of New Jersey; to promote a desirable visual environment, the conservation of open space and valuable natural resources; to prevent urban sprawl and the degradation of the environment through the improper use of land; and to promote the public health, safety and general welfare.²

Rockleigh's significance as a farming community dating to the Colonial Era is not only manifested in its impressive collection of houses and outbuildings dating to the eighteenth and nineteenth centuries, but also in its eye-filling array of natural and designed landscapes that comprise a key part of its identity as an early settlement built on Dutch colonial planning and development traditions. As such, its preservation commission and planning board are also responsible for maintaining its rural character in the face of ongoing suburbanization.³

¹ Cathleen Jane Heslin, "Rockleigh Historic District" National Register Nomination (Washington, D.C.: US Secretary of the Interior, 1975), 8:1.

² "Purpose; Intent; Conditions and Procedures," §34-32.1, Article 5: H Historic Zone and HF Historic Fringe Area Zone. Rockleigh Code.
[www./ecode360.com/34756864?highlight=zone&searchId=18533628855255480#34756864](http://ecode360.com/34756864?highlight=zone&searchId=18533628855255480#34756864).

³ "Landscaping and Fences," Appendix 3. Rockleigh Code.

Consistent with these objectives, the *Rockleigh Historic District Historic Roadway Design Guidelines* focus on preserving an enduring aspect of Rockleigh's Colonial landscape: its historic roads. Intended as a working document to guide future road improvements, it is for the Borough's council, boards, and its administrators, its consultants, community stakeholders, and the vast network of county and state agencies tasked with reviewing and approving such projects. Under the New Jersey Register of Historic Places Act Rules, N.J.A.C. 7:4, readopted with technical changes, July 2, 2015, any roadwork undertaken on roads located within the Rockleigh National Register District are subject to review and approval by the New Jersey Historic Preservation Office (NJHPO). In the event NJHPO staff determines the roadwork to be an encroachment on the district, then it must be approved by the Historic Sites Council. Thus, the creation of these guidelines under NJHPO oversight, augmented by their implementation for future roadway improvements, will help ensure compliance with the state law and its regulators.

As a resource intended to balance future needs for road expansion and safety with preservation, these guidelines offer the following with respect to Rockleigh's historic roads:

- Historic Roadway Context
- History of Rockleigh's Roads
- Character-Defining Features of Rockleigh's Historic Roadways and Roadside Elements
- Evaluation of Integrity
- Evaluation of Significance
- Design Strategies

They are also intended to inform the treatment of the Rockleigh Historic District's non-historic roads in order to ensure against inappropriate modifications that could potentially compromise the district's overall sense of place as a Colonial Era farm settlement.

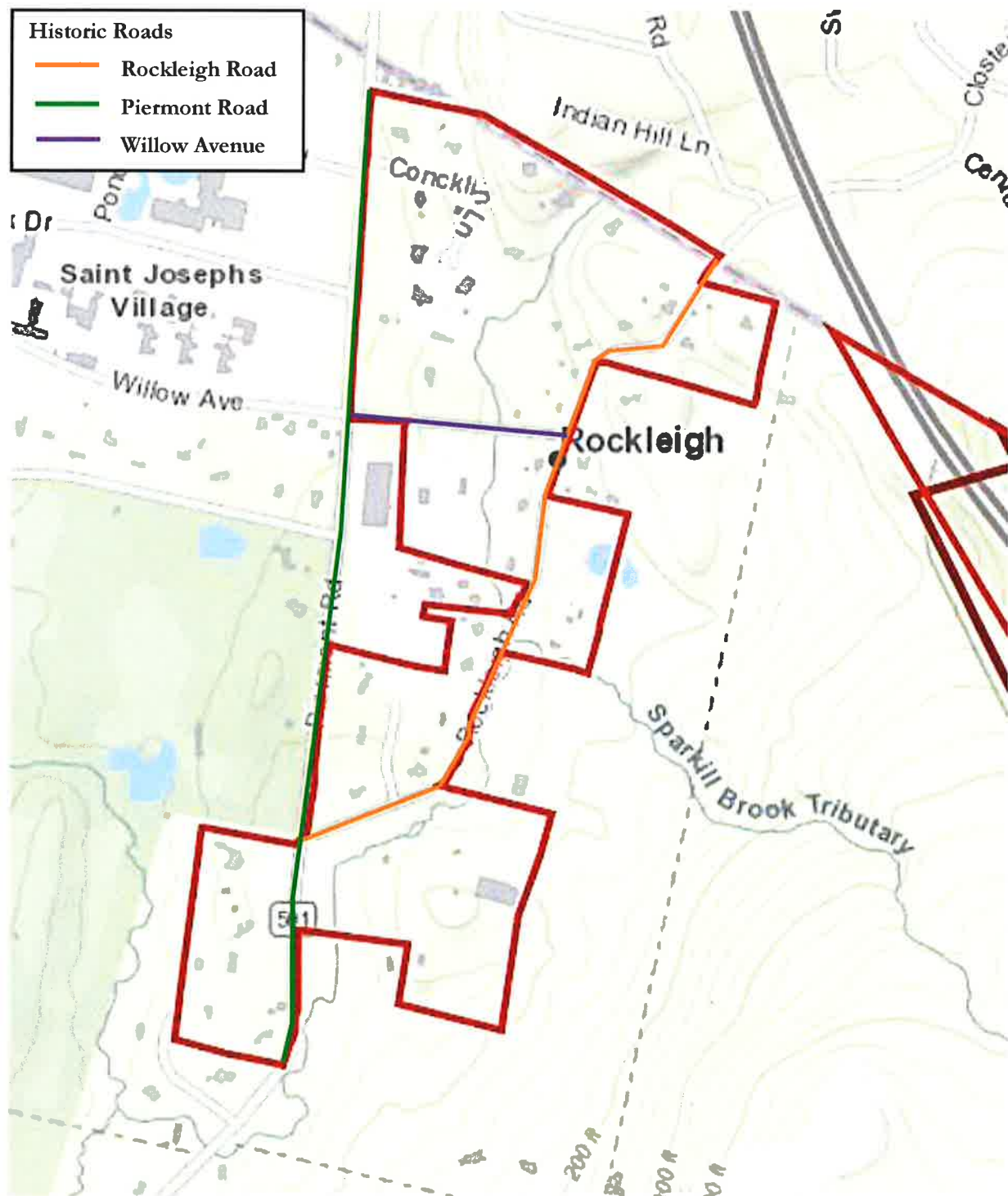


Figure 1. Rockleigh Historic District (bounded in red) with historic roads shown in orange, green, and purple.
Base Map: LUCY NJ CRGIS Online Viewer (2020)

2.0 HISTORIC ROADWAY CONTEXT

2.1 Historical Overview

The earliest overland routes in New Jersey were manifested in paths and not roads, facilitating connections to rivers that in turn could provide the speediest means of transporting people and their goods.⁴ As recounted in KSK Architects Planners Historians, Inc.'s report entitled *New Jersey Historic Roadway Study*, "During New Jersey's first century of settlement [in the 1620s], residents most likely focused much of their energies on improving their property by building homes and clearing land for agriculture, not improving roads."⁵ As a result, most roads during this time were rudimentary in character and carried local traffic that connected villages to waterways for longer trips, or served as links to area farmsteads. These early roads were quite narrow, between twelve and eighteen inches in width. Although roads often linked one town to another, it was rare for a single road to connect multiple towns. As developments in grading and paving evolved over the next several centuries, roads were re-aligned, reconstructed, and widened to accommodate evolving means of transportation to ultimately produce a safer, faster, and smoother ride.

Despite the presence of Native American trails at the time of Dutch settlement, many of them did not form the basis for early roads since they reflected Native American settlement and foraging patterns and were not intended to accommodate horses or wagons. By contrast, commercial objectives of the European Colonists led them to establish largely bi-directional roads that would link to New York in the north and to Philadelphia in the south. Thus, roads that did follow existing trails most likely coincided where needed, such as along the high ground of a swamp. Similarly, early road alignments followed the natural landscape, navigating sharp inclines, marshes, and dense thickets.

The advent of English rule in New Jersey in 1664 resulted in New Englanders arriving from the north and establishing discreet town centers surrounded by fields. Disputes between the English and Dutch over the next fifteen years led to the division of the colony into East and West Jersey. After 1680, the colony was largely characterized by scattered settlements comprised of towns and isolated farmsteads. As the number of towns and farmsteads began to grow, so did the need to create more roads to link them to one another, eventually resulting in a vast network of road fragments rather than continuous routes throughout the state. By the early 1700s, the colonial government had assigned the "laying out of public roads" to individual counties, stipulating that at least three commissioners were required to finalize an alignment of a major road (greater than 33 feet in width) and two commissioners to finalize an alignment of a minor road (33 feet or less in width). Later, the location of new roads was delegated to two surveyors per town or district, often following property line boundaries so as to limit the road's encroachment on adjacent properties. While this may have engendered good relations between property owners and their towns, it also resulted in greater travel distances due to non-linear road alignments. In addition, both topography and primitive construction equipment continued to affect the location and route of roads.

Road conditions were a constant source of frustration for residents of New Jersey during the first half of the eighteenth century. In spite of inspection laws that had been passed during this time requiring surveyors to regularly monitor road conditions, an absence of funding or labor to make the requisite repairs prevented their improvement. Thus, perhaps it is not surprising that water routes continued to be the preferred mode of travel during this time, while road fragments continued to provide essential links between waterways, towns, mills, farmsteads, and other roads. As historian, Joseph Durrenberger, observed, "Few roads of more than local significance existed prior to the eighteenth century and conditions improved very slowly during the remainder

⁴ Unless otherwise noted, information on this section was obtained from KSK Architects Planners Historians, Inc., Armand Corporation, and Michael Baker Jr., Inc., "New Jersey Historic Roadway Study," January 2011, <https://www.state.nj.us/transportation/about/publicat/historicroadwaystudy.pdf>.

⁵ "New Jersey Historic Roadway Study," 17.

of the colonial period.”⁶ As a result, most New Jerseyans did not travel extensively, instead limiting what travel they did do to the winter months when they were not tending to their farms. Traveling during the winter season also enabled them to capitalize on the multitude of frozen streams coursing through the state and the benefit of sleigh travel, which was typically faster than traversing the overland routes. By contrast, travel during the warmer months could be fraught with impassable roads, owing to rainstorms and flooding. A lack of bridges also contributed to the problem of travel during this time, as the bridges that did exist were limited to short spans, making ferries a necessary conduit for crossing the wider waterways.⁷

The economic impacts of these issues were severe, especially on New Jersey’s inland residents who bore the brunt of them. Most notably, by the end of the Revolution, transportation costs for goods in New Jersey equaled production costs, essentially impeding inland trade and causing farmers to remain self-sustaining (producing solely for their own benefit) rather than trying to become commercially viable (marketing their goods to the general public). Other than the widely traveled routes running between Philadelphia and New York, the majority of roads in New Jersey remained local throughout the eighteenth century. Even the War for Independence did not produce new roads during this time or even repairs to the ones already in place, as officers and generals relied heavily on the existing road network to facilitate military crossings. In general, roads that got built during the eighteenth century tended to respond to existing settlement needs and not anticipate them. After the Revolution, the newly formed federal government was unwilling to sponsor a plan to implement a comprehensive national transportation system, instead relying on localities to direct infrastructure improvements. However, the War of 1812 changed the federal government’s attitude toward a national road network, when British naval blockades forced American armies to rely on a dysfunctional road system whose condition only worsened by the war’s aftermath.

2.2 Logistics of Roadbuilding and Repair

Colonial Era travel in New Jersey was mostly accomplished either on foot or on horseback, though wagons and stagecoaches carrying passengers and/or light loads did exist for longer trips. By the end of the eighteenth century, wheeled traffic had become more common and many stagecoaches had expanded their schedules to offer daily service.⁸ Early road planning involved the establishment of a travelway that could be used by the general public or a specific group, initiated by a survey involving a centerline that would comprise a single “leg” of the alignment, with subsequent “legs” to follow until the entire alignment had been laid out. Each road would typically be mapped as a basic centerline that included a legal description and a specified width measured in rods, with 1 rod equal to 16.5 feet. The actual travelways (i.e., the portion of the road used for travel) were typically narrower than the roadways, reflecting traveler’s preferences for a certain “lane” within it.

Roadbuilding was virtually non-existent during the early Colonial period, with county commissioners tasked with demarcating the route and locals tasked with its implementation. During this time construction consisted solely of clearing the roadway, sometimes requiring stump and underbrush removal, or planning a road around such obstacles. As wheeled vehicles became more common, so did the necessity of finishing the roads so that they would be navigable throughout the year. In addition to stump and boulder removal for clearance purposes, early road workers used rakes and horse-drawn scrapers to smooth them down. One primitive form of road construction entailed the laying of corduroy, or log, roads for crossing swamps. Topography was a major impediment to road construction, as was an inability to properly grade or drain a roadway. As a result, routes generally followed the path of valley floors rather than negotiating hills and dales.

⁶ As quoted in “New Jersey Historic Roadway Study,” 21.

⁷ As noted by the authors of the *New Jersey Historic Roadway Study*, there were twenty-two ferries operating on the Delaware River north of Trenton by the time of the American Revolution and fifteen operating south of the city. “New Jersey Historic Roadway Study,” 22.

⁸ Regular stagecoach service between Bergen County and ferries running to and from New York was introduced in 1768. David J. Hoglund, Herbert J. Githens and Albin H. Rothe, “Stone Houses of Bergen County” National Register Nomination (Washington, D.C.: US Secretary of the Interior, 1979), 8:3.

Regional governments during the Colonial Era regarded the funding of roads with a certain pragmatism, reasoning that the cost of building and maintaining a road should be borne by its users who would be the most invested in its outcome. As a result, funding for roads during the Colonial Era was derived from local property taxes.⁹ Nevertheless, roadbuilding during this period suffered from a shortage of money, labor, and equipment, resulting in residents choosing the comfort of travel by water over travel by roads, despite the additional time spent on such trips. In fact, it has even been suggested that the British army's preference for water-based routes to move their troops between New York and Philadelphia in 1777 was due to the inferior road conditions within New Jersey.¹⁰ As advancements in the decades of the New Republic following the war facilitated new construction technologies, landscapes could eventually be altered for road realignment, widening, and finishing.

⁹ As an alternative, county governments also allowed men who were unable to meet their real estate tax obligations to supply labor for road construction and repair by the end of the eighteenth century. "New Jersey Historic Roadway Study," 25.

¹⁰ "New Jersey Historic Roadway Study," 25.

3.0 HISTORY OF ROCKLEIGH'S ROADS

3.1 Colonial History

Rockleigh and Piermont Roads were an outgrowth of two developments: the establishment of regular ferry service between Dobbs Ferry and Snedens Landing in 1730, and the introduction of farmsteads into the area by the 1740s. Prior to that time, the portion of Bergen County that would eventually become the Borough of Rockleigh had been under Dutch control and part of a New Jersey patent that had been granted to Dr. George Lockhart in 1685.¹¹ Two years later, the territory fell under the rule of the British Crown and it became part of Rockland County within the Province of New York. Lockhart never settled the land and his tract was sold several times up until 1725, when 200 acres of the patent were conveyed to Abraham D. Haring.¹² Haring built a house for himself on Sneden's Landing Road (today, the Abraham D. Haring House at 7 Rockleigh Road) c.1740 and gave the entire 200 acres to his son, Abraham A. Haring, who built his own house on Closter Publick Road (today, the Abraham A. Haring House at 9 Piermont Road) c.1758.¹³ According to Palisades historian, Alice Gerard, Sneden's Landing Road [later, "Closter Road," and finally, "Closter Road" in New York and "Rockleigh Road" in New Jersey] was "one of the oldest roads in Palisades, having been laid out in 1745 over an earlier track that connected the tiny community here with the more thickly settled areas in northern Bergen County."¹⁴ After a prolonged boundary dispute between the Provinces of New York and New Jersey, the land that included Rockleigh (formerly part of Rockland) was finally ceded to New Jersey in 1769. On June 22, 1775, Harington Township, which included the territory comprising Rockleigh, was formed by Royal Charter, extending to the New York border to the north; the Hudson River to the east; Saddle River to the west; and a portion of Hackensack to the south. It was named in honor of the Haring family, who were prominent members of the community.¹⁵

3.2 American Revolution

Snedens Landing is located in Palisades, New York, and was the site of a commercial ferry service initiated in 1730 that operated between what would become the Sneden property, situated on the west side of the Hudson River in Rockland, and the Dobb property, situated on the east side of the river in Wysquaqua (now, Dobbs Ferry).¹⁶ Snedens Landing was also referred to as Dobbs Ferry during the eighteenth century and played a strategic role during the Revolutionary War because of its location at a break in the bluffs of the Palisades, enabling troops to access the inland areas of New Jersey and New York from the river. At the direction of General George Washington, a blockhouse was constructed at Snedens Landing and garrisoned by Continental troops. Gen. Washington's decision to station his forces there proved to be prescient, when on May 14, 1781, fifteen British vessels and flat boats under the command of Adm. Richard Howe approached the landing with the intent of overtaking the Continental Army. In response, Washington dispatched 200 soldiers to guard the blockhouse and defend the provinces. As roads that linked Snedens Landing to East and West New Jersey, both Sneden's Landing Road (later, Closter Road, and ultimately, Rockleigh Road) and Closter Publick Road (later, Carteret Road, and ultimately, Piermont Road) were used by Continental forces coming to and from the river.¹⁷ In addition, Washington's troops encamped to a site later known as "Snedens Fields," located on the

¹¹ Heslin, 8:2.

¹² Heslin, 8:2.

¹³ Heslin, 8:3.

¹⁴ Alice Gerard, "Closter Road, Part I," 10964: The Palisades Newsletter, March 2011, Issue 212, www.palisadesny.com.

¹⁵ Abraham D. Haring's great-grandfather, Jan Pieterse Haring, was one of the original Tappan patent holders, having received this grant in 1681, while his son, Abraham A. Haring was a captain in the American Revolutionary War. Harington Township became known as Harrington Township in the late nineteenth century.

¹⁶ Wikipedia contributors, "Mollie Sneden," Wikipedia, The Free Encyclopedia, https://en.wikipedia.org/w/index.php?title=Mollie_Snedens&oldid=949554188.

¹⁷ Heslin, 8:5.

south side of Willow Avenue, just west of Sneden's Landing Road.¹⁸ Today, this site is a contributing resource to the Rockleigh Historic District and known as the "Site of Washington's Troop Encampment 1781."

Three months later on August 19th, Closter Publick Road became the entry point for the Continental troops and its defenders marching through New Jersey en route to Yorktown Heights, Virginia. As chronicled by historian, Dr. Robert A. Selig, the regiments who made up this journey consisted of Brigadier Gen. Moses Hazen's Canadian Regiment, Col. Mathias Ogden's First New Jersey Regiment, and Col. Elias Dayton's Second New Jersey Regiment, totaling 1,137 officers and soldiers.¹⁹ Writing to Col. Elias Dayton from his headquarters in Philipsburg, New York, Gen. Washington wrote:

Sir:

You will march immediately with the Jersey Line and Hazens Regt. To the Heights between Chatham and Springfield. You will take the most eligible position and encamp there... You will give Colo[nel]. Seely orders to remain at Dobbs's Ferry until Wednesday when he is to march and join you. You will order him, in a very particular manner to keep scouts and Patroles towards Bergen, and to take every precaution ag[ains]t. a surprise.²⁰

Selig noted that Washington's reference to "Dobbs's Ferry" was in actuality to Snedens Landing, based on the logistics of the order, which would have required that the troops to have already landed on the west side of the Hudson.²¹ Selig noted:

After the men had crossed the Hudson during the night of 18/19 August, Haven's regiment 'halted about half a Mile from the River, where 'The Jersey Line passed our Ret. About 1 o'clock [on 19 August], and about 12 o'clock (sic) our Regt. Proceeded on. Just at dark our Regt. Halted and rested this night in Houses and Barns in Paramus, about 2 Miles from the church... The Jersey Line lay about three Miles in our Front.²²

In tracing their route on August 19, 1781, Selig indicated that the generals, officers, and soldiers marched south along Closter Publick Road (Piermont Road aka CR 501) and then headed west at CR 74. After traveling on foot and by water, the troops arrived in Williamsburg, Virginia, on September 26 and arrived in Yorktown two days later. On September 28, the French and Continental forces attacked the British army. After capturing British redoubts in early October, the attackers, formed a continuous line within shooting distance of the British inner defense line. On October 18th, 1781, two British officers, one American, and one French officer negotiated the terms of surrender, and the following day Gen. Cornwallis surrendered and the remaining British army, American Loyalists, and German auxiliaries laid down their arms and evacuated Yorktown.²³

¹⁸ The Sneden family settled in Palisades and Rockleigh, and all except one, were labeled Tories when they refused to declare their allegiance to the United States. One of the Tories was Samuel Sneden, who built his house at 21 Rockleigh Road c.1790. Heslin, 8:5-8:6.

¹⁹ Robert A. Selig, "The Washington-Rochambeau Revolutionary Route in the State of New Jersey, 1781-1783: An Historical and Architectural Survey" (Trenton, NJ: W3R, 2006), 133.

²⁰ Selig, 134.

²¹ Selig, FN 377. It also bears noting that Washington utilized a French map dating to 1781 that showed the camp of Washington and Rochambeau's armies in Westchester along the east side of the Hudson River where Dobbs Ferry is located, but only the west side of the river was identified as Dob's Ferry [sic]. "Position de L'Armée Americaine et Française a Philips-bourg," in Alice Munro Haagensen, "Palisades and Snedens Landing: From the Beginning of History to the Turn of the Twentieth Century (Palisades, NY: Alice Gerard, 2014), 46.

²² Selig, 134.

²³ National Park Service, "Washington-Rochambeau Revolutionary Route," National Historic Trail, www.nps.gov/waro/learn/historyculture/washington-rochambeau-revolutionary-route.htm.

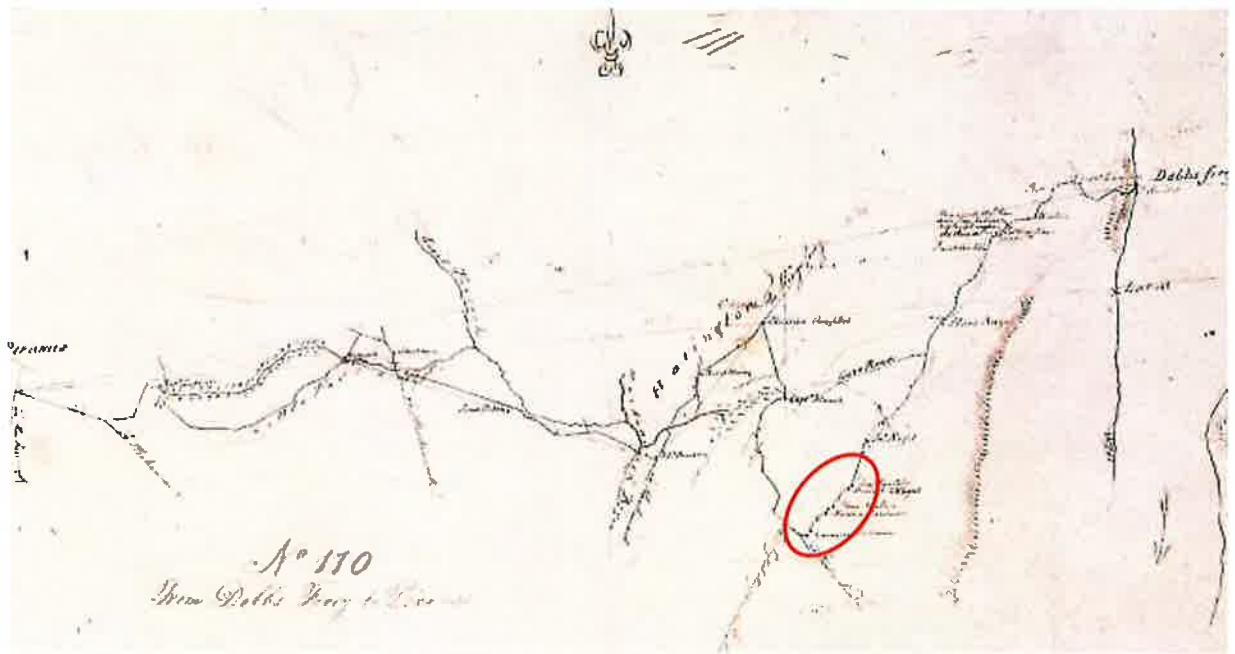


Figure 2. 1780 Erskine-Dewitt Map "From Dobbs Ferry to Peramus No. 110" showing Sneden's Landing Road (now Rockleigh Road) with Rockleigh portion circled in red.



Figure 3. Detail of 1840 U.S. Coast Survey "Map of Part of New York and New Jersey" showing Sneden's Landing Road (aka Closter Road) with Rockleigh farm settlement circled in red.

3.3 Rockleigh Road/Willow Avenue

By the first quarter of the nineteenth century, Rockland was an established farming community that was largely self-sustaining and Sneden's Landing Road became alternately referred to as Closter Road. Although it is unclear as to when Willow Avenue (historically known as Willow Road), running between present-day Rockleigh and Piermont Roads, was introduced, it does appear on maps starting in the late eighteenth century, suggesting its development may have paralleled that of the other two roads.²⁴ Also, it is highly likely that Willow Avenue served as either an early path or road leading to Sneden's Fields, today recognized as the site of Washington's troop encampment during the American Revolution, given the location of that site on the south side of the road along the west side of Sparkhill Brook. Farmhouses and outbuildings that were constructed during the eighteenth and nineteenth centuries incorporated sandstone from quarries located along both Closter Road and Closter Publick Road.²⁵ By the end of the century the community boasted farms growing crops, orchards, and/or livestock, along with a blacksmith, cider mill, and saw mill.²⁶ It was during this time that Rockland and other neighboring communities sought independence from Harrington Township by incorporating as separate boroughs, with the land comprising present-day Rockleigh becoming the Borough of Northvale on March 15, 1916. On April 12, 1923, East Northvale voted to separate from Northvale to form the Borough of Rockleigh. Although it is unclear as to when Closter Road became known as Rockleigh Road, it was most likely renamed after the incorporation of the borough. Local roads, such as Rockleigh Road, Willow Avenue, Piermont Road, were most likely constructed of packed earth and gravel during the eighteenth and nineteenth centuries, paved over with macadam starting in the 1920s, and ultimately laid with asphalt during the mid twentieth century.²⁷ Likewise, the Borough's first bridges were most likely introduced during the late nineteenth century and altered and/or replaced as bridge technologies advanced during the twentieth century.

3.4 Piermont Road

On April 10, 1857, Abraham A. Haring's grandson, Nicholas Haring, and nine other residents of the area petitioned Bergen County to re-align Closter Publick Road between the present-day Norwood-Closter border and the juncture at Closter Road (Rockleigh Road). In June 1857 Closter Publick Road was surveyed and in August 1858 it was realigned. The following year in October 1859, it was extended north between Closter Road and the New York border, and Closter Publick Road became known as Carteret Road after New Jersey's first governor, Philip Carteret.²⁸ By the early twentieth century, the segment of Carteret Road running through Rockleigh became known as Piermont Road.²⁹ Forming the northernmost segment of a statewide route that terminated in South Plainfield, Middlesex County at its southern end, the alignment would eventually span Closter, Englewood, Palisades Park, and Fort Lee in Bergen County; North Bergen, Union City, Jersey City, and Bayonne in Hudson County; Kill van Kull and Arthur Kill in Richmond County, New York; and Perth Amboy, Woodbridge, Edison, and Metuchen in Middlesex. In 1952, this alignment was recognized as a state secondary route as part of the 500 series, and designated County Route 501 (aka CR 501).³⁰

²⁴ Samuel Lewis, Mathew Carey, William Guthrie, and W Barker, "The State of New Jersey, compiled from the most authentic information" (Philadelphia: M. Carey, 1795). www.loc.gov/item/73691625/.

²⁵ The Rockleigh Anniversary Committee, "50th Anniversary: Borough of Rockleigh, New Jersey, 1923-1973" (Rockleigh, NJ: Borough of Rockleigh, 1973), n.p.

²⁶ Heslin, 8:11.

²⁷ "New Jersey Historic Roadway Study," 23, 39, 56-58, 85-87.

²⁸ The Rockleigh Anniversary Committee, n.p.

²⁹ Although the New Jersey portion of Carteret Road became known as Piermont Road by the early twentieth century, the New York portion continued to be referred to as Carteret Road up until the mid twentieth century when it became County Route 340 (aka CR 340) in New York.

³⁰ State secondary routes are secondary to state highways. As such, they are numbered by the state and routed and maintained by the counties. Wikipedia contributors, "County Routes in New Jersey," Wikipedia, The Free Encyclopedia, www.en.wikipedia.org/wiki/County_routes_in_New_Jersey.



Figure 4. Detail of 1861 G.H. Corey "Map of the Counties of Bergen & Passaic Counties, New Jersey" showing Carteret Road (aka Piermont Road) (center left) and Sneden's Landing Road (center-right).

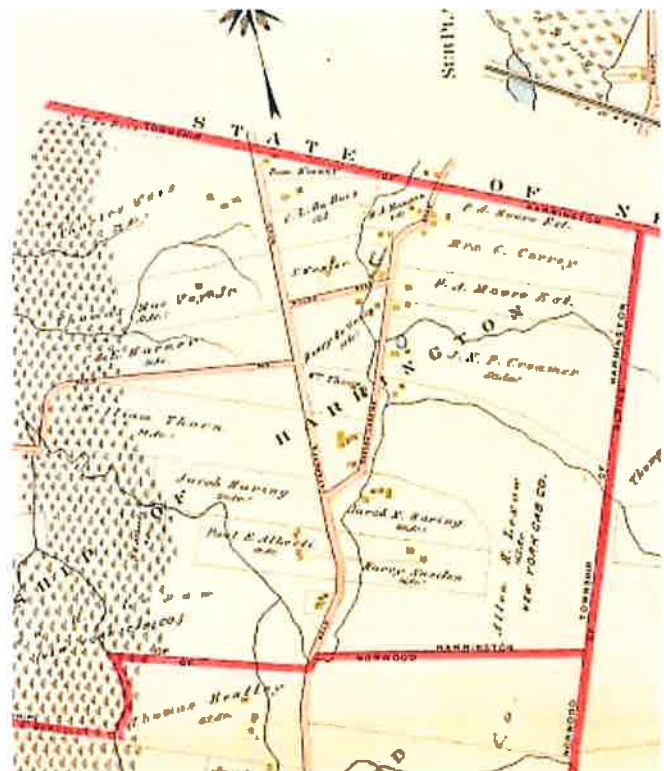


Figure 5. Detail of 1903 George Washington Bromley "Map of Bergen County, New Jersey" showing Carterette [sic] Road (aka Piermont Road) (center left), Willow Road (center), and Sneden's Landing Road (center-right).



Figure 6. John D. Naugle House, Rockleigh Road, Rockleigh, NJ.
Photographer and date unknown
Source: Palisades Free Library



Figure 7. Albert (Abraham) Cooper House, 35 Rockleigh Road, Rockleigh, NJ.
Photographer and date unknown
Source: Palisades Free Library



Figure 8. Gessner House, Closter Road, Palisades, NY.
Photographer and date unknown
Source: Palisades Free Library

3.5 Non-Historic Roads

The remaining roads in the Rockleigh Historic District were constructed during the late twentieth century to provide access to new custom homes that were built on subdivided properties in close proximity to Piermont Road. For example, Rose Haven Lane was introduced during the late 1970s, while Concklin and Haring Farm Lanes were introduced during the late 1990s. While these new developments signaled a trend toward suburbanization, they have been limited by the Borough's zoning ordinance and the regulatory oversight of its historic preservation commission and planning board in order to ensure their appropriateness to the district. This has enabled the Rockleigh Historic District to retain its rural vernacular character as a Colonial Era farm settlement.

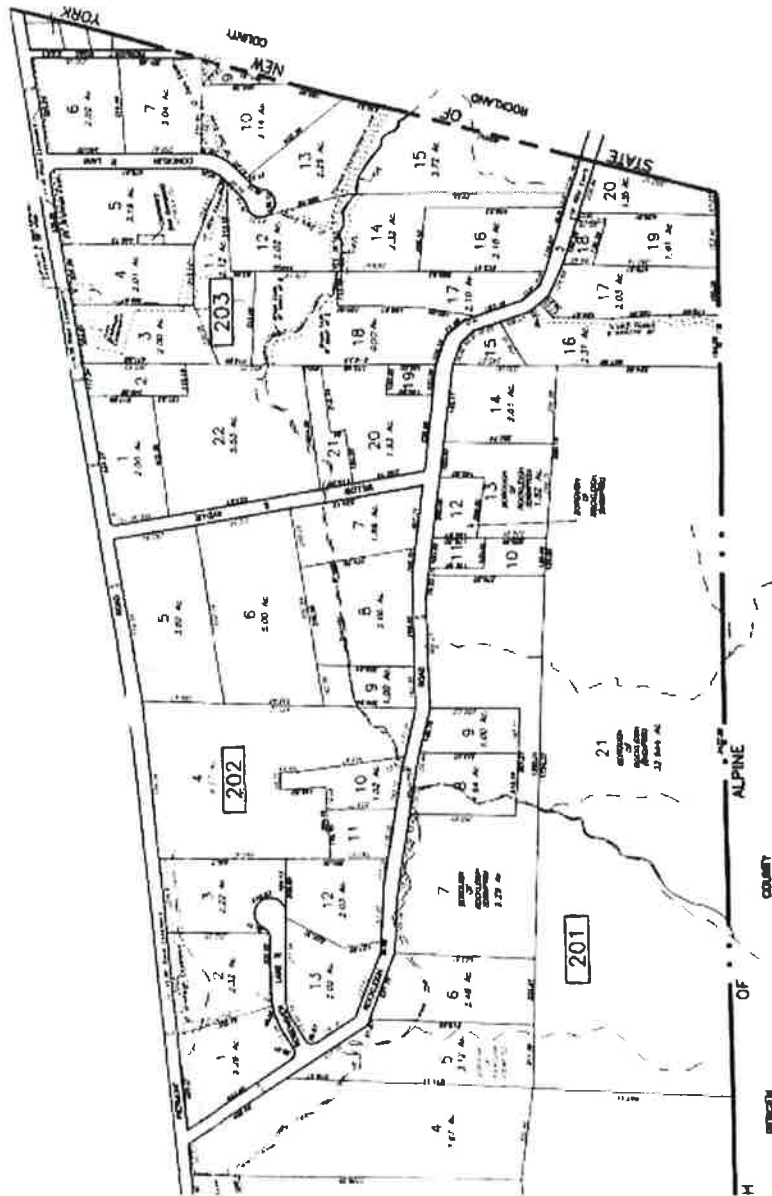


Figure 9. 1998 Louis A. Raimondi, PE, PLS
"Tax Map Borough of Rockleigh,
Bergen County, New Jersey."

4.0 CHARACTER-DEFINING FEATURES OF ROCKLEIGH'S HISTORIC ROADWAYS AND ROADSIDE ELEMENTS

4.1 Circulation

Rockleigh's historic roads embody an amalgam of eighteenth-century settlement patterns, nineteenth-century expansion efforts, and twentieth-century road improvements and private property owner initiatives. Two main roads run north-south within the Borough: the meandering two-lane Rockleigh Road, forming the main spine of the district, and the straightaway two-lane Piermont Road (CR 501). Both roads connect to one another and to Palisades, New York, to the north, while Piermont Road also connects to the Borough of Norwood to the south. In addition, the straightaway two-lane Willow Avenue, running east-west, forms a link between the two roads.

4.2 Landscape Setting

Trees throughout the wooded areas of the district and its immediate environs include: white oak, black walnut, Eastern white pine, yellow birch, Norway spruce, shagbark hickory, Northern red oak, tamarack, Eastern black oak, and red maple, along with invasive species such as Norway maple and black locust. Landscaped gardens, particularly in select areas of Rockleigh Road and Willow Avenue, feature balsam fir, Eastern red cedar, and other evergreens, along with Eastern sycamore, weeping willow, birch, Eastern redbud, cherry blossom, and crabapples. Garden plantings include forsythia, azaleas, hydrangeas, rhododendrons, yew, and boxwood hedges, among others, that intermingle with moderately sized lawns.

4.3 Structures/Objects

Although contemporary brick or stone entry piers front many of the newer dwellings, along with a historic entry at 9 Willow Avenue, there is generally minimal fencing throughout the district. Fencing that does exist consists of split-rail fencing at 9 Piermont Road and corral fencing at 4 and 14 Rockleigh Road, 42 Piermont Road, and 2 Willow Avenue. Stone walls are a historic and non-historic feature of the district and are manifested in two ways: historic and contemporary low- and mid-rise drylaid, randomly-coursed fieldstone walls and contemporary low- and mid-rise drylaid, randomly-coursed flagstone walls. Examples of historic fieldstone walls can be found lining the east side at 34 Rockleigh Road and the west side at 36 Rockleigh Road, and forming the retaining wall along a tributary of Sparkhill Brook. Examples of contemporary fieldstone walls can be found at 30, 31, and 33 Rockleigh Road, and lining the east side of Rockleigh Road and the east side of Piermont Road where the two roads meet. In addition, there are some road segments where randomly-placed boulders line the road, such as along 7 and 8 Piermont Road, and along 2 Willow Avenue, which are also contemporary landscape elements. A historic water pump is located at the entrance to 7 Piermont Road.

4.4 Rockleigh Road

Rockleigh Road is characterized by a curvilinear horizontal alignment set within a naturally sloping vertical alignment with various changes in the adjacent topography at any given point along the road. A variety of historic and non-historic dwellings with minimal or substantial setbacks are elevated above the road, particularly in the northern and middle segments, highlighting the rural character of the district. As such, it offers an uncanny experience of early farm life based on Dutch settlement patterns.³¹ Many of the historic properties along Rockleigh Road features scattered mature evergreens and deciduous trees.

Character-Defining Features: Roadway

- Curvilinear horizontal alignment
- Moderately sloping vertical alignment

³¹ Whereas early English colonial settlement patterns typically incorporated town centers with farmsteads radiating away from them, early Dutch colonial settlement patterns were pervasively rural, informed by roads that developed organically to connect farmsteads to one another and to waterways to facilitate the transport of individuals and goods.

-
- Two lanes
 - Uninterrupted transition between roadbed and shoulder consisting of dirt or grass (south of Willow Avenue)

Character-Defining Features: Roadside Elements

- Fieldstone walls
- Corral fencing
- Mature deciduous trees and evergreens
- Mid-eighteenth- to nineteenth-century farmhouses and outbuildings



Figure 10. Rockleigh Road, view northeast from 35 Rockleigh Road showing curvilinear horizontal alignment, moderately sloping vertical alignment, mature deciduous and coniferous trees, and historic mid-rise fieldstone walls (left).
Gregory Dietrich, photographer, 3/11/20

Figure 11. Rockleigh Road, view northeast from 7 Rockleigh Road showing curvilinear horizontal alignment, uninterrupted transition between roadbed and shoulder, mature deciduous and coniferous trees, and corral fencing.
Gregory Dietrich, photographer, 3/11/20



4.5 Piermont Road

Piermont Road has a relatively straight horizontal alignment and a flat vertical alignment through the district. Similar to Rockleigh Road, a variety of historic and non-historic dwellings with minimal or substantial setbacks are elevated above the road, particularly in the northern and southern portions, highlighting the rural character of the district. While many of the historic properties along Piermont Road feature scattered mature coniferous and deciduous trees, the unimproved lands particularly along the east side of Piermont Road, between Willow Avenue and Concklin Lane, are heavily forested with mature evergreens and deciduous trees.

Character-Defining Features: Roadway

- Relatively straight horizontal alignment
- Flat vertical alignment
- Two lanes
- Uninterrupted transition between roadbed and shoulder consisting of dirt

Character-Defining Features: Roadside Elements

- Corral and split-rail fencing
- Mature deciduous trees and evergreens
- Mid-eighteenth and mid-nineteenth-century farmhouses and outbuildings
- Water pump

Figure 12. Piermont Road, view north from 9 Piermont Road showing uninterrupted transition between roadbed and shoulder, mature deciduous and coniferous trees, and split-rail fencing (left).

Gregory Dietrich, photographer, 3/11/20



Figure 13. Piermont Road, view southeast from the Rockleigh Country Club (right) showing relatively straight horizontal alignment, uninterrupted transition between roadbed and shoulder, and mature deciduous and coniferous trees.

Gregory Dietrich, photographer, 3/11/20



Figure 14. 9 Piermont Road, view west showing uninterrupted transition between roadbed and shoulder, mature deciduous and coniferous trees, split-rail fencing, and historic house and outbuildings.

Gregory Dietrich, photographer, 3/4/20

Figure 15. Piermont Road, view northeast from Link Drive showing uninterrupted transition between roadbed and shoulder, and mature deciduous and coniferous trees.
Gregory Dietrich, photographer, 3/4/20



4.6 Willow Avenue

Willow Avenue has a straight horizontal alignment and a minimally sloping vertical alignment with discreet changes in the adjacent topography at any given point along the road. A variety of historic and non-historic dwellings with moderate or substantial setbacks are set along the road, highlighting the rural character of the district. Historic properties along Willow Avenue feature scattered mature evergreens and deciduous trees.

Character-Defining Features: Roadway

- Straight horizontal alignment
- Minimally sloping vertical alignment
- Two lanes
- Uninterrupted transition between roadbed and shoulder consisting of dirt or grass

Character-Defining Features: Roadside Elements

- Corral fencing
- Mature deciduous trees and evergreens
- Mid-nineteenth-century farmhouses and outbuildings
- Stone piers and metal gates



Figure 16. Willow Avenue, view east showing straight horizontal alignment, modestly sloping vertical alignment, uninterrupted transition between roadbed and shoulder, and mature deciduous and coniferous trees.
Gregory Dietrich, photographer, 3/11/20

Figure 17. Site of Washington's Troop Encampment 1781 along Sparkhill Brook (left), view south from Willow Avenue.
Gregory Dietrich, photographer, 3/4/20



Figure 18. Willow Avenue, view west showing uninterrupted transition between roadbed and shoulder and mature deciduous and coniferous trees.
Gregory Dietrich, photographer, 3/11/20

5.0 EVALUATION OF INTEGRITY

5.1 Integrity Criteria

Integrity is the ability of a historic property to convey its significance through surviving elements. Given the fact that local, state, and federal roadways are continually changing, owing to regulatory oversight focusing on public safety and accommodation, the analysis of integrity requires more flexibility than what might be otherwise afforded a conventional building, structure, object, or district. Accordingly, the *New Hersey Historic Roadway Study* not only considers each aspect of integrity as it is typically defined, but also ascribes the extent to which each of those aspects must be present in order to justify a roadway's ability to convey its significance.

There are seven aspects of integrity, as defined by the National Park Service. As applied to a historic roadway, they are defined by the *New Hersey Historic Roadway Study* as follows:

1. Location: The roadway remains in its original location for its period of significance.
2. Design: The retention of those characteristics that were purposely included in the planning and construction of the roadway. It bears noting that since most roads were not the result of planning and design initiatives, integrity of design is generally not critical for a roadway to retain integrity.
3. Materials: The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form the roadway. Although materials common to early roadways might include packed earth, gravel, wood blocks, and logs, the demands of modern transportation have compromised the survival of historic materials and therefore not critical for a roadway to retain integrity.
4. Workmanship: The physical evidence of the labor, skill, and craft expressed within the roadway or its component parts. Although these attributes are not crucial to retain integrity, their presence can strengthen the case for it.
5. Setting: The physical environment of the roadway, reflecting the same general character, with minimal intrusions, that were originally present during the roadway's period of significance. The majority of roadside elements dating to the period of significance should be present.
6. Feeling: The expression of an aesthetic or historic sense of a particular period of time; the presence of physical features that convey the property's historic character.
7. Association: The direct link between an important historic event or person and the historic property; the presence of physical features and associated elements that convey the property's historic character.³²

5.2 Integrity Analysis

Rockleigh Road, Piermont Road, and Willow Avenue retain their integrity of location, setting, feeling, and association, while their integrity of materials and workmanship have been compromised by subsequent alterations and their integrity of design is not applicable. The following offers justifications for these findings:

1. Location: All three roadways appear to retain their integrity of location for their period of significance. Although the southernmost portion of Piermont Road was re-aligned in 1858, its alignment does not appear to vary from the previous alignment, as shown on historic maps before and after this date, which was primarily a true north-south straightaway.
2. Design: As local roads developed in the eighteenth century to serve a farming community, it is highly unlikely they were designed, making this aspect of integrity not applicable.
3. Materials: Original materials, such as packed earth and gravel during the eighteenth and nineteenth centuries, has long been replaced in order to make them passable and in conformance with modern-day road construction requirements. Although not a crucial aspect of these three roads' ability to convey their significance, they lack integrity of materials.

³² *New Hersey Historic Roadway Study*, 30-31.

-
4. Workmanship: No physical evidence of the labor, skill, and craft informing the original construction of these three roads exists. Although not a critical aspect of these three roads' ability to convey their significance, they lack integrity of workmanship.
 5. Setting: The physical environment of the three roads still retains the rural vernacular quality of an eighteenth- and nineteenth-century farming community based on Dutch colonial planning and building traditions, as evinced by the rugged topography, historic stone walls and wooden fencing, mature deciduous and coniferous trees, and scattered collection of eighteenth- and nineteenth-century farmhouses and outbuildings situated throughout the district. Even the prospect of new construction post-dating the district's period of significance has not compromised the integrity of the roads' setting so that they no longer convey their significance as contributing resources to the district.
 6. Feeling: The roads' modest width, original locations, and preponderance of elements (landscape features, structures, and buildings) related to their period of significance enable them to convey their historic character.
 7. Association: Although all three roads were developed during the eighteenth century, Rockleigh Road in particular has the greatest capacity to convey its association with this early farming community, due to its curvilinear horizontal alignment, its sloping vertical alignment and the variety of elevations of the properties themselves at any given point along the way, its modest width, and its preponderance of intact elements (landscape features, structures, and buildings).

6.0 EVALUATION OF SIGNIFICANCE

6.1 Statewide Significance Criteria

In evaluating the statewide significance of the Rockleigh Historic District's three historic roads it is necessary to understand how they fit within the state's historic context of roadway development and the extent to which each road retains its integrity (i.e., ability to convey its significance through surviving elements).

In their *New Hersey Historic Roadway Study*, KSK Architects Planners Historians, Inc. et al. identified four historic contexts for evaluating the statewide significance of New Jersey's roadways that include:

- The Early Roads Era (c.1621 – c.1815)
- Internal Improvements (c.1790 – c.1889)
- Good Roads Era (c.1870 – c.1917)
- Highway Era (c.1891 – c.1947)

Rockleigh and Piermont Roads' core development during the Colonial Era (c.1740/c.1758) and Willow Avenue's development during the Revolutionary War Era (c.1781) place them squarely as cultural routes within the historic context of the Early Roads Era, thus precipitating the need to apply the established significance criteria for evaluating roadways under this context.³³ As stated in the *New Hersey Historic Roadway Study*, the four criteria for evaluating significance under the Early Roads Era historic context are:

Criterion A

A roadway must have one or more of the following attributes, thus having the potential to contribute to the broad patterns of New Jersey's history and embody statewide significance:

- Demonstrated regional or interregional importance; local importance does not connote significance
- Mandated by the colonial government
- Built primarily for military purposes
- Linked major population centers either within or just outside the state's borders, including colonial capitals

Criterion B

A roadway associated with the lives of persons(s) determined significant must have a clear, rather than casual, link between the person(s) and the roadway in order to potentially embody statewide significance.

Criterion C

A roadway that embodies the distinctive characteristic of a type, period, or method of construction, or that represents a work of a master, might be considered a roadway of statewide significance if: (1) a roadway and its distinctive design features are evaluated within the context of its particular roadway era; or b) the work of the master designer is evaluated within the context of other work by that designer.

³³ It bears noting that the other established historic contexts are not germane to these particular roads since these roads are local in nature and do not represent statewide road planning initiatives, master designs, or technological advances. A "cultural route" is defined as "Historic roads that evolved through necessity or tradition" as opposed to aesthetics and/or engineering. Paul Daniel Marriott, "The Preservation Office Guide to Historic Roads: Clarifying Preservation Goals for State Historic Preservation Offices, Establishing Preservation Expectations for State Transportation Departments," June 2010. www.fitchfoundation.org/wp-content/uploads/2017/05/FITCH_Paul-Marriott_final_web.pdf.

Criterion D

A roadway that has yielded or may be likely to yield archaeological information important in prehistory or history might be considered a roadway of statewide significance if such a roadway represents an important type of roadway building technology that cannot be documented using existing documentary source material.³⁴

6.2 Statewide Significance Analysis

As noted, Rockleigh Road and Piermont Road were an outgrowth of two developments: the establishment of regular ferry service between Dobbs Ferry and Snedens Landing in 1730, and the introduction of farmsteads into the area by the 1740s. Although it is unclear as to when Willow Avenue was introduced, its location adjacent to the “Site of Washington’s Troop Encampment 1781” during the American Revolution suggest it was semi-contemporaneous with the development of the other two roads. Although these roads fit within the Early Roads Era historic context, application of the four criteria for evaluating their significance on a statewide level does not yield any potential.

- Under Criterion A, they do not demonstrate regional or interregional importance; there is no evidence that they were created via a mandate by a colonial government or built primarily for military purposes; and they were never built to link major population centers either within, or just outside, the state’s borders, including colonial capitals.
- Under Criterion B, no significant persons were found to have a clear, rather than casual, link to the roadways. Although Piermont Road in particular has Revolutionary War Era associations with Brigadier Gen. Moses Hazen, Col. Mathias Ogden, and Col. Elias Dayton, who led their troops down the roadway as part of an epic journey to Yorktown, no evidence was found to indicate that the road was more than a means to an end to get them there.
- Under Criterion C, the roads do not embody the distinctive characteristic of a type, period, or method of construction, represent the work of a master, or possess distinctive design features.
- Under Criterion D, there is no evidence to suggest that the roads have yielded, or may be likely to yield, archaeological information important in prehistory or history in the realm of roadway building technology that cannot be documented using existing documentary source material.

6.3 Local Significance Analysis

Although Rockleigh Road, Piermont Road, and Willow Avenue do not possess statewide significance, they are locally significant as contributing resources to the Rockleigh Historic District for their association with the early development of Rockleigh as a farm settlement built on Dutch colonial planning and development traditions. Embodying the hallmarks of early Dutch colonial settlement patterns, these roads organically connected farmsteads to one another and to waterways, such as Snedens Landing, to facilitate the transport of individuals and goods. In addition, they are also locally significant for their contribution to the Patriot cause during the Revolutionary War, serving as necessary conduits between Snedens Landing and other sites of military activity within the state and beyond for the Continental Army to execute its offensive and defensive maneuvers. Most notably, Piermont Road has been documented as the New Jersey starting point for the troops in August 1781, when they made the long journey south to attack the British in Yorktown, leading to Gen. Cornwallis’ surrender and the ultimate defeat of the Monarchy.

³⁴ The criteria are paraphrased for economy. *New Hersey Historic Roadway Study*, 26.

7.0 DESIGN STRATEGIES

7.1 Project Considerations

The intent of design strategies is to avoid or minimize potentially adverse impacts on Rockleigh's historic roadways in advance of implementing a road improvement. Roadway projects are typically borne out of a pressing public need, whether it entails a requirement for enhanced safety measures, maintenance or repair, addressing increased traffic demands and/or uses, or any combination thereof. Yet, all of these types of projects have the potential to not only impact the historic roadway that is the focus of the work, but also the historic district in which it is located. For example, the straightening of a winding country road would not only compromise the rural vernacular experience of the road from the driver's perspective, but also the experience of the road from those living alongside it. Thus, while public safety and accommodation must always be a priority for best roadway practices, exploring sensitive ways in which to implement these improvements can potentially preserve a district's distinct sense of place and, in doing so, preserve the visitor and resident experience.

The *New Jersey Historic Roadway Design Guidelines* offer a set of General Preservation Principles for projects where historic roadway or roadside features are present, including:

- Retain and preserve character-defining features of the historic resource consistent with its period of significance.
- If the historic resource's character-defining feature must be disturbed, document the elements in place in accordance with appropriate standards as agreed to by the New Jersey Historic Preservation Office (NJHPO) and New Jersey Department of Transportation (NJDOT) cultural resource professionals.
- Restore, rehabilitate, or replicate deteriorated historical elements, based on historical documentation or remaining features. Do not execute historical interpretations if no evidence of that material or feature exists.
- In instances where historic features must be removed, consider the reuse or retrofitting of character-defining features along the new roadway in another appropriate location, or if historical documentation supports it, along another section of the historic roadway.
- If a new feature that does not have historical documentation or precedent is proposed along a historic roadway or bridge, the new feature should be designed to be compatible with the roadway and its setting, but distinctly non-historic. It may be appropriate to assess how the new feature may become more "transparent," such as through the use of material, scale, and color or, in some cases, it may be appropriate to consider what type of feature is used on similar roadways in the vicinity for design guidance.
- New roadway or bridge elements should be compatible with, but distinct from, the historic setting, including materials, features, proportion, and scale.

Where no historic roadway features are present but the historic setting remains, The *New Jersey Historic Roadway Design Guidelines* make the following recommendations:

- Use materials, features, and proportions that are consistent with the setting.
- Investigate paving materials, lighting, street furniture, landscaping, bridge span types, parapet designs, and other design features used on similar roads in the vicinity, assessing their compatibility with the setting and needs of the proposed project. Roadway materials and devices should meet the appropriate Federal Highway Administration (FHWA) design standards such as the Manual on Uniform Traffic Control Devices and the American Association of State Highway and Transportation Officials (AASHTO) road sign design guide. However, consultation with the New Jersey Department of Transportation (NJDOT), project stakeholders, and FHWA (in the event of federal involvement) may identify appropriate project alternatives.³⁵

³⁵ KSK Architects Planners Historians, Inc. and McCormick Taylor, Inc. *New Jersey Historic Roadway Design Guidelines*, April 2012, <https://www.state.nj.us/transportation/about/publicat/historicroadwaydesignguidelines.pdf>.

In addition, the following design strategies are intended to avoid or mitigate the potentially adverse effects of a variety of roadway improvements on the Rockleigh Historic District. Organized by project type, they are categorized as follows, with each category preceded by a summary statement or table of the historic roads' character-defining features and existing conditions:

- | | | |
|----------------------------|-----------------------------------|----------------------|
| ▪ Road | ▪ Pedestrian/Bicycle Improvements | ▪ Structures/Bridges |
| ▪ Shoulders | ▪ Lighting/Street Furniture | ▪ Landscaping |
| ▪ Traffic Control Measures | ▪ Signage | ▪ Roadside Elements |

7.1.1 Road

Table 1. Historic Road Character-Defining Features/Existing Conditions.

ROAD NAME	TECHNICAL DATA	CHARACTER-DEFINING FEATURES	OTHER EXISTING CONDITIONS
Rockleigh Road	<ul style="list-style-type: none"> Local road .7 miles 41.25' ROW 	<ul style="list-style-type: none"> Moderately sloping vertical alignment from north to south Curvilinear horizontal alignment Two lanes Uninterrupted transition between roadbed and shoulder consisting of dirt or grass (south of Willow Avenue) 	<ul style="list-style-type: none"> Asphalt roadbed with roadway markings Belgian-block curbing (north of Willow Avenue/Rose Haven Lane entrance) Corten guardrail with steel posts (east side, north of Rose Haven Lane)
Piermont Road	<ul style="list-style-type: none"> Collector road .9 miles (within the Rockleigh Historic District) 70' ROW 	<ul style="list-style-type: none"> Flat vertical alignment Straight horizontal alignment Two lanes Uninterrupted transition between roadbed and shoulder along most of the alignment 	<ul style="list-style-type: none"> Asphalt roadbed with roadway markings Rolled-asphalt curbing (west side, south of Rockleigh Road) Corten "W" guardrail with steel posts (east side, south of Rockleigh Road); galvanized-steel "W" guardrail with steel posts (east side, south of Rockleigh Road)
Willow Avenue	<ul style="list-style-type: none"> Local road .2 miles 45' ROW 	<ul style="list-style-type: none"> Minimally sloping vertical alignment from east to west Straight horizontal alignment Two lanes Uninterrupted transition between roadbed and shoulder consisting of dirt or grass 	<ul style="list-style-type: none"> Asphalt roadbed with roadway markings

Design Strategy

- Preserve the existing natural grade, alignment, road width, and uninterrupted transition between roadbed and shoulder to the greatest extent possible
- Any modifications to the grade should seek to maintain an overall sense of the existing slope or plane
- Any modifications to the alignment should seek to maintain the overall layout
- Any modifications to the road width (e.g., expansions) should seek to maintain the domestic scale through a similar design

-
- Any introduction of new curbing should incorporate existing material (i.e., rolled asphalt), thereby avoiding the introduction of a non-historic material that has no historic precedent in the district



Figure 19. Rockleigh Road, view south from 14 Rockleigh Road showing curvilinear horizontal alignment, uninterrupted transition between roadbed and shoulder, mature deciduous and coniferous trees, and corral fencing.
Gregory Dietrich, photographer, 3/11/20



Figure 20. Piermont Road, view south from 11 Piermont Road showing rolled asphalt as a curbing material.
Gregory Dietrich, photographer, 3/11/20

7.1.2 Shoulders

None of the three historic roads currently have shoulders, which are obstructed by various man-made and natural elements, such as volunteer vegetation (Rockleigh Road, Piermont Road, Willow Avenue), curbing (Rockleigh Road), guardrails (Rockleigh Road, Piermont Road), berms (Rockleigh Road), fences (Rockleigh Road, Piermont Road, Willow Avenue), fieldstone walls (Rockleigh Road, Piermont Road), and/or boulders (Rockleigh Road, Piermont Road).

Design Strategy

Any proposal to introduce shoulders to the roads should seek to retain the uninterrupted transition between roadbed and dirt or grass, while also making a visual distinction between hardscape and softscape, consistent with the rural vernacular character of these roads. This could either be accomplished through:

- The introduction of a paved shoulder with an appropriate colored coating to evoke packed earth; or
- The introduction of a porous geoblock base covered with grass.

In instances where historic features (e.g., historic fieldstone walls) must be removed in order to accommodate the new shoulder, consider the reuse of these features along another section of the historic roadway, if historical documentation supports it.



Figure 21. Installation of a geoblock base in order to create a durable shoulder, while preserving the uninterrupted transition between roadbed and grass, Foothills Parkway, Great Smoky Mountains National Park, Tennessee. Source: University of Maryland

Figure 22. Installation of grass atop the geoblock base on the Foothills Parkway, Great Smoky Mountains National Park, Tennessee. Source: University of Maryland



7.1.3 Traffic Control Measures

Current traffic control measures along all three roads consist primarily of road signs conforming to the AASHTO road sign design guide. In addition, Rockleigh Road includes a radar speeding sign featuring an LED display. Corten and galvanized-steel “W” guardrails with steel posts are located in select locations of Rockleigh Road (Corten) and Piermont Road (Corten and galvanized-steel).

Design Strategy

- Road signs should continue to meet AASHTO road sign design guide standards. Any proposal for the introduction of traffic lights should seek to be as transparent as possible through the use of a uniform dark neutral color in the powder coating of the pole and arms (e.g., black, charcoal, dark green, dark brown, etc.) as a means of minimizing their appearance.
- If additional guardrails are needed, Corten “W” guardrails are preferable to galvanized steel because of their rustic color, which blends in better with the natural landscape.



Figure 23. Traffic signal showing black powder-coating as a means of neutralizing its visual impact on a historic district, Wood Street and W. Broad Street, Burlington, New Jersey.
Source: Google Street View

Figure 24. Corten “W” guardrail along Rockleigh Road, a preferable alternative to galvanized steel when traffic safety measures such as these are required.
Gregory Dietrich, photographer, 3/11/20



7.1.4 Pedestrian/Bicycle Improvements

None of the roads currently promote pedestrian or bicycle access. As a safety measure, “single-file only bicycling” signs are located on Piermont Road, though the pavement outside of the edge line varies from wide enough to accommodate a single bicycle to too narrow. Both pedestrians and bicyclists are currently relegated to walking or bicycling on the road or navigating undefined paths running outside of the edge line, which may be impassable for a variety of reasons (e.g., volunteer vegetation, berms, fieldstone walls, guardrails, etc.).

Design Strategy

- Pedestrian access could be attained by widening of the existing asphalt, thereby expanding the width between the edge line and the end of the pavement. Alternately, a new footpath could be created through the introduction of a porous geoblock base covered with grass, thereby preserving the seamless transition between roadbed and shoulder.
- Bicycle access could be attained through the widening of the existing asphalt and the creation of dedicated bike lanes through street markings.

In instances where historic features (e.g., historic fieldstone walls) must be removed in order to accommodate the new pedestrian and/or bicycle access, consider the reuse of these features along another section of the historic roadway, if historical documentation supports it.



Figure 25. A widening of the asphalt roadbed shown here at left along Piermont Road, coupled with appropriate street markings, could facilitate the addition of a bike lane, while also minimizing the lane’s physical and visual impact on the historic road. Similarly, the introduction of a geoblock base topped with grass or gravel could facilitate the addition of a footpath, thus preserving the road’s rural character. Gregory Dietrich, photographer, 3/11/20

7.1.5 Lighting/Street Furniture

Lighting for the most part is placed at key intersections (e.g., Rockleigh Road and Willow Avenue, Rockleigh Road and Piermont Road, Piermont Road and Willow Avenue), and at other select locations along each of the roads. Lighting fixtures incorporate a Colonial-style lantern design and are mounted high on wooden utility poles carrying transmission lines. As implemented, they are unobtrusive and appropriate to the district. There is currently no street furniture along the roads for active or passive recreational activity, nor are there any bus routes precipitating the need for benches or shelters.

Design Strategy

- Any proposals for additional lighting should utilize the existing model of Colonial-style lantern designs mounted high on wooden utility poles in an effort to be cohesive with the existing fixtures and as unobtrusive as possible.

- Any proposals for streetscape furniture should be compatible with the historic roadway design and its setting, but distinctly non-historic with an effort to make it as transparent as possible through the use of materials and color that blend in with the naturalistic setting.



Figure 26. Although this Colonial-style lantern at the corner of Piermont and Rockleigh Roads is not based on any known precedent for the district, its high placement on a modern utility pole ensures that it is unobtrusive and does not blur the lines of history. Gregory Dietrich, photographer, 3/11/20

Figure 27. These benches and trash receptacles offer contemporary rustic designs that are distinctly non-historic, executed in metal and plastic for long-term durability.

Source: Seven Trust WPC Company



7.1.6 Signage

Current signage consists of borough signs (Rockleigh Road), street signs (Rockleigh Road, Piermont Road, Willow Avenue), institutional, municipal, and commercial wayfinding (Piermont Road, Willow Avenue), and historical markers (Rockleigh Road and Piermont Road). None of the signs are historicized or detract from the character of the district: The borough signs are modest and feature a rustic design, the street signs are small and unobtrusive, the wayfinding signs reflect the services they are advertising, and the historical markers (erected by the county) follow a uniform design to indicate their purpose in educating the public. No historic documentation of signage related to the period of significance has been uncovered to serve as the basis for replication.

Design Strategy

- Efforts should be made to reduce sign clutter to the extent that it is feasible through the removal of all unnecessary or non-essential signs.
- Any proposals for new signage falling within the categories of borough signs, street signs, wayfinding, or historical markers should be based on the existing prototypes in an effort to be as cohesive and unobtrusive as possible.
- Any proposals for new signage falling outside of these categories should be compatible with the historic roadway design and its setting, but distinctly non-historic with an effort to make them as transparent as possible through the use of materials and color that can blend in with the natural setting.
- Consider painting the back of modern sheet metal street signs and their poles/arms a uniform dark neutral color (e.g., black, charcoal, dark green, dark brown, etc.) as a means of minimizing their appearance.



Figure 28. Combined street signage, such as this seen on Willow Avenue, minimizes visual clutter by reducing the number of standalone signs. Also note the rust colored sign pole which neutralizes the visual impact of a non-historic feature.

Gregory Dietrich, photographer, 3/11/20



Figure 29. Historical markers, such as this one at 36 Rockleigh Road, offer historical information that promotes the district's significance through a tasteful, uniform design.

Gregory Dietrich, photographer, 3/3/20



Figure 30. Institutional signs, such as this one at 2 Willow Avenue, illustrate how wayfinding can be accomplished through a modest design that is consistent with the district's rustic character.

Gregory Dietrich, photographer, 3/4/20

7.1.7 Structures/Bridges

There are three bridges and a culvert located within the Rockleigh Historic District, all of which are replacement structures. Two of the bridges are located on Rockleigh Road and constructed of steel-reinforced concrete: one features exposed concrete with battered parapets capped with cast-stone coping, while the other features parapets faced with rubblestone capped with cast-stone coping. The third bridge, which is also constructed of steel-reinforced concrete, is located on Willow Avenue and also features parapets faced with rubblestone capped with cast-stone coping. The culvert is located on the northeast corner of Piermont Road and Rockleigh Road, constructed of steel-reinforced concrete, and faced with irregularly-coursed ashlar stone capped with cast-stone coping. No historic documentation of the bridges or culvert related to the period of significance has been uncovered to serve as the basis for replication.

Design Strategy

- Any proposals for replacement bridges should be based on the prevailing bridge prototype, consisting of steel-reinforced-concrete construction with parapets faced with rubblestone capped with cast-stone coping in an effort to preserve the rustic character of the district in a non-historic way.
- Any proposals for replacement structures, such as culverts and other infrastructure, should be based on the existing culvert prototype, consisting of steel-reinforced-concrete walls faced in irregularly-coursed ashlar stone capped with cast-stone coping, in an effort to preserve the rustic character of the district in a non-historic way.



Figure 31. Rubblestone-clad bridges, such as this one on Rockleigh Road, offer an appropriate non-historic design that are consistent with the district's rustic character.

Gregory Dietrich, photographer, 3/4/20

Figure 32. Culverts, such as this one at the corner of Piermont and Rockleigh Roads, offer an appropriate non-historic design that are consistent with the district's rustic character.

Gregory Dietrich, photographer, 3/4/20



7.1.8 Landscaping

None of the three historic roads were ever landscaped. Instead, they reflected the setting of the natural habitats and farmsteads abutting them. Although these farms no longer exist, a few of the natural habitats still do, most notably in the area located on the east side of Rockleigh Road north of the juncture of Rose Haven Lane, which includes a brook running through it, and the northeast corner of Piermont Road and Willow Avenue. Both of these habitats consist of densely wooded forests containing a variety of indigenous trees that include: white oak, black walnut, Eastern white pine, yellow birch, Norway spruce, shagbark hickory, Northern red oak, tamarack, Eastern black oak, and red maple, along with invasive species such as Norway maple and black locust. Other parts of Rockleigh Road evoke the rural, if not agrarian, setting of old farmsteads with their vast expanse of lawns accentuated with scattered mature deciduous and coniferous trees, such as those noted above. In some cases, these properties are enclosed by wooden fences, which can also be found along the southernmost and northernmost portions of Piermont Road and along Willow Avenue. Other landscapes are more suburban in character, populated with weeping willow, birch, Eastern redbud, cherry blossom, and crabapples, as well as forsythia, azaleas, hydrangeas, rhododendrons, yew, and boxwood hedges, among others, that intermingle with moderately sized patches of lawn.

Design Strategy

- The existing buffer of dirt or grass or volunteer vegetation immediately adjacent to all three roads should be retained.
 - Any new plantings proposed for these areas should preference indigenous species over non-indigenous ones so as to preserve and enhance the naturalistic character of the roads' setting. Preference should be given to native species that are long blooming, low maintenance, and disease and insect resistant.



Figure 33. The formal arrangement of this landscaping on Rockleigh Road, compounded by the prevalence of non-indigenous trees, could be alleviated by the introduction of indigenous trees along the road as a means of screening the yard from the public right-of-way and preserving the district's rustic character. Gregory Dietrich, photographer, 3/4/20

Figure 34. The planting of indigenous trees, such as these pine trees along Rockleigh Road, offer an effective means of preserving the district's rustic character.

Gregory Dietrich, photographer, 3/4/20



7.1.9 Roadside Elements

Table 2. Historic Road Roadside Elements.

ROAD NAME	HISTORIC ROADSIDE ELEMENTS	OTHER EXISTING CONDITIONS
Rockleigh Road	<ul style="list-style-type: none"> • Fieldstone walls • Corral fencing • Gravel/packed earth driveways • Mature deciduous trees and evergreens • Mid-eighteenth- to nineteenth-century farmhouses and outbuildings 	<ul style="list-style-type: none"> • Non-historic fieldstone walls/boulders • Property name signage/mailboxes • Wooden utility poles • Brick/stone piers and metal gates • Belgian-block/brick driveway curbing and aprons • Non-historic houses and outbuildings
Piermont Road	<ul style="list-style-type: none"> • Corral and split-rail fencing • Gravel/packed earth driveways • Mature deciduous trees and evergreens • Mid-eighteenth and mid-nineteenth-century farmhouses and outbuildings • Water pump 	<ul style="list-style-type: none"> • Non-historic fieldstone walls/boulders • Property name signage/mailboxes • Brick/stone piers and metal gates • Belgian-block/brick driveway curbing and aprons • Wooden utility poles • Non-historic houses and outbuildings
Willow Avenue	<ul style="list-style-type: none"> • Corral fencing • Mature deciduous trees and evergreens • Mid-nineteenth-century farmhouses and outbuildings • Stone piers and metal gates 	<ul style="list-style-type: none"> • Property name signage/mailboxes • Wooden utility poles • Belgian-block/brick driveway curbing and aprons • Non-historic houses and outbuildings

Design Strategy

- Preserve historic roadside elements in place.
- If preservation of roadside elements in place is not feasible, document the resource in its undisturbed setting according to appropriate standards as agreed to by NJHPO and NJDOT cultural resource professionals.
- Shift roadside elements from the historic roadway, if road widening is required, to a comparable position along the new roadway when relocation is feasible.
- Move selected roadside elements, if they must be moved, to an area where their historic significance may be interpreted. Mitigation strategies beyond documentation and interpretation may be warranted depending upon the significance of the feature.
- Design new roadside elements with no historical documentation or precedent to be compatible with the historic roadway design and its setting, but in a distinctly non-historic aesthetic. It may be appropriate to assess how the new feature may become more transparent through the use of material and color or, in some cases, to consider what elements are used on similar historic roads in the vicinity for design guidance.

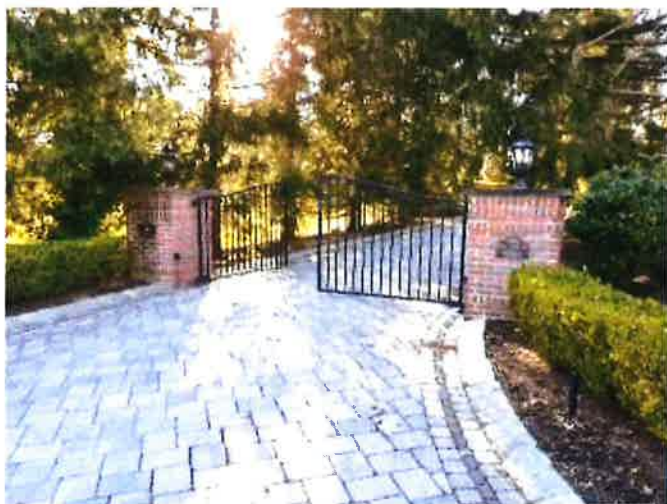


Figure 35. The introduction of formal entries, such as this one on Piermont Road, should be discouraged as they detract from the district's rural character.
Gregory Dietrich, photographer, 3/4/20

Figure 36. Entries, such as this one on Rockleigh Road, offer a seamless transition between road and driveway through the use of native stone and gravel through a non-linear horizontal alignment, consistent with the district's rustic character.
Gregory Dietrich, photographer, 3/11/20



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APPENDIX A: GLOSSARY

AASHTO: American Association of State Highway and Transportation Officials.

Abutment: substructure supporting the end of a span, retaining or supporting the approach embankment.

Adverse Effect: found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register of Historic Places in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association [36 CFR 800.5(a)(1)].

Alignment: the horizontal and vertical path of a route at a particular location.

Area of Potential Effects (APE): the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if such properties exist. The area of potential effects is influenced by the scale and nature of the undertaking and may be different for different kinds of effects caused by the undertaking [36 CFR 800.16(d)].

Arterial Road: a high capacity road that carries traffic between collector roads and highways, or between communities.

Balustrade: an entire concrete or stone railing system including a top rail, balusters (vertical members), and sometimes a lower rail.

Banking: construction technique whereby the outside edge of a road curve is higher than the inside edge of a curve creating a tilted or "banked" roadway.

Barrier: a structure built to bar passage, or separate directions of a roadway.

Building: a structure created to shelter any form of human activity, such as a house, barn, church, hotel, or similar structure; it may also refer to a historically related complex such as a courthouse and jail or a house and barn [36CFR60.3 (a)].

Channelize: the use of pavement markings, curbs, landscaping, or other features to delineate traffic flow.

Character-Defining Features: distinctive qualities or characteristics of a historic resource that contribute significantly to its physical character.

Clear Zone: an unobstructed, relatively flat area beyond the shoulder that allows a driver to stop safely or regain control of a vehicle that leaves the traveled way.

Collector Road: a low to moderate capacity road that moves traffic from local streets to arterial roads, or provides access to residential properties.

Compatible: consistent or in keeping with the character (material, dimension, texture, etc.) of a historic resource.

Complete Streets: roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users, including pedestrians, bicyclists, motorists and public transport users.

Context Sensitive Design: improvements to roadways, traffic congestion, and road safety problems that are flexible and sensitive to community values; proposed improvements must consider wider community objectives, such as providing alternative forms of transportation, protecting significant historic and cultural resources, reducing air and water pollution and improving other quality of life issues.

Curb: the surface of a sidewalk adjacent to a street, traditionally finished at a right angle 4–6 inches above the street surface.

Cut and Fill: a construction technique wherein the soil in a section of the work area is removed (“cut”) and the material (“fill”) used elsewhere in roadway construction, such as for embankments or other roadway design features.

Design Exception: a decision made to alter a best–practice-based design, used if the impacts of that design are deemed too great.

Design Speed: the maximum safe speed that can be maintained over a specified section of highway when conditions are so favorable that the design features of the highway govern. The assumed design speed should be a logical one with respect to the topography, the adjacent land use, and the functional classification of highway (AASHTO). Note: the design speed may be different than the posted speed.

District: See “Historic District.”

Dualize: the separation of opposing directions of traffic, often using design features such as landscaped medians, concrete barriers, or curbs.

Effect: the alteration to the characteristics of a historic property that qualify it for inclusion in, or eligibility for, the National Register of Historic Places [36 CFR 800.16(i)].

Eligibility: refers to having significance and maintaining integrity, thereby meeting the National Register of Historic Places Criteria for Evaluation (36 CFR 60.4):

- Criterion A: properties that are associated with events that have made a significant contribution to the broad patterns of our history; or
- Criterion B: properties that are associated with the lives of persons significant in our past; or
- Criterion C: properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- Criterion D: properties that have yielded, or may be likely to yield, information important in prehistory or history.

FHWA: Federal Highway Administration.

Guide Rail: a rail installed along the side of a roadway, intended to steer vehicles back onto the road. Also referred to as “guard rail” or “guardrail,” though “guide rail” is the official term in New Jersey.

Gutter: the depression that runs along a street, usually adjacent to the curb, diverting water away from the street and into a storm drain.

HAER: See “Historic American Engineering Record.”

Highway: a major road connecting two destinations, generally carrying heavy traffic and a route number designated by a state or federal agency.

Historic American Engineering Record: a program of the National Park Service to document significant historic engineering works with photography, written narratives, and measured drawings.

Historic Context: those patterns or trends in history by which a specific occurrence, property, or site is understood and its meaning (and ultimately significance) within history or prehistory is made clear. Historic contexts are found at a variety of geographical levels or scales. The geographic scale selected may relate to a pattern of historical development, a political division, or a cultural area.

Historic District: a geographically definable area, urban or rural, possessing a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united by past events or aesthetically by plan or physical development; it may also comprise Historic Property: as defined in the National Historic Preservation Act, a historic property is any prehistoric or historic district, site, building, structure, or object

included in, or eligible for inclusion on the National Register; such term includes artifacts, records, and remains which are related to such district, site, building, structure, or object [16 U.S.C. Section 470(w)(5)].

Historical Significance: the importance of a property to the history, architecture, archaeology, engineering, or culture of a community, state, or the nation.

Horizontal Alignment: the position of the road, or how “straight” the roadway section is.

Integrity: the ability of the property to convey its significance through surviving character-defining features. The following are aspects of integrity as applied to historic roads.

Integrity of location: a roadway remains in its original location for its period of significance. This aspect of integrity relates directly to the roadway’s position or placement. Properties that have been moved (realigned) are generally not considered eligible for listing in the National Register, unless the roadway was realigned during its period of significance.

Integrity of design: the retention of those characteristics that were purposely included in the planning and construction of the roadway.

Integrity of materials: the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form the roadway.

Integrity of workmanship: the physical evidence of the labor, skill, and craft expressed within the roadway or its component parts.

Integrity of setting: the physical environment of the roadway. The setting(s) of the roadway or a segment of the roadway should reflect the same general character, with minimal intrusions, present during the roadway’s period of significance.

Integrity of feeling: closely related to integrity of setting and refers to the expression of an aesthetic or historic sense of a particular period of time. Integrity of feeling usually results from the presence of physical features that convey the property’s historic character.

Retention of feeling alone is not sufficient to support eligibility of a property for the National Register.

Integrity of association: the direct link between an important historic event or person and the historic property. A roadway should contain the physical features and associated elements that convey the property’s historic character. These features should date from the roadway’s period of significance. Retention of association alone is not sufficient to support eligibility of a property for the National Register.

Jersey Barrier: a protective concrete barrier used as a highway divider and a means of preventing access to a prohibited area.

Landscape Features: the land and water forms, vegetation, and structures that comprise an overall characteristic landscape; may be of various scales.

Landscaping: an activity that modifies the features of the land, including living elements, natural elements, human made elements, and abstract elements.

Lane: a division of a road, street, or highway wide enough for a single line of motor vehicles.

Level of Service: a measure used by traffic engineers to determine the effectiveness of elements of transportation infrastructure.

Liability: legal responsibility for something, especially costs or damages.

Lighting: a mechanical means for providing artificial illumination.

Limited Access: a roadway with few means of entrance and exit; often a one-way route with one or more restrictions placed on access.

Local Historic Context: a local historic context represents an aspect of the history of a town, city, county, cultural area, or region, or any portions thereof. A property can be significant to more than one community or local area without having achieved state significance.

Local Road: a street that is primarily used to gain access to the property or properties that border it.

Median: a strip of land down the center of a road that separates lanes of traffic traveling in opposite directions.

MUTCD: Manual on Uniform Traffic Control Devices.

National Historic Context: properties are evaluated in a national context when they represent an aspect of the history of the United States and its territories as a whole. These national historic contexts may have associated properties that are locally or statewide significant representations, as well as those of national significance. A property with national significance helps us understand the history of the nation by illustrating the nationwide impact of events or persons associated with the property, its architectural type or style, or information potential. It must be of exceptional value in representing or illustrating an important theme in the history of the nation.

National Register Criteria for Evaluation: see “Eligibility.”

NHPA: National Historic Preservation Act.

NJDOT: New Jersey Department of Transportation.

NJHPO: New Jersey Historic Preservation Office.

No Adverse Effect: found when the undertaking’s effects do not meet the criteria of 36 CFR 800.5 (a)(1) [see adverse effect], or the undertaking is modified or conditions are imposed, such as the subsequent review of plans for rehabilitation by the SHPO, to ensure consistency with the Secretary of the Interior’s Standards for the Treatment of Historic Properties and applicable guidelines, to avoid adverse effects [36 CFR 800.5 (3)(b)].

No Effect: found when there are no historic properties present, or there are historic properties present but the undertaking (project) will have no effect on them [36 CFR 800.4 (d)(1)].

Object: a material thing of functional, aesthetic, cultural, historical or scientific value that may be, by nature or design, movable yet related to a specific setting or environment [36 CFR 60.3 (j)].

Parapet: a low wall along the outside edge of a bridge deck (floor) running longitudinally along the bridge to protect vehicles and pedestrians.

Pavement: the hard, smooth surface of a thoroughfare that will bear travel.

Pier: stone, concrete, brick, steel, or wood structure to support the ends of the spans of a multi-span superstructure at an intermediate location between its abutments.

Posted Speed: the maximum speed legally permitted on a given stretch of road.

Preservation: the act or process of applying measures necessary to sustain the existing form, integrity, and materials of an historic property. Work, including preliminary measures to protect and stabilize the property, generally focuses upon the ongoing maintenance and repair of historic materials and features rather than extensive replacement and new construction. New exterior additions are not within the scope of this treatment; however, the limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a preservation project (The Secretary of the Interior’s Standards for the Treatment of Historic Properties, 1995).

Programmatic Agreement: governs the implementation of Section 106 responsibilities for all individual undertakings or a program carried out in accordance with the agreement until it expires or is terminated [36 CFR Section 800.14(b)].

Pylon: a large monumental structure usually marking the entrance to a bridge or forming part of a gateway.

Realignment: activities that result in a new location for an existing road or portions of an existing road, including treatment of the old roadway.

Reconstruction: the act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location (The Secretary of the Interior's Standards for the Treatment of Historic Properties, 1995).

Region: an area exhibiting similar history, economy, or physiographic character, which could extend over state/contemporary county boundaries.

Right-of-Way (ROW): land acquired for or devoted to transportation purposes.

Road: a bearing surface for vehicular or pedestrian transportation activity within a roadway.

Roadside Development: development in the area outside the traveled way, that fulfills operational, environmental, visual, and auxiliary functions, and can include contour grading, fencing, irrigation, noise barriers, retaining walls, roadside safety features, rest areas, parks, viewpoints, and historical markers, signs, traffic barriers, vegetation, and buildings, among others.

Roadside Features: buildings and structures generally associated with the use of the roadway, though not necessarily the function of the road, generally constructed or located outside of the right-of-way (e.g. inns/taverns, motels, gas/repair stations, drive-in theaters, diners, auto camps, auto showrooms, recreational facilities, hot-dog/hamburger/produce stands, billboards, strip malls, among others).

Roadway: a strip of land physically altered to accommodate road construction and use, i.e. the right-of-way through which a road passes and all that it contains.

Roadway Elements: buildings or structures constructed as a functional element of the roadway usually within the right-of-way (e.g. roadway, bridges, culverts, guide rails, viaducts, drainage control, designed landscaping, sidewalks, retaining walls, fencing, toll houses, toll gates, milestones, lighting, roadway signs, picnic areas, weigh stations, scenic overlooks, bus shelters, among others).

Rod: a unit of linear measurement, 5½ yards or 16½ feet.

Section 106: Section 106 of the National Historic Preservation Act of 1966 (as amended) as implemented by 36 CFR 800; provides that federal agencies are to take into account the effects of federal or federally assisted undertakings on historic properties that are listed in or eligible for inclusion in the National Register of Historic Places.

SHPO: State Historic Preservation Office(r). The office or official appointed or designated pursuant to Section 101(b)(1) of the NHPA to administer the State historic preservation program, or a representative designated to act for the State Historic Preservation Officer [36 CFR 800.16(v)]. In New Jersey, the SHPO is the Commissioner of the Department of Environmental Protection.

Shoulder: a reserved area at the edge of a roadway, acting as a buffer between the main thoroughfare and the end of the paved surface; often reserved for safety reasons and for emergency vehicles.

Sidewalks: a paved walkway at the side of a street, reserved for pedestrians.

Sight Distance: the length of roadway visible to a driver.

Sign: a displayed structure bearing lettering or symbols, used to identify or advertise a place of business, a road route, or other information.

Significance: the importance of a property to the history, architecture, archaeology, engineering, or culture of a community, region, state, or the nation. Significance is achieved through one or more of the following:

-
- 1) association with events, activities, or patterns;
 - 2) association with important persons;
 - 3) distinctive physical characteristics of design, construction, or form; or
 - 4) potential to yield important information. Furthermore, significance is defined by the area of history in which the property made important contributions and by the period of time when these contributions were made.

Site: the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself maintains historical or archeological value regardless of the value of any existing structure [36 CFR 60.3(l)].

State Historic Context: properties are evaluated in a state context when they represent an aspect of the history of the state as a whole. A property that overlaps several state boundaries can possibly be significant to the state or local history of each of the states. Such a property is not necessarily of national significance, nor is it necessarily significant to all the states in which it is located.

Streetscape: the visual elements of a street that define its appearance, identity, and functionality, including adjacent buildings and land uses, street furniture, trees and landscaping, sidewalks, and pavement treatments, among others.

Structure: a functional construction made for purposes other than creating shelter; a work made up of interdependent and interrelated parts in a definite pattern of organization. Constructed by man, it is often an engineering project large in scale [36 CFR 60.3(p)].

Traffic Calming: a system of management strategies intended to slow or reduce motor-vehicle traffic, often intended to improve safety conditions.

Transportation: means of conveyance or travel from one place to another; conveyance of passengers, goods, or materials.

Transportation Corridor: a route along which people or goods move by roadways, waterways (canals or natural bodies of water) or rail between population centers, industrial, commercial, or cultural centers.

Vertical Alignment: a roadway's change in elevation, or the "flatness" of the roadway.

Viewshed: the environment visible from one vantage point; can be natural or man-made.

Volume: the product of the average traffic intensity and the period of study (in hours).

APPENDIX B: ADDITIONAL RESOURCES

American Association of State Highway and Transportation Officials: www.transportation.org
American Society of Civil Engineers: www.asce.org
Context Sensitive Solutions and Design: www.fhwa.dot.gov/planning/css/
Historic Roads: www.historicroads.org
Manual on Uniform Traffic Control Devices: www.mutcd.fhwa.dot.gov
New Jersey Department of Transportation: www.state.nj.us/transportation
New Jersey Historic Preservation Office: www.state.nj.us/dep/hpo
New Jersey Historic Roadway Design Guidelines:
www.state.nj.us/transportation/about/publicat/historicroadwaydesignguidelines.pdf
New Jersey Historic Roadways: www.state.nj.us/transportation/about/publicat/historicroadwaystudy.pdf
Rockleigh Borough: www.rockleighnj.org/
Rockleigh Code: www.ecode360.com/RO0434
Transportation Research Board: www.trb.org/Main/Home.aspx

APPENDIX C: INVESTIGATOR QUALIFICATIONS

Firm Summary and Bio

Based in Manhattan with services extending throughout the New York Metropolitan Area and beyond, Gregory Dietrich Preservation Consulting offers historic preservation expertise encompassing historic building/landscape analyses, preservation planning and policy studies, grant applications, and historic tax credits. Representing a broad spectrum of clientele, GDPC works with individuals, groups, and municipalities advocating for historic resources, owners and developers seeking to designate and/or redevelop their historic properties, and planning, design, engineering and legal professionals requiring assistance for multiple types of regulatory compliance. GDPC also assists historic preservation commissions and planning boards in the adoption of preservation ordinances, and offers ongoing review and testimony of redevelopment applications in order to ensure property owner conformance with local preservation laws.

A graduate of Columbia University's Historic Preservation and Real Estate Development programs, Gregory Dietrich has been working in the field of Historic Preservation for over twenty years. Having worked in both the public and private sectors, he served as the Acting Director of the New York City Landmarks Preservation Commission's Historic Preservation Grant Program between 1999 and 2000 before undertaking the National Register Nomination of Lincoln Center in 2001. In 2002 he joined Cultural Resource Consulting Group (CRCG), where he managed the New York office between 2004 and 2009. At CRCG, Gregory was a project manager and principal investigator on a myriad of cultural resource studies, while also serving as the company's Director of Historic Preservation. In 2009 he established Gregory Dietrich Preservation Consulting, where his work entails historic architectural and landscape investigations, historic tax credit applications, grant applications, National Register Nominations and a variety of cultural resource studies in order to satisfy local, state and federal regulatory permitting requirements. In addition, he has appeared before municipalities in New York, New Jersey and Connecticut, offering expert review and testimony on a host of redevelopment applications affecting historic buildings and districts.

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EXPERIENCE:

GREGORY DIETRICH PRESERVATION CONSULTING

June 2009 –

Principal/Sole Practitioner

Consulting firm specializing in architectural history*, preservation planning and law, and cultural resource management

*Meets Federal qualifications [36 CFR61] for Architectural Historian

CULTURAL RESOURCE CONSULTING GROUP

June 2002 – May 2009

Manager, New York office/Director, Historic Preservation Department/ Project Manager/Principal Investigator

Personnel/project management entailing project budget oversight and ongoing communications with clients, regulatory agencies, and assorted stakeholders relative to individual project needs

Primary investigative research and report authorship; expert testimony

Formulated company's standard operating procedures

LANDMARK WEST!

June 2001 – November 2002

Primary author

Lincoln Center National Register Nomination

NYC LANDMARKS PRESERVATION COMMISSION

July 1999 – September 2000

Acting Director, Historic Preservation Grant Program

Managed \$268,000 Community Development Block Grant-funded restoration program of locally designated properties owned by non-profit organizations and low-income homeowners

Reviewed and administered grant applications for over 30 restoration projects in accordance with NYC-LPC standards

EDUCATION:

M.S. – Historic Preservation – Columbia University

M.S. – Real Estate Development – Columbia University

B.A. – English Literature – University of California, Los Angeles

AWARDS:

Austin, Nichols & Company Warehouse Local Designation Coalition
Historic Districts Council Grassroots Preservation Award

Union County Park System Cultural Landscape and Resource Survey

New Jersey Chapter of the American Society of Landscape Architects Research Award

“Austin, Nichols & Company Warehouse”

Cleo & James Marston Fitch Student Prize, Columbia University Graduate School of Architecture, Planning & Preservation

RAYMOND MILCSIK, Licensed Landscape Architect

Mr. Milcsik joined the firm in February 2019, with over twenty (20) years of experience in Landscape Architecture. His projects include various landscape architecture and civil design work for high-end residential design, commercial and retail space, parks, academic organizations, historic restoration, wetland buffer restoration, as well as municipal clients. In his previous position with The Todd Group, Inc., Mr. Milcsik was also responsible for management of all project design phases, including site analysis, conceptual design, and all pertaining documents, preparation of budgets and proposals, permit applications, and client and subcontractor meetings.

Mr. Milcsik has the following professional qualifications and associations:

- ✓ New Jersey Licensed Landscape Architect
- ✓ New York Registered Landscape Architect
- ✓ Member of the American Society of Landscape Architects
- ✓ Former Treasurer for ASLA - New Jersey Chapter

Mr. Milcsik's educational background:

- ✓ Cook College, Rutgers University – Bachelor of Science, Department of Landscape Architecture
- ✓ Harvard Graduate School of Design – Golf Course Design Principals
- ✓ The CAD Training Center, Inc., Union, NJ – AutoCAD
- ✓ Rider University – Bachelor of Science, Accounting and Business Administration

Some of Mr. Milcsik's past experience also includes: office management, management of project design phases, construction supervision, mentoring and training novice staff, managing and maintaining AutoCAD system and files, as well as hand and computer generated renderings.

Mr. Milcsik has designed and recommended on-going maintenance for historic sites and associated landscaping such as the Hopping House* in Southampton Long Island and the Bianchi House in Wood-Ridge, New Jersey. Design elements included period herb garden, hydrangea plantings and other period landscape elements in conjunction with an historic architect's vision for the respective grounds.

*The Nathaniel Rogers House

Also on list of State and National Historic Places

Also known as the "Hampton House" and the "Hopping House". Location: 2539 Montauk Hwy.(NY 27), Bridgehampton, NY 11932 Designated as a Southampton Town Landmark on December 23, 2003

BRIAN A. INTINDOLA, P.E., C.M.E., - Principal

Mr. Intindola joined the firm in February 2006, and has over twenty-three (23) years of experience in traffic engineering, design and construction management of transit, traffic and site access projects. He has successfully managed numerous transportation projects over the course of his multifaceted career to the satisfaction of public and private clients. The value of constructed projects range from \$900.00 to \$2.1M during Mr. Intindola's employment with Neglia Engineering Associates.

His professional submissions include traffic impact studies, air quality studies, noise impact assessments, parking lot design, site plan design, crossing guard assignment studies, pedestrian analysis, signal warrants, signal plans and state highway access design and permitting from Maine to Delaware.

Some of Mr. Intindola's featured projects are:

- Signalized intersection reconstruction, Laurel and Elm Place, Kearny NJ
- Private Traffic Impact Studies – Northern NJ
- Safe Routes to Schools assessments and design, Wood Ridge, Maywood, Lyndhurst
- ADA Compliant playground Kids Spot at Memorial Park, Rutherford, NJ
- Traffic Signal and Paving at the Intersection of Wesley Street and Green Street, South Hackensack, NJ

Mr. Intindola has the following professional qualifications and associations:

- New Jersey Professional Engineer
- New Jersey Certified Municipal Engineer
- Stormwater Management Design Review Course
- Institute of Transportation Engineers (ITE)
- American Society of Civil Engineers (ASCE)
- American Consulting Engineers Council (ACEC)

Mr. Intindola's educational background is as follows:

- New Jersey Institute of Technology – Bachelor of Science, Civil Engineering (1995)
- New Jersey Institute of Technology – Master of Science, Civil Engineering (2000)

Mr. Intindola has also been recognized by numerous review boards and agencies at the state, county, and municipal level as an expert witness with respect to traffic, noise and air quality impacts associated with public and private projects. He has qualified as an expert witness before Bergen Superior Court, Middlesex Superior Court, Gloucester Superior Court and NJDOT ROW hearings.