

IN HOUSE BUILD-OUT ANALYSIS LOWER ALLOWAYS CREEK TOWNSHIP

LOWER ALLOWAYS CREEK TOWNSHIP, SALEM COUNTY, NEW JERSEY

Committee Makeup:

Green Team Members and others as follows:

Ellen B. Pompper, Mayor	Planning / Zoning Board	Emergency Response Team member	Resident
Lewis Fog	Superintendent of Public Works	Emergency Response Team member	Resident
Lance Kaufmann	Planning Board Member	Recycling Coordinator - CRP	Resident
Kevin Clour	Chief Financial Officer	Purchasing Agent	Resident
John Palumbo	Construction Code Official	Sandy re-Construction inspector	Home Building Business owner
Ronald Campbell Sr	Municipal Clerk		

Consultants:

Fralinger Engineering, PA - Stephan Nardelli

Other References;

Build-Out Analysis in GIS as a Planning Tool, With a Demonstration for Roanoke County, Virginia; by Mary A. Zirkle

Build-Out Analysis for Lower Alloways Creek Township

It must be noted that without GIS data and shape files available from the State of New Jersey and other repositories this build-out analysis would be quite cumbersome and never have been attempted in house. Building off of the growing GIS library of files and the comfort with the software has made this go – round much easier. In addition, QGIS which is a free GIS Software program was paramount to completing this project, again making this in house project possible.

This is just a brief summary of all the work done to produce the Build-Out Analysis, a great deal of thanks goes to the members of all committees and other who were consulted, who helped with this project.

Several methods were suggested by various people to arrive at what additional housing/building units the Township's current Zoning Ordinances would allow, one aspect we did not consider is multiple unit structures. The reason being is that no multi-dwelling housing units or commercial units exist in LAC currently. It was felt that seeing no pressure on neighboring communities for such units, LAC Twp which is off the beaten path would not likely see this type of new construction either. The Committees came up with three main ways to determine the analysis, which we will call:

1.

The assumption used here is that you start with all the parcels and whittle them down till you have only what can be developed, be it housing or other type.

So using the GIS Lower Alloways Creek parcel shapefile, we joined the shapefiles attribute table which lists each parcel with the Tax Assessor's and Tax Collector's parcel listings, giving us a robust database to run queries on. The shape file attribute list uses a county – municipal – block – lot – qualifier identifier system for each parcel, which we duplicated and matched with the tax Collector and Tax Assessor listings. Using this joined data we then could then identify, highlight or classify each municipal parcel we could eliminate.

2.

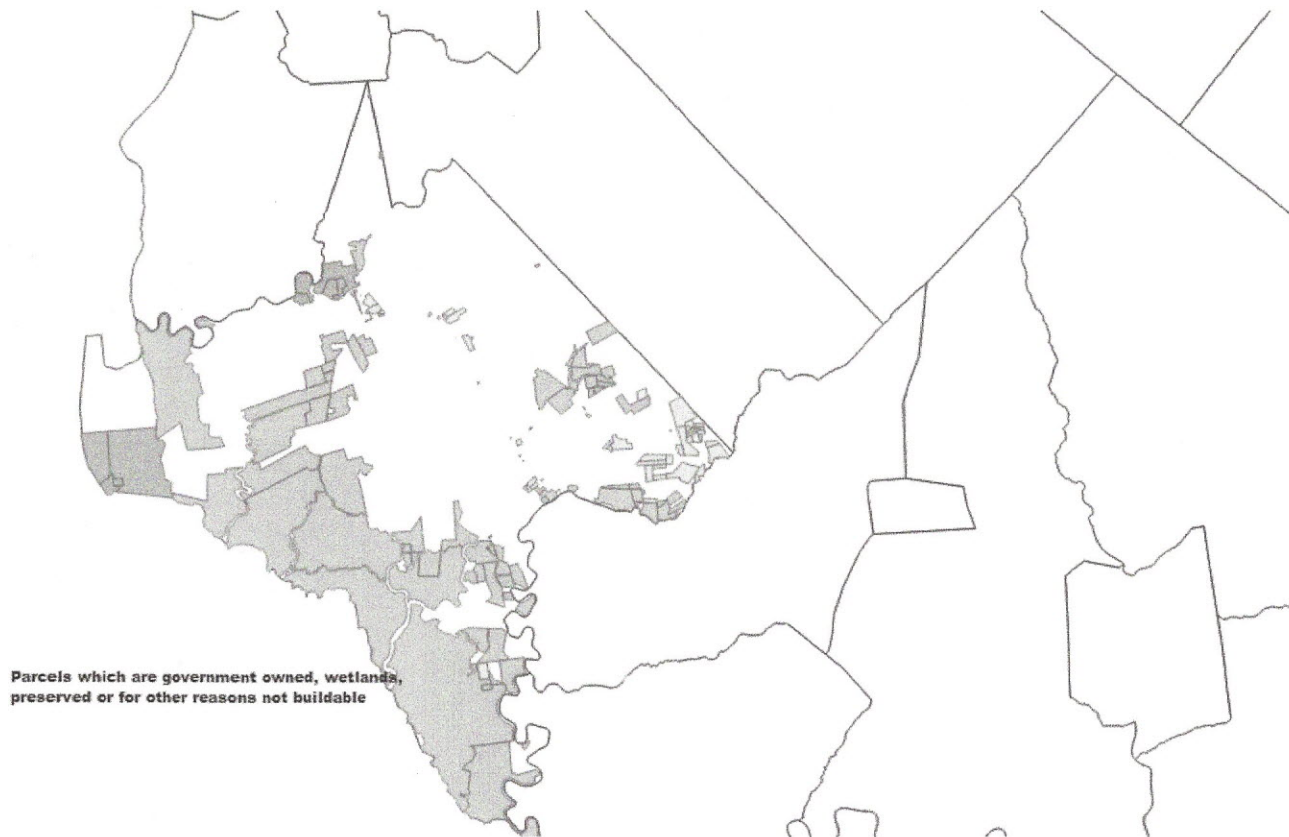
We first identified for elimination those parcels that had improvements on them currently, then those that were government owed (US, State, County, LAC, School), Cemeteries, Farm & other Restricted Preservations and then Churches. This gave us a good list of those parcels that probably would not see new housing/other being constructed on them. To this point the join table worked well, then the hand work began, using the zoning map and the requirements found there each remaining parcels potential was examined. These were broken down by using the zoning requirements to determine: Could these parcels be developed using the road frontage, setbacks and

acre requirements necessary. Then by number of housing units they could support if they meet the requirements of their Zoning District.

By removing the Government, preserved, church, cemetery parcels which will not be buildable and then two additional categories of No Road frontage/access (NR) and not enough acreage (NA) we arrive at our buildable map.

The only caveat to this is the latter two groups could apply for variances, the Township's Land Use Code currently states that if a parcel has no improved road access it cannot be built upon. This has been challenged and upheld in court. The issue of acreage would be a case by case issue, but are placed in the non-buildable for purposes of this analysis.

Next we then took each buildable parcel and determined how many housing units it could support using its Zoning regulations. Then using how many of that type were found, a grand total of **681** individual housing units that could be supported with the current Zoning regulations.

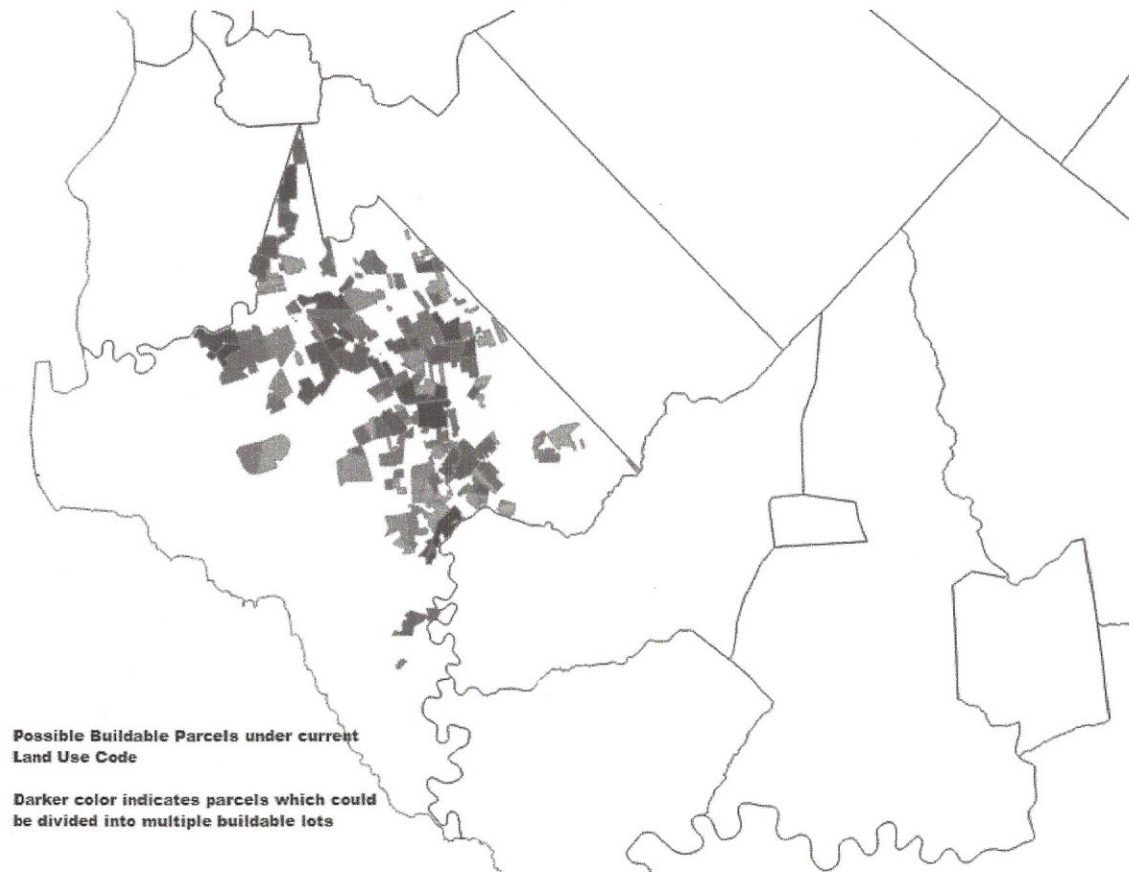


3.

With another method we compared every current vacant parcel on every roadway, minus government owed parcels only, thus we arrive at **204**. By the end of this method you get to really know the parcel map, really, really well.

4.

Another way we worked this out was to take each road with its mileage and straight out determine a raw number of housing units if every unit required two hundred feet of road frontage, the AR district requirements that gave us **1438** total parcels in the Township.



Conclusions

Everyone on all of the committees that worked on this project were also made aware that in the past three years five new homes have been built in the Township. The rate at which homes have been built in the past certainly must factor into this analysis.

It was discussed and determined that LAC Twp is about half way to its maximum potential of fourteen thousand thirty-eight, which everyone agreed will not literally happen. At the current person per dwelling rate of 2.36 that gives us a population increase from 1770 to three thousand three hundred ninety-four (3394). This translates to 77 persons per square mile, but the reality is that area is really much smaller, but no figure could be agreed on.

The committees felt the real number was closer to the 209 of the parcel count then the 681 of the parcel potential. Short term, no pressure is being felt for new home building on a large scale, new private sewer requirements are also increasing the cost associated with housing and could slow construction. The consensus was that the Township could absorb this amount of housing over time and they did not have any suggestions or feel there were any infrastructure needs based on these findings.

Infrastructure

There were two concerns which got the most discussion and are only somewhat related to future build out.

One is that the Salem Hancocks Bridge Road currently has a lot of traffic during shift changes at the nuclear Plant which during "outages" (a time for refueling and repairs). This road is a County Roadway and only has one lane each way with no shoulder, for the traffic it receives it should have shoulders and some felt two lanes each way, road flooding is an issue as well and needs to be address with the County, because it is their road.

The other concern, again only somewhat related to future build out, is New Bridge Road which has a bridge closed because it was deemed unsafe about ten years ago. This was another route used by Plant traffic and for evacuation purposes which has a mixed public option on whether it should be replaced.

The Build-Out analysis and the related information has been given to the full Township Committee and Planning Board for their review, as of this writing the Planning Board has not met.

Presented by Ronald L Campbell, Municipal Clerk at a Township Committee Meeting Held May 21, 2019 and forwarded to the LAC Twp Planning Board

