

CN

Cotts Neck

~Feb 1984

A Report Concerning Lot 2,  
Block 41.01 Township of Cotts Neck  
Monmouth County, New Jersey  
Being the lands of Sea Gull, LTD.  
20 White Road Shrewsbury, NJ

pgs = 27

Report Author: R. Lee Hobough of Resolve, Inc.

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A REPORT CONCERNING  
LOT 2, BLOCK 41.01  
TOWNSHIP OF COLTS NECK  
MONMOUTH COUNTY, NEW JERSEY  
  
BEING THE LANDS OF  
SEA GULL, LTD.  
20 WHITE ROAD  
SHREWSBURY, NEW JERSEY

February 1984



**RESOLVE, inc. PLANNERS/ECONOMISTS**

185 HARBOR INN ROAD, BAYVILLE, N.J. 08721

201-269-0200

A handwritten signature in cursive script, reading "R. Lee Hobaugh".

R. LEE HOBAUGH AICP, P.P.#721  
President

A Report Concerning  
Lot 2, Block 41.01  
Township of Colts Neck  
Monmouth County, New Jersey  
(Property of Sea Gull, Ltd.)

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A Report Concerning  
Lot 2, Block 41.01  
Township of Colts Neck  
Monmouth County, New Jersey  
(Property of Sea Gull, Ltd.)

INTRODUCTION

RESOLVE, Inc. was engaged by Sea Gull, Ltd. in March of 1983. At that time, Sea Gull had secured preliminary approval of a subdivision from the Colts Neck Township Planning Board for 33 lots which were created under the cluster provisions of the Colts Neck Zoning Ordinance. Sea Gull, Ltd. had been advised by representatives of Colts Neck that they should not seek final approval of that subdivision until consideration had been given by Colts Neck to their anticipated response to Mount Laurel II and specifically consideration that satisfaction of at least a proportional share of Colts Neck Township's Mount Laurel II obligation should be provided on Sea Gull's property.

The purpose of our engagement was to explore with the Township Attorney and the Township Planner proposals which Sea Gull, Ltd. was willing to offer to assist Colts Neck Township in meeting at least a portion of the Mount Laurel II obligation assigned to them. Meetings and discussions were held with the Township Attorney and Planner regarding the subject property. Such discussion included acknowledgements that Sea Gull's property was designated in the State Development Guide Plan as a growth area, the overall Mount Laurel II obligation of Colts Neck Township, the suitability of the property in question for meeting part or all of Colts Neck Township's obligation as defined at that time, the types of dwelling units which would be most acceptable to the Township, and the probable timetable for enactment of an ordinance which would permit appropriate development at proper standards to achieve such development on the property.

Utilizing a property survey and topographic maps prepared by Frederick M. Moller Associates, Land Surveyors, we designed alternative concept plans for Sea Gull's property incorporating the provision of from 40 up to 140 low- and moderate-income housing units.

Although one of these concept plans was placed before the Township Committee during the course of a meeting with that body in the Township, there was no real discussion of that particular plan nor were any alternatives considered.

#### LOCATION OF SEA GULL, LTD. PROPERTY

The property of Sea Gull, Ltd. is located in the southwestern portion of Colts Neck Township. The location is designated upon Map 1 contained within this report. The property has a frontage on Stone Hill Road at its southerly boundary of approximately 750 feet. It also has frontage of approximately 100 feet on Hunt Road at its northwesterly corner. The area of the property is approximately 77 acres. The north-south dimension of the property is approximately 3,800 feet and the east-west dimension varies from 600 to 1,600 feet. The easterly property line is coterminous with a water course known as Mine Brook. The property is within that portion of Colts Neck Township southwest of Route 18 which is designated in the State Development Guide Plan as a growth area. The 77 acres of Sea Gull property represents just slightly less than 30% of the total 262 acres designated as growth area within Colts Neck Township.

#### ACCESSIBILITY OF THE PROPERTY

Map 2 contained within this report shows the road network around the subject property. Hunt Road and Stone Hill Road are identified adjacent to the site. Hunt Road runs from the site to Route 537 immediately to the northwest of the site. Hunt Road also extends southerly to Stone Hill Road (known as Burlington Road within Freehold Township). Stone Hill Road extends easterly to Five Point Road which runs south to Route 33 and beyond and in a northerly direction to Route 537.

Route 537 runs southwesterly and extends to the Borough of Freehold and beyond into Burlington County. Route 537 also runs in a northwesterly direction to Tinton Falls where it meets County Route 50 and continues on in a generally easterly direction into the Borough of Eatontown. County Route 50, in a northerly direction from its intersection with Route 537, goes to Lincroft and meets Route 520 which extends easterly into Red Bank.

Route 18 passes just to the northeast of the subject property. There is an interchange of Route 18 with Route 537 which permits entry to that Route from Route 537 southbound onto Route 18 northwestbound and from Route 537 eastbound onto Route 18 eastbound. Traffic which is westbound on Route 18 may exit the road and enter Route 537 onto the westbound lanes. Traffic travelling generally easterly on Route 18 may exit the roadway also onto the westbound lanes of Route 537. There is also an interchange of Route 18 and Route 34 approximately two miles easterly of the subject property.

Route 18 extends northwesterly to New Brunswick and easterly, presently, into Tinton Falls with a local exit and an exit directly onto the Garden State Parkway southbound. Plans are now being finalized for the construction of a missing link of Route 18 from its present easterly terminus as described above to Deal Road in Ocean Township. When that link is constructed, Route 18 will be a continuous roadway south to Route 38.

The site is, therefore, well situated with regard to vehicular access to and from the major highway system of the area.

Map 3 contained within this report is a photocopy of a portion of a map explaining mass transportation opportunities within Monmouth County which was prepared by the Monmouth County Planning Board. To that map we have added an indication of the location of various facilities and industries surrounding Sea Gull's property. As this map indicates, the Boro Buses Company operates a line known as Route 10 which runs between Freehold and Red Bank. This route would provide direct access for potential future residents of dwellings on Sea Gull's property to downtown Freehold, including the County offices, the library, and interconnection with other bus routes. All of the shops and services available in downtown Freehold also would be accessible to residents of housing on this site via public transportation. In addition, the Nestles plant is only six tenths of one mile from the intersection of Main and Court Streets in Freehold and sidewalks are available the entire distance. The Brockway plant is 1.6 miles from the intersection of Main and Court Streets. Although sidewalks are not available all the way to the Brockway plant from downtown Freehold, this is not an excessive walk when considering that many people jog two or more miles per day voluntarily as a means of securing exercise. In addition to those employment centers, County facilities and shops and services in Freehold; access to the County Social Services building located in East Freehold also can be secured utilizing Route 10 in a southwesterly direction. Such access would require either walking from Route 537, a short distance, or transferring from Route 10 to Route 4 or S to secure public transportation directly to the building.

In a northeasterly direction, Route 10 goes to the intersection of Route 537 with County Route 50 and beyond. At this intersection, the route goes southerly on Route 537 into Tinton Falls to the CERCOM, the U. S. Government building located at the end of Tinton Avenue in Tinton Falls. Route 10 then proceeds northerly, traversing County Route 50 to Route 520. Brookdale College is just to the west from the intersection of County Route 50 and Route 520. Route 10 then proceeds easterly along Newman Springs Road (Route 520), going directly by the two new office buildings which have been constructed in Middletown Township just east of the Parkway and proceeds on easterly into downtown Red Bank.

Therefore, Boro Buses Company Route 10 also provides access for potential future residents of housing on the Sea Gull site to numerous employment locations as well as the shops and services in downtown Red Bank and to Brookdale College. It is also to be noted that Brookdale College operates a Community Education Center in downtown Freehold, which is an alternative location accessible by public transportation from the subject site.

Map 3 also shows the location of several community facilities relative to the Sea Gull property. Several miles south of the Borough of Freehold on Route 537 is the Freehold Area Hospital and several miles north of the site along Route 537 is the closest fire station and the first aid squad. In addition, one of the Township elementary schools is located along Route 537 just northeast of its intersection with Route 34.



In addition to providing linkage to the Borough of Freehold and the Borough of Red Bank and all facilities intervening, Bus Route 10 also provides the opportunity for access to the Red Bank rail station which is on the North Jersey coastline operated by Conrail. This offers the potential of commutation opportunity to points northward within New Jersey and New York City.

The present schedule of Route 10 is somewhat limited but not so severely that the access potentials discussed above are negated. Especially convenient for work commutation potential is the run which leaves Red Bank at 7:30 A.M. and arrives in downtown Freehold prior to 9:00 A.M. At the other end of the day, there is a run which leaves Freehold at 4:15 P.M. These two runs in combination offer work commutation potential for persons employed in County offices or private enterprise within Freehold Borough. There is also a run which leaves Freehold at 9:00 A.M. and arrives in Red Bank prior to 10:00 A.M. This run would offer the potential for persons working in stores and shops not opening until 10:00 or 10:30 A.M. the opportunity to use public transportation for the journey to work.

Map 4 is a copy of a portion of the Monmouth County Transportation Plan as prepared by the Monmouth County Planning Board in 1978. This map is included to show the intent of the County to have a proposed major highway constructed extending from Route 18 just to the east of Sea Gull's property southerly to Route 33 and Route 33 Bypass. This would have the effect of opening up and delineating a growth area bounded by Freehold Borough and Route 79 on the west, the Route 9-33 Bypass area on the south, Route 18 on the north and the Naval Weapons Station Earle on the east. That, in turn, should have the effect over time of improving accessibility within the area as well as creating the potential for additional mass transportation opportunities at least with regard to schedule if not the specific areas served.

### SURROUNDING LAND USES

The use of land immediately surrounding Sea Gull's property is shown in Map 5. As can be seen in looking at that map, the uses to the south and east within Colts Neck Township are predominantly residences, or farms with residences on relatively small properties. To the west, in Freehold Township, there is a residential subdivision containing single family detached homes to the south of Route 537 and west of Hunt Road which has been in place for 20 years or more. Around the intersection of Hunt Road and Burlington Road are additional single family detached homes, some of which have been there for a number of years and others of which are currently under construction. There is also an old farm house which fronts on the easterly side of Hunt Road approximately 1,200 feet north from Burlington Road. Other lands, immediately to the west of the subject property, which front on Hunt Road remain vacant. There is also a significant vacant area on the westerly side of Hunt Road between the subdivisions adjacent to Route 537 and Burlington Road and Hunt Road.

### TOPOGRAPHY OF SEA GULL PROPERTY

Map 6 shows the generalized topography of the subject property. As can be seen, the property generally slopes toward the east property line which is Mine Brook. Mine Brook flows in a northerly direction and the low point of the property is in the northeast corner of the property. The high point of the property, however, is approximately one quarter of the length of the property from the northerly property extreme, along the Colts Neck-Freehold Township boundary. The range of elevations found on the property are from approximately 140 feet down to approximately 96 feet.

Map 7 shows generalized slope analysis of the property. As can be seen by looking at that map, the majority of the property has slopes of less than 5%. There are two small areas in the northern portion of the site where slopes exist which are in excess of 15%. There are also several areas, one in the northerly portion of the site and one adjacent to Stone Hill Road, where slopes of from 10 to 15% exist. There are also two areas, of somewhat greater area, in the northern half of the site, where slopes of from 5 to 10% exist. As can be seen from this map, although there are several areas where attention must be paid to the existing slopes, there are no specific or extensive limitations to development which are imposed as a result of on-site slopes.

#### SURFACE DRAINAGE

As can be determined from Map 6, all surface drainage from this site is to Mine Brook which is the easterly property boundary. As previously stated, Mine Brook flows in a northerly direction and the low point of the property is at the northeast corner of the site. This pattern of drainage is such that all surface runoff can be controlled on site either through a series of devices as surface water is collected or utilizing one major facility in the northeast corner of the site. Regardless of the specific engineering method chosen for controlling surface drainage, runoff can be maintained at a level not exceeding the present rate. And, this can be accomplished entirely on site with no disturbance to adjacent properties or any necessity for acquiring easements or in any way otherwise involving surrounding properties.

## VEGETATION

Map 8 shows those areas on the site which are heavily wooded. Those areas which are not heavily wooded are abandoned farm fields. Successive vegetation has not yet begun to appear in these abandoned farm fields.

As Map 8 shows, the heavily wooded areas are predominantly along Mine Brook and the several tributaries which extend into the subject property. In addition, the heavily wooded area extends westerly to the western property boundary just to the south of the frontage of the property on Hunt Road. The heavily wooded areas are occupied by significant sized trees, many of which have a caliper of 10 to 15 inches at breast height. There is also significant undergrowth. The primary species of trees found within these wooded areas are sugar maples (*Acer Saccharum*), black cherry (*Prunus Serotina*), ash (*Fraxinus Americana*), black locust (*Robinia Pseudoacacia*), red oak (*Quercus Rubra*) and red bud (*Cercis Canadensis*).

## SOILS

There are four basic soil associations found within the subject property. The most predominant soil type is Colts Neck Sandy Loam. This soil type is shown in five distinct categories, primarily differentiating between slopes. The second category of soil types is Shrewsbury Fine Sandy Loam. This is found in the southern portion of the site, together with Evesboro Sand which is found both to the north and south of the Shrewsbury Fine Sandy Loam.

The fourth soil type found on the site is Alluvial Land and this is found generally parallel with and along Mine Brook on the easterly portion and northerly portion of the property.

All of those areas on the map designated Ct are Colts Neck Sandy Loam. Where the third letter in the designation is a B, those lands have a slope of from two to five percent. Where the third letter is a C, the slope is between five and ten percent. Where the third letter is a D, the slope is between ten and 15%. And, where the third letter is an E, the slope is between 15 and 25%. The Evesboro Sand is designated on the map as EvB. This group has slopes of from two to five percent. The Shrewsbury Fine Sandy Loam is designated on the map as Sn. This group also has slopes of between two and five percent. The Alluvial Land is designated on the map as HV.

All of these soils with the exception of the Alluvial Land are well suited to development. They exhibit good drainage characteristics, have good support capability and no significant limitations. In the areas of steep slopes erosion can be a problem if proper preventative measures are not taken. This presents a design constraint, but not a development limitation.

In 1980, 31 borings were taken on site and in 1981, 23 borings were taken on site. Both sets of borings were taken during the Spring of the respective years. The results of these borings indicate that the water table is generally higher in the southerly portion of the site than in the northerly portion of the site. Generally speaking, no water was encountered to a depth of ten feet or more throughout the northern portion of the site, with the exception of the extreme northeasterly corner of the site. In the southerly portion of the site, as one proceeds from midpoint of the property in a southerly direction, the water table gets somewhat

higher, generally being slightly more than five feet below the surface along the westerly portion of the property and ranging from five to slightly less than five in the easterly portion of the property with water encountered at two feet at one location. Again, although there is an area where the water table appears to be relatively close to the surface, this is a relatively small portion of the tract and there is no general limitation regarding development on the site as a result of high water table.

#### UTILITIES

Mr. Knud Scholler, Executive Director of the Manasquan River Regional Sewerage Authority, has reported to the principals of Sea Gull, Ltd. and I have confirmed with his office, that the Manasquan Sewerage Authority has the capacity to treat the flow which could be anticipated from 500 to 600 homes on the subject property. The Manasquan Regional Sewerage Authority would approve of serving development on the subject property with the approval also of both Colts Neck and Freehold Townships. There is an existing line in Hunt Road into which development on this property could discharge. It is probable that a pumping station which is just south of Route 537 at Bernice Drive would require a larger pump in order to accomodate housing on the subject site. That is the only anticipated improvement required in the system, however. The subject property can therefore be served by a central sewerage sytem tying into existing lines which are now relatively adjacent to the site and the only required improvement is likely to be increasing the size of a pump in the designated pump station. It will also be necessary, of course, to secure the approval of both Freehold and Colts Neck Townships to finalize such potential.

There are also public water supply lines relatively adjacent to the site in Hunt Road. This line is a part of the Freehold Township Municipal Water System. By letter of February 15, 1984, the mayor of Freehold Township stated, in reply to an inquiry by Sea Gull, Ltd., that the Freehold Township Committee determined that there is no interest at the present time to consider utility service outside of the municipal boundaries. In that letter there was reference to application which the Township had made for additional water diversion rights in order to fulfill the needs for projects already approved by the Township Planning Board. On or before February 21, 1984, a principal of Sea Gull, Ltd. contacted the Water Allocation Section of the Division of Water Resources of the New Jersey Department of Environmental Protection. As of that time, Freehold Township had been granted a permit for diversion rights to obtain 116,000,000 gallons of water per month. This included permission for a new well field, a new treatment plant and to drill wells. As of that date, however, Freehold Township had not received a copy of this permit. I have confirmed that these diversion rights have been granted to Freehold Township. Inasmuch as Freehold Township has not yet received any formal notification of this approval, it is unrealistic to anticipate that the Township would reconsider their previous posture at this time. It is speculative to anticipate that they will change their posture following receipt of formal notification of this approval. In view of the fact that the quantity of additional water which Freehold Township may now divert which has been committed to already approved development within that municipality is unknown, it is not even possible to make a judgement as to whether or not it would be reasonable to expect Freehold Township to agree to serve a development on this site. There is, however, the potential that this site could be tied into the Freehold Municipal Water System.

In the event such tie-in is not possible, it would still be feasible to construct a water system to serve development on this site. A well could be drilled and storage facilities constructed which would provide adequate supply for 500 to 600 dwelling units on this property. Care would have to be exercised, however, that Colts Neck Township would approve such a water system in view of provisions within their zoning ordinance. Section 630D(1) of the zoning ordinance of Colts Neck Township provides that where public water is available, a developer will install mains in accordance with appropriate standards and specifications. The following paragraph, 630D(2), provides that if no public water is available, water supply will be from individual wells on individual lots. This provision would seem to thwart efforts to construct a centralized system for one development. It is also the type of regulation which is supportive of receiving no development other than relatively low density single family detached home development. Nonetheless, on the assumption that the apparent ban of the zoning ordinance to centralized water systems for specific projects would not be the prevailing regulation, a central system could be constructed which would provide adequate centralized water supply for 500 to 600 homes on the subject property.

Electric service is now available to the site simply by extending lines now existing on Hunt Road and Stone Hill Road into the interior of the site.



SUITABILITY OF THE SUBJECT PROPERTY FOR DEVELOPMENT

The preceeding materials in this report have shown that the subject property has good accessibility to the major highway system of the area. The property is served by mass transportation, although limited at the present time, currently providing supportive service. The physical features of the site do not present significant development constraints either in terms of their specific nature or in terms of the area of the site on which they exist. The topography of the site, with the exception of several slope areas, is ideal for development. There is a natural buffer provided along the easterly property line adjacent to the stream by the heavily wooded areas which will shield the properties to the east from any development which occurs on this site. Soil types are, by and large, those which are capable of accepting intense development and the depth of water table generally throughout the site is sufficient to pose no particular development problems. The site can be served by central water and central sewerage facilities, even if it is necessary to construct a central system for water service on site.

In summary, the site, which represents a logical location for the extension of existing development to the west out of Freehold, is particularly well suited for intensive development.

PROPOSED DEVELOPMENT OF PROPERTY

It is proposed to develop the Sea Gull property at a density of 7.0 to 7.5 units per acre. This will result in the placement of 545 to 575 dwelling units on the site, of which 20% would be made affordable to low- and moderate-income families.

The dwelling unit types which would be utilized will be townhouses and two-story condominium flats. Alternative means of providing the low- and moderate-income housing are being considered. These include setting aside a specific area or areas if a portion or all of the low- and moderate-income housing is to be a particular housing type different from the remaining housing types. It also could be provided completely intermixed with other housing on the site or some combination of the two. For example, the northern end of the tract could be devoted to and developed as a mobile home park of 50 or so lots. Or, the north end of the tract could be utilized in part for subsidized housing, and in part for other types of housing. The remaining low- and moderate-income housing would then be intermixed with the standard units on the remainder of the site.

Unit sizes for low- and moderate-income units will be in the 600 to 900 square foot range.

Amenities on site will include a swimming pool with a combination bath and clubhouse, several tot lots and at least two tennis courts. Site planning will preserve the trees along the easterly property line to maintain that natural area and the buffering which it provides. Walkways interlinking open spaces will also be provided throughout the site.

The construction timetable would be to begin as soon as possible and, depending on marketing factors, to build out over a period of approximately five years, which is estimated to be the time required for absorption of the number of units proposed.

#### CONCLUSIONS

The property of Sea Gull, Ltd. offers a viable opportunity for the actual construction of homes affordable to low and moderate income families at an appropriate location:

The land is owned by a willing builder ready to proceed.

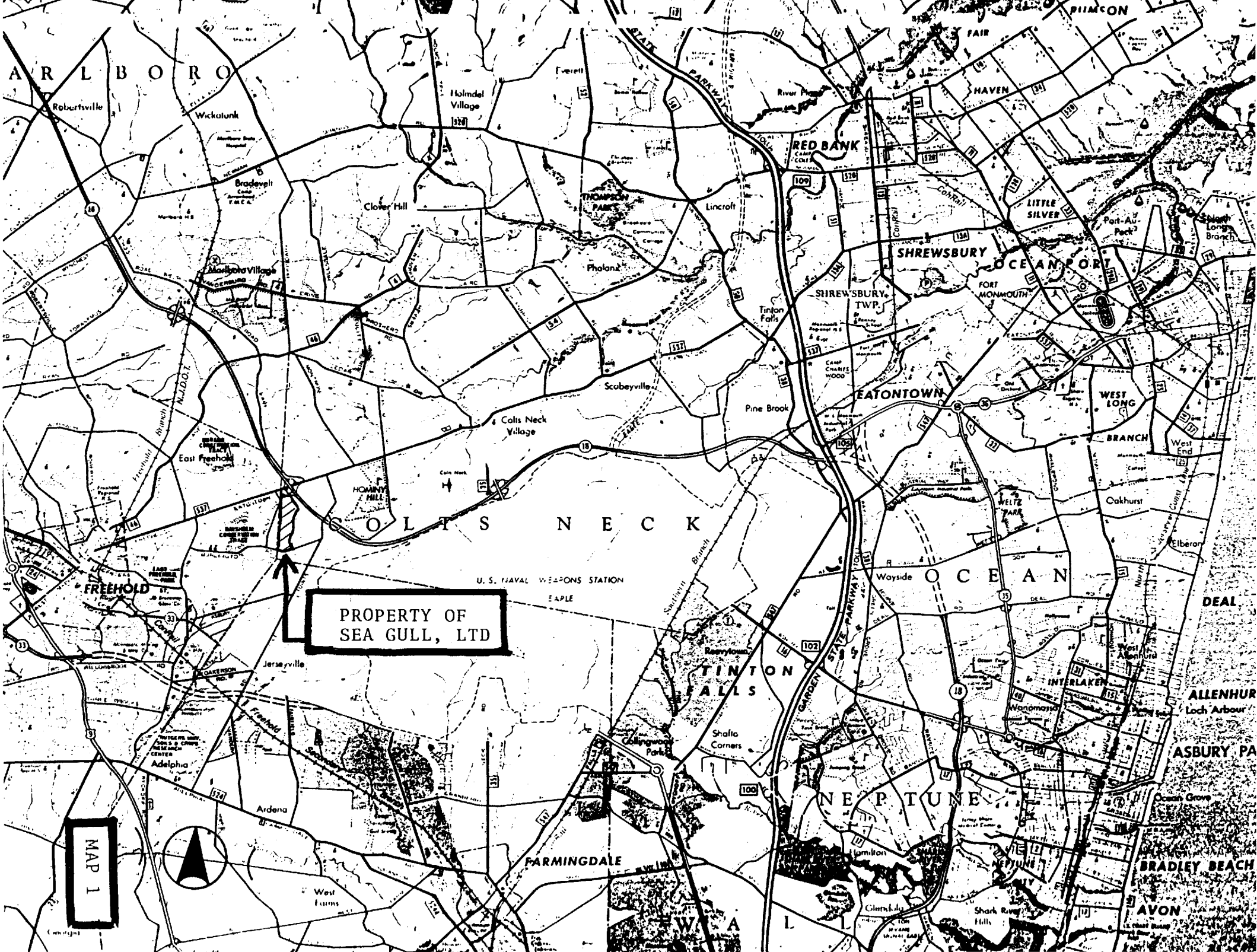
The land's physical characteristics are well suited for development.

Existing central water and sewer systems are relatively adjacent to the site. The existing sewer system can be extended to serve the site, requiring only that the developer replace an existing pump with one having greater capacity and that both Freehold and Colts Neck Townships give their approval.

If Freehold Township refuses or is without sufficient capacity to permit extension of their water system, it is feasible to create an on-site central water system.

The site has good accessibility to and from a variety of employment centers, shops, services and other facilities; and, all of these can be reached by public transportation.

Development on this site will be a logical extension of existing development to the west of it.



ARLBORO

Robertsville

Wickatunk

Holmdel Village

Everett

RED BANK

HAVEN

BIIMCON

Clover Hill

THOMPSON PARK

Lincroft

SHREWSBURY

LITTLE SILVER

OCEANPORT

Manistota Village

Phalana

SHREWSBURY TWP.

FORT MONMOUTH

East Freehold

Colts Neck Village

Pine Brook

EATONTOWN

WEST LONG

COLTS NECK

U. S. NAVAL WEAPONS STATION

PROPERTY OF  
SEA GULL, LTD

Wayside

OCEAN

DEAL

FREEHOLD

Jerseyville

TINTON FALLS

ALLENHUR

ASBURY PA

Adelphi

Ardana

FARMINGDALE

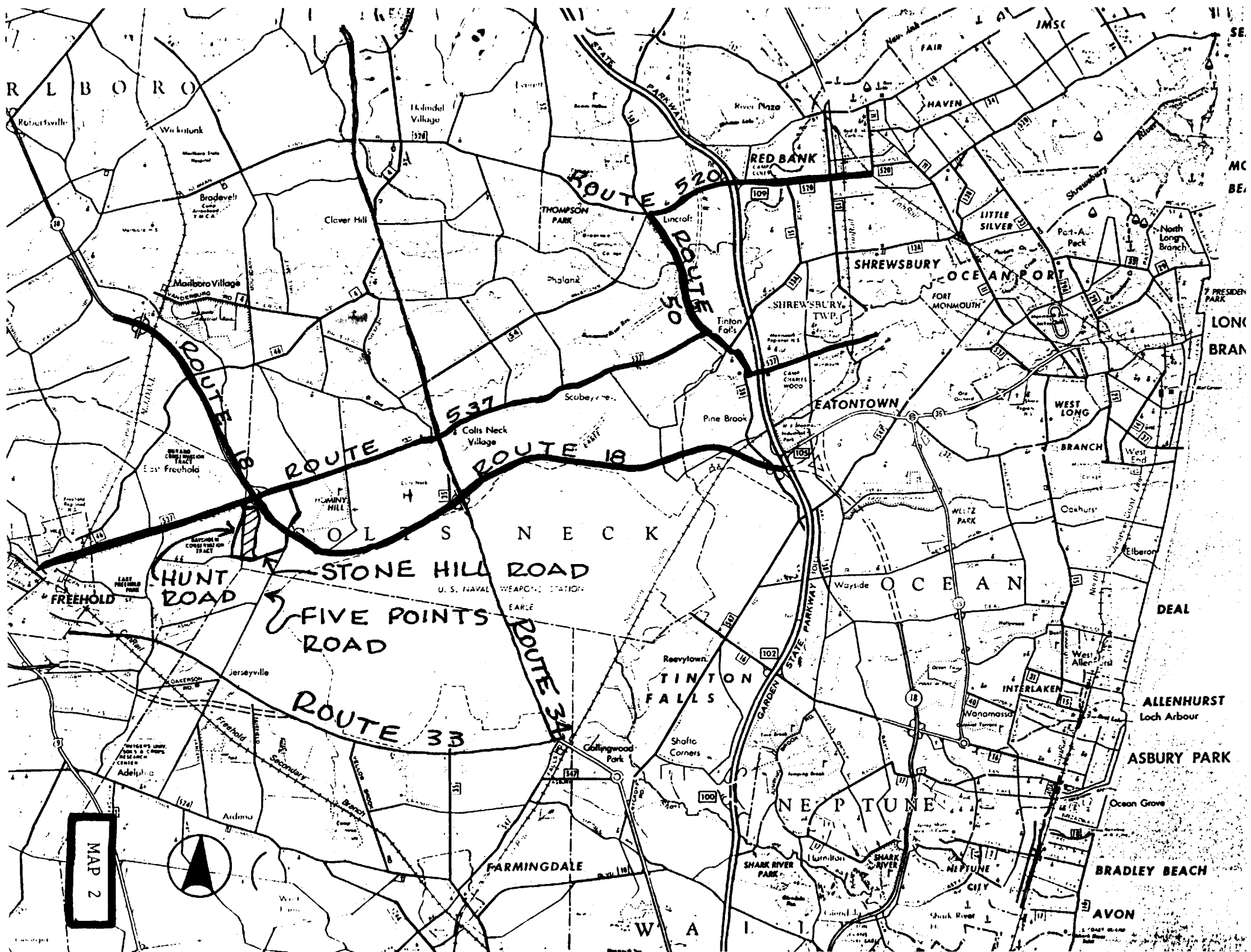
NEPTUNE

BRADLEY BEACH

AVON

MAP 1





R L B O R O

ROUTE 520

ROUTE 50

ROUTE 18

ROUTE 537

ROUTE 18

COLTS NECK

STONE HILL ROAD

U. S. NAVAL WEAPON STATION

FIVE POINTS ROAD

ROUTE 33

ROUTE 34

TINTON FALLS

NEPTUNE

SHREWSBURY

OCEANPORT

EATONTOWN

OCEAN

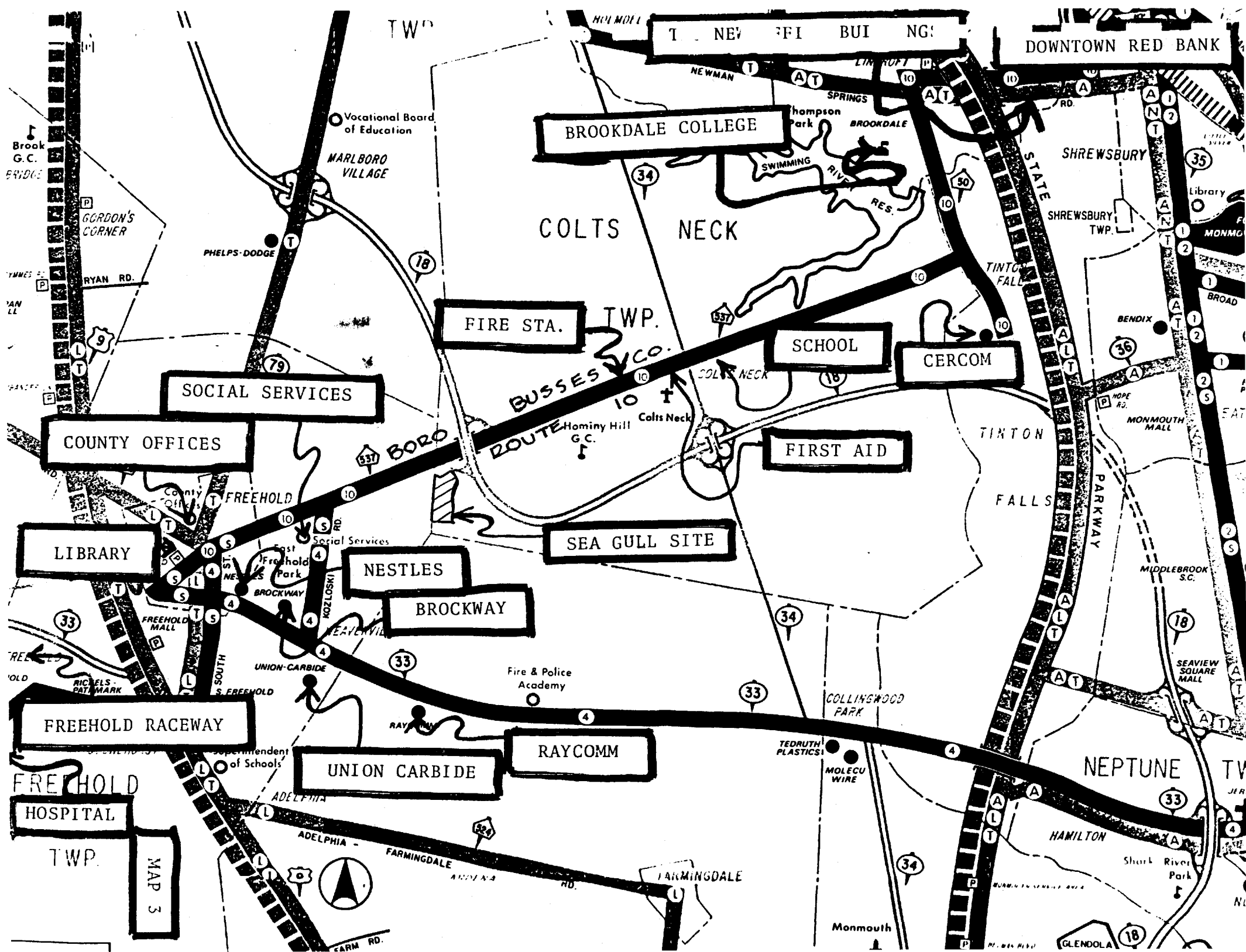
ASBURY PARK

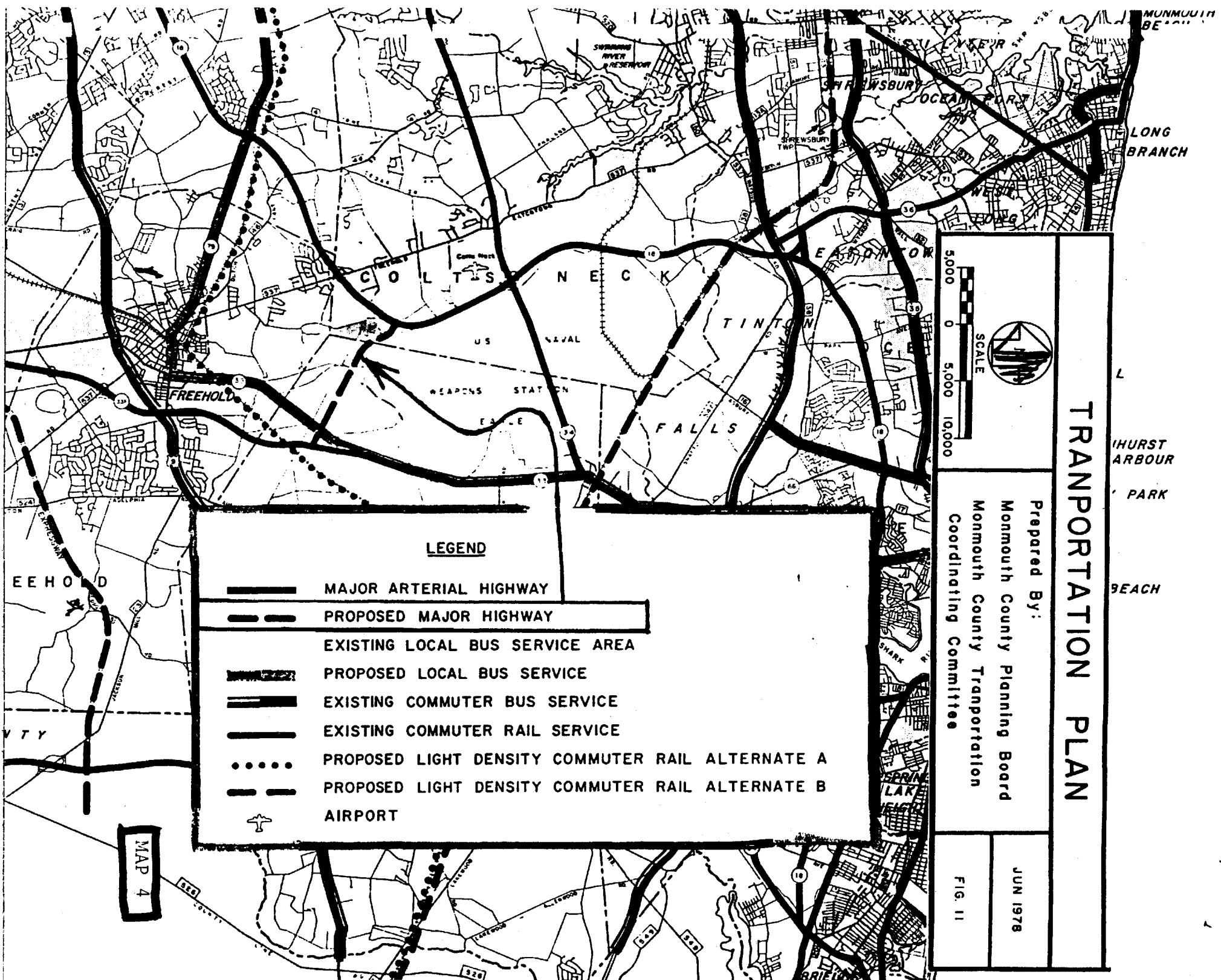
BRADLEY BEACH

AVON










MAP 2

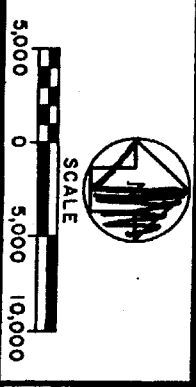






**LEGEND**

-  MAJOR ARTERIAL HIGHWAY
-  PROPOSED MAJOR HIGHWAY
-  EXISTING LOCAL BUS SERVICE AREA
-  PROPOSED LOCAL BUS SERVICE
-  EXISTING COMMUTER BUS SERVICE
-  EXISTING COMMUTER RAIL SERVICE
-  PROPOSED LIGHT DENSITY COMMUTER RAIL ALTERNATE A
-  PROPOSED LIGHT DENSITY COMMUTER RAIL ALTERNATE B
-  AIRPORT

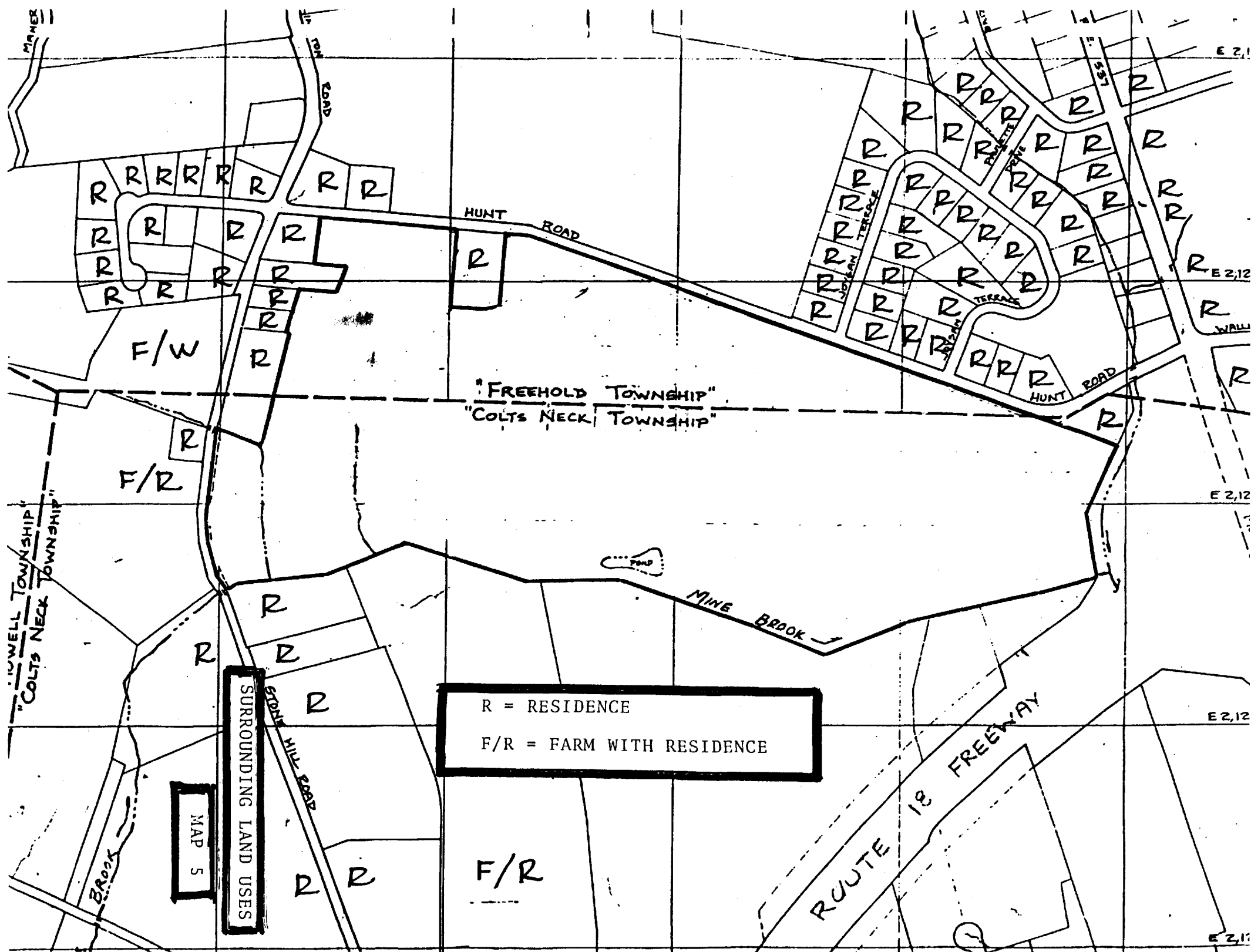


**TRANPORTATION PLAN**

Prepared By:  
 Monmouth County Planning Board  
 Monmouth County Transportation  
 Coordinating Committee

JUN 1978  
 FIG. 11

MAP 4



R = RESIDENCE  
F/R = FARM WITH RESIDENCE

MAP 5

SURROUNDING LAND USES

STONE MILL ROAD

F/R

ROUTE 18 FREEWAY

"FREEHOLD TOWNSHIP"  
"COLTS NECK TOWNSHIP"

"DUNWELL TOWNSHIP"  
"COLTS NECK TOWNSHIP"

BROOK

MINE BROOK

HUNT ROAD

JOYLAN TERRACE

TERENCE TERRACE

HUNT ROAD

ROAD

MINE

E 2,1

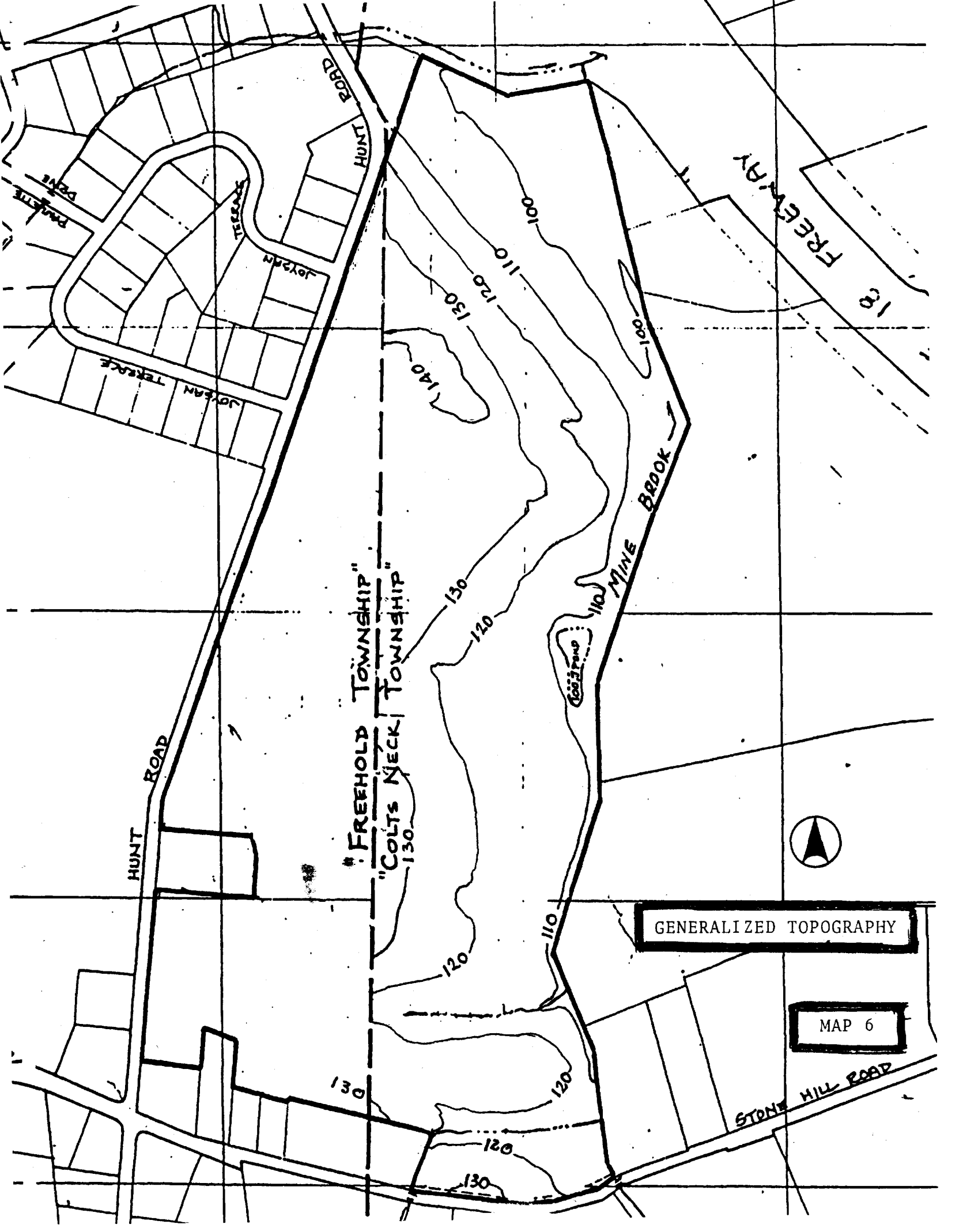
E 2,12

E 2,12

E 2,12

E 2,13





"FREEHOLD TOWNSHIP"  
"COLTS NECK TOWNSHIP"

GENERALIZED TOPOGRAPHY

MAP 6

HUNT ROAD

STONE HILL ROAD

FREEWAY

MINE BROOK

JOYAN TERRACE

JOYAN

HUNT

ROAD

TERRACE

DRIVE

130

120

110

120

130

120

130

140

130

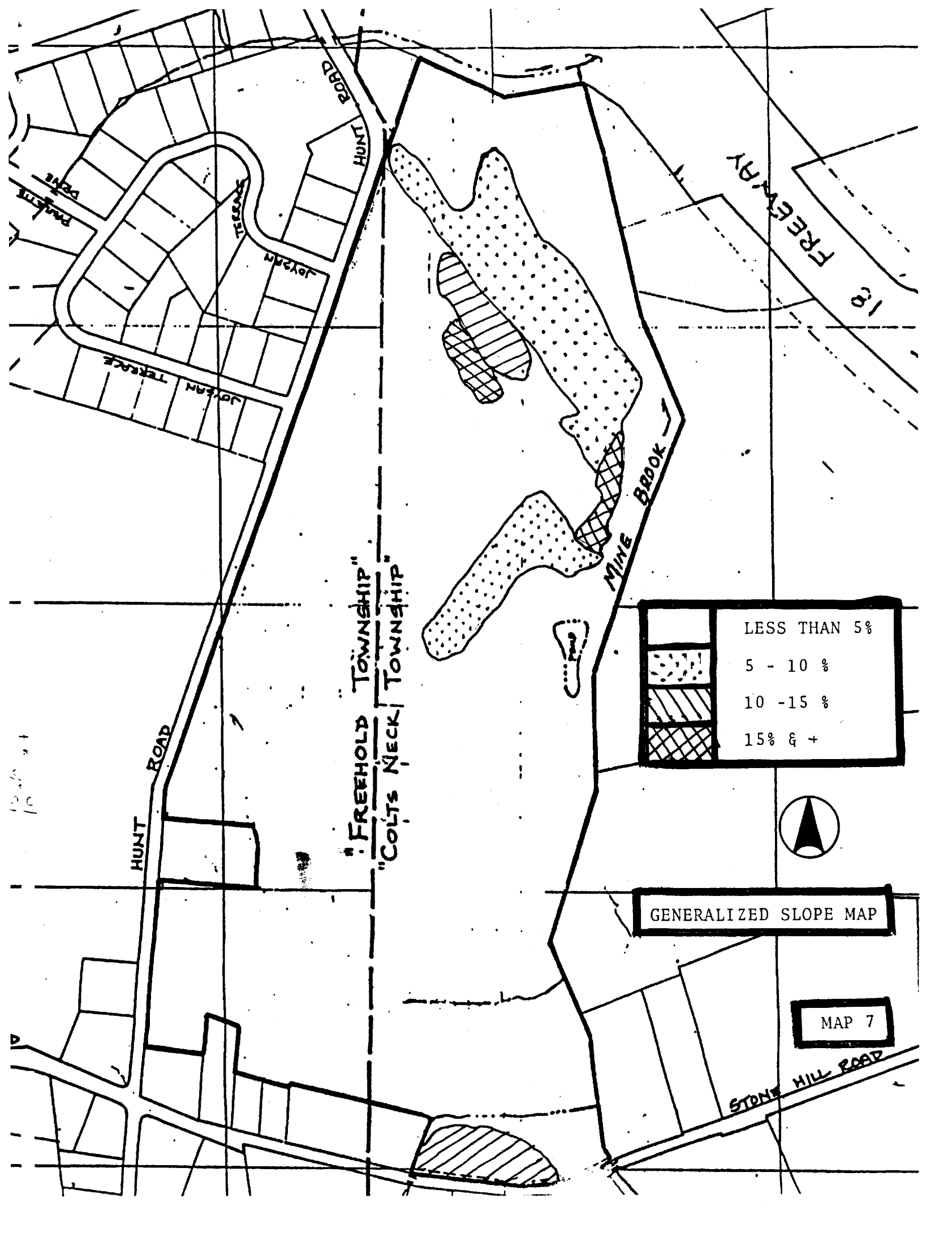
120

110

100

100

130



"FREEHOLD TOWNSHIP"  
"COLTS NECK TOWNSHIP"

	LESS THAN 5%
	5 - 10 %
	10 -15 %
	15% & +

GENERALIZED SLOPE MAP

MAP 7

STONE HILL ROAD

MINE BROOK

138  
FREEMAN RD

HUNT ROAD

HUNT ROAD

TESSA

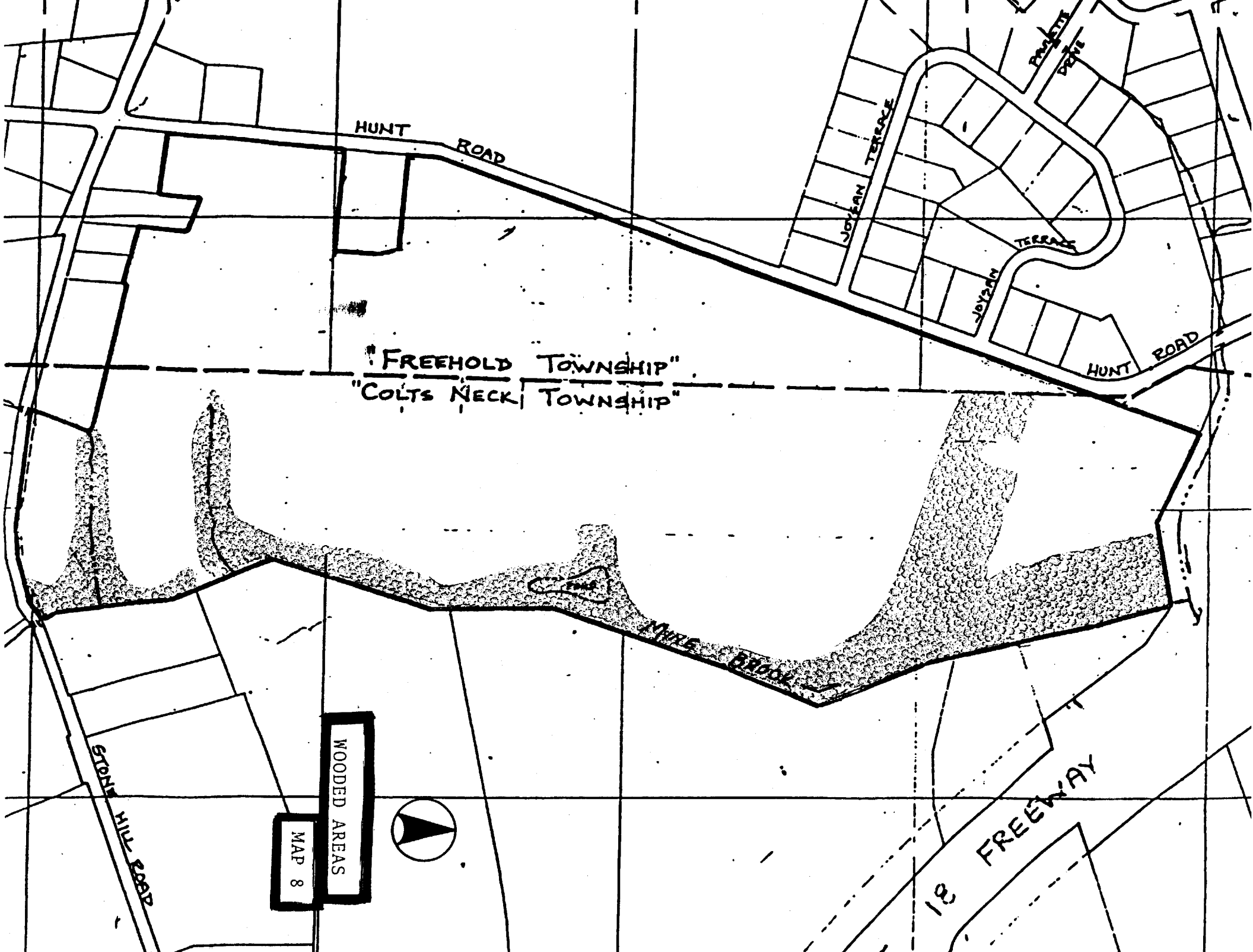
Joyann

Joyann

Joyann Terrace

PROJECT

10/20/04



HUNT ROAD

JOYEAN TERRACE

TERRACE

JOYEAN

HUNT ROAD

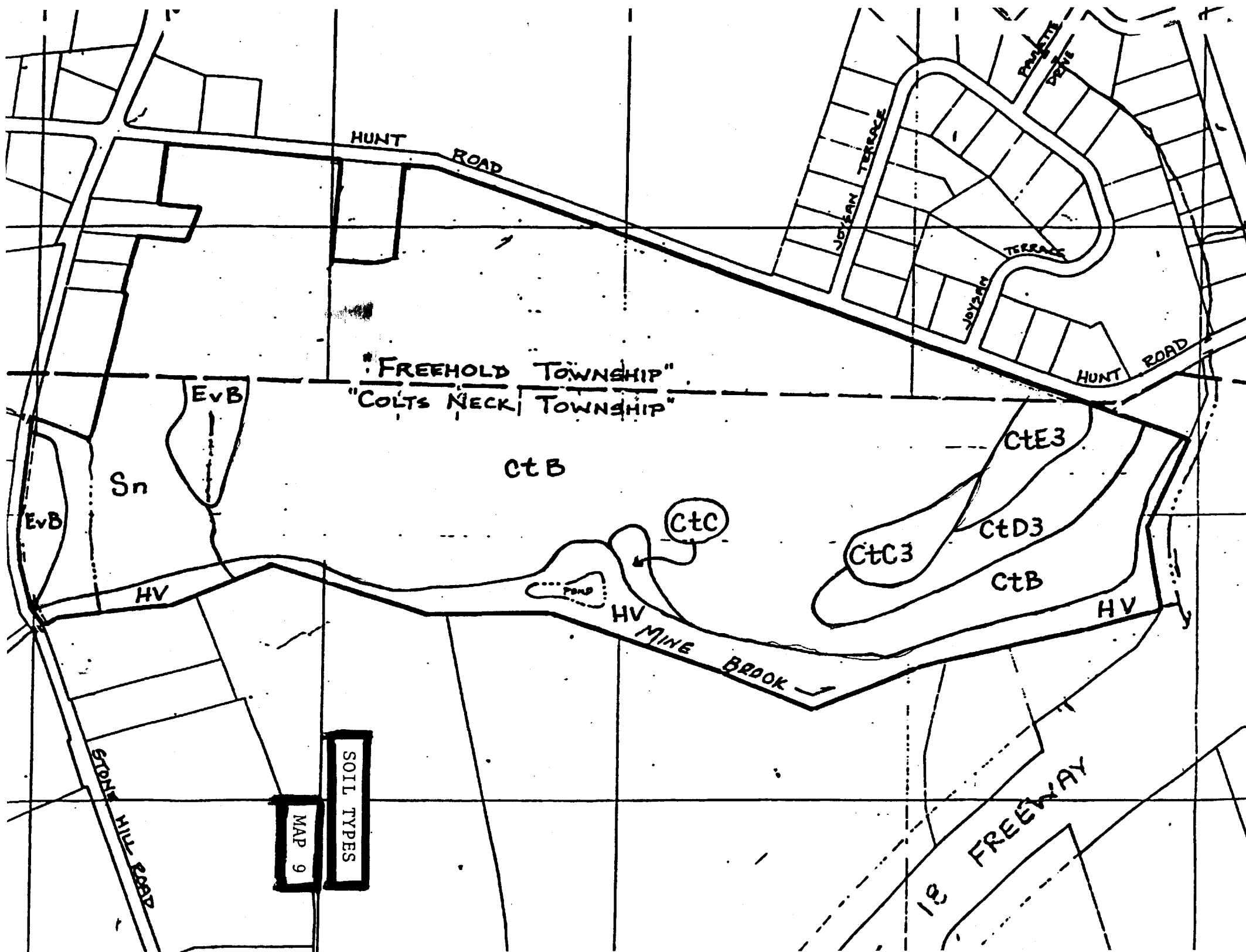
"FREEHOLD TOWNSHIP"  
"COLTS NECK TOWNSHIP"

STONE HILL ROAD

18 FREEWAY

WOODED AREAS  
MAP 8





HUNT ROAD

JOYCEAN TERRACE

TERRACE

PROSPECT DRIVE

HUNT ROAD

"FREEHOLD TOWNSHIP"  
"COLTS NECK TOWNSHIP"

EvB

Sn

EvB

CtB

CtC

CtE3

CtD3

CtC3

CtB

HV

HV

HV

MINE BROOK

I-18 FREEWAY

STONE HILL ROAD

MAP 9

SOIL TYPES