Clarke Caton Hintz
Architecture
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CONFIDENTIAL & PRIVILEGED MEMORANDUM

To: Jon Drill, Esq.

From: Elizabeth McManus, PP, AICP, LEED AP
Daniel Hauben, PP, AICP

Re: **Inclusionary Housing Site Options**

Date: September 7, 2018

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This memorandum and the attached maps present options for the inclusionary zoning location on the Dowell site (Block 36, Lots 2, and 3). These options are consistent with the recommendation made by the Land Use Board at its August 8, 2018 meeting for reducing the number of affordable housing units to be constructed at the Dumont Road site (Block 26, Lot 2) from 121 units to 61 units and to zone a 50-acre portion of the Dowell site for a 300-unit inclusionary residential development, including 60 affordable units.

On August 16, 2018, we presented the Township with two (2) options to consider for the rezoning of the Dowel tract. Later in August, we were asked to map and analyze an additional four (4) inclusionary location options, for a total of six (6) options. Options 1 and 2 herein are identical to those previously addressed.

Pending negotiations between the Township and developers with interest in the Dowel tract and neighboring properties, there is a potential that any inclusionary development occurring in this area might be part of a larger mixed-use development that includes light-industrial uses. The inclusionary zoning options considered in this memo have different benefits and detriments with regard to the impact of prospective development on traffic and on quality of life for both existing and future residents in this area.

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John Hatch, FAIA
George Hibbs, AIA
Brian Slaugh, AICP
Michael Sullivan, AICP

Emeriti
John Clarke, FAIA
Carl Hintz, AICP, ASLA

The following are the pros and cons for each of six options being considered by the Township's Affordable Housing Subcommittee:

Option 1

- ***Description:*** This option proposes zoning a 575-foot wide swath of land extending from Route 173 to Route 78, with frontage on both Route 173 and Beatty's Road. Beatty's Road should be extended to Route 173 to provide a more direct access to the zone to from the State Highway and to reduce traffic on the portion of Beatty's Road that currently provides access to Route 173.

  Pros: The inclusionary development would fully buffer the existing neighborhood from any future nonresidential uses on the remainder of the Dowel tract. Additionally, Option 1 includes minimal residential frontage along Route 78 and it creates a regular

lot configuration for the anticipated nonresidential development, which should facilitate an efficient use of land for development and buffering.

Cons: None.

Option 2

- ***Description:*** This option would zone the northeast corner of the Dowel tract, wedged between I-78 and Beatty's Road. All ingress and egress to any development on this lot would be from Beatty's Road and any extension of Beatty's Road, as this zone would not front on Route 173.

  Pros: As opposed to Option 1, where development would extend the length of Beatty's Road plus an extension connecting to Route 173, a some of the units resulting from Option 2 would be set-back further from Beatty's Road, closer to I-78. Additionally, like Option 1, Option 2 would help to screen the single-family neighborhoods on Beatty's Road from any nonresidential development on the balance of the Dowel tract and the neighboring Voorhees tract, to the west (Block 36, Lots 1, 1.01, and 1.02). Options 3 through 6, which propose zones that do not front on this portion of Beatty's Road, do not provide this benefit.

  Cons: The zone configuration provided by this Option to Beatty's Road would not screen the existing park or the homes at the southern portion of the neighborhood from nonresidential uses on the Dowell site. Additionally, unless Beatty's Road is extended to Route 173, traffic generated by this option would need to go through the existing residential neighborhood.

Option 3

- ***Description:*** This option would rezone land along the lot line shared between the Voorhees tract (Block 36, Lot 1) and the Dowel tract). It would have frontage on Route 173, and would be separated from Beatty's Road by approximately 80.5 acres of the remainder of the Dowel Site.

  Pros: This option would have no direct traffic impact on Beatty's Road, nor any impact on the rural-residential character of the Beatty's Road neighborhood, as all ingress and egress would occur from Route 173.

  Cons: The option would break up any nonresidential development on the Voorhees and Dowel tracts, creating two nonresidential development tracks, both of which require buffering and access, including potentially Beatty's Road. This configuration does not allow the residential uses to provide a buffer for the Beatty's Road neighborhood from nonresidential development that might occur on the remainder of the Dowel tract. Additionally, it creates the need for buffering on either side of the residential zoned area, which creates the opportunity for additional land use conflict.

Option 4

- ***Description:*** This option proposes to zone an area at the rear of the Dowel tract, bounded on the west by the lot line separating the Dowell and Voorhees tracts and on the north by I-78, with a narrow connector to Route 173 for road access.

  Pros: As with Options 3 and 6, Option 4 would have less of a direct impact on the Beatty's Road neighborhood as the proposed zone would be at the northwest corner of the Dowel tract and be accessed from Route 173. Unlike the other five districts, the zone would also be substantially set back from the Route 173 right of way.

  Cons: As with Options 3, 5, and 6, this option would break up any nonresidential development on the Dowel and Voorhees tracts, and not provide the benefit of buffering Beatty's Road from nonresidential development. Additionally, the quality of life for residents of a development surrounded by nonresidential uses on three sides and a major highway on the fourth would be inferior to the other options in this report.

Option 5

- ***Description:*** This option proposes zoning 50 acres with frontage on Route 173, extending east to west from the Dowel / Voorhees tract boundary to the Dowel tract's frontage on Beatty's Road.

  Pros: Traffic from the development can be directed onto Route 173 or Beatty's Road. The development would provide a visual buffer between Route 173 and nonresidential uses closer to I-78.

  Cons: Traffic from nonresidential uses on the Dowel tract would either have to go through the inclusionary development or the Voorhees tract or use Beatty's Road. Additionally, this option provides no buffer between potential nonresidential uses on the Dowel and Voorhees tracts and the existing neighborhood on Beatty's Road.

Option 6

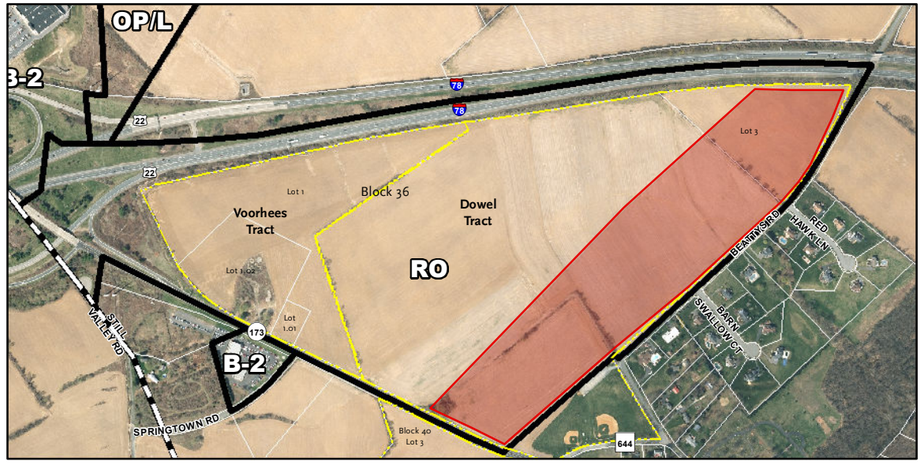
- ***Description:*** This option proposes a 50 acre strip in the middle of the Dowel tract, extending from I-78 to Route 173.

  Pros: This option shares the same pros of Options 3 and 4, relating to exclusive road access from Route 173 and distance from the Beatty's Road neighborhood.

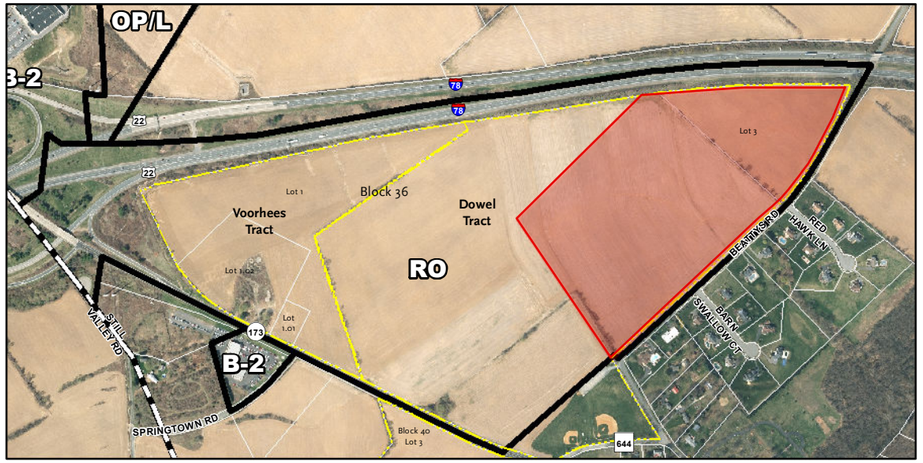
  Cons: This option has the same cons as Options 3, 4 and 5, in that it provides no buffer between any nonresidential uses on the Dowel site and Beatty's Road and, due to the limited frontage along Route 173, the nonresidential uses would need access through the inclusionary development and/or Beatty's Road.

Please feel free to contact us with any questions.

C. Jon Drill, Esq. Board Attorney
Mike Finelli, Board Engineer



Option 1



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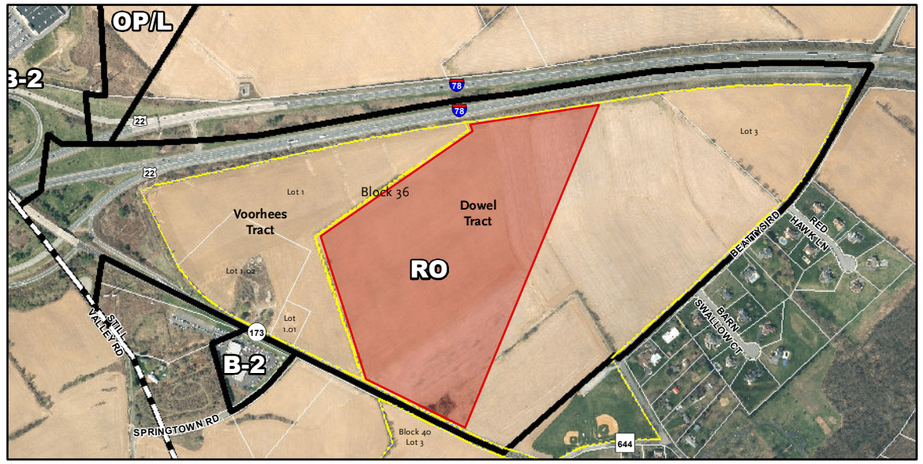

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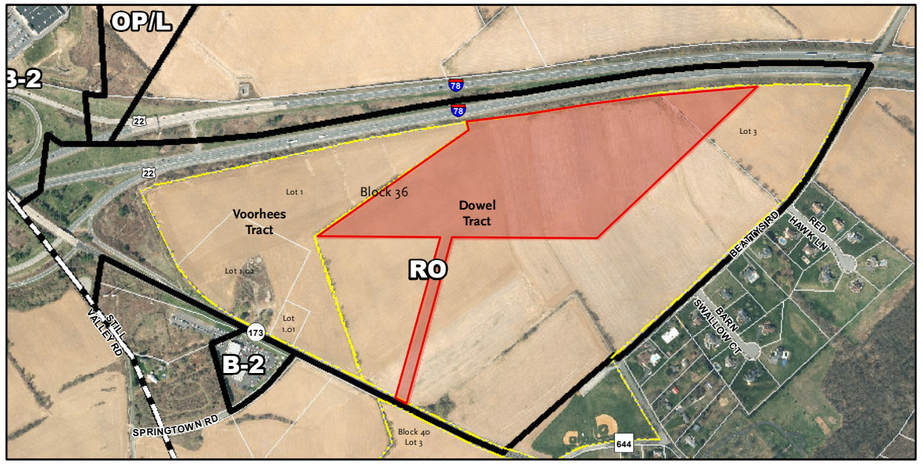
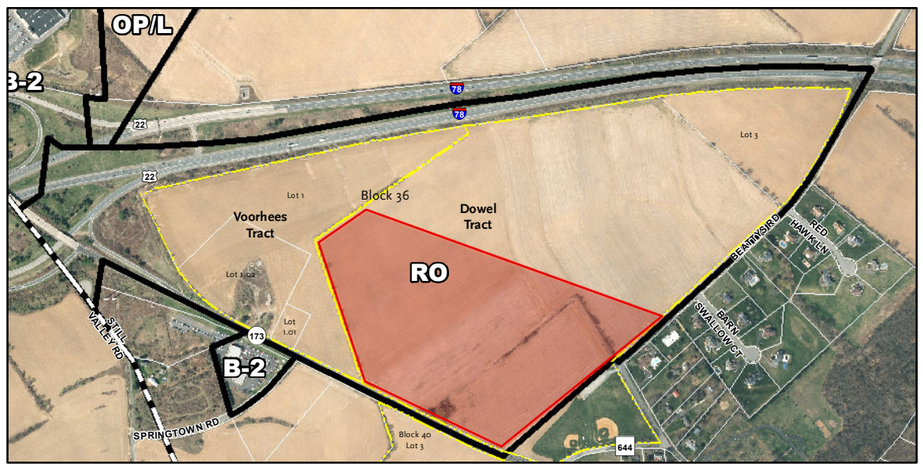
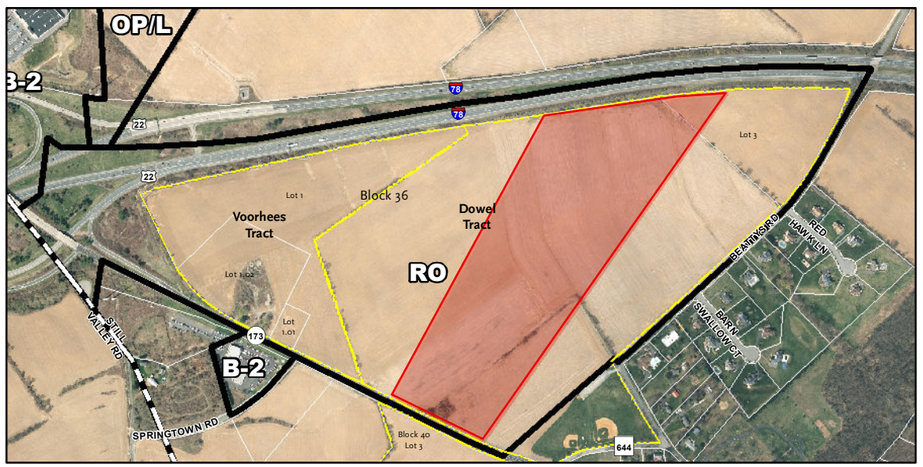


Option 4



Option 5



Option 6

Inclusionary Housing Site Options

LOCATION:
Greenwich Township, NJ

DATE:
September 2018

Legend

- Inclusionary Zoning Option
- Owner Tracts
- Township Boundary
- Zone Districts

0 500 1,000 Ft

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