

= Laurence Harbor (NJT station) =

Laurence Harbor was a proposed station that was to be located along New Jersey Transit 's North Jersey Coast Line between the South Amboy and Aberdeen @-@ Matawan stations . The station was to be in the Laurence Harbor section of Old Bridge , New Jersey .

The station was first proposed in the 1980s , although no progress was made until August 2001 , when the transportation officials said the official station could be constructed within several years . After several years of proposals , along with the passing of a high opposer in 2003 , the station came up once again in 2008 . That year , the proposed Metropark South was brought back to the Old Bridge council by developer Michael Alfieri . His proposal also brought up the plans for new residential homes , commercial businesses along with the new station . The proposal was conditionally accepted in November of that year . As of 2009 , there is no forward on the actual station being constructed .

= = History = =

= = = 1985 proposal and 2001 proposal = = =

The idea for a station in Laurence Harbor was first proposed by developer in Michael Alfieri in 1985 . His original proposal in the community was to create and constructed a so @-@ called " Metropark South " , to consist of residential homes , commercial businesses , and a brand @-@ new train station . The proposal received approval , but only the residential portion of the proposal was ever built . This residential area , consisting of high @-@ class townhouses , is known as " Bridgepointe " . In August 2001 , several years after the partially constructed project was started , the staff at New Jersey Transit proposed the design and construction of a station at Laurence Harbor near Exit 120 on the Garden State Parkway , which would serve the North Jersey Coast Line . At that time , the tracks passed through Laurence Harbor between the South Amboy and Aberdeen @-@ Matawan stations . A spokesperson from New Jersey Transit reported that the state is working with Old Bridge Township (where Laurence Harbor is a part) to make preliminary designs . The costs for the designs began around \$ 300 @,@ 000 (2001 USD) for a two @-@ year study . The station was proposed to relieve major congestion on four of the major state highways in the community including Route 18 , Route 34 , Route 35 , and U.S. Route 9 . Old Bridge 's mayor , Barbara Cannon , gave full support for the new station , who previously passed a unanimous resolution for the proposal . The township also reported that this would help qualify Old Bridge as a city and receive more state funding .

A week later , the figures for a brand @-@ new station at Laurence Harbor were released , saying the station would take five years to construct , with costs ranging from \$ 25 million ? \$ 30 million (2001 USD) of funding from the state of New Jersey and the federal government . The station would also relieve the busy Aberdeen @-@ Matawan station , which at the time hosted about 3 @,@ 500 commuters daily . Most of the city council and mayor supported the deal , except for councilman Joseph Hoff . Hoff believed the train station was a good idea , but there were a number of outstanding issues before plans for one could go forward . Hoff stated that the additional truck traffic and the safety of the pedestrians in the area were also a concern . These concerns would also get worse when the Atrium II office complex would be completed on the western side of Exit 120 . Another major issue was the traffic congestion at Exit 120 itself , which at rush hour was " atrocious " . By November 2002 , the station had not received any studies on the general location were not conducted by New Jersey Transit . Although the proposal still had support by the community , several citizens , including Joseph Hoff , were still questioning it . Hoff cited that New Jersey Transit has not put any interest forward and would just end up becoming another parking lot rather than a tax revenue . He reported however , that if residential homes and commercial businesses were constructed , it would be beneficial to Laurence Harbor . The other issue that Hoff maintained , was that it would risk the lives of children heading to and from Laurence Harbor Memorial School by

affecting the traffic in the area .

= = = 2008 proposal = = =

After the 2002 report by Joseph Hoff , the township councilman in opposition to the Laurence Harbor train station , the 74 @-@ year @-@ old politician himself died on November 20 , 2003 . The proposal for the new train station began to wane for sometime , until 2005 , when Aliferi , the designer and constructor of " Bridgepointe " returned to the township board . This time Aliferi proposed the continuation of construction for the two decade @-@ old project , with several community groups either opposing the plan , or raising concerns . The proposal was to include a seven @-@ story hotel , 83 single @-@ family homes , two parking garages and 15 @,@ 000 square feet (1 @,@ 400 m2) of retail space . The local highway , Laurence Parkway , would also receive improvements to better handle the new development . Concerns were also raised by the New Jersey Turnpike Authority , the agency that governs the Garden State Parkway , about the effects on the off @-@ ramp for Exit 120 . On February 8 , 2006 , the Old Bridge Township Council turned over on a 7 @-@ 0 vote for the new development . Aliferi sued the township , taking the case to the New Jersey Superior Court . A judge sided with Aliferi , citing that the developer can bring the proposal back to the council . On February 21 , 2007 , the proposal was rejected again , partially citing that Aliferi has no interest in building the hotel or the offices .

On November 17 , 2008 , Aliferi returned yet again to the Old Bridge Township Council . The council this time gave the go @-@ ahead for construction to begin with a condition . The council set that if Aliferi wants to construct it , he has to include commercial development before constructing residential homes to minimize community impact . Also before construction would begin , Aliferi would also have to return for a new General Development Permit (GDP) . The proposal for the hotel that Aliferi brought up , was held off due to the location , which was on depressed elevation . There was no official decision for a new train station , which was proposed several times during Aliferi 's plans .