

Piscataway 1985

6/10

Legal counsel of KHov letter to Paley re: Society Hill at Piscataway

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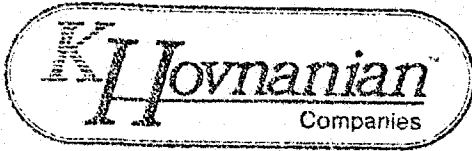
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John

**K. HOVNANIAN COMPANIES OF NEW JERSEY, INC.**

10 HIGHWAY 35, P.O. BOX 500, RED BANK, NEW JERSEY 07701 ☐ (201) 747-7800

June 10, 1985

Phillip Lewis Paley, Esq.
Kirsten, Friedman & Cherin
17 Academy Street
Newark, NJ 07102

RE: Township of Piscataway
Society Hill at Piscataway
Affordable Housing Plans

Dear Mr. Paley:

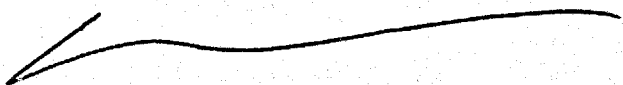
Please find enclosed one original of the executed Affordable Housing Plan for Society Hill at Piscataway dated June 7, 1985 which has been signed by yourself and Mr. George Yankowich, Senior Vice-President, K. Hovnanian at Piscataway, Inc.

This Affordable Housing Plan will be recorded immediately after the recording of the Master Deed creating Society Hill at Piscataway and these 109 affordable condominiums which shall be subject to the Affordable Housing Plan.

Thank you for your cooperation and assistance in enabling us to obtain the executed copy of this Plan in a timely manner and thereby enabling us to complete registration of this project with the Department of Community Affairs.

Very truly yours,

K. HOVNANIAN COMPANIES OF NEW JERSEY, INC.



Donald R. Daines
Director of Approvals
& Legal Counsel

DRD:jac
Enclosure
cc: Barbara Williams, w/enclosures
Shirley Meyers, w/enclosures
Chris Nelson, Esq., w/enclosures

Developers must look beyond today

The Planning Board in Plainsboro recently took what could become a significant step in changing the thinking that helped get this region into its current planning mess.

It actually asked a developer to look beyond its own project — to look not just at what exists on the land immediately surrounding its own, but at a broader base and at the proposals of others.

The planners declined to grant an approval because a requested traffic study — a study of other development projects in progress rather than just those already in concrete — had not been done.

The action makes such good sense one would think it should be standard operating procedure. That is can be singled out for praise is folly, but such is the state of planning in some towns that this action merits special attention.

This is an exception that should become part of the rule. Further, developers of projects of significant size — whether in Plainsboro, Cranbury or Monroe — should be required to look beyond municipal borders to gauge the impact their operations could have in the region. That impact should be assessed prior to municipal action.

Many developers have come to local boards over the years and presented studies showing the area can handle the traffic their projects would generate based on current use. Unfortunately, the different developers have come to different boards in different towns at different times with studies that show only existing use.

The result is obvious. If a road can handle a 25 percent increase in traffic, under current practices 10 different developers can come, separately, and each can justly claim his project should be approved because it will generate only a 5 percent increase.

That's a planning method guaranteed to produce congestion like that on Route 1.

