

UL v. Carteret, Old Bridge

1986

● Letter to Counsel re enclosed news article

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School of Law-Newark . Constitutional Litigation Clinic
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June 5, 1986

Jerome J. Convery, Esq.
151 Route 516, Box 872
Old Bridge, NJ 08857

Re: Urban League, et al. v. Carteret, et al.
(Old Bridge)

Dear Mr. Convery:

The enclosed June 2, 1986 Home News article indicate^, that the Township is considering a project which would include more than 375 housing units, none of which would be designated for low or moderate income families.

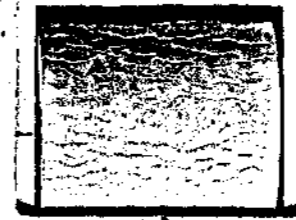
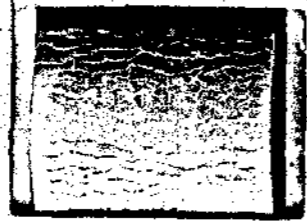
As you know, this would contravene Section III-A.2 at pages 7 and 8 of the Final Judgment and Order of Repose in this matter, which requires a 10% set aside from "all builders."

Please keep us advised as to the status of this proposal.

Very truly yours,

ends

*John, Eric -
for your
review -
Barbara*



Old Bridge zoners to review plan for stores, offices, homes

By Lenny Melisurgo
Home News staff writer

OLD BRIDGE — Township engineers and zoning officials are reviewing a revised proposal for construction of a housing and commercial project on a 120-acre parcel off Route 34.

Maple Knolls Inc., a development firm based in Old Bridge, wants to build a large shopping plaza, a five-story office building and more than 375 housing units between Amboy and Disbrow roads in the township's Cheesequake section.

The builder's proposal, called "Highview Estates," calls for 221 patio homes, 126 townhouses and 30 detached single-family homes, said Joan George, chairwoman of the Planning Board.

None of the housing units would be designated for families with low or moderate incomes, officials said. All would be sold at market value.

The developer's application was reviewed recently by township planners, then sent to the Zoning Board of Adjustment for review. At a hearing scheduled for July 17, the zoning board will decide whether to grant the

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Maple Knolls' application "is not consistent with the goals and objectives of the master plan and zoning ordinance."

T~ Planning Board members' letter to Zoning Board —

developer variances required for the proposed office height and housing density.

Under present zoning regulations, office buildings on the Maple Knolls tract cannot exceed two stories, said zoning board Chairwoman Terri Settlekowski.

The plan calls for nearly five housing units per acre. Township laws allow for no more than four units per acre in planned development zones.

The plan was reviewed last week by the Planning Board, which expressed concerns about the project.

In a joint letter written to the zoning board, members of the Planning Board stated that the Maple Knolls application "is not consistent with the present goals and

objectives of the Old Bridge Township master plan and zoning ordinance."

Besides pointing out that the project would not conform to regulations on office height and housing density, township planners contended that the project would be too large for the Route 34 area and could have an adverse effect on local traffic.

In its proposal, the developer has laid out plans to build a substantial portion of the Trans-Old Bridge Connector, a four-lane highway that has been part of the township's master plan for many years.

The expressway would run from the Route 18 intersection with ferry Road, across Texas Road and south

west to Englishtown Road.

Planning officials say the new highway would greatly improve the east-west flow of traffic through the township.

Maple Knolls attorney, Jonathan Heilbrunn of Old Bridge, said the developer is obligated to build a mile-long section of the connector from Route 34 to Amboy Road.

Other developers who plan to build substantial portions of the highway include Olympia & York and Woodhaven Village Inc.

O&Y wants to build a 10,500-unit "minicity" in the southern part of the township. Woodhaven wants to build about 5,800 housing units on a tract just south of O&Y's property.

Both of those projects are on hold, pending the review of wetlands areas near the designated housing sites.

The Highview Estates project was first proposed more than a decade ago but never got past the planning stage, Heilbrunn said. Since then, the project has been revised substantially, mainly in the areas of project layout and road alignment.