Multi-Municipal Comprehensive Plan

Hamilton Township
Stroud Township
Pocono Township
Stroudsburg Borough
Monroe County, PA

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CHAPTER 1

INTRODUCTION
Why a Comprehensive Plan?

The purpose of the Comprehensive Plan is to work proactively to assure that the future of the HSPS Region will be shaped by the municipalities’ own vision, rather than by reactions to forces acting upon the Townships and the Borough. This Plan manages, rather than just reacts, to growth in the region.

Each municipality has prepared an individual comprehensive plan in the past. This Comprehensive Plan is the first joint comprehensive land use planning effort by the municipalities, and was initiated because of the recognized need to examine overall planning for the area in light of development trends and pressures in the region; to determine common goals and objectives for land use, transportation, community facilities and services, housing, economic development, natural, scenic, historic and cultural resources; coordinate land use and infrastructure planning on a regional basis; recognize the Comprehensive Plan for Monroe County, Monroe 2020; and build upon the regional open space and recreation plans adopted for the municipalities in the Region.

The following objectives were identified at the outset of this planning process.

- Identify desired community vision and develop an effective plan scenario to attain that vision. Establish goals acceptable to the four municipalities.

- Provide a means of perpetuating for future generations those environmental, historic, scenic, cultural and economic resources which make the Region special to those who live and work in the community.

- Provide for economic development opportunities consistent with available infrastructure and environmental suitability.

- Prepare a scenario which will enable the municipalities to accommodate new development and enhance their tax base, but not overburden municipal resources, infrastructure and roads, nor degrade environmental resources.

- Properly control, manage, allocate, balance and locate future development, including increased commercial and industrial development, in the community consistent with the vision through establishment of designated growth areas and future growth areas.

- Integrate land use, open space and recreation, economic development, resources, utility and transportation planning into one cohesive document.

- Maintain and enhance the quality of life in the area.

- Prepare recommendations which are reasonable, achievable, and tied to implementation means so this plan will be a living document used by the municipalities throughout the following years.
• Comply with Pennsylvania Municipalities Planning Code (PMPC) requirements.

• Prepare a Comprehensive Plan which is generally consistent with the Monroe County Comprehensive Plan, Monroe 2020.

• Prepare a Plan which provides consistent land use proposals along the common municipal boundaries and promotes common goals for the logical development of the Region as a whole.

• Take advantage of opportunities and benefits established in the PMPC for municipalities which prepare joint plans and identify possible future opportunities for intermunicipal cooperation in the Region.

• Identify the unique characteristics of the area and provide means of protecting these characteristics while providing for responsible, well-planned and managed development.

• Provide a Comprehensive Plan which provides a unified approach to managing future growth and development in the Region.

What does a Comprehensive Plan Accomplish?

The Comprehensive Plan contains a vision of what the Townships and the Borough want to be and includes goals, policies and strategies for realizing that vision.

The Comprehensive Plan is an educational document, providing discussion of conditions, issues, and opportunities, and identifying resources that are worthy of protection and preservation.

The Comprehensive Plan contains policies for land use, circulation and community facilities which will serve as a guide for public and private decision-making to accomplish the goals and objectives, and thus the vision, for the Townships and the Borough.

The Comprehensive Plan provides a basis for implementation techniques, such as land use ordinances, official maps and capital improvements programs, which will implement the policies contained in this plan. It is critical that the Action Plan be implemented.

Planning jointly allows allocation of land uses, housing types, densities, and development patterns over the entire region, rather than trying to fit all types of uses and densities into each municipality. It also allows for coordinated land use planning along municipal boundaries; coordinated planning for trails, recreation and open space, and transportation throughout the Region; and coordinated planning along the common road corridors in the Region. Coordinated input can be provided to County and State agencies and an overall approach to economic development can be presented, addressing retention of major components of the economy and allowing for appropriate commercial and industrial development, which complements rather than detracts from existing commercial areas. The following list summarizes benefits of multi-municipal planning:
Benefits of Multi-Municipal Planning

- Provides a regional planning approach and allocation of land uses
  - Where
  - How much to accommodate population projections
  - Patterns of development
- Establishes growth areas and future growth areas regionally
  - Coordination with infrastructure
  - Opportunities for infill
- Provides coordinated planning along the common boundaries of the municipalities
- Supports existing centers rather than weaken them
- Coordinates road corridor planning, standards, and management
- Provides for linkages between municipalities
- The Plan and implementing ordinances are considered by state agencies in permitting decisions
- Addresses review of “developments of regional impact”
- Identifies opportunities for future joint efforts
- Promotes common land use designations and definitions
- Establish goals for economic character over the entire Region
- Provides support for municipalities in zoning challenges
- Enables Transportation Impact Fees across municipal boundaries
- Enables Transfer of Development Rights across municipal boundaries
- Enables priority consideration in state funding programs
- Provides opportunity to learn from neighbors’ shared experiences
- Enhances the Region’s attractiveness to quality development
- Enables developing a “specific plan” for an area designated for non-residential development, preparing regulations for that area, and streamlining the approval process
This Comprehensive Plan is a Living Document

This Comprehensive Plan is just a start. It is the foundation for the attainment of the goals and objectives established within the plan, which can be accomplished only with the support of the municipal governments, municipal commissions, boards and committees, area businesses, area residents, and surrounding municipalities and regional planning groups.

The objective has been to prepare a plan, which will not sit on a shelf and gather dust, but a plan that will be implemented and used by municipal governing bodies, planning commissions and other groups within the municipalities to guide their actions in attaining the goals of this Plan.

This Plan presents a strategy to guide municipal officials and other agencies in making decisions that will assure that the HSPS Region will continue to be an attractive place in which to live, work, and visit. This Comprehensive Plan is not an ordinance or regulation, but is a basis for establishing regulations and undertaking specific functional plans designed to implement the policies set forth within the plan. Each municipality retains the right to control zoning within its municipality, whether through individual zoning ordinances or a joint zoning ordinance.
Need for Continuing Planning

Planning is an ongoing process and this Comprehensive Plan must be continually reviewed in light of development trends, the state of the economy, unforeseen influences, changes in community goals, and the appropriateness of the Plan's objectives, policies, and implementation program.

Summary of Major Influences on Monroe County (From Monroe 2020)

- Population growth of commuters to New York-New Jersey metro core and employment centers on the way.
- Spread of Metro region economic activities to Monroe County.
- Attractive and accessible setting
- Favorable housing price differential
- Potential of passenger rail service
- Connection of Route 33 to I-78
- New Jersey International Trade Center expansion in Mount Olive
- Mountain Laurel Center for the Performing Arts in Lehman Township, Pike County
- Freight rail linkages to the North and West
- Future of employment opportunities at Tobyhanna Army Depot
- PENNDOT initiatives with regard to I-80 and I-380 corridors and enhancing design quality of arterial roadways
- Enabling legislation for growth management tools
- Tourism industry

Need for Regional Comprehensive Planning in the HSPS Region

As development continues in the Region, the quality of life is threatened. The major concern of this Comprehensive Plan is to maintain and enhance the quality of life for the Region’s residents. While trends in the Region present challenges, they also present opportunities for coordinated action to address the challenges:
<table>
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<td>sprawl, scattered low density subdivisions, and loss of open space.</td>
<td>Manage growth on a regional basis; use more efficient development techniques; require open space to be incorporated within subdivisions; continue open space acquisition and preservation programs.</td>
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<td>loss of farmland and historic farmsteads to development.</td>
<td>Implement farmland preservation techniques; support remaining farm operations.</td>
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<td>increased traffic.</td>
<td>Institute access management techniques; implement corridor management plans for major road corridors such as Route 611, Route 209, Route 715, Main Street, and Interstate 80.</td>
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<td>loss of natural, historic and cultural resources as development occurs.</td>
<td>Adopt resource preservation provisions in ordinances; appoint historic commissions and environmental advisory councils to be stewards of the Region’s resources.</td>
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<td>strip commercial development.</td>
<td>Adopt ordinance provisions fostering well-planned, mixed use development; coordinate access among development.</td>
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<td>development along watercourses and resultant loss of open space, loss of accessibility, and threats to water quality.</td>
<td>Adopt riparian buffer standards for water courses such as the Brodhead, Pocono, McMichael, and Cherry Creeks; proceed with greenway planning and land acquisition along the creeks.</td>
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<td>borough, villages, hamlets experience development which threaten unique character and charm.</td>
<td>Continue Main Street efforts in the Borough; prepare streetscape plans; establish incentives and/or requirements for design guidelines; require impact analysis; adopt resource preservation provisions.</td>
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<td>rising land values and housing affordability concerns for seniors and those working in the County.</td>
<td>Identify programs and housing alternatives to support home ownership and retention.</td>
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<td>roadside development detracts from scenic beauty of the Region.</td>
<td>Adopt coordinated signage and lighting standards; adopt coordinated standards for landscaping, parking, and buffering.</td>
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**Challenges**

Development pressure in vicinity of natural treasures such as Cherry Valley and Tannersville Cranberry Bog.

**Opportunities**

Support efforts of conservation organizations to preserve these areas and their settings; enact appropriate land use regulations; continue land acquisition policies.

The intent of the Comprehensive Plan is not to stop development, but to see that it gets done better, with respect of the Region’s resources, and in designated growth areas rather than areas which are critical to maintaining the Region’s character and quality of life.

Economic development is important to the Region. It provides jobs and can provide tax base to balance demands of residential development. It just needs to be done better – better design, better mixing of uses, better addressing of traffic and environmental impacts. Extension of public sewer and water facilities along Route 611 will likely spur economic development and can address some environmental concerns from reliance on private water and sewer systems. But given the existing traffic concerns on Route 611, implementation of identified needed traffic improvements is necessary.

Economic development and tourism, a major component of the economy, are also affected by the quality of life in the Region. If mobility within the Region deteriorates; if recreational opportunities are not maintained; if the beauty, open space, and natural assets of the Region are compromised, the quality of life will deteriorate.

This Plan supports major initiatives underway in the HSPS Region: open space, recreation, and greenway planning and acquisition; watershed planning and conservation; revitalization efforts in Stroudsburg Borough; traffic planning and improvement programs; providing safe pedestrian and bicycle environments; and preserving the Cherry Valley. This Comprehensive Plan is an additional element in enhancing the quality of life for residents of the HSPS Region.
The Pennsylvania Municipalities Planning Code (MPC) and Multimunicipal Planning

Objectives:

Intergovernmental cooperation is encouraged in order to accomplish the following objectives:

• To provide for development that is compatible with surrounding land uses and that will complement existing land development with a balance of commercial, industrial and residential uses.

• To protect and maintain the separate identity of Pennsylvania’s communities and to prevent the unnecessary conversion of valuable and limited agricultural land.

• To encourage cooperation and coordinated planning among adjoining municipalities so that each municipality accommodates its share of the multimunicipal growth burden and does not induce unnecessary or premature development of rural lands.

• To minimize disruption of the economy and environment of existing communities.

• To complement the economic and transportation needs of the region and this Commonwealth.

• To provide for the continuation of historic community patterns.

• To provide for coordinated highways, public services and development.

• To ensure that new public water and wastewater treatment systems are constructed in areas that will result in the efficient utilization of existing systems, prior to the development and construction of new systems.

• To ensure that new or major extension of existing public water and wastewater treatment systems are constructed only in those areas within which anticipated growth and development can adequately be sustained within the financial and environmental resources of the area.

• To identify those areas where growth and development will occur so that a full range of public infrastructure services including sewer, water, highways, police and fire protection, public schools, parks, open space and other services can be adequately planned and provided as needed to accommodate the growth that occurs.

• To encourage innovations in residential, commercial and industrial development to meet growing population demands by an increased variety in type, design and layout of structures and by the conservation and more efficient use of open space ancillary to such structures.
To facilitate the development of affordable and other types of housing in numbers consistent with the need for such housing as shown by existing and projected population and employment data for the region.

Governing bodies of municipalities are authorized to enter into intergovernmental cooperative agreements for the purpose of developing, adopting and implementing a comprehensive plan. Such agreements may also be entered into between and among counties and municipalities for areas that include municipalities in more than one county, and between and among counties, municipalities, authorities and special districts providing water and sewer facilities, transportation planning or other services within the area of a plan and with the opportunity for the active participation of State agencies and school districts.

Contents: The multimunicipal plan is to include all required elements for comprehensive plans specified in the MPC. The plan may:

1. Designate growth areas where:
   a. Orderly and efficient development to accommodate the projected growth of the area within the next 20 years is planned for residential and mixed use densities of one unit or more per acre.
   b. Commercial, industrial and institutional uses to provide for the economic and employment needs of the area and to insure that the area has an adequate tax base are planned for.
   c. Services to serve such development are provided or planned for.

2. Designate potential future growth areas where future development is planned for densities to accompany the orderly extension and provision of services.

3. Designate rural resource areas, if applicable, where:
   a. Rural resource uses are planned for.
   b. Development at densities that is compatible with rural resource uses are or may be permitted.
   c. Infrastructure extensions or improvements are not intended to be publicly financed by municipalities except in villages, unless the participating or affected municipalities agree that such service should be provided to an area for health or safety reasons or to accomplish one or more of the purposes set forth above.

4. Plan for the accommodation of all categories of uses within the area of the plan, provided, however, that all uses need not be provided in every municipality, but shall be planned and provided for within a reasonable geographic area of the plan.
5. Plan for developments of area wide significance and impact.

6. Plan for the conservation and enhancement of the natural, scenic, historic and aesthetic resources within the area of the plan.

Implementation Agreements:

In order to implement multimunicipal comprehensive plans, counties and municipalities shall have authority to enter into intergovernmental cooperative agreements.

Cooperative implementation agreements between a county and one or more municipalities shall:

1. Establish the process that the participating municipalities will use to achieve general consistency between the county or multimunicipal comprehensive plan and zoning ordinances, subdivision and land development and capital improvement plans within participating municipalities, including adoption of conforming ordinances by participating municipalities within two years and a mechanism for resolving disputes over the interpretation of the multimunicipal comprehensive plan and the consistency of implementing plans and ordinances.

2. Establish a process for review and approval of developments of regional significance and impact that are proposed within any participating municipality. Subdivision and land development approval powers under this act shall only be exercised by the municipality in which the property where the approval is sought. Under no circumstances shall a subdivision or land development applicant be required to undergo more than one approval process.

3. Establish the role and responsibilities of participating municipalities with respect to implementation of the plan, including the provision of public infrastructure services within participating municipalities, the provision of affordable housing, and purchase of real property, including rights-of-way and easements.

4. Require a yearly report by participating municipalities to the county planning agency and by the county planning agency to the participating municipalities concerning activities carried out pursuant to the agreement during the previous year. Such reports shall include summaries of public infrastructure needs in growth areas and progress toward meeting those needs through capital improvement plans and implementing actions, and reports on development applications and dispositions for residential, commercial, and industrial development in each participating municipality for the purpose of evaluating the extent of provision for all categories of use and housing for all income levels within the region of the plan.

5. Describe any other duties and responsibilities as may be agreed upon by the parties.

Cooperative implementation agreements may designate growth areas, future growth areas and rural resource areas within the plan. The agreement shall also provide a process for amending the
multimunicipal comprehensive plan and redefining the designated growth area, future growth area and rural resource area within the plan.

Legal Effect:

Where municipalities have adopted a county plan or a multimunicipal plan is adopted under this article and the participating municipalities have conformed their local plans and ordinances to the county or multimunicipal plan by implementing cooperative agreements and adopting appropriate resolutions and ordinances, the following shall apply:

1. Where municipalities have adopted a multimunicipal comprehensive plan pursuant to Article XI but have not adopted a joint municipal ordinance pursuant to Article VIII-A and all municipalities participating in the multimunicipal comprehensive plan have adopted and are administering zoning ordinances generally consistent with the provisions of the multimunicipal comprehensive plan, and a challenge is brought to the validity of a zoning ordinance of a participating municipality involving a proposed use, then the zoning hearing board or governing body, as the case may be, shall consider the availability of uses under zoning ordinances within the municipalities participating in the multimunicipal comprehensive plan within a reasonable geographic area and shall not limit its consideration to the application of the zoning ordinance on the municipality whose zoning ordinance is being challenged.

2. Where municipalities have adopted a joint municipal comprehensive plan and enacted a zoning ordinance or ordinances consistent with the joint municipal comprehensive plan within a region pursuant to Articles VIII-A and XI, the court, when determining the validity of a challenge to such a municipality's zoning ordinance, shall consider the zoning ordinance or ordinances as they apply to the entire region and shall not limit its consideration to the application of the zoning ordinance within the boundaries of the respective municipalities.

3. Where municipalities have adopted a multimunicipal comprehensive plan pursuant to Article XI but have not adopted a joint municipal ordinance pursuant to Article VIII-A and all municipalities participating in the multimunicipal comprehensive plan have adopted and are administrating zoning ordinances generally consistent with the provisions of the multimunicipal comprehensive plan, and a challenge is brought to the validity of a zoning ordinance of a participating municipality involving a proposed use, then the court shall consider the availability of uses under zoning ordinances within the municipalities participating in the multimunicipal comprehensive plan within a reasonable geographic area and shall not limit its consideration to the application of the zoning ordinance on the municipality whose zoning ordinance is being challenged.

4. State agencies shall consider and may rely upon comprehensive plans and zoning ordinances when reviewing applications for the funding or permitting of infrastructure or facilities.
5. State agencies shall consider and may give priority consideration to applications for financial or technical assistance for projects consistent with the county or multimunicipal plan.

Participating municipalities that have entered into implementation agreements to carry out a county or multimunicipal plan as described in this article shall have the following additional powers:

1. To provide by cooperative agreement for the sharing of tax revenues and fees by municipalities within the region of the plan.

2. To adopt a transfer of development rights program by adoption of an ordinance applicable to the region of the plan so as to enable development rights to be transferred from rural resource areas in any municipality within the plan to designated growth areas in any municipality within the plan.

Specific Plans:

Participating municipalities shall have authority to adopt a specific plan for the systematic implementation of a county or multimunicipal comprehensive plan for any nonresidential part of the area covered by the plan. Such specific plan shall include a text and a diagram or diagrams implementing ordinances which specify all of the following in detail:

1. The distribution, location, extent of area and standards for land uses and facilities, including design of sewage, water, drainage and other essential facilities needed to support the land uses.

2. The location, classification and design of all transportation facilities, including, but not limited to, streets and roads needed to serve the land uses described in the specific plan.

3. Standards for population density, land coverage, building intensity and supporting services, including utilities.

4. Standards for the preservation, conservation, development and use of natural resources, including the protection of significant open spaces, resource lands and agricultural lands within or adjacent to the area covered by the specific plan.

5. A program of implementation including regulations, financing of the capital improvements and provisions for repealing or amending the specific plan. Regulations may include zoning, storm water, subdivision and land development, highway access and any other provisions for which municipalities are authorized by law to enact. The regulations may be amended into the county or municipal ordinances or adopted as separate ordinances. If enacted as separate ordinances for the area covered by the specific plan, the ordinances shall repeal and replace any county or municipal ordinances in effect within the area covered by the specific plan and ordinances shall conform to the provisions of the specific plan.
CHAPTER 2

OUR VISION FOR THE FUTURE
SECTION 1 – HSPS REGION COMMUNITY VISION

The Community Vision is a statement of what we want the HSPS Region to be like in the future. It is arrived at through review of the results of the questionnaire sent out to residents of the Region, input from public meetings and interviews of residents, discussions of the Regional Comprehensive Planning Committee, and review by municipal governing bodies and planning commissions. The Vision is attained by setting goals; establishing objectives to achieve those goals; setting forth policies to meet the objectives; and identifying actions to implement the policies.
The HSPS Region is an attractive community in which to live, work, and vacation, characterized by a high quality of life; diversity of landscapes and settled areas; a balanced and vital economy providing family sustaining jobs for residents; efficient alternative modes of travel; extensive preserved open space; access to protected scenic, natural, historic, and cultural resources; a variety of recreational and social opportunities; managed, balanced and controlled development consistent with available infrastructure and the Region’s Plan for the Future; reasonable taxation; intermunicipal cooperation; social cohesion; and assimilation of new residents.

Stroudsburg Borough remains a unique, vital commercial and residential center with attractive streetscapes, safe pedestrian scale, preserved neighborhoods and historic areas, and numerous opportunities for community interaction. Hamilton, Stroud and Pocono Townships contain distinct suburban, rural and village areas. Their landscape is characterized by preserved farmland, wildlife habitats, woodland, ridgelines and stream corridors, viewable from roads free from uncharacteristic signage and lighting. Housing is available in the Region for people in all stages of life.

Growth is managed. It occurs at designated locations where adequate infrastructure is available or is made available by developers. Environmental and historic resources are protected. Significant areas of open space are preserved, integrated into developments, and connected to open space systems in other developments. Impacts of development are analyzed and mitigated, and buffering and landscaping is generous. Community character is respected, as is land suitability and carrying capacity. Developers provide necessary recreation facilities and road improvements and when required impact fees are paid. Development is concentrated and well planned – it is not stripped along the Region’s roads. Access to roads is managed and coordinated.

Growth is also balanced. Residential and limited retail development is balanced by other appropriate environmentally responsible business development at locations designated in the Future Land Use Plan.

The diverse elements in the natural and built environment contain and are interconnected by a comprehensive system of greenways and open space readily accessible to the Region’s residents. People may also move efficiently throughout the Region via automobile and transit systems which are safe, convenient, interconnected, and support the Region’s Future Land Use Plan.
SECTION 2 – HSPS REGION GOALS AND OBJECTIVES

Goals are relatively general aspirations for the Region, indicating desired direction and providing criteria for measuring the success of this Plan. Objectives are more specific guidelines for the Region to follow in order to realize the goals. Goals and objectives should be reviewed periodically for their continued relevancy and success in achieving them through implementation of the Action Plan.
HSPS REGION
GOALS AND OBJECTIVES

NATURAL, SCENIC, HISTORIC AND CULTURAL RESOURCES

| Overall Goal: | Recognize and respect the assets and limitations of the natural and built environment, protect those assets, and facilitate their incorporation into the daily lives of the Region’s residents. |
| Natural Resources Goal: | Protect the Natural Resources within the Region. |

Objectives:

- Protect the supply and quality of groundwater and surface water.
- Prevent deterioration of air quality
- Protect existing farmlands
- Protect forests
- Protect lakes, ponds, bogs, barrens and swamps
- Protect important Natural Areas identified in the Regional Open Space and Recreation Plans for the Region
- Protect hunting and fishing environments
- Preserve watersheds, stream corridors, floodplains, and wetlands
- Protect groundwater aquifers and recharge areas
- Protect steep slopes
- Protect hills and ridgelines
- Preserve significant natural wildlife habitats, and preserve biodiversity
- Protect the night sky from excessive light pollution
### Scenic Resources Goal:
Protect the Scenic Resources within the Region

**Objectives:**

- Protect scenic views, features and landscapes, and assure for future generations views of the scenic and natural beauty of the Region.
- Encourage the preservation of scenic road corridors and viewsheds along them.

### Historic and Cultural Resources Goal:
Respect the history of the Region and identify techniques to preserve historic and architectural resources.

**Objectives:**

- Protect and enhance the character of Stroudsburg and the villages and hamlets in the Townships.
Goal: Manage, control, and guide development in order to preserve natural resources, landscapes, wildlife habitats, and existing centers and neighborhoods, to provide a diverse mix of small town atmosphere, suburban environment, and rural character within the Region.

Objectives:

- Identify and plan for primary development areas where there is available or planned infrastructure capacity, and direct new development to those areas.
- Tie the type and intensity of development to the adequate provisions of transportation, water, sewerage, drainage, parks and recreation, and community facilities by developers.
- Identify areas which should be protected from development or receive only very low density development because of natural constraints or assets, and/or lack of supporting facilities and services.
- Protect farmland through preservation efforts
- Identify appropriate development techniques for use within the Region
- Identify significant natural resource lands and stream corridors for perpetual open space conservation
- Achieve a balance between the need for economic growth and the need for environmental conservation and preservation
-Require planned, concentrated development which includes significant open space
- Encourage new residential development to take place as infill within existing subdivisions and settlements with central water and sewer facilities of adequate capacity and functionality
- Discourage development in areas subject to natural and infrastructure constraints
- Control sprawl
- Respect and protect existing living environments in the community
- Require well-designed developments, including public and semi-public development, in scale and character of the setting
• Maintain connections to natural features and corridors and scenic vistas
• Improve the visual image of the community at entranceways and along road corridors
• Plan for diversity within business development areas
• Provide for a balance of land uses to meet the needs of existing and future residents
• Provide for consistent and compatible land use along municipal boundaries
• Maintain the rural character of those areas which still have that character
• Allocate land uses over the entire Region in an appropriate manner, rather than on a municipal basis
• Emphasize open space conservation during residential development
• Promote infill and revitalization within existing centers, in conformity with the general character of the existing centers
• Determine appropriate land use patterns in the vicinity of multi-modal transportation facilities
• Minimize the conflict between non-residential and residential uses and attain compatibility between present and future land uses
• Identify appropriate future character for available commercial and industrial areas in the Region
• Encourage mixed use development
• Encourage development with pedestrian scale
• Encourage attractive streetscapes
TRANSPORTATION

Goal: Provide a safe, efficient, convenient, and cost effective transportation system to meet the needs of residents, business, and visitors.

Objectives:

• Identify strategies for relieving congestion on the Region’s roads
• Identify and support appropriate alternatives to reliance upon automobile and truck travel
• Improve transit service and identify appropriate service areas
• Plan for safe and accessible routes of travel for pedestrians, bicyclists, individuals with disabilities, the elderly, and those without automobiles
• Develop multi-modal facilities within the Region
• Manage access along the Region’s roads
• Improve the efficiency of traffic flow and the safety of the Region’s roads, intersections and interchanges
• Maintain and enhance the capacity of the Region’s road corridors
• Avoid congestion experienced in the Route 611 corridor in other road corridors in the Region, such as the Route 209 Corridor
• Reduce the number and intensity of traffic flow constrictions on the Region’s roads
• Provide connections between road corridors within the Region and a system of alternative routes to destinations
• Establish developer responsibilities for transportation improvements
• Establish standards for road and driveway design within the Region based on functional classification
• Emphasize the need for PennDOT to support the recommendations of this Comprehensive Plan and transportation planning entities in the County with regard to improvements of state transportation facilities.
• Encourage Monroe County and its legislators to support projects of regional significance
• Improve pedestrian safety in the Region
• Identify and address any needs for additional parking facilities within Stroudsburg Borough
• Identify trip reduction strategies and determine their appropriateness for the Region
• Address impacts of land uses on major road corridors in the Region
• Preserve the scenic road corridors and vistas within the Region
• Enhance streetscapes along major road corridors within the Region
COMMUNITY FACILITIES, SERVICES, AND DEVELOPMENT

Goal: Provide necessary community facilities and services to the Region’s residents in an efficient, cost-effective and quality manner within the financial resources of the municipalities

Objectives:

- Expand parks, recreation and open spaces for area residents which are accessible, inviting, well maintained and safe
- Establish developer responsibility in providing park and recreation facilities and open space
- Encourage community efforts to bring people together and create community cohesion
- Create gathering places for community activities
- Enhance streetscapes in the Region
- Increase awareness of the historic character of the Region
- Encourage the provision of social services necessary to meet the needs of the Region’s residents
- Identify policies to assure safe, reliable, and well-maintained sanitary sewage disposal and water supply in the Region
- Increase resident awareness of resources and facilities within the Region and the efforts to protect, enhance, and increase accessibility of those resources and facilities
- Coordinate land use and sewer and water planning so the extension of public sewer and water facilities is consistent with the land use and other goals and objectives of this Comprehensive Plan
- Review opportunities for regional sharing of equipment, services and facilities
- Establish policies for utilization of central sewer and water systems in the Region.
- Identify the need for additional community, cultural and social facilities in the Region
- Establish developer responsibilities for provision of social and cultural facilities
- Evaluate needs for municipal services and the opportunities for meeting those needs on a regional basis.
• Identify community facilities and services which can aid in the attraction of and support desired economic development

• Encourage increased cooperation of municipalities and school districts in planning activities and utilization of school facilities

• Identify methods of encouraging energy conservation
ECONOMIC DEVELOPMENT

Goal: Encourage appropriate economic development and achieve fiscal balance, while preserving and enhancing the quality of the living environment

Objectives:

- Enhance tax revenue from business development to balance the residential share of the property tax base
- Promote job creation for local residents through cooperative efforts of municipalities, the county, economic development agencies, businesses, and educational institutions
- Protect the natural environment as economic development occurs
- Enhance Downtown Stroudsburg as a unique shopping and cultural destination and mixed use environment, emphasizing the unique character of the downtown while balancing circulation needs of all travelers
- Encourage the adaptive re-use of vacant and underutilized properties in the Borough and Townships
- Protect natural, cultural and recreational resources and landscapes in order to enable tourism that is based on nature and cultural, recreational, educational and family activities
- Determine the role that tourism should play in the Regional economy and the appropriate types of tourism to encourage in the Region
- Retain existing desirable businesses and industries
- Explore methods to provide relief from dependence on the property tax
- Identify and designate appropriate areas for future economic development and determine the types of economic development which are most appropriate for the Region
- Identify strategies to attract desirable firms
- Identify additional revenue sources to supplement property tax revenues
- Encourage mixed use development
- Relate economic development to available infrastructure
- Establish developer responsibilities in providing improvements when they develop
• Establish standards to improve the design and appearance of new development and commercial areas

• Provide alternatives to strip commercial development

• Facilitate opportunities for residents to obtain family sustaining jobs in a variety of appropriate employment fields

• Support existing revitalization efforts in Stroudsburg Borough
**HOUSING**

**Goal:** Provide opportunities for a broad range of housing types to consider the needs of all economic and demographic groups in the Region

**Objectives:**

- Provide appropriate areas for a variety of single family, two family, and multiple-family dwellings and a variety of densities to allow housing choices, while retaining the existing character of the Region

- Encourage use of the existing housing stock

- Promote rehabilitation and renovation of existing housing in such need

- Support the development of housing alternatives for the elderly where consistent with the other goals and objectives of this Plan

- Accomplish the provision of well-planned, safe, sound and attractive living environments for the Region’s residents

- Explore opportunities for providing mixed use development
PLANNING AND REGIONALIZATION EFFORTS

Goal: Establish a regional comprehensive plan containing a program for plan implementation

Objectives:

• Facilitate accomplishment and implementation of Regional Open Space and Recreation Plans

• Formalize regional partnerships and create appropriate cooperative mechanisms to implement this Comprehensive Plan

• Recognize the uniqueness of the Region and the quality of its living environment, and protect community character

• Maintain and enhance the quality of life for the Region’s residents

• Identify opportunities for continued intermunicipal cooperation and planning

• Support efforts for interregional and regional/county cooperation in addressing transportation, economic development, and community development issues

• Identify developers’ responsibilities in efforts to accomplish the goals and objectives of this Plan

• Identify specific techniques for implementation of this Plan
SECTION 3 - HSPS REGION BASIC PRINCIPLES REGARDING FUTURE DEVELOPMENT

The Region has experienced considerable development, and will continue to experience development in the future. This Plan takes a proactive stance toward development: development must incorporate the following Basic Principles which have been established for the Region.
HSPS REGION

BASIC PRINCIPLES REGARDING FUTURE DEVELOPMENT

- Growth will be managed and directed to designated growth areas
- Existing centers in the Region will be enhanced and infilled
- Development will be landscaped, attractive, well-planned, with architecture appropriate in the surrounding neighborhood
- Road corridors will be managed to mitigate or avoid congestion
- Alternatives to automobile traffic will be enhanced
- Walkability in the Region will be improved and incorporated into development
- Mixed use will be emphasized
- Use of public sewer and water and systems with resulting compact development patterns will be encouraged
- Natural resources will be protected and/or integrated into developments
- Developers will address the transportation and recreation impacts of their developments through the making of necessary improvements and/or payment of fees. Until mechanisms for doing this are institutionalized, at the beginning of the development process, municipalities should sit down to discuss reasonable expectations of developers in terms of improvements; payments in lieu thereof; what types of development are needed within and most appropriate to the community; and what are the community’s expectations as to appearance of the development.
- Projects of major impact in the Region, such as construction of public sewer and water facilities throughout the Route 611 Corridor, which facilitate and/or directly result in increased development, must be accompanied by appropriate coordinated infrastructure and community services improvements to accommodate increased traffic and other results of those projects of major impact. Such coordinated infrastructure improvements must be provided without undue burden on the four municipalities of the HSPS Region.
Cranberry Creek Swamp

Wildlife Habitat
CHAPTER 3

VOICES
SECTION 1 – HSPS CITIZEN INTERVIEW SUMMARY RESULTS

During the course of the comprehensive planning process, citizens of the Region were identified for interview by the Regional Comprehensive Planning Committee. The following summarizes the results of those interviews.

Interview results:

- What do you like about the Region?
  - Natural Resources
  - Rural
  - Quality of Life

- What assets are most important in the Region?
  - Scenic Vistas
  - Open Space
  - Water Quality

- What are important problems in the Region?
  - Population growth
  - Traffic congestion

- What are important future issues in the Region?
  - Growth management
  - Transportation
  - School taxes

- What current/future opportunities should be seized by municipalities in the Region?
  - Open space
  - Farmland Preservation

- What kind of community do you want the region to be in the future?
  - Growth is managed
  - Economic development is encouraged
  - Quality of life is preserved
SECTION 2 – HSPS QUESTIONNAIRE RESULTS

A questionnaire was sent out to randomly selected ten percent of the registered voters in the Region. 1404 questionnaires were sent out and 417, 29.7%, were returned. The following observations can be made from the combined responses for the entire Region.

- People like most:
  - Rural Atmosphere/Open Space
  - Quiet
  - Small Town Atmosphere
  - Wildlife
  - Landscape
  - Access to Work
  - Schools

- People like least:
  - Taxes
  - Traffic
  - Rate of development
  - Loss of Open Space
  - Residential Developments
  - Job Opportunities
  - Roads

- Most important planning issues are:
  - Managing Residential Growth
  - Preservation of Open Space
  - Tax base
  - Preserving environmentally sensitive areas
  - Transportation System upgrade
  - Police/Crime Watch
  - Water Quality Protection
  - Encouraging Economic Development
  - Zoning

- Use of tax dollars is particularly supported for:
  - Road improvements
  - Protection of environmental resources
  - Preservation and upkeep of more open space
  - Preservation of historic resources
  - Public sewer and water improvements
  - Farmland preservation/development rights purchase

- A slight majority of respondents thought it was important to improve streetscapes in the Borough, villages, and commercial areas.

- The increase in residential development over the last 10 years was viewed as too high by most respondents.
Most respondents believed it is important to regulate more strictly signage along road corridors.

Most respondents believed it is important to preserve remaining farmland in the Region.

There was a relatively even split among those indicating they were very likely, somewhat likely, or not very likely to use greenways as an alternative means of transportation.

The types of businesses most supported for promotion in the Region:

- Health services
- Agriculture
- Research and development
- Light manufacturing
- High technology firms
- Tourism and cultural attractions
- Personal services

Those receiving negative reactions included big box retail, outlet stores, wholesale trade, medium to heavy manufacturing, and department stores.

Because of the large number of “Not Sure” responses, there were not clear majorities indicating that expansion of bus service and passenger rail service to the Region would be an important asset to the Region. It was clear that few respondents would use such services regularly.

Major transportation concerns appear to be:

- Traveling Route 611
- Traveling Interstate 80
- Traveling Route 209
- Traveling Main Street in Stroudsburg
- Parking in Stroudsburg

Only housing facilities for senior citizens received positive support.

Listed initiatives or ideas receiving most support are:

- Creating family sustaining jobs
- Encouraging re-use of vacant or underutilized industrial sites
- Preserving more open space within residential developments
- Preserving the character of existing settlements
- Improving roadside appearance
- Regional economic development coordination
- Preservation of Cherry Valley
There was little support for additional commercial development along Route 611.

The combined results of all four municipalities follow. The results for each municipality are found in Appendix 1.
SECTION 3 – HSPS PUBLIC MEETING QUESTIONNAIRE RESULTS

At a public information meeting during the initial stages of the planning process, residents were given the opportunity to fill out an open-ended questionnaire. The following responses were obtained:
1. **What places in the HSPS Region are so unique because of their beauty, history, character, or what they offer residents, that they should be preserved for future generations?**

- Look at the Historic Maps already available. There are many, many sights and sites. (Old mills, villages, scenic vistas, such as Cherry Valley, Sullivan Trail, Cranberry Bog, farmland; Big Pocono.
- Streams; lakes (esp. Brady’s Lake); farmland; woodlands; historic buildings.
- Cameltop State Park – Camelback Road; Cranberry Bog & Open space; limit further development beyond the Crossings on Sullivan Trail and up Camelback Road.
- Pocono Creek-nature trail should be developed as in Stowe Vermont for bikes, Cross-country skiing, etc.; Tannersville Bog.
- Cranberry Bog; Pristine Landscape; Historical Venues; Quality of Life.
- Cranberry Bog; Open Space
- Old Tannersville Elementary [School] (make into a park), Kellersville (Old Mill); Sciota (Village).

2. **What trends, projects, or events in the HSPS Region concern you the most?**

- Commercial on 611 (break in Commercial Zoning); Commercial on 209 (break in Commercial Zoning).
- Suburban sprawl; land use; zoning; water line – extension of water and sewer
- Increasing discount stores/resort facilities/water containment; commercial development
- Urban sprawl; traffic gridlock; possible use for gambling; conflict between tourism and other industrial uses (incompatible).
- Building along 611 from Stroudsburg to Mt. Pocono; possible gambling
- Proliferation of commercial growth – too many strip malls – saturation point will drive many to sit idle eventually; many seniors are leaving – we need to attract them by developing more communities for seniors and I don’t mean low income housing only.; need for water/sewage expansion; uncontrolled growth.
- Too much residential development; too much commercial development along major roads; need to preserve more green areas along major roads.

3. **What are the most important issues facing the HSPS Region today?**

- Dealing with uncontrolled growth; need sensible land-use planning; deteriorating infrastructure; lack of help from Penn DOT – lack of foresight.
- Future Land Use; historic preservation; preserve water quality, natural resource preservation/open space; visual pollution (need for sign control); managing residential growth; transportation (congestion)
• Water; lack of enforcement of zoning; no building code; once trees are cut even if building is stopped the trees are gone.
• Water-central; sewage-central; open space preservation; transportation grid – roads inadequate; lack of building codes, inspections required.
• Population density; traffic congestion (i.e., Rt. 611, 715, & 209); School and property taxes and tax evaders; controlling industrial growth.
• Suburban sprawl; transportation improvements (I-80 – Rail); Economic Development – good jobs, etc.
• 70 year old road network/ Route 611; Commercial development, transportation.

4. **What are the most important opportunities and initiatives which should be acted on by the municipalities in the HSPS Region?**

• Stop suburban sprawl; transportation; economic development (jobs).
• Keeping our children in this area through occupational opportunities & social amenities; more rigid building code.
• Impact fees should be encouraged whenever legal.
• Is this coordinated with Open Space?
• Preserving vacant properties for rehabilitation rather than new construction; Parks/recreation/cultural areas are needed; historic preservation and reuse (i.e., using an old inn or home as a restaurant such as a Dilworthtown Inn type place in Main Line Philadelphia area) reuse old historic buildings; senior living areas – why not use abandoned resorts like Mt. Airy as a senior community – no children to impact schools.
• We need impact fees on all new development; laws must be changed; developers must be bucked; increase open space funding.
SECTION 4 – HSPS REGIONAL COMPREHENSIVE PLANNING COMMITTEE INDIVIDUAL INPUTS

This plan represents consensus thinking of the Regional Comprehensive Planning Committee, municipal planning commissions, municipal governing bodies, and the citizens of the Region. During development of the Plan, the Planning Committee members were asked to list the Strengths, Weaknesses, Opportunities, and Threats within the Region. The Committee members were also asked open-ended questions regarding what they like most about the Region, what are the most important assets to preserve, what are the most important problems facing the Region, what are the most important issues the Region will face in the future, what opportunities should be seized by the municipalities in the Region, and what kind of community do you want the Region to be in the future. These responses are provided in Appendix 2.
HAMILTON, STROUD, POCONO, STROUDSBURG
REGIONAL COMPREHENSIVE PLAN
QUESTIONNAIRE

1. In what Township or Borough in this region do you live or own property?

<table>
<thead>
<tr>
<th>Township/Borough</th>
<th>Number</th>
<th>% of Returned Surveys</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hamilton Township</td>
<td>102</td>
<td>24.5</td>
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<tr>
<td>Stroud Township</td>
<td>155</td>
<td>37.2</td>
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<tr>
<td>Pocono Township</td>
<td>110</td>
<td>26.4</td>
</tr>
<tr>
<td>Stroudsburg Borough</td>
<td>50</td>
<td>12.0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>417</td>
<td></td>
</tr>
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</table>

2. Is your residency:

<table>
<thead>
<tr>
<th>Residency</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Full time</td>
<td>408</td>
</tr>
<tr>
<td>Part time</td>
<td>8</td>
</tr>
<tr>
<td>Not at all</td>
<td>1</td>
</tr>
</tbody>
</table>

3. What do you like most about living in your Township or Borough? (Please rank three 1, 2 and 3, 1 being what you like most.)

<table>
<thead>
<tr>
<th>Category</th>
<th>1</th>
<th>2</th>
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<tr>
<td>Landscape</td>
<td>12</td>
<td>38</td>
<td>34</td>
</tr>
<tr>
<td>Rural Atmosphere/Open Space</td>
<td>12</td>
<td>139</td>
<td>45</td>
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<tr>
<td>Schools</td>
<td>8</td>
<td>32</td>
<td>28</td>
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<tr>
<td>Recreational Opportunities</td>
<td>6</td>
<td>14</td>
<td>22</td>
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<tr>
<td>Taxes</td>
<td>4</td>
<td>6</td>
<td>10</td>
</tr>
<tr>
<td>Housing Quality</td>
<td>3</td>
<td>12</td>
<td>18</td>
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<tr>
<td>Housing Cost</td>
<td>4</td>
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<td>17</td>
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<tr>
<td>Emergency Services</td>
<td>9</td>
<td>16</td>
<td>20</td>
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<tr>
<td>Residential Developments</td>
<td>0</td>
<td>9</td>
<td>9</td>
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<tr>
<td>Walkability</td>
<td>7</td>
<td>16</td>
<td>12</td>
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<tr>
<td>Safety</td>
<td>14</td>
<td>14</td>
<td>28</td>
</tr>
<tr>
<td>Job Opportunities</td>
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<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Quiet</td>
<td>15</td>
<td>58</td>
<td>46</td>
</tr>
<tr>
<td>Roads</td>
<td>3</td>
<td>4</td>
<td>12</td>
</tr>
<tr>
<td>Access to Work</td>
<td>11</td>
<td>39</td>
<td>19</td>
</tr>
<tr>
<td>Access to Shopping</td>
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<tr>
<td>Small Town Atmosphere</td>
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<tr>
<td>Lakes</td>
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<td>12</td>
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<tr>
<td>Wildlife</td>
<td>13</td>
<td>36</td>
<td>35</td>
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<tr>
<td>Community Facilities</td>
<td>1</td>
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<td>13</td>
</tr>
<tr>
<td>Availability of Public Transportation</td>
<td>3</td>
<td>7</td>
<td>11</td>
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</tbody>
</table>

✓ Indicates the respondent checked the category, but did not rank it.
4. What do you like least about living in your Township or Borough?
   (Please rank three 1, 2 and 3, 1 being what you like least.)

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<thead>
<tr>
<th></th>
<th>√</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th></th>
<th>√</th>
<th>1</th>
<th>2</th>
<th>3</th>
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<tbody>
<tr>
<td>Traffic</td>
<td>16</td>
<td>100</td>
<td>62</td>
<td>32</td>
<td>Housing Cost</td>
<td>3</td>
<td>15</td>
<td>14</td>
<td>14</td>
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<tr>
<td>Taxes</td>
<td>12</td>
<td>125</td>
<td>48</td>
<td>34</td>
<td>Recreational Opportunities</td>
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<tr>
<td>Residential Developments</td>
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<td>25</td>
<td>Schools</td>
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<td>12</td>
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<tr>
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<td>Pollution</td>
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<td>12</td>
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<tr>
<td>Roads</td>
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<td>Sewage Facilities</td>
<td>3</td>
<td>15</td>
<td>9</td>
<td>13</td>
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<tr>
<td>Job Opportunities</td>
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<td>15</td>
<td>Water Supply</td>
<td>2</td>
<td>11</td>
<td>7</td>
<td>15</td>
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<tr>
<td>Rate of Development</td>
<td>6</td>
<td>66</td>
<td>54</td>
<td>43</td>
<td>Community Facilities</td>
<td>0</td>
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<td>13</td>
<td>9</td>
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<tr>
<td>Loss of Open Space</td>
<td>12</td>
<td>43</td>
<td>40</td>
<td>58</td>
<td>Access to Work</td>
<td>3</td>
<td>11</td>
<td>7</td>
<td>17</td>
</tr>
<tr>
<td>Emergency Services</td>
<td>2</td>
<td>11</td>
<td>16</td>
<td>11</td>
<td>Access to Shopping</td>
<td>1</td>
<td>7</td>
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<tr>
<td>Housing Quality</td>
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<td>Commercial Developments</td>
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<td>19</td>
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<tr>
<td>Walkability</td>
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<td>16</td>
<td>15</td>
<td>Availability of Public Transportation</td>
<td>4</td>
<td>11</td>
<td>9</td>
<td>14</td>
</tr>
</tbody>
</table>

5. What do you think are the most important planning issues needing to be addressed within the next 10 years? (Please rank three 1, 2 and 3, 1 being the issue you think is most important.)

<table>
<thead>
<tr>
<th></th>
<th>√</th>
<th>1</th>
<th>2</th>
<th>3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Managing residential growth</td>
<td>10</td>
<td>158</td>
<td>61</td>
<td>50</td>
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<tr>
<td>Preservation of open space</td>
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<td>55</td>
<td>83</td>
<td>38</td>
</tr>
<tr>
<td>Preserving environmentally sensitive areas such as woodlands, wetlands, and steep slopes</td>
<td>11</td>
<td>53</td>
<td>35</td>
<td>55</td>
</tr>
<tr>
<td>Transportation system upgrade</td>
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<td>37</td>
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<tr>
<td>Sewage disposal</td>
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<tr>
<td>Drinking Water Supply (quantity)</td>
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<td>18</td>
<td>15</td>
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<tr>
<td>Zoning</td>
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<td>31</td>
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<td>Encouraging economic development</td>
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<td>31</td>
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<tr>
<td>Preserving historically significant buildings and structures</td>
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<tr>
<td>Water quality protection</td>
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<td>Tax base</td>
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<td>61</td>
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<td>31</td>
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<tr>
<td>Police/Crime Watch</td>
<td>8</td>
<td>35</td>
<td>21</td>
<td>21</td>
</tr>
<tr>
<td>Promoting vitality of Borough/Village Centers (Stroudsburg, Sciota, Snydersville)</td>
<td>4</td>
<td>18</td>
<td>19</td>
<td>14</td>
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<tr>
<td>Providing recreational facilities</td>
<td>2</td>
<td>13</td>
<td>16</td>
<td>11</td>
</tr>
<tr>
<td>Stormwater management</td>
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<td>11</td>
<td>17</td>
<td>6</td>
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<tr>
<td>Watershed management</td>
<td>1</td>
<td>13</td>
<td>16</td>
<td>10</td>
</tr>
<tr>
<td>Emergency services</td>
<td>2</td>
<td>19</td>
<td>11</td>
<td>7</td>
</tr>
<tr>
<td>Provide a balance of vehicular, transit, pedestrian, and bicycle transportation facilities</td>
<td>5</td>
<td>19</td>
<td>18</td>
<td>17</td>
</tr>
</tbody>
</table>
6. Do you support the use of tax dollars toward the following?

| Protection of environmental resources? | Yes 321 | No 59 |
| Farmland preservation/development rights purchase? | Yes 250 | No 122 |
| Preservation and upkeep of more open space? | Yes 319 | No 69 |
| Preservation of historic resources? | Yes 265 | No 114 |
| Road Improvements? | Yes 379 | No 20 |
| Public sewer and water improvements? | Yes 261 | No 112 |
| Promoting economic development? | Yes 193 | No 175 |
| Municipality take over of private roads? | Yes 115 | No 254 |
| Enhancing walkability in the region? | Yes 216 | No 167 |

7. Do you think it is important to improve landscaping, signage, decorative lighting, and benches in Downtown Stroudsburg, villages in the Townships such as Sciota and Snydersville, and existing commercial corridors in the Region?

   Yes 221
   No 123
   Not Sure 64

8. a. Was the increase in residential development in this region over the last ten years…

   Acceptable 90
   Too high 312
   Too low 2

b. How was residential development in your municipality over the last ten years?

   Acceptable 124
   Too high 270
   Too low 3

9. Do you think it is important to regulate more strictly signage along road corridors in the region?

   Yes 314
   No 51
   Not Sure 48
10. Do you think it is important to require future non-residential redevelopment in the region to place more emphasis on amenities such as landscaping, attractive signage, decorative lighting and benches?

<table>
<thead>
<tr>
<th>Response</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>269</td>
</tr>
<tr>
<td>No</td>
<td>81</td>
</tr>
<tr>
<td>Not Sure</td>
<td>64</td>
</tr>
</tbody>
</table>

11. Is it important to preserve remaining farmland in the region?

<table>
<thead>
<tr>
<th>Response</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>324</td>
</tr>
<tr>
<td>No</td>
<td>29</td>
</tr>
<tr>
<td>Not Sure</td>
<td>52</td>
</tr>
</tbody>
</table>

12. County and regional open space plans have planned a system of greenways (corridors of open space) through the region. These greenways may contain pedestrian/bicycle paths along watercourses, abandoned railroad beds, or other off-road locations. How likely are you to use greenways as an alternative means of transportation, either for walking or biking?

<table>
<thead>
<tr>
<th>Likelihood</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very likely</td>
<td>134</td>
</tr>
<tr>
<td>Somewhat likely</td>
<td>149</td>
</tr>
<tr>
<td>Not very likely</td>
<td>132</td>
</tr>
</tbody>
</table>

13. Should the following be promoted in the region?

<table>
<thead>
<tr>
<th>Industry</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Research and development firms</td>
<td>270</td>
<td>93</td>
</tr>
<tr>
<td>Light Manufacturing</td>
<td>270</td>
<td>92</td>
</tr>
<tr>
<td>Tourism and cultural attractions</td>
<td>237</td>
<td>124</td>
</tr>
<tr>
<td>Health services</td>
<td>332</td>
<td>38</td>
</tr>
<tr>
<td>Legal and Financial services</td>
<td>186</td>
<td>162</td>
</tr>
<tr>
<td>Personal services</td>
<td>235</td>
<td>104</td>
</tr>
<tr>
<td>Agriculture</td>
<td>285</td>
<td>68</td>
</tr>
<tr>
<td>Restaurants</td>
<td>214</td>
<td>148</td>
</tr>
<tr>
<td>Warehousing and distribution facilities</td>
<td>172</td>
<td>168</td>
</tr>
<tr>
<td>Big Box Retail</td>
<td>70</td>
<td>253</td>
</tr>
<tr>
<td>Department Stores</td>
<td>148</td>
<td>206</td>
</tr>
<tr>
<td>Specialty Retail</td>
<td>183</td>
<td>158</td>
</tr>
<tr>
<td>Outlet Stores</td>
<td>105</td>
<td>248</td>
</tr>
<tr>
<td>Wholesale trade</td>
<td>131</td>
<td>215</td>
</tr>
<tr>
<td>High technology firms</td>
<td>259</td>
<td>90</td>
</tr>
<tr>
<td>Medium to Heavy Manufacturing</td>
<td>147</td>
<td>202</td>
</tr>
<tr>
<td>None of the above</td>
<td>23</td>
<td>44</td>
</tr>
</tbody>
</table>
14. a. Do you think expansion of bus service in the region would be an important asset to the region?

Yes 174
No 128
Not sure 103

b. Would you use such expanded bus service?

Regularly 17
Occasionally 120
Not at all 275

15. a. Do you think expansion of passenger rail service in the region would be an important asset to the region?

Yes 199
No 141
Not sure 68

b. Would you use such expanded passenger rail service?

Regularly 41
Occasionally 191
Not at all 174

16. Do you or would you support the following transportation projects:

<table>
<thead>
<tr>
<th>Project</th>
<th>Yes</th>
<th>No</th>
<th>Not Sure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 611 Corridor improvements</td>
<td>332</td>
<td>31</td>
<td>44</td>
</tr>
<tr>
<td>I-80 Corridor improvements</td>
<td>286</td>
<td>47</td>
<td>63</td>
</tr>
<tr>
<td>I-80 Interchange improvements</td>
<td>303</td>
<td>43</td>
<td>54</td>
</tr>
<tr>
<td>Pedestrian safety improvements in Stroudsburg</td>
<td>245</td>
<td>84</td>
<td>66</td>
</tr>
<tr>
<td>Additional parking facilities in Stroudsburg</td>
<td>231</td>
<td>96</td>
<td>59</td>
</tr>
<tr>
<td>Reconstruction of Route 611 from Scotrun to Swiftwater</td>
<td>174</td>
<td>108</td>
<td>102</td>
</tr>
<tr>
<td>Route 191/Chipperfield Drive/Stokes Avenue intersection improvements</td>
<td>247</td>
<td>71</td>
<td>77</td>
</tr>
<tr>
<td>Median barriers on Routes 33 and 209</td>
<td>199</td>
<td>107</td>
<td>86</td>
</tr>
</tbody>
</table>
17. Check any of the following which you think are transportation problems in the region.

- Inadequate parking: 168
- Inadequate public transportation: 108
- Lack of bikeways: 130
- Lack of sidewalks or walking paths: 158
- Traveling Interstate 80: 255
- Traveling Route 209: 205
- Traveling Route 191: 85
- Traveling Route 611: 288
- Traveling Business Route 209: 165
- Traveling Route 447: 101
- Traveling Route 715: 90
- Traveling Route 33: 75
- Traveling Main Street in Stroudsburg: 190

18. Are you in favor of additional residential development in the region…

<table>
<thead>
<tr>
<th>Location</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>In Stroudsburg Borough</td>
<td>85</td>
<td>270</td>
</tr>
<tr>
<td>Filling in existing developments in the Townships</td>
<td>169</td>
<td>201</td>
</tr>
<tr>
<td>In new single family developments in the Townships</td>
<td>92</td>
<td>281</td>
</tr>
<tr>
<td>In new apartment and townhouse developments in the Townships</td>
<td>83</td>
<td>276</td>
</tr>
<tr>
<td>In the villages in the Townships, (such as Sciota and Snydersville)</td>
<td>101</td>
<td>248</td>
</tr>
<tr>
<td>In housing facilities for senior citizens</td>
<td>314</td>
<td>74</td>
</tr>
</tbody>
</table>
19. Certain initiatives or ideas have been mentioned in the region. Please let us know whether you think these initiatives and ideas are important to you and whether you support them.

<table>
<thead>
<tr>
<th>Initiative or Idea</th>
<th>Is it Important to You?</th>
<th>Do you Support it?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes  No  Not Sure</td>
<td>Yes  No  Not Sure</td>
</tr>
<tr>
<td>a. Creating family sustaining jobs</td>
<td>304  60  31</td>
<td>325  19  31</td>
</tr>
<tr>
<td>b. Regional economic development coordination by Monroe County and its municipalities</td>
<td>262  50  71</td>
<td>254  33  68</td>
</tr>
<tr>
<td>c. Encouraging re-use of vacant or underutilized industrial sites</td>
<td>309  42  41</td>
<td>308  21  31</td>
</tr>
<tr>
<td>d. Preserving the character of existing settlements in the Region such as Stroudsburg, Snydersville and Sciota</td>
<td>294  45  49</td>
<td>274  33  52</td>
</tr>
<tr>
<td>e. Additional commercial development along Route 611</td>
<td>106  247  33</td>
<td>75  246  45</td>
</tr>
<tr>
<td>f. Preservation of Cherry Valley through a variety of means including federal funding for voluntary land conservation through a National Wildlife Refuge</td>
<td>252  61  75</td>
<td>254  39  67</td>
</tr>
<tr>
<td>g. Coordinating residential and commercial growth with availability of public sewer and water</td>
<td>252  86  59</td>
<td>219  86  54</td>
</tr>
<tr>
<td>h. Preserving more open space within residential developments</td>
<td>321  47  48</td>
<td>299  32  39</td>
</tr>
<tr>
<td>i. Improving roadside appearance</td>
<td>304  34  44</td>
<td>271  29  44</td>
</tr>
<tr>
<td>j. Using Transfer of Development Rights (a property owner in an area targeted for preservation sells his rights to develop his/her property to a property owner in an area designated for growth)</td>
<td>105  125  145</td>
<td>76  149  129</td>
</tr>
</tbody>
</table>
CHAPTER 4

POPULATION
INTRODUCTION

This chapter will look at population trends for Hamilton Township, Stroud Township, Pocono Township and Stroudsburg Borough, Monroe County as a whole, and surrounding municipalities. The focus will be on past population trends, population projections, and expected population increases. Additional population and housing data has been collected and is found in Appendix 3.

The tables found in Appendix 3 include:

- Population Change 1990-2000
- Gender 2000
- Land Area and Population Density per Square Mile 1990-2000
- Racial Characteristics 1990-2000
- Number of Owner and Renter-Occupied Households and Average Persons Per Occupied Housing Unit 1990-2000
- Income, Poverty and Education Characteristics 2000
- Persons by Age 2000
- Percent of Persons by Age 2000
- Employment by Industry 2000
- Employment by Occupation 2000
- Housing Occupancy, Tenure and Value 2000
- Housing Type 2000
- Households by Type 2000
- Year Householder Moved into Housing Unit and Year Built 2000
- Place and Means of Transportation to Work 2000
- Population by Nativity and Migration, 2000

Population Trends

Population growth is an important aspect of demographic information about the Region. Table 4-1 gives total population for Hamilton, Stroud, Pocono Townships and Stroudsburg Borough, Monroe County in 1980, 1990 and 2000. This table displays the population growth this Region has experienced by indicating the total number of persons and the percent change that occurred in ten-year increments and over the total twenty-year period.
TABLE 4-1
TOTAL POPULATION
HAMILTON TOWNSHIP, STROUD TOWNSHIP, POCONO TOWNSHIP, AND
STROUDSBURG BOROUGH, MONROE COUNTY

1980 - 2000

<table>
<thead>
<tr>
<th>Year</th>
<th>Hamilton Township</th>
<th>Stroud Township</th>
<th>Pocono Township</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Persons</td>
<td>Number Change</td>
<td>Percent Change</td>
</tr>
<tr>
<td>1980</td>
<td>5,138</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>1990</td>
<td>6,681</td>
<td>+1,543</td>
<td>30.0%</td>
</tr>
<tr>
<td>2000</td>
<td>8,235</td>
<td>+1,554</td>
<td>23.3%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Stroudsburg Borough</th>
<th>Monroe County</th>
<th>Pennsylvania</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Persons</td>
<td>Number Change</td>
<td>Percent Change</td>
</tr>
<tr>
<td>1980</td>
<td>5,149</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>1990</td>
<td>5,312</td>
<td>+163</td>
<td>3.17%</td>
</tr>
<tr>
<td>2000</td>
<td>5,756</td>
<td>+444</td>
<td>8.36%</td>
</tr>
</tbody>
</table>


The study area has grown rapidly in the past twenty years, with a total increase of 12,906 persons, or a 66% population increase from 1980 to 2000, though the rates of growth in all the municipalities within the study area were less than those of Monroe County as a whole from 1990 to 2000. From 1980 to 1990, the population of Hamilton Township increased 30%, and from 1990 to 2000 the Township increased 23.3%. Stroud Township increased 15.9% from 1980 to 1990, and increased 31.9% from 1990 to 2000. Pocono Township increased 43.9% from 1980 to 1990, and increased 27.6% from 1990 to 2000. Stroudsburg Borough changed the least in total population throughout the 20-year time period. From 1980 to 1990 the population increased 3.17%, and from 1990 to 2000 it increased 8.4%. The Monroe County increases were 37.9% from 1980 to 1990 and 44.9% from 1990 to 2000. This County, as well as all the municipalities within the study area, experienced higher population growth rates over the last ten years compared to the State of Pennsylvania, which had only a 3.36% change.

To compare the rates of growth, the population and percent change from 1980 to 2000 is provided in Table 4-2 below for Hamilton Township, Stroud Township, Pocono
Township, and Stroudsburg Borough, the surrounding municipalities, and Monroe County.

**TABLE 4-2**

**TOTAL POPULATION**

**HAMILTON TOWNSHIP, STROUD TOWNSHIP, POCONO TOWNSHIP, AND STROUDSBURG BOROUGH, MONROE COUNTY AND ADJACENT MUNICIPALITIES**

**1980-2000**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Chestnut Hill Township</td>
<td>4,324</td>
<td>8,798</td>
<td>14,418</td>
<td>63.9%</td>
</tr>
<tr>
<td>East Stroudsburg</td>
<td>8,039</td>
<td>8,781</td>
<td>9,888</td>
<td>12.6%</td>
</tr>
<tr>
<td>Hamilton Township</td>
<td>5,138</td>
<td>6,681</td>
<td>8,235</td>
<td>23.3%</td>
</tr>
<tr>
<td>Jackson Township</td>
<td>2,315</td>
<td>3,757</td>
<td>5,979</td>
<td>59.1%</td>
</tr>
<tr>
<td>Paradise Township</td>
<td>1,983</td>
<td>2,251</td>
<td>2,671</td>
<td>18.7%</td>
</tr>
<tr>
<td>Plainfield Township (Northampton Co.)</td>
<td>4,833</td>
<td>5,444</td>
<td>5,668</td>
<td>4.1%</td>
</tr>
<tr>
<td>Pocono Township</td>
<td>5,233</td>
<td>7,529</td>
<td>9,607</td>
<td>27.6%</td>
</tr>
<tr>
<td>Price Township</td>
<td>684</td>
<td>1,633</td>
<td>2,649</td>
<td>62.2%</td>
</tr>
<tr>
<td>Ross Township</td>
<td>2,267</td>
<td>3,696</td>
<td>5,435</td>
<td>47.1%</td>
</tr>
<tr>
<td>Smithfield Township</td>
<td>3,466</td>
<td>4,692</td>
<td>5,672</td>
<td>20.9%</td>
</tr>
<tr>
<td>Stroudsburg Borough</td>
<td>5,149</td>
<td>5,312</td>
<td>5,756</td>
<td>8.4%</td>
</tr>
<tr>
<td>Stroud Township</td>
<td>9,150</td>
<td>10,600</td>
<td>13,978</td>
<td>31.9%</td>
</tr>
<tr>
<td>Tobyhanna Township</td>
<td>3,302</td>
<td>4,318</td>
<td>6,152</td>
<td>42.5%</td>
</tr>
<tr>
<td>Upper Mt. Bethel Township (Northampton Co.)</td>
<td>4,247</td>
<td>5,476</td>
<td>6,063</td>
<td>10.7%</td>
</tr>
<tr>
<td>Washington Township (Northampton Co.)</td>
<td>3,205</td>
<td>3,759</td>
<td>4,152</td>
<td>10.5%</td>
</tr>
<tr>
<td>Monroe County</td>
<td>69,409</td>
<td>95,700</td>
<td>138,687</td>
<td>44.9%</td>
</tr>
</tbody>
</table>


The municipalities within the study area (Hamilton, Stroud, and Pocono Townships, and Stroudsburg Borough (HSPS)) did not experience rates of growth from 1900 to 2000 as fast as some of the surrounding municipalities to the west, such as Jackson, Chestnuthill, Ross and Tobyhanna Townships; however, the four are relatively high compared to municipalities to the east and north, with the exception of Price Township, which had a 62.2% change. The townships in our study area were average to below average for the greater region between 1990 and 2000: the townships in the study area ranged from 23.3% to 31.9% increase, and the average for the greater region (HSPS and surrounding municipalities) is 30.9% increase.
TABLE 4-3

2003 POPULATION ESTIMATES

HAMILTON TOWNSHIP, STROUD TOWNSHIP, POCONO TOWNSHIP, STROUDSBURG BOROUGH, AND MONROE COUNTY

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Actual 4/2000</th>
<th>Estimate 7/2003</th>
<th>Numeric Increase</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hamilton Township</td>
<td>8,235</td>
<td>9,104</td>
<td>869</td>
<td>10.6</td>
</tr>
<tr>
<td>Stroud Township</td>
<td>13,978</td>
<td>16,238</td>
<td>2,260</td>
<td>16.2</td>
</tr>
<tr>
<td>Pocono Township</td>
<td>9,607</td>
<td>10,592</td>
<td>985</td>
<td>10.2</td>
</tr>
<tr>
<td>Stroudsburg Borough</td>
<td>5,756</td>
<td>6,127</td>
<td>371</td>
<td>6.4</td>
</tr>
<tr>
<td>Monroe County</td>
<td>138,687</td>
<td>154,495</td>
<td>15,808</td>
<td>11.4</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau

Table 4-3 provides U.S. Census Bureau population estimates for 2003 and compares them to 2000 census figures. It is estimated that the four municipalities, as well as Monroe County, have experienced substantial population growth over the past three years. Stroud Township has grown especially rapidly, by 2,260 people (16.2%). At the estimated rates of growth, all four municipalities may exceed the 2010 population projections presented in Table 4-5 following.

Population growth has resulted in increased school enrollments and expansion of school facilities. Currently a new middle school is being built off Chipperfield Drive in Stroud Township, to house 5th, 6th, and 7th grades in the Stroudsburg School District in the 2005-06 school year. Sixteen (16) acres have been purchased near Hamilton Elementary School in Sciota for further expansion. A new Junior High is under construction at the Sullivan Trail campus in Pocono Mountain West, to open in 2006.

The Stroudsburg School District (Hamilton, Stroud, Stroudsburg) has an enrollment of about 5700. It has been growing at about 5 percent per year, and such growth is expected to continue. The Pocono Mountain School District (Pocono) has an enrollment of about 11,760, up from a 1993 enrollment of about 7,760. Enrollment is expected to increase about 1,400 over the next 10 years. School taxes continue to rise, and are a major concern of the Region’s residents.

In addition to population growth, school district enrollments have been affected by additional children entering the systems through mechanisms such as foster children and children of families living outside the County.
Table 4-4 indicates total housing units for Hamilton Township, Stroud Township, Pocono Township, Stroudsburg Borough and Monroe County in 1990 and 2000 and the Percent Change from 1990 to 2000.

**TABLE 4-4**

**TOTAL HOUSING UNITS**

HAMILTON TOWNSHIP, STROUD TOWNSHIP, POCONO TOWNSHIP, STRoudsburg BOROUGH, MONROE COUNTY

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Total Housing Units</th>
<th>Change 1990-2000</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1990</td>
<td>2000</td>
</tr>
<tr>
<td>Hamilton Township</td>
<td>2,771</td>
<td>3,299</td>
</tr>
<tr>
<td>Stroud Township</td>
<td>4,894</td>
<td>5,935</td>
</tr>
<tr>
<td>Pocono Township</td>
<td>3,557</td>
<td>4,250</td>
</tr>
<tr>
<td>Stroudsburg Borough</td>
<td>2,550</td>
<td>2,630</td>
</tr>
<tr>
<td>Monroe County</td>
<td>54,823</td>
<td>67,581</td>
</tr>
</tbody>
</table>

The total number of housing units increased at a slower rate than the population increase through the entire study area. For instance, from 1990 to 2000, the increase in housing units in Hamilton Township was 19.1%, while the population increased 23.3%. In Stroud Township, the increase in housing units was 21.3%, while the population increase was 31.9%. In Pocono Township, the increase in housing units was 19.5%, while the population increase was 27.6%. In the Borough of Stroudsburg, the increase in housing units was 3.14%, while the population increase was 8.4%. One factor in this trend is the conversion of seasonal or vacant housing to permanent occupied housing. This trend will not continue throughout the future as the vacant housing stock becomes more utilized. This will result in increased pressure on land conversion to housing. From 1990 to 2000, the vacancy rate declined from 18% to 12.8% in Hamilton Township, from 18.7% to 10.7% in Stroud Township, from 24.9% to 17.6% in Pocono Township, and from 9.1% to 7.9% in Stroudsburg.

According to the U.S. Census Bureau, from July 2002 to July 2003, Monroe County was the second fastest growing County in Pennsylvania (Pike County was first). From 2000 to 2002, Monroe County lead Pennsylvania in new home construction rate, up 4.2% to 70,844 housing units. The County continues to remain attractive because of 9/11, relative proximity to New York, New Jersey, Philadelphia, Allentown-Bethlehem-Easton, and
Scranton-Wilkes-Barre; relatively less expensive housing and taxes; and the physical attractiveness of the County. The shift from second home to permanent housing continues. Demand for retail facilities, restaurants, and professional services follow. The County is attractive to a variety of groups, such as retirees, younger two-income families, and middle-aged workers such as mid-level managers and blue collar commuters, provided they can afford the housing being built.

The County experienced record single family home sales in 2003, 3357, up from 3200 in 2002. The average sales price of $147,876 ($153,453 in the fourth quarter) was up from $131,536 in 2002. The 1634 single family building permits in the County in 2003 was also a record, topping 1592 set in 2002. Stroud Township issued the most permits, 217, followed by Coolbaugh Township with 209 and Middle Smithfield Township with 197. Some of the attractive features of Stroud Township are public sewer and water, retail facilities, proximity to I-80, and the Stroudsburg School District.

The average price for a new home built in Monroe County in 2003 was $179,000. The highest average in the County was Hamilton Township’s $259,021 (53 permits). Smithfield Township, Delaware Water Gap, and Stroud Township ($200,366) followed. Pocono Township had 73 permits and a $184,318 average. Stroudsburg had five permits and a $146,456 average. Upward pressure is placed on housing prices by people moving from the New York/New Jersey metro area. This makes it increasingly difficult for people working in Monroe County to afford housing in the County, as the number of jobs at the income level necessary to purchase the housing being built is limited. Available affordable rental housing is also a concern. Impact on seniors can be especially harsh, as they can be pushed out of homes with rising tax rates, and there is generally a lack of senior housing projects in the County and progressive housing communities accommodating people at various stages of independence in their lives.

Table 4-5 provides population projections for Stroudsburg Borough, Stroud Township, Pocono Township, Hamilton Township, and Monroe County for the years 2010 and 2020. The projections give an estimated number of people that are forecasted to live in the County and in each municipality in the Region. A number of variables can affect actual population growth, so the projections cannot be viewed as a 100% guarantee that the projected number of persons will occur in each municipality. The overall assumption at this point in time is that the population will continue to increase for the next two decades, barring any unforeseen events that could have a significant impact. The population forecasts predict an increase in the HSPS Region from 37,576 persons in 2000 to 52,425 persons in 2020, an increase of 14,849 persons, or 39.5% increase, over the current population. The implications of this increase in terms of projected households and acreages necessary to accommodate this growth is discussed in Section 3 of Chapter 6.
<table>
<thead>
<tr>
<th>Township</th>
<th>1990</th>
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<tr>
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<td><strong>Stroudsburg Borough</strong></td>
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<td>Population Projections</td>
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<td>Population Projections</td>
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Source: Monroe County Planning Commission Revised Population Projections.
CHAPTER 5

LAND USE
SECTION 1 - FUTURE LAND USE PLAN FOR HSPS REGION

The Future Land Use Plan establishes policies for guiding future land use within the area and serves as a guide on which to base regulatory controls, such as municipal zoning maps and zoning ordinances. The zoning ordinances and maps adopted by the municipalities will establish zoning district boundaries, permitted land uses and the permitted density of development. In the land use categories established below, the types of land uses recommended in each category will be indicated, as well as the proposed density range.

Critical elements of the Future Land Use Plan are to protect important and vulnerable natural areas, resources, landscapes, and wildlife habitats; promote the retention of farm activities; maintain rural character in those areas not served by public sewer and water facilities, with a density no greater than one unit per two net acres because of transportation system deficiencies unlikely to be significantly addressed; minimize strip residential and commercial development along roads and the access management concerns which accompany such development; maintain the character of the Region’s villages, hamlets, and neighborhoods; and support revitalization in the Borough of Stroudsburg. The result will be a mix of small town atmosphere, suburban environment, and rural character within the Region.

Growth in the future will be directed to designated growth areas. In conjunction with this, existing centers in the Region will be enhanced and infill encouraged. If this is accomplished, growth will be managed and sprawl minimized. It is important that policies on public sewer and water facilities are consistent with the land use plan: service areas should be those designated for growth or future development on the Future Land Use Plan.

As development occurs, natural resources should be protected and/or integrated into developments. Development should be landscaped, attractive, and well-planed to provide attractive streetscapes. In existing centers, new growth areas, and managed road corridors, mixed use will be emphasized when appropriate, walkability improved and incorporated into development, road access managed, and traffic impacts mitigated.

Connections to natural features and corridors and scenic vistas should be maintained. Open space conservation should be emphasized and maximized. One of the primary techniques in accomplishing this is using Conservation Development and incorporating provisions for such development into municipal zoning and subdivision and land development ordinances.

As development occurs, existing living environments must be respected and protected. Development should be in scale and character of the setting in which it occurs and compatible with existing uses. Conflicts between residential and non-residential uses should be mitigated.

Infill will generally be encouraged. This includes infill within existing subdivisions with central water and sewer systems of adequate capacity and functionality; and infill and revitalization of existing centers, in conformity with the general character of those centers. See Potential Infill Promotion Strategies on page 5-9.
Cherry Valley Landscape

Cherry Valley Landscape

Housing Development in Cherry Valley with Expansive Lawn Area
The Future Land Use Plan is included. The following is a description of the categories on the plan:

**LAND USE CATEGORIES**

**FUTURE LAND USE PLAN**

**HSPS REGIONAL COMPREHENSIVE PLAN**

**Cherry Valley Preservation** - This category reflects the desire to preserve the rural character of Cherry Valley. Predominant land uses would be agriculture, woodland, and open space, with limited low density (not exceeding 1 dwelling unit per 2 net acres) residential development utilizing on-lot sewer and water. Efforts to create a National Wildlife Refuge in the Valley are supported by this Plan.

The Cherry Valley is a unique place of scenic, natural, historic, and cultural resources; species and natural communities of concern; farmland; stream valley; wooded ridgelines; hamlets; and the Appalachian Trail. Any development which occurs must respect these resources. The Nature Conservancy has noted that the following are among the conservation challenges in the Valley:

- Inventoring, protecting, monitoring, managing and restoring the composition structure and function of the system of wetlands
- Eliminating invasive plant species such as purple loosestrife, phragmites and Japanese knotweed
- Ensuring that growth and development are compatible with the Valley’s special features and that this does not result in excessive ground water withdrawal
- Documenting, monitoring and improving the quality of Cherry Creek
- Preserving the feel and beauty of the Valley
- Providing an environment that supports local businesses in the valley – Cherry Vineyards, the apiary, the trout hatchery
- Helping local landowners implement conservation strategies that preserve and restore the Valley’s unique natural features while also meeting landowners’ financial needs
- And, providing targeted opportunities to allow people to explore, learn about, and appreciate the resources of the valley without compromising the integrity of the extra sensitive resources and maintaining the privacy of local landowners
The following are two perspectives on the Valley. The first is from the Spring, 2003 Stroud Township Community News:

Just a few minutes from downtown Stroudsburg is a modest rural valley that has been treasured by local residents since it was settled in the early nineteenth century. A Sunday drive along the fifteen-mile long valley, which extends from Delaware Water Gap to Saylorsburg has long been a popular scenic diversion.

Bicyclists enjoy the absence of traffic and the quiet vistas. Hikers on the Appalachian Trail look down on the meandering creek, woodlands and pastures, hoping to view hawks or eagles. Farms in the valley are still called by names of residents who many years ago made their mark on this special haven from modern urban life.

Valley friends and residents, new and old, are working hard to conserve Cherry Creek, its watershed, the numerous and sometimes rare plants and animals that live in the valley, and to help farmers maintain the open fields and forests to be enjoyed by future generations. Assistance has come from local landowners, conservation organizations, the Monroe County Conservation District, the Monroe County Planning Commission, and local, county, and state government. More support is needed than is currently available so residents plan to invite the National Fish and Wildlife Service to consider purchasing land from interested and willing sellers.

The Second is from the Cherry Creek Watershed Conservation Plan:

“Cherry Valley” is widely recognized in the greater region as a unique and special place. This “gem” of Monroe County is rich in natural resources, harbors a vast array of native species of special concern, and has unique and distinct landforms, providing aesthetically pleasing vistas from locales and roads traversing the valley. Given these attractive factors along with close proximity to urban amenities, mass transportation and highway access, the threats of environmental degradation are real. Strong growth pressures in the region have led to sprawl development patterns with not enough consideration of the impact on both the quality and quantity of surface and groundwater of the watershed. As rooftops, parking lots and streets spread across the landscape, replacing forests and fields – streams suffer. Rain and snowmelt run rapidly off these man-made surfaces instead of soaking into the ground. This stormwater runoff carries sediment and pollutants into the streams, accelerates stream-bank erosion, and raises stream temperatures. We must consider watershed protection a priority as future development and planning occur.

If enacted, the Cherry Valley National Wildlife Refuge would establish the area (roughly 30,000 contiguous acres) within which the U.S. Fish and Wildlife Service could purchase land for the actual refuge. Since there would be no land condemnation and purchases could be made only from willing sellers, the resulting refuge would likely be a series of non-connected land plots.

Landowners within the defined refuge boundaries who chose not to sell to the U.S. Fish and Wildlife Service keep all the property rights they currently have. They may pursue conservation easements offered by other public and private groups. The U.S. Fish and Wildlife Service makes annual payments to local governments in lieu of taxes on the properties they purchase. National
wildlife refuges generally allow fishing and hunting for species that are not endangered; for instance, deer. Maintaining proper ecological balances is an important part of refuge management.

**Conservation I** - This category recognizes existing State recreational facilities, the area of the Tannersville Cranberry Bog, and preserved parcels. These parcels are important parts of the open space and recreation systems in the region, and critical elements of the Region’s ecosystem. They should remain as preserved parcels.

**Conservation II** – This category includes land which could affect the Tannersville Cranberry Bog if developed because it is immediately upstream of the Bog. Development should be limited, with particular analysis of impacts and incorporation of open space. Consideration should be given to utilizing central sewer facilities, rather than on-lot, provided appropriate discharge standards and location are achieved. Recreational development might be appropriate at some locations, as well as residential development for single family homes at a density not exceeding 1 dwelling unit per 2 net acres at some locations if done in an environmentally friendly manner. Preservation of the land through acquisition or conservation easement would help protect the Cranberry Bog.

**Rural** - The Rural areas will contain a mixture of woodland, agricultural, recreational, and low density (not exceeding 1 dwelling unit per 2 net acres) single family development, served by on-site sewer and water facilities.

**Rural/Recreation** - These areas contain major recreational facilities and are likely to contain a mix of recreational and low density residential (not exceeding 1 dwelling unit per 2 net acres) development. Stand-alone residential development would likely be served by on-site sewer and water facilities. Recreational development and associated residential development may be served by private central sewer and water systems.

**Rural Conservation** - The intent of the Rural Conservation area is to preserve rural character in areas consisting of stream valleys, agricultural lands, hills and woodlands, containing identified important natural resources. Efforts to preserve key natural resources within these areas will be ongoing. Single family residential development could occur at a density ranging from 1½ net acres to 3 net acres per dwelling unit, depending upon the municipality. Outdoor recreational facilities would be compatible in this area. It is expected that on-lot sewer and water facilities would be utilized in most cases. Where there are extensive areas of constrained land, cluster or planned residential development using central sewer and water facilities could be permitted by a municipality, depending upon the zoning district.

**Low Density Residential** - These areas are intended for residential development, with the uses and density varying by municipality and availability of sewer and water facilities. Predominant land use would be single family homes, while in some areas townhouse development may be permitted. Density would range from 1 lot per 3 net acres to 2.5 dwelling units per net acre, depending upon availability of sewer and water facilities and building type. Low Density Residential areas are not considered major growth areas nor areas for planned expansion of public sewer and water facilities.
Residential Growth - Residential growth areas are expected to experience the greatest amount of residential development. A variety of zoning districts may be established within these areas, some allowing only single family development, some allowing a mixture of single family, two family, townhouse and apartment development. The density of development would range from 1 dwelling unit per net acre to 4 dwelling units per net acre, depending upon dwelling type and availability of public sewer and water facilities. Public sewer and water are expected to be used in most cases. These areas are generally served by public sewer and water service, or could be served by logical extensions of these systems.

Medium Density Residential – This category recognizes existing low and medium density areas in the Borough of Stroudsburg. It is likely to be composed of zones intended to create, preserve and enhance neighborhoods of single family residences at relatively low densities on quiet streets, and zones intended for a mixture of single and two family housing compatible with and maintaining the character of existing neighborhoods. They are served by public sewer and water facilities.

High Density Residential – These areas are intended to provide for a mix of single, two, and multiple family housing at the highest densities within the Region, within the Borough of Stroudsburg. They are served by public sewer and water facilities.

Village - The Village areas recognize existing villages of mixed use character. Continuation of an appropriate mix of uses in a village setting will be promoted. Guidelines should be established for development to protect and enhance village character and pedestrian scale in Bartonsville, Analomink, Tannersville, Swiftwater, Snydersville, Sciota, and Hamilton Station.

Village Center – The Village Center recognizes the larger Village Center of Saylorsburg, and will permit the continued mixing of Residential, Commercial and Institutional uses within that village setting.

Borough Center Mixed Use – Is intended to preserve and enhance the central business area in Stroudsburg with a variety of compatible retail, service, office and governmental establishments. Residential uses could be permitted above the first floor of non-residential uses.

General Commercial – The General Commercial areas are intended to accommodate a variety of commercial activities serving nearby residents as well as regional customers.

Neighborhood Commercial – The Neighborhood Commercial areas are intended to provide convenient, limited areas for shopping and personal services to serve surrounding residential areas.

Resort Commercial – Resort Commercial areas are intended to reflect existing recreation-resort operations and to permit further development for commercial uses related to recreation and serving residents and visitors to the area.
**Business Park** – Is intended to provide for business park development in the Borough of Stroudsburg, to accommodate uses such as office buildings. Such business parks would be well-planned, attractive settings for new businesses without adverse impacts on surrounding residential areas.

**Business Development** – The intent of the Business Development area is to allow for mixture of low impact office, commercial and services uses which will have minimal conflicts with the environment and nearby residential, recreational and commercial development. Flex Uses (such as a mixture of warehousing and office, light manufacturing and warehousing or light manufacturing and office) could be considered, depending upon the municipality and the zoning district.

**Limited Industrial** – This is intended for institutional, light manufacturing, and limited service and commercial uses which can be operated with minimal conflicts with the environment and nearby residential and commercial development.

**General Industrial** – The intent of the General Industrial area is to provide a wider range of industrial activities than permitted in Limited Commercial, provided the environmental impacts of those uses are addressed.

General Industrial areas in Hamilton Township are now used for quarrying operations, and the Future Land Use Plan reflects this current use and likely use in the immediate future. The Township will begin to look at the most appropriate future use of these areas with the operator as quarry operations cease. Most appropriate longer-term land uses may not be industrial, but could be commercial, open space/recreation, or other uses to be identified.

**Managed Corridor Development** – The Managed Corridor Development areas recognize the need to manage mixed use development along the Route 611, 209, and 33 corridors. Zoning districts may vary by municipality and within each municipality. Typically, retail, service, and office development would be a major land use. In some areas, residential in combination with commercial or stand-alone residential development would be permitted.

Strip development is not desired and is strongly discouraged. Development should be clustered and planned, with limited road access points managed, shared, and coordinated. Signage is to be controlled. Buffering and substantial landscaping is expected. The goal is to achieve an attractive mixing of uses. Developers are expected to address transportation and other impacts of other development. Walkability should be incorporated into developments.

**Transit Oriented Development** – This area would allow for a mix of commercial, service and office uses, as well as higher intensity residential development, if passenger rail service were extended to a station within the Region and appropriate infrastructure was available to serve the development.

**Public** – This includes public uses such as schools, cemeteries, parks, and municipal buildings.
Quarry Operation in Hamilton Township

Rail Line Near Analomink
Designated Growth Areas

The Pennsylvania Municipalities Planning Code introduced the concept of Designated Growth Areas, which are regions within a multi-municipal plan that preferably include and surround a borough or village, and within which residential and mixed use development is permitted or planned for densities of one unit to the acre or more, commercial, industrial and institutional uses are permitted or planned for and public infra-structure services are provided or planned. The intent of the designated growth area is to provide for orderly and efficient development to accommodate the projected growth of the area within the next 20 years, provide for the economic and employment needs of the area and insure that the area has an adequate tax base.

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<th>HSPS Future Land Use Plan Category</th>
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In the HSPS Region, Designated Growth Areas include land within the Residential Growth, Medium Density Residential, High Density Residential, Village, Business Development, Borough Center Mixed Use, Business Park, Managed Corridor Development, Transit Oriented Development, Resort Commercial, Public, General Commercial, Neighborhood Commercial, Limited Industrial and General Industrial land use categories outlined on the Future Land Use Plan.

**Future Growth Areas**

The Municipalities Planning Code also introduced the concept of Future Growth Areas, which are areas within a multi-municipal plan outside of and adjacent to a Designated Growth Area where residential, commercial, industrial and/or institutional uses and development are permitted or planned at varying densities and public infrastructure services may or may not be provided, but future development at greater densities is planned to accompany the orderly extension and provision of public infrastructure services. The Future Growth Areas include the Managed Corridor Development, Village, Village Center, General Commercial, Limited Industrial, General Industrial, and Low Density Residential areas in Hamilton Township outlined on the Future Land Use Plan, which could be Extensions of the Designated Growth Areas in the future when the Designated Growth Areas are developed and if public sewer and water would then be extended to the Future Growth Areas.

**Public Infrastructure Areas**

Another concept identified in the Municipalities Planning Code is Public Infrastructure Area, which is a Designated Growth Area or all or any portion of a Future Growth Area described in a multi-municipal comprehensive plan where public infrastructure services will be provided and outside of which such public infrastructure services will not be required to be publicly financed. No area within the HSPS Region has been designated as a public infrastructure area. The municipalities within the Region do not guarantee the financing of public infrastructure services to and for developments on the behalf of developers. While public sewer and water facilities are generally available in the Designated Growth Areas; are being considered and/or constructed for those areas; may be considered for those areas in the future; and may become available in the Future Growth Areas in the future, municipal policies are that the cost of expanding the necessary infrastructure to developments be borne by the developers, and not by the municipalities, unless the municipalities, authorities, and other governmental entities agree to participate to provide in the provision of such services.

**Implementation of Future Land Use Plan**

The Future Land Use Plan is implemented through several key strategies.

- Adopt municipal zoning maps and corresponding zoning district provisions consistent with the Plan.
- Assure Act 537 Plans are compatible with the Future Land Use Plan.
• Assure government and school district policies for major land uses are consistent with the Plan.

• Increase density and intensity of development only when public sewer and water and other necessary infrastructure of sufficient capacity can be made available.

Environmental Considerations for Future Development

As development occurs in the Region, particularly in the Conservation II; Rural/Recreation; Rural Conservation; and Rural areas; and in the Cherry Valley Preservation Area if it is not otherwise protected and preserved, which contain the greatest extent of sensitive environmental resources in the Region, care much be taken to preserve and protect the resources identified within each tract of land. The following approaches should be taken, in a consistent manner within the Region, to development in these areas:

• An ongoing awareness of and sensitivity toward the natural resources of the area should be encouraged.

• Development should be concerned with geologic stability, soils suitability, groundwater supplies and stream flows.

• Groundwater resources should be protected against depletion and contamination.

• Methods of encouraging replenishment of the groundwater supply should be encouraged.

• Streams, ponds and wetlands should be protected against pollution from point sources and runoff.

• Floodplains and wet soils should be protected from encroachment.

• The loss of topsoil should be minimized.

• The retention and establishment of trees and other vegetation should be encouraged to control erosion, shade surface waters, control stormwater flow, create wind breaks, provide animal habitats and provide visual amenities.

• The preservation of scenic viewsheds and scenic road corridors should be encouraged.

• Steep slopes should generally be avoided.

• The protection, preservation and enhancement of historic resources should be encouraged.

• The adaptive reuse of historic structures should be encouraged where appropriate.
• Innovative land development techniques should be used to minimize land consumption, preserve ecosystems, preserve agricultural lands and preserve natural resources and open space.

• The provision of open space and recreation areas for active and passive recreation should be encouraged. Visual and physical access to the open space system should be provided.

• The coordination of open space and circulation systems among adjoining developments should be encouraged.

• A system of bicycle paths and sidewalks should be encouraged.

• Incorporation of resources into development plans should be encouraged.

• Flexible approaches to site design to recognize resources should be encouraged.

• Not permitting invasive species to be planted by developers as part of landscaping plans.

**Recommended Development Concepts**

The Action Plan contains recommendations for land development techniques and processes designed to protect existing resources, provide open spaces, encourage appropriate development which is consistent with existing development patterns, and enhance streetscapes. Because of the rural character of much of the Region and the existing centers of the Borough and Villages, techniques which are especially recommended include Traditional Neighborhood Development (TND) and Conservation Development. TND is particularly appropriate within and surrounding existing settlements such as boroughs and villages, and would be appropriate in growth areas in the Region. Conservation Development could be used to help preserve open space and agricultural resources when development occurs in more rural areas of the Townships.

As noted elsewhere in this Plan, mixed use as currently found in the Borough, villages, and road corridors, will be fostered when deemed appropriate by the municipalities and adequate infrastructure can be provided.
Infill Policies

Two of the objectives for land use are to encourage new residential development to take place as infill within existing subdivisions and settlements with central water and sewer facilities of adequate capacity and functionality and promote infill and revitalization within existing centers, in conformity with the general character of the existing centers. There are a number of strategies which can be used to promote infill. The following policies can be reviewed by the municipalities as a starting point in determining the most appropriate methods for use in the Region. Land consumption for new development can be minimized if development or redevelopment occurs on vacant or underutilized parcels within existing developed areas. Development costs can sometimes be reduced because of the accessibility of existing infrastructure and services.
Potential Infill Promotion Strategies

Zoning Strategies

1. Target and map areas for infill development. Identify parcels, developments, and existing vacant or underutilized buildings and lots.

2. Determine types of development desired.

3. Zone areas appropriately to allow desired land uses.

4. Create infill development opportunities overlay districts as necessary.

5. Consider whether more design flexibility in ordinances is necessary to achieve the desired end – such as flexibility in setbacks, yard requirements, lot widths, and lot size.

6. Consider density bonuses to lowest acceptable lot size or highest intensity of use consistent with available sewer and water facilities.

7. Consider lot averaging for an infill project, with a specified minimum lot size.

8. Consider allowing nearby convenience services in designated economic development, mixed use, or infill overlay areas.

9. Apply appropriate standards to non-conforming lots which can allow reasonable development.

10. Where appropriate, consider well-designed, buffered mixed uses or dwelling types, if appropriate infrastructure is available.

11. Consider transfer of development rights with bonuses to target development areas from areas targeted for preservation or conservation.

12. Eliminate incentives to development in non-growth and non-targeted areas.

Subdivision and Land Development Strategies

13. Streamline procedures and permitting.
   - reduce delays and hearings
   - have expeditor

14. Review level of service standards (such as amount of recreation) or design standards (such as road widths) for appropriateness in each situation.
15. Consider appropriateness of incentives for infill projects:
   • reduced development/permit fees
   • reduced impact fees
   • reduced infrastructure connection fees

16. Consider appropriateness of allowing/promoting resubdivision or redesign of very low density tracts to more efficient, land conserving patterns if appropriate infrastructure is available.

Public Relations Strategies

17. Stimulate developer interest in infill development and educate consumer/public regarding benefits and availability of infill:
   • promotional/publicity campaign for infill
   • make parcel data available
   • establish cooperative demonstration project
   • seminars
   • training programs
   • design competition for demonstration project

18. Prepare neighborhood strategies with input from residents; cooperation with, involvement of, and information to existing residents.

19. Inform existing residents of projects, invite participation in review, hold project meetings with developers at initial stages.

20. Prepare appropriate protective design standards such as traffic calming, landscaping, vegetation retention or replacement, and permissible land uses.

21. Encourage banks to be supportive of infill initiative in providing lending.

Municipal (Borough, Township, County, State, Federal) Financial Policies

22. Consider appropriateness of real estate transfer tax relief for purchase of properties in target areas.

23. Consider appropriateness of property tax abatement in target areas.

24. Foster programs which encourage building renovation and rehabilitation in existing neighborhoods.

25. Identify strategies for assembling parcels (with homeowners associations, realtors, developers).
Municipal Infrastructure Policies

26. Identify need for Infrastructure improvements (new or improved roads, parks, utilities, streetscape improvements, drainage facilities, pathways).

27. Facilitate transit or paratransit service.

28. Facilitate accessibility to community facilities and services (senior centers, community centers, etc.).

29. Locate municipal services near growth and target areas.
Approach to Gambling Uses Within the Region

Background:

Section 1506, Local Land Use Preemption (pg. 116-117) of HB2330 of 2004 states:

“The conduct of gaming as permitted under this part, including the physical location of any licensed facility, shall not be prohibited or otherwise regulated by any ordinance, home rule charter provision or resolution, rules or regulation of any political subdivision or any local or state instrumentality or authority that relates to zoning or land use to the extent that the licensed facility has been approved by the Board (The Pennsylvania Gaming Control Board established under section 1201). The Board may, in its discretion, consider such local zoning ordinances when considering an application for a slot machine license. The Board shall provide the political subdivision, within which an applicant for a slot machine has proposed to locate a licensed gaming facility, a 60-day comment period prior to the Board’s final approval, condition or denial of approval of its application for a slot machine license. The political subdivision may make recommendations to the Board for improvements to the applicant’s proposed site plans that take into account the impact on the local community, including, but not limited to, land use and transportation impact. This section shall also apply to any proposed racetrack or licensed racetrack.”

Regional Position:

Nowhere in the Act (The Pennsylvania Race Horse Development and Gaming Act) are “zoning” or “land use” defined, nor is the Municipalities Planning Code referenced. According to the Municipalities Planning Code (MPC), Section 603(b),

“Zoning ordinances….may permit, prohibit, regulate, restrict and determine:

(1) Uses of land, watercourses and other bodies of water.
(2) Size, height, bulk, location, erection, construction, repair, maintenance, alteration, razing, removal and use of structures.
(3) Areas and dimensions of land and bodies of water to be occupied by uses and structures, as well as areas, courts, yards, and other open spaces and distances to be left unoccupied by uses and structures.
(4) Density of population and intensity of use.
(5) Protection and preservation of natural and historic resources and prime agricultural land and activities.”

The MPC defines “land use ordinance,” as “any ordinance or map adopted pursuant to the authority granted in Articles IV (Official Map), V (Subdivision and Land Development), VI (Zoning) and VII (Planned Residential Development).
Due to the omissions of "subdivision" (the division or redivision of a lot, tract or parcel of land by any means into two or more lots, tracts, or other divisions of land…), “land development” (the improvement of one lot or two or more contiguous lots, tracts, or parcels of land…) and lack of reference to, and the definitions of, the MPC from the Act, a municipality may argue the following:

A) The Act does not specifically include subdivision and land development as local land use preemptions.

B) The first sentence of Section 1506, particularly the phrase "that relates to zoning or land use” means that the use of the land of a gaming enterprise cannot be regulated by a municipality; however, without "land use” being defined as per the MPC, the division and/or the improvement of the land of a gaming enterprise comes under municipal jurisdiction.

C) In considering an application for the issuance of a slot machine license, the state gaming board may receive recommendations from a host municipality about the applicant's proposed site plan. Regardless of the municipal recommendations or the outcome of a slot machine license application, a municipality is not compelled to grant subdivision and/or land development approval unless and until the applicant, like all other applicants for a subdivision and/or land development, meets the municipal requirements.

The PA Municipalities Planning Code (MPC; Act 247 of 1968) as amended by Act 67 & 68 of 2000 defines "development of regional significance and impact” (DRI) as any land development that, because of its character, magnitude, or location will have substantial effect upon the health, safety or welfare of citizens in more than one municipality.” (See MPC Section 107) The multiple and substantial impacts of gambling on the host and neighboring communities include roads, utilities, schools, fiscal, environmental, and human; thus affecting municipal and county services and taxpayers. A gambling licensee and development that creates up to 500 or 5,000 slot machines guarantees a DRI.

According to the manual, Planning Beyond Boundaries (10,000 Friends of Pennsylvania, 2002), the amended MPC, "under new Section 301(7), counties are to identify 'existing and proposed land uses which have regional impact and significance' in their comprehensive plans." In Monroe County’s case, Monroe 2020 was adopted June 30, 1999, prior to the 2000 MPC amendments, and does not address DRIs. As the gaming law is written, the state will decide the geographic location of the DRIs.

MPC Section 1104(a) states, "In order to implement multi-municipal comprehensive plans, under section 1103 counties and municipalities shall have authority to enter into intergovernmental cooperative agreements." Paragraph (b), section 1104 states, "Cooperative implementation agreements shall: (2) Establish a process for review and approval of developments of regional significance and impact that are proposed with any participating municipality. Subdivision and land development approval powers under this act shall only be exercised by the municipality in which the property where the approval is sought. Under no circumstances shall a subdivision or land development applicant be required to undergo more than one approval process."
Regional Policies:

The HSPS region should plan responsibly for present and future gaming land uses, subdivisions and developments. The main reasons why are: 1) poor legislation and planning by state legislators should not be practiced by local officials, 2) the state will cause developments of regional significance and impact (DRIs) after gaming licenses are awarded, yet the Municipalities Planning Code authorizes counties and municipalities to provide for DRIs, 3) prudent municipal and multi-municipal planning provides for every land use, and 4) the gaming law, with all its faults, omits subdivision, land development and reference to the Municipalities Planning Code under section 1506; therefore, municipalities argue they maintain the authority to regulate subdivisions and land developments relative to gambling establishments.

The following actions will be pursued in the HSPS Region:

1. The participating municipalities will work cooperatively with the county and state to locate and regulate developments of regional significance and impact (DRIs).

2. A cooperative implementation agreement between the participating municipalities and the county will be pursued for each DRI.

3. Gambling subdivisions and land developments shall be limited to areas determined to be suitable for DRIs by the state, county and participating municipalities.

4. Subdivision and land development regulations and performance standards permitted by state law applicable to gaming establishments will be developed and implemented by the participating municipalities for the purpose of minimizing gambling impacts on the health, safety and welfare of the citizens, taxpayers and visitors of the region and county.
SECTION 2 – EXISTING LAND USE

The Existing Land Use Map provides a general pattern of land use within the Region. The number of parcels and acres in each category are provided in Table 5-2.

<table>
<thead>
<tr>
<th>Existing Land Use Category</th>
<th>COUNT (parcels)</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture</td>
<td>261</td>
<td>7660</td>
</tr>
<tr>
<td>Communication/Transportation/Utilities</td>
<td>112</td>
<td>3114</td>
</tr>
<tr>
<td>Cultural, Public/Private Parks &amp; Recreation</td>
<td>154</td>
<td>4965</td>
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<td>Educational Services</td>
<td>43</td>
<td>378</td>
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<td>Forest</td>
<td>372</td>
<td>10736</td>
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<tr>
<td>Government Services</td>
<td>50</td>
<td>191</td>
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<tr>
<td>Hotels and Resorts &amp; Group Camps</td>
<td>148</td>
<td>2983</td>
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<tr>
<td>Industrial</td>
<td>97</td>
<td>1155</td>
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<tr>
<td>Residential</td>
<td>14009</td>
<td>20049</td>
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<tr>
<td>Retail Trade Services</td>
<td>768</td>
<td>1492</td>
</tr>
<tr>
<td>Vacant</td>
<td>5234</td>
<td>11116</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>63839</strong></td>
<td></td>
</tr>
</tbody>
</table>

The following observations are made regarding existing land use:

- The largest category is residential (20,049 acres), followed by vacant, forest, and agricultural (totaling 29,512 acres). Residential and vacant land are found throughout the Region. Forest land is scattered throughout the Region, with largest concentration occurring in the Cherry Valley area, northeastern Stroud Township, and northern Pocono Township. Hamilton Township contains the most agricultural land, followed by Stroud Township. Agricultural land is distributed throughout the northern three-quarters of Hamilton. Most viable agricultural land in Stroud Township is found in the Cherry Valley.

- Cultural, Public/Private Parks and Recreation is a major category (4965 acres). Much of this land is found in the Cherry Valley area or eastern and western Pocono Township. Parcels with conservation easements at the time of mapping are typically included in this category.

- Communication/Transportation/Utilities contains 3114 acres, primarily in southern Hamilton Township. This is mainly Blue Mountain and Pennsylvania American Water Company watershed, which serves as back-up supply for portions of Northampton County.
Hotels and Resorts and Group Camps contains 2983 acres. Hamilton Township and the Borough of Stroudsburg do not have much land in this category. Most is found in Stroud and Pocono Townships. Tourism continues to play a major role in the economy of the County and the Region. In addition to resorts, hotels, camps, golf courses, and other private recreation areas such as Camelback/Camelbeach, shopping is a tourist attraction. The Crossings factory outlet center is located near Routes 611 and 715 in Pocono Township. Major proposed tourist destinations are the Great Wolf resort/water park near the Scotrun I-80 interchange and a factory outlet center on the site of the former Summit Resort near Tannersville.

Historically, families tended to come to the Poconos for extended vacations and resorts or hotels. More recent trends are to shorter stays, either day trips or weekends, with increased interest in shopping and recreation designations such as the Crossings and Camelback/Camelbeach.

Retail trade services contains 1492 acres. Much of this is found in downtown Stroudsburg and in the Route 611 corridor.

1155 industrial acres are found primarily along Route 447 in Stroud Township, the quarry land in Central Hamilton Township, and at Aventis Pasteur in Swiftwater.

The map of Agricultural, Forest and Vacant Parcels of 50 Acres or more shows a distribution throughout the Townships. Some of this land has been targeted for preservation, some for development. It is expected that preservation and development interests will continue to compete for available larger parcels. A major parcel of interest not highlighted on this map is the water company land on the Kittatinny Ridge.
Camelback/Camelbeach

Resorts
SECTION 3 – APPROVED AND PROPOSED DEVELOPMENTS

Approved and proposed developments are shown on the following map. The attached table indicates the name of the development and status. Some of the approved and existing developments can provide infill opportunities as discussed in Chapter 5, Land Use. Proposed developments are predominantly in Stroud Township, near Route 447, along Route 611, and south of the Borough.

Clustered Multiple Family Development at Blue Mountain Lake
<table>
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<th>NO</th>
<th>NAME</th>
<th>TYPE</th>
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<tr>
<td>1</td>
<td>26 lot Subdivision for Duplexes</td>
<td>Approved or Existing Major Developments</td>
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<td>2</td>
<td>50 Lot Subdivision</td>
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<td>3</td>
<td>5th St. Corporation Section 4</td>
<td>Approved or Existing Major Developments</td>
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<tr>
<td>4</td>
<td>6560 sf Restaurant -LDP APP</td>
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<td>5</td>
<td>79 lot SF Residential Subdivision</td>
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<td>6</td>
<td>84 lot Residential Subdivision</td>
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<td>7</td>
<td>9 lot Office Subdivision</td>
<td>Proposed Subdivisions / Land Developments</td>
</tr>
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<td>8</td>
<td>Alpine Lake</td>
<td>Approved or Existing Major Developments</td>
</tr>
<tr>
<td>9</td>
<td>Apartment Complex</td>
<td>Approved or Existing Major Developments</td>
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<td>10</td>
<td>Aspen Heights</td>
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<tr>
<td>11</td>
<td>Auto Repair/Retail</td>
<td>Approved or Existing Major Developments</td>
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<td>12</td>
<td>Aventis</td>
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<td>13</td>
<td>Barton Court Mobile Home Park</td>
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<td>Barton Glen</td>
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<td>Beaver Valley Estates</td>
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<td>17</td>
<td>Berties Green Acres</td>
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<td>18</td>
<td>Birchwood Resort</td>
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<td>Birnam Wood</td>
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<td>Blue Mountain Lake Phase II</td>
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<td>Blue Mountain Phase IX</td>
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<td>Blueberry Estates</td>
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<td>Cherry Lane Estates</td>
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<td>Crestwood</td>
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<td>Proposed Tannersville Factory Stores</td>
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<tr>
<td>111</td>
<td>Tanbark Acres</td>
<td>Approved or Existing Major Developments</td>
</tr>
<tr>
<td>NO</td>
<td>NAME</td>
<td>TYPE</td>
</tr>
<tr>
<td>----</td>
<td>----------------------</td>
<td>-------------------------------------------</td>
</tr>
<tr>
<td>112</td>
<td>Tara Hill</td>
<td>Approved or Existing Major Developments</td>
</tr>
<tr>
<td>113</td>
<td>The Laureis</td>
<td>Approved or Existing Major Developments</td>
</tr>
<tr>
<td>114</td>
<td>The Meadows</td>
<td>Approved or Existing Major Developments</td>
</tr>
<tr>
<td>115</td>
<td>The Woodlands</td>
<td>Approved or Existing Major Developments</td>
</tr>
<tr>
<td>116</td>
<td>The Woodlands</td>
<td>Approved or Existing Major Developments</td>
</tr>
<tr>
<td>117</td>
<td>Timber Ridge</td>
<td>Approved or Existing Major Developments</td>
</tr>
<tr>
<td>118</td>
<td>Van Buskirk</td>
<td>Approved or Existing Major Developments</td>
</tr>
<tr>
<td>119</td>
<td>Ve-Tech</td>
<td>Approved or Existing Major Developments</td>
</tr>
<tr>
<td>120</td>
<td>Arbor Woods</td>
<td>Approved or Existing Major Developments</td>
</tr>
<tr>
<td>121</td>
<td>White Oak</td>
<td>Approved or Existing Major Developments</td>
</tr>
<tr>
<td>122</td>
<td>White Oak Acres</td>
<td>Approved or Existing Major Developments</td>
</tr>
<tr>
<td>123</td>
<td>Wise</td>
<td>Approved or Existing Major Developments</td>
</tr>
<tr>
<td>124</td>
<td>Woodhills Estates</td>
<td>Approved or Existing Major Developments</td>
</tr>
<tr>
<td>125</td>
<td>Woods</td>
<td>Approved or Existing Major Developments</td>
</tr>
<tr>
<td>126</td>
<td>Woodwine Estates</td>
<td>Approved or Existing Major Developments</td>
</tr>
</tbody>
</table>
Proposed Site of Outlet Mall near Tannersville

Retail retrofit along Route 611 in Stroud Township

Stroud Mall
CHAPTER 6

ACCOMMODATION OF HOUSING IN THE REGION
SECTION 1 – GENERAL POLICIES IN THE HSPS REGION

The goal of this Plan is to meet the Pennsylvania Municipalities Planning Code (MPC) requirement to provide a plan to meet the housing needs of both existing and future residents of the Region. Opportunities will be provided for accommodating new housing in different dwelling types and at appropriate densities for households of all income levels. This will include providing for single family, two family, multi-family, and mobile home park housing, depending on zoning district and available infrastructure. Densities of development will also vary with the zoning district and available infrastructure.

While accommodating new housing, it is also intended to retain the existing character of the Region and of existing residential neighborhoods. Neighborhoods should be protected from adverse impacts of potentially incompatible uses. Increased owner occupancy of housing units is supported.

The housing available in the Region should be suitable, safe, and sound for residents. One approach is to encourage necessary maintenance, rehabilitation and renovation of the existing housing stock in need. This can be accomplished through adoption and enforcement of building, housing, and property maintenance codes.

Utilization of the existing housing stock is encouraged. New housing developments should be well-planned, attractive living environments. A variety of development options can be made available, such as conservation development, traditional and village patterns, and mixed use development.

A particular concern in the Region is to support housing alternatives for the elderly where consistent with the other goals and objectives of this Plan. This could include such projects as smaller-scale elderly housing units and retirement villages. Programs which help the elderly maintain and remain in their homes can be identified to those in need. Efforts of the Monroe County Area Agency on Aging can be supported when such efforts are consistent with the other policies of this plan.

While housing affordability issues typically reflect market conditions, municipalities can maintain building and housing codes which are reasonably based on protecting public health, safety and general welfare, and which do not contain provisions solely to increase the luxury of dwelling units. This is facilitated by use of the Uniform Construction Code. Excessive standards in municipal regulations can unnecessarily raise housing costs.
SECTION 2 – INCLUSION OF HOUSING TYPES

Adequate opportunity for diverse types and densities of housing will exist in the Region through zoning ordinances adopted pursuant to this Plan.

Policies for each land use category can not be definitively established at this time. The following list gives an idea of where different housing types could be accommodated. Specific policies will be established in municipal zoning ordinances, and may differ from this list.

<table>
<thead>
<tr>
<th>Type of Dwelling</th>
<th>Land Use Categories Where May Be Permitted</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single family detached dwellings</td>
<td>Rural, Rural/Recreation, Rural Conservation, Low Density Residential, Medium Density Residential, High Density Residential, Residential Growth, Village, Village Center, portions of Managed Corridor Development, unpreserved areas of Cherry Valley Preservation and Conservation II</td>
</tr>
<tr>
<td>Two Family Dwellings</td>
<td>Portions of Residential Growth, portions of Medium Density Residential, portions of Low Density Residential in Future Growth Areas, High Density Residential, Portions of Managed Corridor Development, portions of Rural/Recreation, portions of Village, Village Center – depending on zoning district</td>
</tr>
<tr>
<td>Multiple Family Units</td>
<td>Portions of Residential Growth, High Density Residential, portions of Low Density Residential in Future Growth Areas, apartments above first floor in Borough Center Mixed Use and portions of Managed Corridor Development, portions of Rural/Recreation, portions of Village, Village Center – depending on zoning district</td>
</tr>
<tr>
<td>Mobile Home Parks</td>
<td>Portions of Residential Growth, portions of Low Density Residential in Future Growth Areas – depending on zoning district</td>
</tr>
</tbody>
</table>

In the Townships, it is likely density ranges will be from one dwelling unit per two to four net acres to three to three and one-half dwelling units per net acre. The lowest densities would result where on-site sewage disposal and water supply are utilized. The highest densities would result where public sewer and water are utilized. Densities will vary by Township.
In the Borough, existing minimum lot sizes for single family dwellings range from 8500 square feet to 6000 square feet. For two family dwellings, minimum lot sizes range from 8000 square feet to 6000 square feet. The lot area per dwelling unit requirement for multiple family dwellings in High Density Residential zones is 2,500 square feet for buildings of 2.5 stories or less and 1,000 square feet for buildings of 2.5 to 4 stories. The Borough will review the land area requirements for buildings of 2.5 to 4 stories in particular, when it reviews its zoning ordinance.
SECTION 3 – LAND AREA REQUIREMENTS IN THE HSPS REGION

Table 6-1 indicates the projected population increase by municipality from 2000 to 2010, the average household size in 2000, the projected household increase using that average household size, and acreage requirements to accommodate that household increase under different assumptions as to minimum lot size. Table 6-2 presents the same information from 2010 to 2020.

The land area needed to accommodate projected households varies with the density of development. If all development occurred on 10,000 square feet lots, a density of 3.5 houses per acre would result. If all development occurred on 20,000 square feet lots, a density of 1.7 per acre would result, if all development occurred on one-acre lots, a density of 0.8 house per acre would result. If all development occurred on two-acre lots, a density of 0.4 house per acre would result. All developments assume twenty percent of developed land would be used for roads, utilities, open spaces and other land uses not included within lots.

For the entire Region, a population increase of 7409 is projected from 2000 to 2010. This results in a projected household increase of 2782, and acreage needs ranging from 795 to 6473. From 2010 to 2020, the projected population increase is 7440, household increase 2873, and acreage needs 801 to 6525.
### Table 6-1

**HAMilton, Stroud, and pocono Townships, and Stroudsburg Borough**  
**Monroe County**

**Household and Acreage Requirements 2000-2010**

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Projected Population Increase 2000-2010</th>
<th>Average Household Size</th>
<th>Projected Household Increase</th>
<th>Acreage Requirements Assuming 10,000 Sq.Ft. Lots</th>
<th>Acreage Requirements Assuming 20,000 Sq.Ft. Lots</th>
<th>Acreage Requirements Assuming 1 Acre Lots</th>
<th>Acreage Requirements Assuming 2 Acre Lots</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hamilton Township</td>
<td>1,550</td>
<td>2.64</td>
<td>587</td>
<td>168</td>
<td>345</td>
<td>734</td>
<td>1,468</td>
</tr>
<tr>
<td>Stroud Township</td>
<td>3,372</td>
<td>2.69</td>
<td>1,254</td>
<td>358</td>
<td>738</td>
<td>1,568</td>
<td>3,135</td>
</tr>
<tr>
<td>Pocono Township</td>
<td>2,043</td>
<td>2.73</td>
<td>748</td>
<td>214</td>
<td>440</td>
<td>935</td>
<td>1,870</td>
</tr>
<tr>
<td>Stroudsburg Borough</td>
<td>444</td>
<td>2.30</td>
<td>193</td>
<td>55</td>
<td>114</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Region</td>
<td>7,409</td>
<td>2.782</td>
<td>795</td>
<td>1,637</td>
<td>3,237</td>
<td>6,473</td>
<td></td>
</tr>
</tbody>
</table>

1 from Monroe County Planning Commission  
2 from 2000 Census Information  
-Assume 20% of tract will be devoted to uses other than lot areas  
-Assume Net densities of 3.5; 1.7, 0.8, and 0.4 dwelling units per acre, respectively.

### Table 6-2

**Household and Acreage Requirements 2010-2020**

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Projected Population Increase 2010-2020</th>
<th>Average Household Size</th>
<th>Projected Household Increase</th>
<th>Acreage Requirements Assuming 10,000 Sq.Ft. Lots</th>
<th>Acreage Requirements Assuming 20,000 Sq.Ft. Lots</th>
<th>Acreage Requirements Assuming 1 Acre Lots</th>
<th>Acreage Requirements Assuming 2 Acre Lots</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hamilton Township</td>
<td>1,550</td>
<td>2.64</td>
<td>587</td>
<td>168</td>
<td>345</td>
<td>734</td>
<td>1,468</td>
</tr>
<tr>
<td>Stroud Township</td>
<td>3,350</td>
<td>2.69</td>
<td>1,245</td>
<td>358</td>
<td>738</td>
<td>1,568</td>
<td>3,135</td>
</tr>
<tr>
<td>Pocono Township</td>
<td>2,100</td>
<td>2.73</td>
<td>769</td>
<td>220</td>
<td>452</td>
<td>961</td>
<td>1,922</td>
</tr>
<tr>
<td>Stroudsburg Borough</td>
<td>440</td>
<td>2.30</td>
<td>191</td>
<td>55</td>
<td>112</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Region</td>
<td>7,440</td>
<td>2.873</td>
<td>801</td>
<td>1,647</td>
<td>3,263</td>
<td>6,525</td>
<td></td>
</tr>
</tbody>
</table>

1 from Monroe County Planning Commission  
2 from 2000 Census Information  
-Assume 20% of tract will be devoted to uses other than lot areas  
-Assume Net densities of 3.5; 1.7, 0.8, and 0.4 dwelling units per acre, respectively.
If using the highest density of 3.5 dwelling units per acre, or 10,000 square foot lots, were applied throughout the Region, from 2000 to 2010 an additional 795 acres would be devoted to residential uses, and an additional 801 acres within the Region would be taken up by residential uses from 2010 to 2020. A total of an additional 1,596 acres throughout the entire Region would have to be dedicated for residential purposes over the twenty-year period to accommodate the projected population growth.

If the next highest density of 1.7 dwelling units per acre, or allowing 20,000 square foot lots, were applied throughout the Region, an additional 1,637 acres from 2000 to 2010 would be taken for residential purposes, and an additional 1,647 acres would be taken for residential purposes from 2010 to 2020. A total of an additional 3,284 acres throughout the Region would be developed for residential purposes over the next twenty years to accommodate the projected population growth.

If one-acre lots, with a net density of 0.8 dwelling unit per acre were allowed, an additional 3,237 acres from 2000 to 2010 would be used for residential purposes, and from 2010 to 2020 an additional 3,263 acres would be taken for residential purposes. A total of an additional 6,500 acres would need to be developed into residential uses over the twenty-year period to accommodate the projected population increase.

And finally, if the lowest density of a minimum of two-acre lots, or a net density of 0.4 dwelling unit per acre were applied, from 2000 to 2010 an additional 6,473 acres would be taken up for residential purposes, and from 2010 to 2020 an additional 6,525 acres would be developed for residential purposes throughout the Region. A total of 12,998 additional acres would be utilized for residential purposes throughout the entire Region.

The higher the density of development at which development occurs, the smaller the land consumption to accommodate that development. This results in larger amounts of land for other land uses and opportunities.

According to the Existing Land Use Map, the following acreages are included in Vacant, Agriculture, and Forest Categories:

<table>
<thead>
<tr>
<th>Category</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vacant</td>
<td>11,115</td>
</tr>
<tr>
<td>Agriculture</td>
<td>7,659</td>
</tr>
<tr>
<td>Forest</td>
<td>10,735</td>
</tr>
</tbody>
</table>

These are the existing land use categories most likely to accommodate growth in the Region in the future.
Vacant parcels can be further broken down as follows:

**TABLE 6-3**

**VACANT PARCELS IN HSPS REGION**

<table>
<thead>
<tr>
<th>Vacant Parcels</th>
<th>SIZE RANGE</th>
<th>TOTAL ACRES</th>
</tr>
</thead>
<tbody>
<tr>
<td>3410</td>
<td>less than 1.0004 acres</td>
<td>1,414.58</td>
</tr>
<tr>
<td>942</td>
<td>1.0013 to 2.0004 acres</td>
<td>1,237.86</td>
</tr>
<tr>
<td>479</td>
<td>2.0005 to 4.0004 acres</td>
<td>1,476.09</td>
</tr>
<tr>
<td>206</td>
<td>4.0005 to 7.0004 acres</td>
<td>1,425.95</td>
</tr>
<tr>
<td>109</td>
<td>7.0005 to 20.0004 acres</td>
<td>1,549.27</td>
</tr>
<tr>
<td>64</td>
<td>20.0005 to 50.0004 acres</td>
<td>2,045.38</td>
</tr>
<tr>
<td>24</td>
<td>More than 50 acres</td>
<td>1,966.52</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>5234</strong></td>
<td><strong>11,115.63</strong></td>
</tr>
</tbody>
</table>

Most vacant parcels are less than four acres in size. Many of these are undeveloped lots in approved subdivision plans. If all projected population and household increases from 2000 to 2020 were accommodated as single family housing on individual lots, 5655 lots would be necessary.
The following table 6-4 indicates by selected Future Land Use Plan Categories the acreage in Vacant, Agriculture, and Forest Existing Land Use Categories:

**TABLE 6-4**

**ACREAGE BY FUTURE LAND USE CATEGORY**

<table>
<thead>
<tr>
<th>Future Land Use Plan Category</th>
<th>Existing Land Use Category</th>
<th>Vacant</th>
<th>Agriculture</th>
<th>Forest</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural</td>
<td></td>
<td>3214</td>
<td>2149</td>
<td>1692</td>
<td>7055</td>
</tr>
<tr>
<td>Rural/Recreation</td>
<td></td>
<td>428</td>
<td>15</td>
<td>144</td>
<td>587</td>
</tr>
<tr>
<td>Rural Conservation</td>
<td></td>
<td>2329</td>
<td>1082</td>
<td>4336</td>
<td>7747</td>
</tr>
<tr>
<td>Low Density Residential</td>
<td></td>
<td>1615</td>
<td>646</td>
<td>1457</td>
<td>3718</td>
</tr>
<tr>
<td>Medium Density Residential</td>
<td></td>
<td>82</td>
<td>--</td>
<td>--</td>
<td>82</td>
</tr>
<tr>
<td>High Density Residential</td>
<td></td>
<td>2</td>
<td>--</td>
<td>--</td>
<td>2</td>
</tr>
<tr>
<td>Residential Growth</td>
<td></td>
<td>490</td>
<td>162</td>
<td>65</td>
<td>717</td>
</tr>
<tr>
<td>Village</td>
<td></td>
<td>142</td>
<td>93</td>
<td>48</td>
<td>283</td>
</tr>
<tr>
<td>Village Center</td>
<td></td>
<td>33</td>
<td>--</td>
<td>--</td>
<td>33</td>
</tr>
<tr>
<td>Managed Corridor Development</td>
<td></td>
<td>640</td>
<td>544</td>
<td>210</td>
<td>1394</td>
</tr>
<tr>
<td>Transit Oriented Development</td>
<td></td>
<td>14</td>
<td>168</td>
<td>--</td>
<td>182</td>
</tr>
</tbody>
</table>

While not all the vacant, agricultural, and forest land will not be available for development, either because of natural, legal, conservation and/or landowner reasons, it appears there is sufficient land set aside to accommodate projected growth in the Region.
CHAPTER 7

NATURAL, SCENIC, HISTORIC, AND CULTURAL RESOURCES
Natural, scenic, historic, and cultural resource planning is incorporated from the two regional open space and recreation plans prepared for the municipalities in the HSPS Region. Section 1 is a summary of the Goals, Objectives, and Recommendations of the HJP Open Space and Recreation Plan. That plan includes Hamilton and Pocono Townships. Section 2 contains the Open Space, Recreation, and Park Goals and Strategies for Action from the Stroud Area Regional Open Space and Recreation Plan. Stroud Township and the Borough of Stroudsburg were two of the participants in that Plan.

See also Chapter 13, Plan for the Reliable Supply of Water.
SECTION 1 – GOALS, OBJECTIVES, AND RECOMMENDATIONS OF HJP OPEN SPACE AND RECREATION PLAN

Goal 1 – Preserve the natural and cultural heritage of the HJP region.

Objective 1

Conserve the HJP Region's water resources through land and water conservation techniques.

Recommendations

1. **Work with landowners and land trusts to encourage the use of an array of land protection options including: conservation easements, land donations, and bargain sale of land to trusts or other conservation minded organizations.**
   - Open dialogues with the many hunting and fishing clubs and organizations aimed at insuring the continued protection/conservation of their land holdings.
   - Pursue open discussions with owners and organizations of campgrounds containing important resources (church camps, summer camps, special interest camps etc.).
   - Review land of landowners who approach the municipality with a conservation interest using a standard methodology and criteria to help prioritize potential acquisitions.

2. **Promote stewardship of the land to the public at large through educational programs and media channels.**
   - Develop an education and outreach program about resource protection focusing on open space preservation.
   - Invite local land trusts and conservation organizations into each municipality to provide educational programs and to introduce a local contact outside of municipal government.
   - Work with and/or support existing school programs addressing stewardship issues.
   - Work with and/or support local watershed organizations in their outreach efforts, e.g., the Brodhead Watershed Association and the newly form subgroup for the Cherry Creek Watershed.
• Consider creating an educational video via local media channels and the "GreenWorks.tv" network.

3. Provide greater public access to streams to enhance awareness and appreciation of these assets.

• Negotiate agreements with fishing clubs for access as they may choose to allow.

• Approach landowners of known swimming holes with a consideration of a provision for conservation easements, e.g., "Staddens".

4. Acquire key tracts of land.

• Contact the Pocono Mountain School District with regard to the possible future disposition of the site of the Tannersville Learning Center that was destroyed by fire and consider acquisition of the site for a village park and community center, for restoration of riparian corridor, flood plain protection, access to the Pocono Creek and potential trail development.

• Initiate an aggressive campaign to acquire key tracts of land as determined by the joint municipal committee set up for that purpose.

5. Use land protection ordinances to conserve land.

• Develop/enhance comprehensive planning, zoning and SALDO tools to increase environmental protection and green infrastructure:
  
  ▪ Consider implementation of recommendations contained in the Growing Greener audits conducted for each municipality.

  ▪ Consider implementation of recommendations contained in the Pocono Creek Pilot Study for stream corridor areas.

  ▪ Require very steep slopes (25% and greater) to remain in open space and limit development on steep slopes between 15% - 25% while requiring mitigation of potential impacts.

  ▪ Strengthen ordinances to protect ground water quality and supply.

  ▪ Encourage the protection of prime wooded areas and require replacement of mature trees eliminated by new construction.

• Consider stream buffers and groundwater analysis and planning.
6. Support conservation projects as identified in local watershed conservation plans.

- Advance projects identified in the Brodhead Watershed Conservation Plan completed in January 2002 and work with identified parties to achieve the same. The plan was approved by DCNR in August 2002, the watershed has been placed on the Pennsylvania Rivers Registry and projects are therefore eligible for associated Implementation and Acquisition funding.

- Participate in the process and help advance on-going conservation plans for the Cherry Creek watershed including the Cherry Creek Watershed Conservation Plan and the Nature Conservancy's habitat management and monitoring program for Cherry Valley.

- Continue to participate in the process and help advance the on-going Pocono Creek Pilot Study - Pocono and Hamilton Townships.

Objective 2

Conserve and protect the HJP Region's land and biotic resources through land and water conservation.

Recommendations

1. Use assistance and funding offered through the Financial Assistance Program of Monroe County and the Open Space Advisory Board (OSAB) to promote the development of resource protection ordinances.

   - Enact "Conservation Subdivision Design" through changes to municipal plans and ordinances as recommended in municipal Growing Greener audits. Require site analysis plan information

   - Strengthen floodplain, steep slope, and stream bank buffer ordinances.

   - Adopt tree protection ordinances.

   - Adopt mandatory dedication of open space and fee-in-lieu-of provisions.

   - Consider the use of transfer of development rights to conserve priority open space lands and foster the development of more compact Villages and Hamlets while also fostering traditional village design.

2. Adopt a map of potential conservation lands that identifies resource priorities and that can help guide future development.
3. **Work with land owners and land trusts to encourage the use of an array of land protection options including:**
   - Conservation easements.
   - Land donations.
   - Bargain sale of land-to-land trusts or other conservation-minded organizations.

4. **Acquire key tracts of land.**
   - Initiate an aggressive campaign to acquire key tracts of land as determined by the joint municipal committee set up for that purpose.
   - Develop a ranking system, application and review process and program for land acquisition and easements.

5. **Encourage participation in the Forest Legacy Program.**
   - Work with Monroe County Planning Commission on the Forest Legacy Program. This is a federal program similar to the Agricultural Preservation Program but focused on protection of forests and woodlands. The Legacy program offers funding for easements to preserve woodlands. Monroe County is new to the program and HIP should maintain contact with the County about how this region could participate.

*Objective 3*

**Develop policies and procedures for monitoring historic sites, structures and landmarks.**

**Recommendations**

1. **Conduct an update to the Historic Legacy report to determine status of historic sites and structures; and plan for updates at least every 10 years.**
   - Work with the Monroe County Planning Commission.
   - Involve the Monroe County Historical Association.

2. **Form a historic advisory board for HJP combined.**
   - Work with the State Historic Preservation Office (SHPO) to get started and seek case studies for operating.
Hill District in Stroudsburg

Quiet Valley Farm
• Develop a mission statement, goals and action plan for the short, medium and long range for historic preservation using this plan as a guideline.

  • Collaborate on projects such as trail development along historic routes as a way to advance historic and cultural resource protection and outreach in the community.

**Objective 4**

**Adopt zoning regulations to protect scenic and historic resources.**

**Recommendations**

1. **Adopt historic overlay zones in areas containing multiple historic resources.**
   • Villages and hamlets containing multiple historic resources include:
     o Sciota Village
     o Tannersville
     o Kellersville
     o Saylorsburg
     o Snydersville
     o Stormville
     o Bossardsville
   • Require enhanced review procedures before demolition or alteration of an historic building or site can occur.
   • Make provisions for additional complementary and appropriate uses to maintain and enhance historic village character.
   • Incorporate Village and Hamlet Design standards as appropriate.

2. **Adopt scenic/historic roads regulations.**
   • Prohibit billboards and apply appropriate restrictions to other signs in keeping with the scenic/historic character and reduce visual clutter through better signage ordinances.
Signs Along Route 33

Route 611
• Avoid road widening or realignments that detracts from the rural character or serves to promote increased speeds.

• Maintain roadways in an appropriate manner to preserve the inherent character.

• Encourage improved signage, landscaping, buffer areas, driveways, and lighting of commercial facilities accessible from arterial roadways.

3. **Plan and implement streetscape improvement projects in villages.**

   • Consider Route 611 corridor through Tannersville.
     
     o Mitigate negative visual effects of overhead utilities.

   • Consider relocating utility wires underground in key locations.

     o Work with utility companies.
Goal 2 – Establish a system of greenways to preserve, connect, and enhance HJP’s Green Infrastructure.

Objective 1

Develop plans for trails and greenways along priority natural and manmade corridors to protect resources and to connect and provide safe links between parks, schools, community areas, and neighborhoods.

Recommendations

1. Complete a Greenway Plan to examine an extension of the Brodhead, McMichael, and Pocono Creeks Greenways Plan recently completed for the Stroud Region into the HJP Region.
   - Examine linkage to Quiet Valley Historical Farm and the Godfrey Ridge Corridor.
   - Provide connection through Monroe County Conservation District lands and the Kettle Creek Nature Center.
   - Link to Big Pocono State Park and State Game Lands as terminal hubs in the Greenway Plan.

2. Complete a Greenway with trail plan for a route that ties to Big Pocono and the Village of Tannersville.
   - Connect with the Old Rail-Road Trail.
   - Provide a safe pedestrian crossing over Route 715.

3. Complete a Greenway Plan to examine the Cherry Creek and Godfrey Ridge corridors in order to insure the green infrastructure and the scenic quality of the Cherry Valley.
   - Coordinate with related regional efforts such as the Audubon Kittatinny Ridge project.
   - Examine linkage to the Appalachian Trail (an existing Millennium Greenway).

4. Examine opportunities and feasibility for long distance equestrian routes.
   - Work with local equestrians.
5. Encourage the development of a Pohopoco Ridge Trail through partnerships to protect and allow trail links on key Bethlehem Authority lands to link with state owned lands. Bethlehem Authority lands are already open to the public.

- Work with the Pennsylvania State Game Commission.
- Involve local land trusts.

6. Plan for historic/scenic routes.

- Develop plans for historic and scenic routes through roadway and trail plans to include wayfaring and identity signage and interpretive sites.
- Develop a plan for the Belmont Pike/Sullivan Trail historic route.
  - Involve the Monroe County Historical Association.
  - Coordinate with PennDOT.
- Develop a plan for the Cranberry Bog-Birchwood-Meisertown Drive and Cherry Valley Road scenic routes.
  - Involve the Monroe County Historical Association.
  - Coordinate with PennDOT.

Objective 2

Develop a pilot trail project to demonstrate success.

Recommendations

1. Select a trail section to develop based on a completed greenway plan to launch a pilot project.

2. Organize a "friends" group to support the trail.
Objective 3

Create a comprehensive greenway system that connects public and private conservation lands and parks with communities along natural and man-made linear corridors.

Recommendations

1. **Implement a program of local land use planning and acquisition of land or easements key to corridor preservation.**
   - Protect greenway riparian corridors along stream reaches of the Pocono Creek, McMichael Creek, Paradise Creek and Cherry Creek through local land planning regulations. Acquire key tracts along greenway riparian corridors especially those threatened by development pressures:
     - The Flats along Pocono Creek.
     - Site of Tannersville Learning Center.
   - Protect ridgetop lands that also serve to protect the Quiet Valley Living History Farm.
   - Protect lands that augment and build upon existing municipal parks and historic properties:
     - In the Sciota area near the Old Mill.
     - Mountain View Park.
   - Protect lands that tie Godfrey Ridge to Christ Hamilton Church properties.
   - Protect lands that augment and build upon Kettle Creek Natural area.
   - Protect lands that augment and build upon the Cranberry Bog natural area.
   - Protect lands that augment and build upon State Game Lands.
   - Protect lands that augment and build upon the Cherry Valley Priority Conservation Area.
   - Protect lands of the Pocono Creek and Paradise Creek headwaters areas.

2. **Explore and support opportunities to provide alternative modes of transportation especially the provision of off road trails.**

3. **Promote bicycle and pedestrian compatibility on all state and local roads.**
• Complete a Level of Service (LOS) study for bicycle and pedestrian compatibility on all state and local roads.

• Involve Bicycle and Pedestrian Coordinators at the state and regional level.

• Involve the County Traffic Safety Coordinator.

• Consider signed designation of important long-distance cycling routes through Cherry Valley.

• Request "Share the Road" and "Pedestrian Crossing" signage at appropriate locations.

• Conduct professionally facilitated "Traffic Calming" workshops to resolve conflicts with automobiles at key locations.

• Work with District Maintenance Manager to ensure that restriping of overlay projects is done in a favorable fashion.

4. **Promote the development of "greenways" along major stream corridors.**

• Develop a ranking system, application and review process, and program for land acquisition and conservation easements.

• Work with the Nature Conservancy to preserve remaining tracts in and around the Cranberry Bog in Tannersville.

• Work with the Nature Conservancy, Pocono Heritage Land Trust, and Monroe County Agricultural Preservation Board to preserve critical properties in the Cherry Valley.
Goal 3 – Conserve important farmland and scenic areas.

Objective 1

Conserve and protect agricultural lands through preservation efforts.

Recommendations

1. Support County and State Agricultural Preservation programs for high priority farmland and the purchase of agricultural easements.
   - Work with County Agricultural Land Preservation Board.
   - Work with County Planning Commission and Open Space Advisory Board.

2. Conduct an outreach campaign to increase visibility of conservation programs, benefits, and stewardship opportunities.
   - Distribute educational materials.
   - Contact potentially interested landowners.
   - Work with local land trusts.

3. Consider the use of Transferable Development Rights (TDR).
   - Conduct TDR feasibility study.
Goal 4 – Create a system of parks and recreation throughout the HJP region.

Objective 1

Provide adequate parkland to serve people throughout the HJP region.

Recommendations

1. Establish a standard of a minimum of 16 acres of parkland per thousand residents of each municipality.
   - Hamilton, Jackson, and Pocono Townships should adopt this standard in accordance with the Municipalities Planning Code in order to use it as a basis for the mandatory dedication of parkland.
   - Incorporate this standard into subsequent county, regional, and municipal plans.

2. Acquire parkland for active recreation to meet the minimum standard of 16 acres per thousand based on the 2020 population projections.
   - Acquire the following minimum acres of parkland:
     - Hamilton Township - 175 acres (or 154 acres with consideration of Schimpf property)
     - Pocono Township - 139 acres
   - Acquire lands contiguous to Hamilton Township Little League Field and Mountain View Park to expand these existing municipal parks.
   - Acquire land in Pocono Township along Pocono Creek to link the Tannersville Learning Center, Pocono Township Volunteer Company, and municipal building. Create a "town hub" area that unifies and connects the various existing uses and expands recreation facilities and use areas.
   - Acquire and develop no small parks. Acquire parkland of sufficient size (75+ acres) to develop community parks.
   - Acquire land for future recreation use that is to remain in reserve for future recreation needs.
3. Acquire a minimum of 200 acres of parkland for a regional park to meet the regional recreation needs.
   • Acquire land centrally located in the HJP region for a regional park. The park should have an athletic facility emphasis with a fitness and wellness theme.
   • Consider the development of an indoor community recreation center with a swimming pool. Such a major facility would require a feasibility study. The center would serve the HJP region and should be located at the regional park.

**Objective 2**

Develop future park sites to maximize recreation potential, respond to needs, and provide premiere public recreation areas.

Recommendations

1. Develop master plans for new parks and greenways.

2. Improve the safety, function, convenience, and aesthetics of park sites.

3. Provide additional outdoor recreation facilities to meet present and emerging needs.
   • Provide athletic fields and courts to meet the expanding needs of youth and adult leagues, recreation programs, and individuals.
   • Provide facilities that are popular with teens, such as in-line hockey rinks, skate parks, basketball courts, and trails for in-line skating and bicycling.
   • Provide facilities for lifetime recreation/leisure pursuits such as trails, volleyball courts, tennis courts, and picnic pavilions.

**Objective 3**

Promote protection of natural areas through the regional park system.

Recommendations

1. Protect parkland and other lands that provide access to natural areas.
   • Include natural areas within community and regional parks to provide for a balance of active and passive activities and areas.
• Work with state, federal, and non-profit agencies to protect lands contiguous to State Game Lands, the Appalachian Trail corridor, Kettle Creek Nature Center, the Cranberry Bog, and other natural lands.

• Preserve lands of the Cherry Valley, Cranberry Bog, stream corridors, and forestland through conservation easements, ordinance provisions, and other means.

2. **Include natural areas for recreation and environmental education in the HJP park system.**

• Provide access to stream corridors for fishing.

• Provide trails and greenways to connect natural areas, community destinations, and parks and provide for long distance recreation activities.

• Incorporate natural areas within community and regional parks for passive recreation activities, enjoying nature, and environmental education.

• Design future parks with nature. Protect and enhance natural resources, buffer sensitive natural resources, use native plant material, incorporate unique areas into park designs, and develop sites using Best Management Practices for erosion control and stormwater management.

**Objective 4**

**Promote trails and a regional greenway system to provide connected communities.**

**Recommendations**

1. **Seek land that extends existing trails, protects natural and manmade corridors, and provides a connected network of greenways and trails.**

   • Acquire land through access easements, acquisition, donation, or dedication that extend trails throughout the HJP region.

   • Develop greenways along stream corridors, which include riparian buffers to protect the water resource.

   • Consider regional trail connections in the development of park sites.
2. **Explore partnerships in the development of greenway and trail initiatives.**

   - Communicate with adjacent municipalities, state and local agencies, recreational sports clubs, and private landowners (camps and resorts) regarding regional trail initiatives.

   - Coordinate with the Pocono Mountains Vacation Bureau regarding trail initiatives.

   - Promote the health and wellness benefits of trail recreation through partnerships with health professionals through new alliances through Pennsylvania's State Health Improvement Program.
Goal 5 – Provide a parks and recreation management system rooted in partnerships under HJP.

Objective

Develop and implement an outreach program to develop public awareness and understanding of the benefit of open space and recreation as well as the benefit of the HJP alliance.

Recommendations

1. Establish an ongoing communication program to get the message out that HJP is focusing on land preservation.
   - Work with the Monroe County Planning Commission on this effort.
   - Include a full array of materials including a WEB site, newsletters, articles in the newspaper, face-to-face meetings, and focus groups.

2. Develop an orchestrated approach to meet with landowners and provide solid information to them about choices they have for their land rooted in preservation.
   - Work with local conservancies and land trusts to insure that private preservation organizations are working together and not competing for the same land.
   - Assemble a land preservation outreach "Masters Committee.” The Masters Committee would consist of a pool of individuals with expertise in dealing with all of the aspects of land preservation such as taxes, estate planning, land negotiation, life estates, land use planning, and other topics.
   - Work with target groups such as camps and resorts to get them into Clean and Green. Provide them with information about land preservation and how it could help them to achieve their own goals while protecting their cherished property from development.
Goal 6 – Establish stable, equitable funding to support open space and recreation.

Objective 1

Adopt a strategy to phase in HJP financial support for open space and recreation over the next five years.

Recommendations

1. Make a decision on how to get started. The choices are based on funding and ability to secure state grants.

2. Develop a funding strategy to phase in over the next ten years as a dedicated budget for HJP Parks and Recreation. Identify funding sources as follows:
   • Consider adding a half percent (1/2%) to the Earned Income Tax for Open Space in each township. Having this plan in place will help HJP make the case for this tax by showing the benefits of investing in open space and how open space will contribute to the preservation of this area.
   • Initiate county dedicated tax for the purpose of land preservation for the next five years.
   • In year six, switch the purpose of the tax away from land preservation, which should now be nearly complete and allocate it to system operations and maintenance.
   • Discuss financing partnerships with the MCPC and the school districts.
   • Orchestrate partnerships and sponsorships for special events.
   • Fees and charges should be instituted for cost recovery and field maintenance. Goal should be 30% of the budget minimum generated through fees and charges once programs and field use fees are instituted. Long term, the goal should be 50 to 60% cost recovery.

3. Explore floating a joint municipal bond issue for land preservation in the first five years and for park and trail planning, and facility development in years six to ten with ongoing bonds after that for development over the next several decades.

4. Consider installment purchase agreements with landowners.

Objective 2

Develop a ten-year capital improvements program for open space and recreation.
### SECTION 2 – STROUD AREA REGIONAL OPEN SPACE AND RECREATION PLAN

**SUMMARY OF GOAL STATEMENTS AND STRATEGIES FOR ACTION**

<table>
<thead>
<tr>
<th>Topics:</th>
<th>Goal Statements:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greenways &amp; Open Space</td>
<td>To acquire significant natural resource lands, parcels along stream corridors, and linear easements for perpetual open space conservation and linkage of land throughout the Stroud Area region.</td>
</tr>
<tr>
<td></td>
<td>To create a comprehensive system of greenways and open space that is accessible and inviting to many interests.</td>
</tr>
<tr>
<td></td>
<td>To create diversity, in greenway linkages by connecting urban streetscapes, scenic road corridors, abandoned rail-lines, natural resource lands, open space pockets, and cultural resources.</td>
</tr>
<tr>
<td>Agricultural Conservation</td>
<td>To promote farming as a viable industry in the region and protect farmland through preservation efforts.</td>
</tr>
<tr>
<td>Facilities:</td>
<td>To ensure that all public recreation facilities are accessible, inviting, well maintained, and safe.</td>
</tr>
<tr>
<td>Regional:</td>
<td>To coordinate, operate, and maintain an enhanced regional park system that meets the regional recreation needs of Stroud Area residents.</td>
</tr>
<tr>
<td>Neighborhood/Community:</td>
<td>To improve community and neighborhood parks, including expanded access to them.</td>
</tr>
<tr>
<td>Special Use:</td>
<td>To support the development of special use recreation facilities that are accessible to all Stroud Area residents, which may include: -- an outdoor amphitheater -- a centrally-located skateboarding park -- a year-round swimming pool facility</td>
</tr>
<tr>
<td>Transportation:</td>
<td>To provide safe and accessible routes of travel for pedestrians, bicyclists, and individuals with disabilities.</td>
</tr>
<tr>
<td>Programs &amp; Special Events:</td>
<td>To provide facilities and staff that support and enhance recreation and open space activities for all interests; ages, and abilities.</td>
</tr>
<tr>
<td>Funding &amp; Administration:</td>
<td>To build and maintain the Stroud Area open space and recreation system in an effective manner through qualified professional leadership.</td>
</tr>
<tr>
<td></td>
<td>To secure and manage fiscal resources and administrative partnerships, to expand all types of open space, recreation, and park opportunities needed to meet the changing needs of Stroud Area residents.</td>
</tr>
<tr>
<td>Community Awareness &amp; Involvement:</td>
<td>To utilize the strong volunteer base for support of cultural and recreational programming, fund-raising efforts, and maintenance of regional facilities.</td>
</tr>
<tr>
<td></td>
<td>To increase residents' awareness of current open space conservation efforts, available recreation activities and facilities, and volunteer opportunities.</td>
</tr>
<tr>
<td>Intergovernmental Cooperation:</td>
<td>To formalize regional Partnerships that support open space, parks, and recreation.</td>
</tr>
</tbody>
</table>
## Greenways and Open Space Conservation

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Priority</th>
<th>Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Purchase the GPU property in Stroudsburg Borough.</td>
<td>H</td>
<td>Stroudsburg Borough</td>
</tr>
<tr>
<td>2. Purchase the Shiffer property in Stroudsburg Borough.</td>
<td>H</td>
<td>Stroudsburg Borough</td>
</tr>
<tr>
<td>3. Promote the use of “Growing Greener” conservation subdivision design techniques as part of subdivision and land development on a parcel by parcel basis.</td>
<td>H</td>
<td>Stroud Township</td>
</tr>
<tr>
<td>4. Build upon the Open Space, Greenways and Park Concept map to develop and adopt a Green Infrastructure Map for the region that will guide future development.</td>
<td>H</td>
<td>Stroud; Stroudsburg; East Stroudsburg</td>
</tr>
<tr>
<td>5. Implement an ambitious acquisition program with associated funding. Potential properties or portions thereof to be purchased as part of the regional open space system may include, but are not limited to: GPU, Shiffer, Walker, Wicks, Stish and adjoining properties, Peeney, along Brodhead Creek, north of Dansbury Park, Knights of Columbus.</td>
<td>H</td>
<td>Stroud; Stroudsburg; East Stroudsburg; County Open Space Board</td>
</tr>
<tr>
<td>6. Complete a Greenway Plan to examine the Brodhead, McMichael, and Pocono Creek Greenways, in connection with the County-wide Plan.</td>
<td>H</td>
<td>Stroud Township; Stroudsburg; East Stroudsburg</td>
</tr>
<tr>
<td>7. Continue an ongoing Greenway Committee as created for the Brodhead, Pocono and McMichael Creek Greenway Plan.</td>
<td>H</td>
<td>Brodhead, Pocono, McMichael Greenway Committee</td>
</tr>
<tr>
<td>8. Building upon the Brodhead, Pocono, and McMichael Creeks Greenways Plan, develop a Master Plan for the Main Street/McMichael Creek Walk Trail. Incorporate picnic areas, public art displays, and exercise stations.</td>
<td>H</td>
<td>Brodhead Watershed Association; Stroud Township</td>
</tr>
<tr>
<td>9. Assist in the development of the Monroe County Natural Treasures Registry.</td>
<td>H</td>
<td>Stroud Township, Stroudsburg, East Stroudsburg</td>
</tr>
<tr>
<td>10. Complete a conservation plan for Cherry Creek.</td>
<td>H</td>
<td>Stroud Township</td>
</tr>
<tr>
<td>11. Explore opportunities to provide access to the McMichael Creek Conservation Lands.</td>
<td>H</td>
<td>Stroud Township</td>
</tr>
<tr>
<td>12. Amend the Stroud Township Subdivision and Land Development Ordinance to incorporate the principals of conservation and subdivision design as suggested by the Natural Lands Trust Audit Report.</td>
<td>H</td>
<td>Stroud Township</td>
</tr>
<tr>
<td>13. Complete a Regional Land Use Plan that includes support for a regional open space system.</td>
<td>H</td>
<td>Stroud Township, Stroudsburg, East Stroudsburg</td>
</tr>
<tr>
<td>14. Develop a natural open space management plan for all undeveloped municipal land in the region. Consult a naturalist during development and implementation.</td>
<td>M</td>
<td>Regional Open Space Committee; Brodhead, McMichael, Pocono Creeks Greenway Committee</td>
</tr>
<tr>
<td>15. Develop a streambank restoration plan for the region in conjunction with the Brodhead Watershed Association.</td>
<td>M</td>
<td>Brodhead Watershed Association; ROSARC</td>
</tr>
<tr>
<td>16. Building upon the recent update to the County Natural Areas inventory, complete a detailed inventory for the Stroud Region.</td>
<td>M</td>
<td>Stroud Township; Stroudsburg; East Stroudsburg</td>
</tr>
</tbody>
</table>
### GREENWAYS AND OPEN SPACE CONSERVATION

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Priority</th>
<th>Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td>17.</td>
<td>Upon approval of the Main Street/McMichael Creek Master Plan, begin implementation of the Main Street/McMichael Creek Master Plan.</td>
<td>M</td>
</tr>
<tr>
<td>18.</td>
<td>Annually update the open space lands map developed as part of this Plan.</td>
<td>M</td>
</tr>
<tr>
<td>19.</td>
<td>Actively undertake a program for the enhancement of wildlife habitat within municipally-owned open space. This could include nesting boxes for birds and small mammals.</td>
<td>L</td>
</tr>
<tr>
<td>20.</td>
<td>Explore the possibility of transfer of development rights to simultaneously conserve high priority open space areas and promote denser development. Designate appropriate sending and receiving areas within the region.</td>
<td>L</td>
</tr>
<tr>
<td>Strategy</td>
<td>Priority</td>
<td>Partners</td>
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<tr>
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</tr>
<tr>
<td>1. Actively promote and support the County and State Agricultural Preservation Programs for high priority agricultural lands.</td>
<td>H</td>
<td>Stroud Township, Monroe County</td>
</tr>
<tr>
<td>2. Help to increase visibility of the Pocono Heritage Land Trust and refer interested landowners to the organization.</td>
<td>H</td>
<td>Stroud Township, Pocono Heritage Land Trust</td>
</tr>
<tr>
<td>3. Identify opportunities to work with other groups to explore possibilities for agricultural land preservation, natural resource conservation, and the development of trail/greenway connections.</td>
<td>H</td>
<td>Regional Open Space Committee</td>
</tr>
<tr>
<td>4. Explore the possibility of running an agricultural preservation workshop for interested landowners.</td>
<td>M</td>
<td>Monroe County, Pocono Heritage Land Trust, Stroud Township, ROSARC</td>
</tr>
<tr>
<td>5. Distribute information on land protection options to local landowners.</td>
<td>M</td>
<td>ROSARC</td>
</tr>
<tr>
<td>6. Coordinate with other agencies to identify property owners of key agricultural lands and approach them regarding their participation in preservation programs.</td>
<td>L</td>
<td>ROSARC</td>
</tr>
<tr>
<td>Strategy</td>
<td>Priority</td>
<td>Partners</td>
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<tr>
<td>----------</td>
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</tr>
<tr>
<td>1. Require master site development plans prior to the development of parks and recreation facilities.</td>
<td>H</td>
<td>Stroud Township; Stroudsburg; East Stroudsburg</td>
</tr>
<tr>
<td>2. Provide adequate access to trails through conveniently located trail heads that include the appropriate facilities.</td>
<td>H</td>
<td>Stroud Township; Stroudsburg; East Stroudsburg; ROSARC</td>
</tr>
<tr>
<td>3. Link downtown areas to greenways by pedestrian and bicycle trails</td>
<td>H</td>
<td>ROSARC; Brodhead, McMichael, and Pocono Creeks Greenways Plan</td>
</tr>
<tr>
<td>4. Support the development of a bridge over Brodhead Creek at Glen Park, as recommended in the County Open Space Plan. This high-profile project will increase the visibility of successful development of the Brodhead Greenway.</td>
<td>H</td>
<td>Monroe County</td>
</tr>
<tr>
<td>5. Evaluate the feasibility of developing a regional recreation facility on the Christman property along Route 191.</td>
<td>H</td>
<td>ROSARC, Stroud Township, County</td>
</tr>
<tr>
<td>6. Develop stream access points along Brodhead Creek, including handicap accessible fishing areas.</td>
<td>M</td>
<td>Brodhead, McMichael, Pocono Creek Greenways Committee; ROSARC</td>
</tr>
<tr>
<td>7. Connect trails to other existing and proposed trail systems.</td>
<td>M</td>
<td>ROSARC</td>
</tr>
<tr>
<td>8. Plan for and construct a local outdoor amphitheater.</td>
<td>L</td>
<td>ROSARC</td>
</tr>
<tr>
<td>9. Work to provide outdoor recreation facilities that will meet activity needs in the region.</td>
<td>L</td>
<td>ROSARC</td>
</tr>
<tr>
<td>10. Develop a year-round indoor swimming pool that is available to residents. This could be through ESU, YMCA, or a community pool.</td>
<td>L</td>
<td>East Stroudsburg University, YMCA</td>
</tr>
<tr>
<td>11. Consider development of a skate park.</td>
<td>L</td>
<td>Stroud Township, Stroudsburg, East Stroudsburg</td>
</tr>
<tr>
<td>12. Construct sports fields to meet active recreation needs. Partner with local sports organizations, ESU, YMCA, schools, etc.</td>
<td>L</td>
<td>Stroud Township; Stroudsburg; East Stroudsburg; School District; YMCA; East Stroudsburg University</td>
</tr>
<tr>
<td>13. Evaluate the feasibility of purchasing and operating existing golf courses as community resources and revenue generators.</td>
<td>L</td>
<td>Stroud Township; Stroudsburg; East Stroudsburg</td>
</tr>
<tr>
<td>14. Develop community gardens at various sites throughout the region (i.e., Albertson Park).</td>
<td>L</td>
<td>local volunteer organizations; ROSARC</td>
</tr>
<tr>
<td>15. Establish a “natural” playground for children. See <a href="http://www.earthplay.net">www.earthplay.net</a> for additional information.</td>
<td>L</td>
<td>ROSARC</td>
</tr>
<tr>
<td>16. Develop appropriate trail areas for use by mountain bikes.</td>
<td>L</td>
<td>Stroud Township; ROSARC</td>
</tr>
<tr>
<td>17. Conduct a feasibility study to evaluate the possibility of creating a regional community center.</td>
<td>L</td>
<td>Stroud Township; Stroudsburg, East Stroudsburg</td>
</tr>
<tr>
<td>18. In conjunction with other organizations, consider the development of a performing arts theater.</td>
<td>L</td>
<td>Local organizations; ROSARC</td>
</tr>
</tbody>
</table>
## FACILITIES

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Priority</th>
<th>Partners</th>
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<tbody>
<tr>
<td>19.</td>
<td>L</td>
<td>ROSARC</td>
</tr>
<tr>
<td>20.</td>
<td>L</td>
<td>ROSARC; local organizations</td>
</tr>
</tbody>
</table>
## TRANSPORTATION

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Priority</th>
<th>Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Conduct a bicycle system feasibility study for the region (including Cherry Valley Road, Clearview Road, Hickory Valley Road, and Route 191). Potential on-street locations should be evaluated for their bicycle level of service factor.</td>
<td>H</td>
<td>ROSARC; Stroud Township; Stroudsburg; East Stroudsburg</td>
</tr>
<tr>
<td>2. Promote bicycle and pedestrian compatibility on all local roadways, including the implementation of traffic-calming techniques.</td>
<td>H</td>
<td>ROSARC; Stroud Township; Stroudsburg; East Stroudsburg</td>
</tr>
<tr>
<td>3. Continually explore opportunities for providing alternative modes of transportation.</td>
<td>H</td>
<td>ROSARC; Stroud Township; Stroudsburg; East Stroudsburg</td>
</tr>
<tr>
<td>4. Prepare a master plan for Route 611’s enhanced streetscape (trees, sidewalks, and pedestrian amenities.)</td>
<td>M</td>
<td>Stroud Township</td>
</tr>
<tr>
<td>5. Develop bicycle trails connecting urban areas to the Cherry Valley area.</td>
<td>M</td>
<td>ROSARC; Stroud Township; Stroudsburg; East Stroudsburg</td>
</tr>
<tr>
<td>6. Plan routes and diagrams for walking tours throughout the region.</td>
<td>L</td>
<td>ROSARC; local organizations</td>
</tr>
</tbody>
</table>
### PROGRAMS AND SPECIAL EVENTS

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Priority</th>
<th>Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Encourage the YMCA and other local recreation providers to meet the residents’ recreation activity needs (including riverwalk development).</td>
<td>H</td>
</tr>
<tr>
<td>2</td>
<td>Create fundraisers and special events to support greenway development.</td>
<td>H</td>
</tr>
<tr>
<td>3</td>
<td>Work to provide recreation facilities and activities for teenagers in the region.</td>
<td>H</td>
</tr>
<tr>
<td>4</td>
<td>Offer regional special events (concerts, walking tours, bike tours, cleanups, etc.)</td>
<td>M</td>
</tr>
</tbody>
</table>
### FUNDING AND ADMINISTRATION

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Priority</th>
<th>Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Develop a policy for creating an endowment for the purchase of open space</td>
<td>H</td>
<td>ROSARC, Stroud Township, Stroudsburg; East Stroudsburg</td>
</tr>
<tr>
<td>2. Explore the possibilities presented by Act 153 of 1996 authorizing the levying of taxes for financing the purchase of open space.</td>
<td>H</td>
<td>Stroud Township</td>
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<tr>
<td>3. Evaluate the possibility of adding an open space district to existing codes.</td>
<td>H</td>
<td>Stroud Township; Stroudsburg; East Stroudsburg</td>
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<tr>
<td>4. Explore mechanisms for residents to voluntarily contribute to a non-profit open space and recreation organization (i.e., Friends of the Park)</td>
<td>M</td>
<td>ROSARC; Stroud Township; Stroudsburg; East Stroudsburg</td>
</tr>
<tr>
<td>5. Require, by ordinance, the completion of an Open Space, Recreation, and Parks Plan every ten years and its use as a tool for planning and development.</td>
<td>M</td>
<td>Stroud Township; Stroudsburg; East Stroudsburg</td>
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<tr>
<td>Strategy</td>
<td>Priority</td>
<td>Partners</td>
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<tr>
<td>1. Ensure the continuation of a successful public input process in future open space planning efforts (public meetings, focus group meetings).</td>
<td>H</td>
<td>ROSARC</td>
</tr>
<tr>
<td>2. Continue the Regional Open Space Committee as the Open Space and Recreation Plan is implemented.</td>
<td>H</td>
<td>Stroud Township; Stroudsburg; East Stroudsburg</td>
</tr>
<tr>
<td>3. Distribute periodic press releases on open space and recreation efforts.</td>
<td>H</td>
<td>ROSARC; Stroud Township; Stroudsburg; East Stroudsburg</td>
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<tr>
<td>4. Post information on open space and recreation to the Township’s and Boroughs’ web sites and to other information sources.</td>
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<td>Stroud Township; Stroudsburg; East Stroudsburg</td>
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<tr>
<td>5. Develop directional and informational signs for open space and recreation lands.</td>
<td>M</td>
<td>ROSARC; Stroud Township; Stroudsburg; East Stroudsburg</td>
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<tr>
<td>6. Develop an appropriately disseminated park facilities brochure.</td>
<td>M</td>
<td>ROSARC</td>
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<tr>
<td>7. Utilize ESU students, staff, and faculty as both volunteers and paid staff (planning and internships).</td>
<td>M</td>
<td>ROSARC; Stroud Township; Stroudsburg; East Stroudsburg</td>
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<tr>
<td>8. Create a master list of existing volunteer groups and potential services provided.</td>
<td>L</td>
<td>ROSARC</td>
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<tr>
<td>9. Create a formal volunteer system to identify volunteer projects and resources.</td>
<td>L</td>
<td>ROSARC</td>
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<tr>
<td>10. Develop a web site to distribute information on local open space efforts, recreation activities, and special events.</td>
<td>L</td>
<td>ROSARC</td>
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<tr>
<td>11. Develop a brochure for bicycle routes that describes the routes, difficulty ratings, and trail qualities.</td>
<td>L</td>
<td>ROSARC; local organizations</td>
</tr>
<tr>
<td>12. Promote the theme of “Forever Green”, identified in the Monroe County Open Space Plan.</td>
<td>L</td>
<td>ROSARC; Stroud Township; Stroudsburg; East Stroudsburg</td>
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<tr>
<td>13. Develop a mechanism for tracking facility usage and collecting feedback from residents.</td>
<td>L</td>
<td>ROSARC; Stroud Township; Stroudsburg; East Stroudsburg</td>
</tr>
</tbody>
</table>
### INTERGOVERNMENTAL COOPERATION

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Priority</th>
<th>Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Conduct a DCNR Peer to Peer Study to explore the possibility of establishing a Regional Open Space and Recreation Partnership.</td>
<td>H</td>
<td>Stroud Township; Stroudsburg; East Stroudsburg</td>
</tr>
<tr>
<td>2. Formalize existing intergovernmental agreements related to open space, recreation and parks.</td>
<td>H</td>
<td>Stroud Township; Stroudsburg; East Stroudsburg; School Districts</td>
</tr>
<tr>
<td>3. Identify, develop, and foster cooperative relationships with surrounding municipalities to work toward the creation of a regional greenway and trail system that stretches beyond the Stroud Area.</td>
<td>H</td>
<td>Stroud Township; Stroudsburg; East Stroudsburg</td>
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</tbody>
</table>
| 4. Continue communication and cooperation with the surrounding municipalities and the County as the Plan is implemented. Opportunities may include:  
- joint acquisitions (i.e., McMichael Creek conservation lands with Hamilton Township)  
- regional open space and recreation newsletter/web site  
- implementation of a regional trail system irrespective of municipal boundaries. | H | Stroud Township; Stroudsburg; East Stroudsburg |
CHAPTER 8

TRANSPORTATION
SECTION 1 – INTRODUCTION

The Regional Planning Committee views transportation as one of, it not the most, critical issues facing the HSPS Region. As residential and commercial development continues to occur, traffic volumes increase, and minimal improvements are made to the transportation system which has served the Region for decades, congestion increases. This decreases the quality of life for residents, can affect tourism, and can negatively impact existing employers and decisions to locate in the Region. Addressing transportation issues has important ramifications for the Region:

• It increases the quality of life for the Region’s residents by facilitating circulation throughout the Region and making travel safer.

• Attractiveness of the Region to tourists can be enhanced if congestion is mitigated; and, the scenic quality of scenic roads is maintained.

• A well-functioning multi-modal transportation system consisting of freight rail, the roadway system, transit systems, and pedestrian and bicycle systems can support optimum economic development.

The deteriorating transportation situation is put in context by the following statements in Monroe 2020:

“Monroe County’s challenge is to work with PENNDOT in formulating a county-wide system plan for transportation (including new bicycle and pedestrian opportunities) that supports the centers and corridors concept. Road planning should emphasize increasing and protecting capacity on the existing alignments.

Apart from the Marshalls Creek Bypass, it is unlikely that any proposals for major new highways would figure prominently in such a plan because of topographic and funding constraints. Transit planning should seek to improve service to and in the centers, to integrate long distance rail and bus systems, and to support commuter lines with service between stations and neighborhoods.”

Monroe County, PENNDOT, developers, and the municipalities will have to work together to improve the existing transportation system, while promoting pedestrian, bicycle, and transit alternatives to typical motor vehicle travel.

Land use and transportation are forever intertwined. Land use patterns influence the demand on the transportation system, and the available transportation system affects land use policies. It is of value to repeat some of the Basic Principles Regarding Future Development set forth in Chapter 2:

• Growth will be managed and directed to designated growth areas

• Existing centers in the Region will be enhanced and infilled
• Road corridors will be managed to mitigate or avoid congestion
• Alternatives to automobile traffic will be enhanced
• Walkability in the Region will be improved and incorporated into development
• Mixed use will be emphasized
• Use of public sewer and water and systems with resulting compact development patterns will be encouraged
• Developers will be expected to address the transportation and recreation impacts of these developments through the making of necessary improvements and/or payment of fees.

If existing centers are enhanced and infilled and mixed use is emphasized, vehicular trip reduction can be realized. These two policies, plus directing growth to designated growth areas, and encouraging compact development patterns, may enhance the feasibility of expanded transit systems.

Through Open Space and Recreation planning and Greenway planning, municipalities are working toward providing pedestrian and bicycle alternatives. A large burden, however, must fall on developers:

• Developers must analyze the impacts of their developments and address the impacts of these developments through road improvements and/or financial contributions.
• Developers must incorporate alternative modes of travel into their developments.
• Developers must incorporate access management techniques into their developments, based upon municipal ordinances and requirements, with support from PENNDOT.

The Borough Center Mixed Use, Village, and Village Center concepts in the Future Land Use Plan reinforce the concept of mixed use. The Transit Oriented Development area along Route 191/447 near the proposed train station at Analomink would be a mixed use area at a multi-modal node.

Managed Corridor Development is indicated along the Route 611 and 209 corridors. Mixed use development will occur. In some areas it will be a mix of commercial and residential development. In other areas it will be a mix of non-residential development. The Route 611 corridor is already severely congested, and future remedial projects will be intended to address that congestion. Congestion in the Route 209 corridor in the HSPS Region is generally less, and access management techniques will be applied. Alternatives to big box retail, such as office and flex business development, are appropriate and will be encouraged in appropriate locations as an alternative to intensive retail operations and the resulting intensive traffic impacts.
SECTION 2 – OUTLINE OF ELEMENTS OF HSPS REGIONAL TRANSPORTATION APPROACH

1. Land Use Policies
   a. Public land acquisition, open space preservation, and agricultural, forest land and other conservation easements reduce the amount of land available for development.
   b. Limiting designated growth areas to areas which are or can readily be served by public sewer can concentrate development making alternative transportation needs more feasible as well as result in reduced trips in areas with roads not suited for higher traffic volumes and without alternative travel modes.
   c. Reducing density of development outside growth areas can reduce trips in areas with roads not suited for higher traffic volumes and without alternative travel modes.
      (1) Apply conservation development/net out/open space requirements in zoning ordinances
      (2) Apply density reductions/lot size reductions in zoning districts
   d. Consider merits of transfer of development rights from Rural, Rural/Recreation, and Rural Conservation areas to designated growth areas
   e. Encourage development within existing centers with mixed use within and among buildings (to reduce vehicle trips), multi-modal travel, and pedestrian and bicycle scale possibilities, including Stroudsburg, Tannersville, Saylorsburg areas and Bartonsville, Swiftwater, Sciota, Snydersville, and Hamilton Station.

2. Public Sewer and Water Policies
   a. Coordinate public and sewer extensions with designated growth areas to concentrate development.
   b. Consider density bonuses for utilization of public sewer and water in designated growth areas to concentrate development.
   c. Limit or eliminate density bonuses for community sewer and water facilities outside of designated growth areas or areas which are not likely future public sewer and water service areas, to help concentrate development.
3. Require developers to pay their way
   a. Require on-site improvements and frontage improvements
   b. Consider traffic impact fee studies and ordinances on an individual and/or multi-
      municipal basis. (See Appendix 6 for an outline of the process.)
   c. Consider charging of traffic impact fees

4. Foster Trip Reduction through Land Use Policies
   a. Encourage Mixed Use – Residential/retail/employment mixed within and/or
      among buildings where appropriate in centers and corridors.
   b. Balance retail/office/industrial uses in centers and corridors, to retain vitality but
      avoid concentrations of solely retail uses.
   c. Foster Congestion Management strategies
      (1) Encourage and/or require employers to institute employee trip reduction
          plans
      (2) Consider Transportation Management Associations of municipalities and
          businesses, particularly in Route 611, Route 209, Route 715, Route 191, and
          Route 447 corridors and in Stroudsburg Borough, in which employers
          will consider
               (a) Encouraging carpooling and public transit use, including subsidies
                   of employees
               (b) Staggering work hours
               (c) Encouraging bicycle and pedestrian travel
               (d) Funding Paratransit/van pool operations
      (3) Encourage telecommuting by employees
   d. Support Transit Oriented Development
      (1) At vicinity of potential Analomink rail station, permit mixed higher-
          density residential/commercial/office uses
      (2) Permit mixed use development at MCTA transit hubs in the Borough and
          villages
5. Support Alternative Travel Systems
   a. Passenger rail service to the Region
   b. Enhanced pedestrian and bicycle systems through trail, sidewalk and pavement planning
   c. Enhanced bus service by MCTA, including:
      (1) Additional routes
      (2) Increased service frequency
      (3) Express bus service
      (4) Shuttle services
      (5) Improved information to users
      (6) More bus pullouts and shelters
      (7) Shelter improvements
      (8) User friendly payment methods

6. Institute Traffic Calming on routes where through traffic is not encouraged
   a. Active speed reduction (physical changes)
   b. Passive speed reduction (signage)
   c. Streetside design

7. Apply Corridor Management in 611, 715 West, 209-Hamilton South, Route 191, Route 447, and Main Street corridors, with support from PENNDOT.
   a. Access management techniques
      (1) Establish intersection design/spacing and driveway design standards
      (2) Reduce the number of entrances to roads, and encourage shared access to properties or interconnected properties.
      (3) Consider installation of medians where appropriate.
Lack of Access Management in Snydersville

Route 611 in Tannersville
(4) Require traffic impact studies for new developments, and master planning for large tracts of land.

(5) Ensure adequate parking lot/internal circulation design in developments.

(6) Redesign existing strip development areas.

(7) Utilize left and right turn lanes where appropriate.

(8) Utilize acceleration and deceleration lanes where appropriate.

(9) Signalize high volume driveways.

(10) Prohibit inappropriate turning movements.

(11) Require common service roads for commercial development.

b. Corridor Overlay zoning which incorporates:

   (1) Access management standards

   (2) Enhanced design/landscaping/signage requirements

   c. Consideration of Transportation Development Districts for Route 611, Route 715 West, and Route 209

   d. Optimize and coordinate traffic signal timing along Route 611

8. Work to secure sufficient and enhanced Park and Ride facilities at rail and bus hubs

9. After analysis of the impact of the new parking garage and changes to parking meter policies, consider additional appropriate parking management techniques in Stroudsburg Borough to increase parking opportunities as needed. Some of the approaches which can be used are:

   a. Shared parking (multiple users sharing a parking facility)

   b. Consolidation of private parking areas

   c. Monitoring needs for additional public facilities

---

1 The Transportation Partnership Act (Act 47 of 1985, as amended) allows municipalities to create Transportation Development Districts to assist in the financing of transportation facilities and services. Roads, railroads, and public transit are eligible. If municipalities propose a district, property owners who represent more than a 50 percent of the assessed valuation within a proposed district must be in favor of the district. The creation of the Transportation Development District allows municipalities to impose assessments upon benefited properties within that District to construct transportation improvements.
d. Minimize driveway design which eliminates on-street spaces

e. Provision for bicycle parking

f. Parking facility design standards

g. Off-site parking options to required parking (rather than require parking on site, allow parking to be provided at an accessible location off site)

h. Fee-in-lieu of parking spaces as option (rather than require off-street parking, permit a contribution to a fund to be used to provide public parking facilities within the Borough)

i. Landscaping requirements

j. Coordinated design of adjoining parking

k. Meter policies

l. Public/private cooperation

m. Prime space policies to increase availability to patrons

n. Signage for identification of and directions to facilities

10. Support Regional transportation improvements

a. Safe 80 Program and I-80 improvement study from Delaware Water Gap to I-380, including:
   (1) redesign and ramp reconstruction through Stroudsburg
   (2) construction of complete interchange at Exit 47

b. Improvements in Mount Pocono area (Five Points improvement)

c. Trip reduction strategies for major employers in Route 611 corridor

11. Utilize 12 year transportation program to complete essential projects

a. Route 611 improvements from Scotrun to Swiftwater

b. Route 611 improvements from Phillip Street to north of the Ninth Street Interchange

c. Route 191/Chipperfield Drive/Stokes Avenue intersection improvements
Split I-80 Interchange in Stroud Township

Future Connection of Chipperfield Drive to Route 611
Through School Complex and Pocono Commons
d. Study of and improvements to I-80 interchanges in Pocono Township

e. Bridge replacements/improvements

1. County Bridge #12 (Metzgar Road)
2. County Bridge #8 (Foundry Road)
3. County Bridge #9 (Bush Lane)
4. T-420 (Croasdale Road)
5. T-410 (Lessig Lane)
6. T-221 (Strawberry Hill Road)
7. T-850 (White Street)
8. T-385 (Middle Road)
9. 7th Street over I-80
10. Old Sullivan Trail over Pocono Creek
11. Bridge Street

f. Installation of median barrier on Route 33 and Traffic Route 209 from the Northampton County line north to their termini with Route 611 and I-80

12. Implement Stroudsburg Transportation Plan in process

a. Analysis of downtown circulation patterns of all modes and recommendations for transportation infrastructure

b. 7th and Main Streets design

c. Design of area between 9th and 10th on Main St.

d. Design of Lower Main/Five Points Intersection at Rt. 209 and Route 191

13. Implement Comprehensive Traffic Study in Stroud Township of 1998, as amended by the Board of Supervisors pursuant to the on-going Route 611 study north of Phillips Street; negotiated improvements with developers near Wigwam Park and Frantz Roads at 611 and other locations; the Route 611 Congested Corridor Study; and other studies and projects authorized by the Board.

a. Short-term Implementation Plan

b. Medium-term Implementation Plan

c. Long-Term Implementation Plan

d. Route 611 Corridor Intersection Improvements

14. Implement PA Department of Transportation Route 611 Congested Corridor Impact Study
15. Use Official Map/Right-of-way Acquisition to facilitate improvements by placing improvements on official maps and beginning to acquire necessary rights-of-way

16. Implement Capital Improvements Plans for Transportation projects

17. Discourage curb cuts over sidewalks in mixed use areas, such as on Main Street in downtown Stroudsburg, where pedestrian activity is high, in order to limit pedestrian/vehicular conflicts

18. Implement recommended program for pedestrian safety in downtown Stroudsburg
SECTION 3 – BOROUGH OF STROUDSBURG TRANSPORTATION PLANNING

The Borough of Stroudsburg has embarked upon a transportation planning process as noted above. As a first step, the Borough adopted a Policy Statement, Guiding Concepts and Definitions, and a statement of the Dynamics Affecting the Policy.

Details of improvements to be made are now being formalized as part of the Stroudsburg Gateway Safety Project, which focuses on decreasing the time it takes pedestrians to cross Main Street by constructing curb extensions to shorten walking distance at Main Street intersections from 9th to 5th Streets. This will make pedestrians more visible, reduce crossing time, and perhaps help reduce jaywalking. The goal is to coordinate the Borough’s project with the PennDOT Congested Corridor improvement project for the Route 611 corridor. The Congested Corridor project is intended to facilitate traffic flow from East Stroudsburg to Bartonsville while also making the corridor safer to travel. Improvements which have been discussed include reducing travel time by coordinating traffic signals (there would be a traffic signal loop in the Borough and one in Stroud Township); installing overhead signs to help identify turning lanes; replacing some traffic lights; installing pedestrian countdowns at some intersections in the Borough; installing “chirpers” at the Fifth, Seventh, and Ninth Street intersections on Main Street to help the visually impaired cross safely; and better aligning the off-center intersection at Seventh and Main.

Consideration has been given to making Ninth Street to Ann Street two-way to facilitate access to a retail area of the Borough.

Speeding and running red lights on Main Street are problems. The Regional Police Department has considered installing cameras at red lights.

Ways of facilitating access to Lower Main Street and making the area more shopper friendly will be considered. Some attractive shops have been locating in that area, but traffic speeds are facilitated by the one-way traffic pattern. Parking and pedestrian crossings should be enhanced; pedestrian access is difficult and sometimes avoided because of the Five Points intersection, which is difficult for both pedestrians and drivers to negotiate.

Utilization of one-way streets in the Hill District and need for increasing safety in the vicinity of the Ramsey Elementary School on Thomas Street will be monitored.
Route 191 Traffic Backup - Route 209-Business in Distance
About 2:30 P.M.

Route 209-Business in Downtown Stroudsburg
Looking East at 2:30 P.M.
**DYNAMICS AFFECTING THE POLICY**

Based on the review of planning and policy documents, transportation studies, and stakeholder outreach, the following dynamics affect the development of a transportation policy in Stroudsburg:

- The Borough, and particularly its downtown, is a traditional economic, political, cultural, and population center.

- The design of the Borough's transportation system is urban and multimodal in nature; it is based on a traditional grid system and regularly accommodates several modes of transportation, including the private vehicle, the pedestrian, and public transit.

- A good portion of the economy is tied to regional tourism destinations, both within and around the Borough limits. This results in a significant number of travelers who are first-time or occasional visitors to Stroudsburg.

- Three state highways (Pennsylvania State Routes 191 and 611, and U.S. Business Route 209) travel through the center of Stroudsburg; Interstate 80 threads through the Borough immediately adjacent to the Downtown area. This results in a balance of both local traffic conducting business in the Borough and regional and commuter traffic accessing further destinations.

- The Borough is in the midst of a rapidly growing region; Monroe County is Pennsylvania's 2nd fastest growing county.

- Several pedestrian-vehicular conflicts have occurred over the past 12 months in Downtown Stroudsburg, including two fatalities at 7th and Main Street and the 900 block of Main Street.

**ADOPTED POLICY STATEMENT**

STROUDSBURG'S TRANSPORTATION SYSTEM SHOULD PROVIDE A SAFE ENVIRONMENT FOR ITS RESIDENTS, WORKFORCE, AND VISITORS. ITS DESIGN AND OPERATION SHOULD BALANCE THE NEEDS OF ALL ITS TRAVELERS IN SUPPORT OF A HEALTHY LOCAL AND REGIONAL ECONOMY.

**GUIDING CONCEPTS AND DEFINITIONS**

*Safety.* Safety for all modes of travel is more important than any other consideration.

*Pedestrians.* Pedestrian travel requires adequately wide, well-lit facilities that provide high visibility and protection from vehicular traffic. In order to limit the incidence and severity of pedestrian-vehicular conflict, crossing distances should be minimized and irregular geometry mitigated.

*Drivers.* Drivers require a predictable and interconnected circulation system that balances local and regional access needs.
Transit. To support the existing public investment in transit service, bus patrons require adequate lighting, shelter, rider information, and the provision of safe pedestrian connections to the overall transportation network.

Bicycles. Bicycles are to be accommodated on all local and state roadways within the Borough -- with the exception of Interstate 80. On-road, the provision for bicycles should include signing and "bicycle-friendly" design elements, such as grates. Bicyclists should be encouraged to use lower-volume roadways to access desired destinations. The development of off-road trails for less experienced users should also be promoted.

Disabled Travelers. Disabled travelers require a pedestrian environment free of obstacles. Curb ramps should provide changes in paving color and texture and otherwise accommodate vision- and mobility-related disabilities.

On- and Off-Street Parking. On-street and off-street parking should be provided and regulated as a combined system responsive to adjacent land uses. On-street parking should consist of short-term parking in the retail core, medium-term parking on adjacent streets, and long-term parking at off-street facilities.

Signalization. Consistent with the need to balance safety for all modes of travel with vehicular mobility, traffic signals should be timed to promote moderate traffic speed. Traffic and pedestrian signals should be safely and conveniently located.

Wayfinding and Regulatory Sign Systems. Wayfinding and regulatory signs should provide adequate notice to travelers; including advance and confirmation signing. Signs systems should be developed in response to desired travel patterns and routes. The needs of unfamiliar travelers (first-time and occasional visitors) must be accommodated.

Aesthetics. This policy recognizes the economic value of providing the Borough and its unique economic and cultural attributes with an attractive setting.

Operations. The transportation policy requires support through the use of safe, effective, and consistent roadway markings and related operational elements.

Maintenance. Adequately maintain capital and operational elements.

Intergovernmental Coordination. Efforts are to be made to develop support for and by municipal, county, regional, state and federal policies and initiatives. This includes working to ensure consistency with applicable guiding policy documents, as well as proactive participation in design, funding, and policy coordination.
SECTION 4 – TRANSPORTATION SYSTEM IMPROVEMENTS NEEDS IN HSPS REGION

1. PENNDOT and Municipalities improve road sections and intersections with high accident rates, narrow carways, little or no shoulder, or expected significant future traffic volumes pursuant to plans and schedules which they adopt.

2. Require subdividers to install improvements within developments, on access roads, and at interchanges, as appropriate, to accommodate the impacts of their developments.

3. Implement Route 611 corridor improvements plan.

4. Improve Rt. 715-Rt. 611 intersection in Tannersville.

5. Make necessary bridge improvements.

6. Establish setbacks and rights-of-way sufficient to provide for road widening in the future.

7. Improve/reconstruct interchanges with Route 80.

8. Widen Route 715 to 3 lanes with a continuous center turning lane.

9. Monitor need to improve routes/access to potential rail service and to bus hubs and to bus routes as feasible, as development occurs, with recognition of residential/rural character and topographical limitations. Train stations would be located in Analomink, East Stroudsburg, and Mount Pocono.
   - Route 715 East
   - Cherry Lane Road
   - Wigwam Park Road/Beacon Hill Road

10. Determine if new interchange at Sullivan Trail and Route 80 should be constructed to serve Camelback area.

11. Maintain/upgrade Phillips Street as east-west alternative to Main Street.

12. Complete Pocono Commons/Middle School/Chipperfield Drive connection.

13. Extend Bridge Street to Pocono Commons/Middle School/Chipperfield Drive connection.

14. Look to secure another access from Route 611 to Bridge Street Extension.

15. Improve the Route 447–Stokes Avenue intersection.

16. Realign/improve Route 191, Chipperfield Drive, Stokes Avenue intersection.
17. Facilitate access from Penn Estates and Blue Mountain Lake to Analomink Station.
   - Park and ride facility
   - Drop-off areas
   - Shuttles

18. Widen Route 611 to 5 lanes from Phillips Street to Bartonville I-80 Interchange.

19. Improve Route 209–Bridge Street intersection.

20. Establish Park and Ride and/or Drop-off Facilities as necessary in the future:
   - Analomink Station
   - Tannersville
   - Stroud Mall area
   - Bartonville
   - Swiftwater
   - Stroudsburg
   - Snydersville
   - Sciota
   - Saylorsburg

21. Provide Additional Bus Service/Paratransit Service /Shuttle Service as necessary in the future:
   - Hamilton South – Saylorsburg
   - Route 715 West
   - Penn Estates; Blue Mountain Lake
   - Route 611 to Analomink
     - Pocono Township Route(s)
     - Stroud Township Route(s)
   - Extension up Rt. 191/Rt. 447 to train station

22. Extend Clearview Avenue to Route 191

23. Facilitate bicycle circulation with lanes and trails

24. Facilitate pedestrian circulation, such as Route 611 sidewalks

25. Construct complete interchange at Exit 47 of Route 80

26. Complete and implement a balanced circulation plan for Downtown Stroudsburg

27. Implement Trail and Greenway Planning in the Region Open Space and Recreation Plans and Brodhead, McMichael, and Pocono Creeks Greenways Plan
28. Implement Comprehensive Traffic Study for Stroud Township (See Appendix 9), as amended.

29. Complete Route 33/Route 209 safety improvements project, including placement of median barrier from Northampton County line to the area of Route 611 and I-80.
SECTION 5 – TRAILS AND GREENWAYS PLANNING IN THE HSPS REGION

Enhanced pedestrian and bicycle travel in the HSPS Region is a key component of this Transportation Plan. Considerable effort has gone into greenway and trail planning in the Region. The first map which follows is the Trail Projects Map from the Brodhead, McMichael, and Pocono Creeks Greenways Plan. The trails are detailed in that Plan. The second map is a composite Trails and Greenways Map showing priority conceptual greenways from the two open space and recreation plans for the Region. The trails and greenways are described in the HJP Open Space and Recreation Plan and Stroud Area Regional Open Space and Recreation Plan. Greenway planning in these referenced documents was in turn influenced by the Monroe County Open Space Plan, which identified Priority Conceptual Greenways within the County.

The following statements and lists of benefits are from the HJP Open Space and Recreation Plan:

A comprehensive system of Greenways should be established to conserve and develop the region’s green infrastructure, which respects and connects with that of the larger outside region. The system should connect communities, parks and public lands, and should provide a system of trails where appropriate in order to provide access, recreation and encourage alternative forms of transportation.

Greenways are critical to improving the quality of life and livability of neighborhoods, communities, and regions. Greenways are generally linear corridors of public and private lands or water-based open space used primarily for recreation purposes. They can be trails, rail trails, rivers and other waterways, scenic byways, heritage tour routes, parks and linked tracts of open space. Greenways not only provide open space for human access and recreational use; they also function as corridors for wildlife habitat and movement, environmental protection and intermodal transportation.

**BENEFITS OF ESTABLISHING GREENWAYS TO PRESERVE, ENHANCE, AND CONNECT GREEN INFRASTRUCTURE:**

- Provide safe links between parks, schools, community areas, and neighborhoods.
- Protect open space along creeks and streams.
- Preserve natural resources and wildlife habitat.
- Maintain a link to the past and provide its legacy to future generations.
- Provide a source of community pride.
- Foster public recreation, health, and wellness.
- Provide educational opportunities as an outdoor classroom.
- Increase property values.
- Attract and retain businesses.
- Provide alternative forms of transportation.
- Provide a primary factor in quality of life.
Brodhead Greenway

Urban Streamside
The following Vision for Open Space, Parks and Recreation is from the Stroud Area Regional Open Space and Recreation Plan.

“A Vision for Open Space Parks and Recreation”
Visualize the Stroud Area ....about the year 2015..

Residents of the Stroud Area benefit from a greenway, open space and recreation system that offers a wide variety of opportunities for conservation, arts, culture, and recreation.

Today, residents and visitors safely walk and bike along linkages that connect Stroud Area resources and regional destination points, including the Delaware Water Gap, Appalachian Trail, and the Tannersville Cranberry Bog. The greenway and open space system extends through a variety of landscapes, including:

- Cherry Valley Road, Clearview Road, Hickory Valley Road, and Route 191 scenic bicycle routes;
- McMichael Creek Conservation Lands, with Cherry and Poplar Valley extensions, which protect numerous important natural resources and extend to the Appalachian Trail;
- Brodhead, Pocono, McMichael, and Cherry Creeks, their tributaries, and other stream corridors;
- Route 611’s enhanced streetscape, which includes shade trees, sidewalks, and pedestrian/bicycle amenities;
- Main Street/McMichael Creek River Walk Trail and the Glen Park area. The River Walk Trail consists of a loop around Main Street and along McMichael Creek providing opportunities for visitors to walk, bicycle, shop, picnic, or take part in one of the many festivals;
- The centrally-located Stroud Area Regional Park, which preserves natural resources and offers recreation opportunities through the support of the Regional Partners and Monroe County;
- Numerous tracts of protected natural resource land, which are a result of the support of the Regional Partners and the County.
- Large tracts of preserved farm lands.

The vision for the Godfrey Ridge Section of the Brodhead Greenway includes the development of an initial trail spine that serves both transportation and recreational needs and offers the opportunity to create an entire system of trails that could eventually link to this spine. The potential development of this segment as a multi-objective greenway with trails fits into a broader vision for the development of a “Brodhead Greenway.” The Godfrey Ridge section is a key link to many surrounding public lands and trails both existing and planned. To the west, it
offers a link along the Brodhead Creek to property owned by Stroud Township. It would achieve this through the construction of a bicycle and pedestrian bridge spanning the Brodhead Creek from Glen Park to lands to the north owned by the Borough of East Stroudsburg, near the Twin Borough Recycling Center. This also would create a linkage to East Stroudsburg University and to major shopping facilities along Lincoln Avenue in East Stroudsburg. To the east, it offers a link to Smithfield Township Park and to a visitor center proposed by the Pennsylvania Department of Transportation. In addition, the eastern reaches also offer links to recently released plans for a trail system proposed by the National Park Service for the Delaware Water Gap National Recreation Area. By linking to the borough of Delaware Water Gap, access to the Appalachian Trail is provided.

The preservation and enhancement of these greenway linkages and open space areas is a bright moment for the Regional Partners and Stroud Area residents. This network represents the fruits of regional collaboration, a desire to connect pre-existing resources, and residents’ efforts to preserve important aspects of their community. To ensure the continuation of open space preservation efforts, local ordinances now include "Smart Growth" concepts.
SECTION 6 – SCENIC ROADWAYS AND BIKEWAYS IN THE HSPS REGION

The Composite Proposed Conservation Areas from Regional Open Space and Recreation Plans Map presented in Chapter 5 (Land Use) identifies Scenic/Historic Routes from the HJP plan and Scenic Roadways/Bikeways from the Stroud Area plan. The following map shows Scenic Resources and Challenges.

These scenic routes are an important element within the transportation system within the Region, and maintenance of the system of scenic roads will be encouraged. In rural areas, developers should be encouraged to incorporate natural feature and resources into an open space system within the developments and to site homes with consideration of the natural features and resources. The Region’s scenic character is important to maintain, and is diminished by unattractive roadside development which minimizes views of the Region’s scenic resources.

Adoption of zoning regulations, such as scenic road overlays, to protect scenic roads should be considered by the municipalities. Within such overlay areas, greater setbacks along the roads could be required, additional landscaping and screening requirements could be established, and design standards for buildings could be established in order to minimize visual impacts of any development.

Discouraging intensive development along the scenic roads could also have another benefit, lessening traffic volumes and driveway intersections along roads which are typically not suited for intensive traffic volumes.

Regulation and reduction of billboards can enhance the perception of open space along roadways, even those not now considered scenic. Trees, landscaped areas, and views of open space enhance the driving experience in road corridors by softening the built environment.
SECTION 7 – ENHANCEMENT OF GATEWAYS AND STREETSCAPES AND USE OF TRAFFIC CALMING WITHIN THE HSPS REGION

Gateway and Streetscape Enhancements

Gateway enhancements should be considered at the entrances to the Borough of Stroudsburg and the villages within the Region. A gateway is an entrance corridor that defines the arrival point as a destination. Gateway planning concerns arranging the landscape and visual experiences to help create a sense of arrival at the destination and provide a positive image of the destination. The municipalities can work with property owners to enhance the appearance of entrances to existing settlements.

Along the length of Main Street in Stroudsburg and along Route 611 from Stroudsburg to Tannersville, Stroudsburg and Stroud Township should work with property owners to enhance commercial areas through coordinated landscaping, signage, lighting, street furniture, paving materials, design of site improvements, building facades, and window displays. Streetscape plans should be prepared. The Borough has already enhanced portions of Main Street through the efforts of the Jacob Stroud Corporation and the Main Street program.

When infill, redevelopment, or new development occurs, developers could be required to comply with performance and design standards, which would require them to address these elements. When new parking facilities are constructed, they should be landscaped, buffered, and placed to the side or, preferably, the rear of buildings.

Signage should be minimal, and appropriate to the character of the municipalities.

Property owners should be encouraged to maintain and improve properties, particularly those that may have negative impacts on surrounding properties. Where the rear of commercial properties face or abut residential properties, attention should be paid to the appearance of the commercial property and its impact on the residences.

Voluntary design guidelines addressing the following elements could also be suggested within the Borough and Villages, unless the Borough would consider mandatory design guidelines. Such guidelines could:

- Discouraging the use of drive-thru facilities
- Encouraging new development to be compatible with, and integrated into, existing streetscapes by addressing:
  - Maintaining appropriate siting patterns, such as setbacks of buildings on lots
  - Respecting the massing (volume created by sections of the building) within the neighborhood
- Using materials of similar appearance and texture to those on existing attractive buildings
- Using similar architectural details as other buildings in the neighborhood
- Maintaining the scale and proportion of buildings near the building. Scale deals with the relationship of each building to other buildings in the area; and, proportion deals with the relationship of the height to the width of a building and with the relationship of each part to the whole.
- Using similar roof shapes
- Maintaining similar footprints of buildings and rooflines (matching facade masses with existing buildings)
- Using similar building heights
- Having store fronts of commercial buildings compatible with existing buildings

The use of coverage, density, intensity, and yard bonuses for architectural treatments, building design, amenities, street furniture, open spaces, and desired parking designs could be considered in the Borough and Villages. The intent of bonuses is to provide incentives to developers, not just regulation, to allow economic use of property.

**Traffic Calming**

As development in the area continues to occur and traffic volumes increase, there will be increased traffic flow on residential streets. It is hoped that some of the road system improvements detailed earlier in this Plan will encourage through traffic to use roads outside residential neighborhoods. Other identified methods of accomplishing this include increased utilization of mass transit, internalized trips within the Region through mixed use providing increased opportunities for pedestrian and bicycle traffic, supporting efforts to increase automobile occupancy rates and parking lot opportunities, and access management. If those steps are not successful, traffic calming techniques can be considered.

The purpose of traffic calming is to manage movement through an area in a way that is compatible with the land usage in the vicinity of the road. Two fundamental principles of traffic calming are (1) that streets are not just for cars, and (2) that residents have rights. Streets should be made safe for pedestrians and local drivers; and, traffic should not adversely affect the quality of life along the streets.

The general methods of traffic calming include:

- Active speed reduction (construct barriers to traffic movements)
Regional planning efforts and opportunities to use alternative modes have been discussed. The methods available along local streets include active speed reduction, passive speed reduction, and streetside design.

1. **Active Speed Reduction (Construct barriers)**
   
   a. Speed tables are raised areas in the street surface, which extend across the width of the street. Speed tables, which are really raised pedestrian crosswalks, would be most appropriate in areas with substantial pedestrian traffic.

   b. Changes in roadway surface - This could include rumble strips, milling, and special roadway surfaces. These techniques can increase noise in areas and, probably, raise objections by area residents.

   c. Intersection Diverters - This could involve a barrier placed across an intersection, typically to alter travel plans, such as permitting right turns only, to make travel through a neighborhood more indirect.

   d. Channelization - This could involve provision of pedestrian refuge areas, providing protected parking bays through landscaped islands, altering motor vehicle traffic movements, and restricting movements at intersections by narrowing the space available for vehicular movement.

   The active controls require changes in driver behavior. While the active methods send the message that the street is not just for through traffic, the methods are costly, and likely to be viewed negatively by some of the local users of the streets.

2. **Passive Methods of Control**

   a. Traffic signs such as Do Not Enter, Stop, Not a Through Street, Local Access Only, No Trucks, or signs establishing speed limits, indicating one-way nature of street, or prohibiting turns.

   b. Traffic signals

   c. Pavement markings, including crosswalks, edgelines, and use of different materials for pedestrian crosswalks
d. Permitting on-street parking

e. Speed watch

These methods have lower costs and can be applied to certain times of the day, if appropriate. However, signs are often ignored in usage, and enforcement is necessary.

3. Changing Driver Attitudes Within Neighborhoods

Building design, street trees, landscaping, street furniture, lighting, paving, and land use can change the driver's perception of a road as not just an area to drive, but as a shared space with pedestrians and other occupants of that area. The intent is to have the driver recognize the street as not just a wide-open roadway designed for benefit of a car, but as a place where residents of a neighborhood will also be using the street. Any designs for streets should be compatible with the character of the neighborhood. Landscaping should be easy to maintain and not affect clear sight triangles.

Implementation

Prior to implementation of any traffic calming program, it is necessary to clearly identify the specific problems which are to be addressed, identify and evaluate the alternative techniques and their drawbacks, benefits, and cost; identify alternative traffic patterns that could result from implementation of the techniques and the effects of those patterns on other streets and neighborhoods; and, involve citizens of the community in the evaluation and selection of techniques. Techniques should not detract from the character or attractiveness of a neighborhood.
SECTION 8 – CONSIDERATIONS IN TRANSIT PLANNING

The Comprehensive Route and Transportation Study Final Report, prepared for the Monroe County Transportation Authority in April 1995, addresses the following factors in planning bus routes:

- **Production End**
  - Reasonable walking distance to residential neighborhoods (approximately one-quarter mile), applied in conjunction with auto ownership and population density.

- **Attraction End**
  - Employers (individual or groups in concentrated areas) with 200 or more employees
  - Shopping centers with at least 100,000 square feet of gross leasable area
  - Hospitals and nursing homes of 100 or more beds
  - Post-secondary educational facilities of at least 500 students
  - Assisted housing complexes

- **Frequency**

  “In general, frequencies or “headways” (the time interval from one bus to the next one on the same route at the same location) are established to provide enough vehicles past the maximum load point(s) on a route to accommodate the passenger volumes and stay within the recommended loading standards (discussed below). If passenger loads are so light that an excessive time is needed between vehicles to meet loading standards, then headways should be set on the basis of policy considerations. In some cases, the headway of a route may be established as the round-trip cycle time.”

- **Span**

  “This measure is the duration of time each bus is ‘made available’ or operated during the day. Desires of the transit constituency and financial capability of the operator are key considerations in setting not only weekday service spans, but also which routes are operated on Saturdays and whether or not service should be operated on Sundays.”

- **Directness**

  “Transit systems as well as route structures need to be as simple as possible for patrons to understand. Complicated, circuitous routes are often confusing to users and takes longer than a more direct route.
Not everyone can have door-to-door bus service. Buses have to circulate in areas to service a variety of trip origins and destinations. Therefore, someone traveling by bus will typically have their trip be less direct than if they drove their car.”

- **Patron Convenience**
  - Speed
  - Loading
  - Bus stop spacing
  - Dependability

- **Fiscal Condition**
  - Fare structure
  - Farebox recovery ratio
  - Productivity

- **Passenger Comfort**
  - Waiting shelters
  - Bus stop signs
  - Equipment
  - Public information
SECTION 10 – TRANSPORTATION FACILITIES

Volumes

The Transportation Facilities Map shows the road system in the Region, the Functional Classification of roads, and annual average daily traffic based on 2002 PennDOT estimates. Volumes are listed below.

<table>
<thead>
<tr>
<th>Road</th>
<th>2002 Average Daily Traffic (ADT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-80</td>
<td>40,000 to 65,000</td>
</tr>
<tr>
<td>Route 611</td>
<td>13,000 to 21,000</td>
</tr>
<tr>
<td>Route 209</td>
<td>9,000 to 20,000</td>
</tr>
<tr>
<td>Route 33</td>
<td>15,000 to 31,000</td>
</tr>
<tr>
<td>Route 209/Route 33</td>
<td>30,000 to 36,000</td>
</tr>
<tr>
<td>Business Route 209</td>
<td>6,600 to 27,000</td>
</tr>
<tr>
<td>Route 715 (South of Rt. 611)</td>
<td>11,000 to 12,000</td>
</tr>
<tr>
<td>Route 447</td>
<td>12,000</td>
</tr>
<tr>
<td>Route 191</td>
<td>2,700 to 8,600</td>
</tr>
<tr>
<td>Phillips Street</td>
<td>6,700</td>
</tr>
<tr>
<td>Chipperfield Drive</td>
<td>4,000 to 6,300</td>
</tr>
<tr>
<td>Park Avenue/S. Seventh Street</td>
<td>12,000 to 13,000</td>
</tr>
<tr>
<td>Dreher Avenue</td>
<td>3,600 to 4,400</td>
</tr>
<tr>
<td>Rimrock Road</td>
<td>2,700 to 3,400</td>
</tr>
<tr>
<td>Hamilton Road South</td>
<td>2,300</td>
</tr>
<tr>
<td>Route 314</td>
<td>2,000 to 3,000</td>
</tr>
<tr>
<td>Neola Road</td>
<td>1,100 to 2,100</td>
</tr>
<tr>
<td>Middle Easton Belmont Pike</td>
<td>3,100</td>
</tr>
<tr>
<td>Old Route 115</td>
<td>3,400 to 4,200</td>
</tr>
<tr>
<td>Cherry Valley Road</td>
<td>1,500 to 5,700</td>
</tr>
<tr>
<td>Bossardsville Road</td>
<td>1,100 to 1,600</td>
</tr>
<tr>
<td>Manor Drive</td>
<td>1,600</td>
</tr>
<tr>
<td>Shafers Schoolhouse Road</td>
<td>1,300</td>
</tr>
<tr>
<td>Wigwam Park Road</td>
<td>1,200 to 1,600</td>
</tr>
<tr>
<td>Cranberry Road</td>
<td>1,700</td>
</tr>
<tr>
<td>Clearville Avenue</td>
<td>1,100</td>
</tr>
<tr>
<td>Warner Road</td>
<td>2,200</td>
</tr>
<tr>
<td>Route 715 (North of Rt. 611)</td>
<td>1,700</td>
</tr>
<tr>
<td>Sullivan Trail</td>
<td>1,000</td>
</tr>
<tr>
<td>Camelback Road</td>
<td>1,200</td>
</tr>
</tbody>
</table>
When comparing traffic volumes over time, oranges should be compared to oranges. To get a feel for the magnitude of traffic increases over time in Stroud Township, 2002 PennDOT estimates have been compared to 1993 PennDOT estimates presented in the Township’s Comprehensive Plan and 1998 estimates included in the Township’s comprehensive traffic study:

<table>
<thead>
<tr>
<th>Road</th>
<th>2002 PennDOT Estimate</th>
<th>1993 PennDOT Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-80</td>
<td>51,000</td>
<td>28,451 to 31,650</td>
</tr>
<tr>
<td>Route 209, near I-80</td>
<td>20,000</td>
<td>14,889</td>
</tr>
<tr>
<td>Route 447, near East Stroudsburg</td>
<td>12,000</td>
<td>13,288</td>
</tr>
<tr>
<td>Business Route 209, near Shafer School House Road</td>
<td>9,800</td>
<td>6,150</td>
</tr>
<tr>
<td>Route 611, near Stroud Mall</td>
<td>21,000</td>
<td>22,719</td>
</tr>
<tr>
<td>Route 191, North of Stroudsburg</td>
<td>8,600</td>
<td>4,316</td>
</tr>
<tr>
<td>Route 191, South of Stroudsburg</td>
<td>3,300</td>
<td>2,312</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Road</th>
<th>2002 PennDOT Estimate</th>
<th>1998 PennDOT Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 611</td>
<td>21,000</td>
<td>22,000</td>
</tr>
<tr>
<td>Route 191</td>
<td>8,600</td>
<td>5,500</td>
</tr>
<tr>
<td>Route 447</td>
<td>12,000</td>
<td>12,750</td>
</tr>
<tr>
<td>Wigwam Park Road</td>
<td>1,600</td>
<td>1,200</td>
</tr>
<tr>
<td>Cranberry Road</td>
<td>1,700</td>
<td>1,550</td>
</tr>
<tr>
<td>Chipperfield Drive</td>
<td>6,300</td>
<td>6,000</td>
</tr>
</tbody>
</table>

**Functional Classification**

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of traffic service that these systems are intended to provide. There are three highway functional classifications: arterial, collector, and local roads. All streets and highways are grouped into one of these classes, depending on the character of the traffic (i.e., local or long distance) and the degree of land access that they allow.

Principal Arterial Highways – include limited access divided highways and interconnecting highways providing regional and inter-regional linkage.

Minor Arterial Roads – collect traffic from local and collector highways, provide connections to principal arterial highways, provide intra-regional linkage and access to and from major traffic generators such as population centers, and commercial and industrial centers. Minor arterial highways are characterized by heavy traffic volumes, multiple access points, access to abutting properties and traffic controls.
Collector Roads – collect traffic from local highways and feed this traffic to other collectors or arterial highways. Collector highways also provide linkage within a region to traffic generators such as population centers and commercial and industrial traffic generators and also provide direct access to uses along the highway. This type of road is characterized by moderate volumes of traffic at controlled speeds.

Local Roads – primarily provide direct access to individual uses or gather traffic from other minor streets and feed this traffic to collector or arterial highways. Local highways are characterized by lower volume traffic and lower speeds.

Rocks within the Region have been classified as follows:

**Roadway Classification**

**Principal Arterial/Interstate**

I-80

**Principal Arterial/Other**

Route 33
Route 209/Business 209

**Minor Arterial**

Route 611
Route 715 (South of Rt. 611)
Route 191
Route 447
Stokes Avenue
Dreher Avenue
Park Avenue/South Seventh Street

**Major Collector**

Business 209
Hamilton Road
Cherry Valley Road/Glenbrook Road
Route 314
Portion Route 447
Urban Collector

Phillips Street
Bridge Street
Chipperfield Drive

Minor Collector

Wigwam Park Road
Shafers Schoolhouse Road
Cherry Lane Road/Club House Road
Cherry Valley Road
Route 715 North of Rt. 611
Sullivan Trail/Camelback Road
Bossardsville Road
Neola Road
Rimrock Road
Middle Easton Belmont Pike

Local Road

All other roads

Greenview Drive in Hamilton Township and Warner Road in Pocono Township have been shown as Potential Upgrade to Minor Collector. Greenview Drive is central to a Future Growth Area. Warner Road is central to a Business Development area.

The Bridge Street extension to Chipperfield Drive and the connector road between Chipperfield Drive and Route 611 through the school complex and Pocono Commons have been shown as Proposed Urban Collectors. The connector road will be completed in the near future. The Bridge Street extension is a proposed concept at this time.

Major changes in functional classification in the Region are not anticipated over the next ten years. Growth areas in the Region generally correspond to areas where growth has occurred in the past or near such areas, no conscious effort has been made to direct increase in traffic to specific roads, and the roads serving development now will likely continue to serve development. Emphasis will be placed on improving traffic flow within the Region and enhancing alternatives to automobile travel.

Bus Services

The Monroe County Transportation Authority (MCTA) provides fixed route and para-transit services in the study area. Senior citizens can apply for a Senior Citizens Bus Pass, allowing them to ride free between 9:00 a.m. and 3:00 p.m., and after 6:30 p.m. weekdays. Martz
Trailways, a privately owned company, operates daily commuter buses to New York City. Star Shuttle is a recently established bus company with limited service between Mount Pocono, Tannersville, Delaware Water Gap, and New York City.

The Monroe County Shared Ride Transportation Service is available to anyone in Monroe County who does not live within one-quarter mile of a MCTA bus route, or individuals with a physical impediment. The service operates in different portions of the County on different days of the week. Destinations can vary, but medical trips are a priority. Reduced fares are available for those 65 and older.

**Rail Services**

**Passenger**

Studies are underway to re-establish passenger rail service between northeastern Pennsylvania and New York City. The reinstituted rail line would provide service from Scranton, Pennsylvania to Hoboken, New Jersey along the former Erie-Lackawanna Railroad line. Proposed Pennsylvania stations would serve Scranton, the proposed industrial park at the former Camp Tegawitha, Analomink and East Stroudsburg. The track is now owned and operated by the Lackawanna County Railroad Authority. The Steamtown National Historic Site operates a tourist passenger train along the same rail line between Scranton and the Delaware Water Gap.

In another study, the Northerly Crossing Corridor Congestion Mitigation Study of the Delaware River Joint Toll Bridge Commission is studying ways of reducing traffic on the Commission’s northernmost bridges.

**Freight**

The aforementioned Lackawanna County Railroad Authority (LCRA) line provides important infrastructure for rail freight. Within the Plan area, the Monroe County Railroad Authority manages the rail system and works to identify suitable industrial or distribution sites with direct rail access.

**Airport Services**

The Pocono Mountains Municipal Airport is located along the west side of Route 611, at the southeast edge of Coolbaugh Township. The 200-acre airport is owned by the Pocono Mountains Municipal Airport Authority. The airport contains two runways.

Approximately 28 privately owned aircraft are based on the field. Aircraft operations average 45 per day, consisting of approximately 75% local general aviation, 23% transient general aviation, and 2% military.

The Pocono Air Center is the Fixed Base Operator, offering a full range of general aviation services to private and corporate aircraft operators.
In 2001, the airport authority presented a plan to extend Runway 13/31 a distance of 1,052 feet, resulting in a total length of 5,000 feet. The runway will be widened by 40 feet from 60 feet to 100 feet. The extended runway would be able to accommodate light corporate jets, an important consideration for attracting businesses to the three corporate/industrial parks that border the airport. Extension of Runway 5/23 is discussed in the Airport Master Plan.
CHAPTER 9

COMMUNITY FACILITIES, SERVICES, AND DEVELOPMENT
SECTION 1 - RECREATION

Objectives for recreation are to expand parks, recreation and open spaces for area residents which are accessible, inviting, well maintained and safe, and to establish developer responsibility in providing park and recreation facilities and open space.

Recreation will not be discussed in detail because open space and recreation is addressed in the Stroud Area Regional Open Space and Recreation Plan and the HJP Open Space and Recreation Plan. This Comprehensive Plan supports implementation of the Action Plans of the Regional Open Space and Recreation Plans as well as the Brodhead, McMichael, and Pocono Creeks Greenways Plan. These multi-municipal recreation plans are in place, and land acquisitions are occurring pursuant to those Plans. This Plan supports the efforts of the open space committees to plan for continued improvement and appropriate development of recreation facilities and programs in the region, such as regional parks, pursuant to the regional open space and recreation plans.

Language should be maintained in municipal subdivision and land development ordinances to require developers to dedicate land or pay a fee in lieu of land for all new residential subdivisions and land developments within the HSPS Region. The applicable municipality will review each subdivision and land development to determine whether the dedication of land for open space and recreation or a fee in lieu of land would be more appropriate, based upon the size and location of the development and the regional open space and recreation plan. Subdivision and land development ordinances should maintain standards for recreation facilities provided by developers, and the standards of the National Park and Recreation Association should be reviewed for appropriateness and for inclusion within the ordinances.

There should be continued cooperation with the school districts to assure availability of school district facilities to the region’s residents.

The Regional Comprehensive Planning Committee has noted the particular need for facilities for seniors and youth in the community, and the open space committees should continue to work for provision of facilities for those groups.

Summaries of the Goals, Objectives, and Recommendations of HJP Open Space and Recreation Plan and Goal Statements and Strategies for Action of the Stroud Area Regional Open Space and Recreation Plan are found in Chapter 7.
SECTION 2 – PUBLIC SEWER AND WATER FACILITIES

The appropriate planning of public sewer and water facilities is critical to the implementation of the Future Land Use Plan and direction of growth to designated growth areas and eventually to future growth areas.

Major initiatives in the region are the expansion of public water along the length of Route 611 to the Swiftwater area and current discussions regarding extending public sewer in the Route 611 corridor to Swiftwater. This is consistent with designation of the Route 611 corridor as a growth area. Pocono Township is studying ways of bringing public sewer service to the Township.

The designated growth areas within Stroud Township, the Borough of Stroudsburg, and the western portion of Hamilton Township in the Route 209 corridor, are currently served by public sewer and water systems or could be served by logical extensions of the existing systems.

Extensions of public sewer and water systems should be within designated growth areas. Any consideration of extending facilities outside the designated growth areas should only occur upon review of the Future Land Use Plan and amendments to designated growth areas by municipalities upon recommendation of the Regional Comprehensive Planning Committee.

A future growth area has been designated in Hamilton Township, and is viewed as the area in Hamilton Township most likely to be served by public sewer and water facilities in the future. Expansions of public sewer and water facilities to the future growth area would occur upon planning between Hamilton Township and the sewer and water providers. Such coordination of policies of governing bodies and municipal authorities on extensions of public sewer and water facilities is critical to maintain the integrity of the Future Land Use Plan.

Proliferation of package sewage treatment plants and localized water systems in the region can encourage sprawl and, particularly with package sewage treatment plants, create maintenance problems in the future that municipalities will have to address. Municipalities in the Region should work with PADEP to discourage sprawl by emphasizing the use of public sewer and water systems when development occurs. Generally, community sewer and water systems should be used where on-lot systems that are failing and public water and sewer facilities cannot be provided.

With regard to on-lot sewage disposal facilities in the Region, the policy of this Plan is that municipalities enforce sewage management ordinances and state mandates to manage (including monitoring and maintaining) on-lot sewage disposal facilities in the Region and assure the best available technology is used.

All waste within the Region should be treated and/or disposed of in an approved, environmentally responsible manner. If stream discharge from sewage treatment plants is utilized, standards should be consistent with the highest stream fishery standards classifications for receiving streams so that streams will not be degraded by discharges through the plants. Discharges must be monitored with the owners and operators of the plants. Preserving stream
corridors and water quality within the region is critical to maintaining the quality of streams as habitats, water resources, and recreational resources.

A plan for the reliable supply of water is contained in a separate chapter of this Plan.

The municipalities will continue to encourage existing developments to correct or eliminate existing environmental quality problems.

Maps of existing sewer and water facilities have been prepared. There are a number of private community sewage disposal systems in the Region, principally in Pocono Township. The number of sewage treatment plants discharging into the Pocono Creek and its tributaries is an area of concern. Pocono Township is now investigating means of serving portions of the Township, particularly the Route 611 corridor. The need of Aventis Pasteur to increase sewer capacity to accommodate expansion has spurred discussion.

Blue Mountain Lake sewer and water system off Brushy Mountain Road will serve expanded areas. Likely to be served are Mountain View at Blue Mountain Lake, Stonybrook Manor, and Mountain Hollow at Blue Mountain Lake.

Stroudsburg and portions of Stroud Township are served by public sewer facilities. Both have collection systems, and the plant is located in the Borough. There are conveyance capacity concerns for portions of the Township system, especially if sewage would eventually flow from Pocono Township. If substantial sewage flows from Pocono Township were eventually directed to the Stroudsburg Plant, expansion of the plant or a new plant could be necessary. A new or expanded plant might also serve portions of Hamilton Township which would be sewered in the future. The existing plant has hydraulic and organic capacity available, but not enough to accommodate major increases from new service areas.

Concern about use and management of individual on-lot sewage disposal systems is warranted because of the general unsuitability of the soils in the Region for on-site sewage disposal.

Public water in the Region is provided by the Stroudsburg Municipal Authority, which serves the Borough and portions of Stroud Township adjacent to the Borough and East Stroudsburg. The Authority has recently completed extension of a water line the length of Route 611 to Swiftwater, which will be able to serve customers along the corridor.

The Pocono/Jackson Water Authority services a portion of Pocono Township in the vicinity of Route 715 and portions of eastern Jackson Township. It is likely that areas served by the Authority will expand in the future.

Private water systems or companies serve the Saylorsburg area and private developments in the Region.
SECTION 3 – COOPERATION WITH SCHOOL DISTRICTS

A recurring theme in provision of community facilities and services and community development is cooperation in providing and planning facilities. The objective of this Plan is to encourage increased cooperation of municipalities and the Stroudsburg and Pocono Mountain School Districts in planning activities and utilization of school facilities. It is also necessary to maintain a dialogue with the school districts regarding development activities, school facilities needs, location of school facilities, and school bus routes.

For example, location of school facilities can affect decisions regarding residential subdivision, and maintaining the Future Land Use Plan. Location of school facilities also affects school bus routes. School bus route planning should be coordinated with transportation improvements and the availability of roads which are adequate for school bus traffic. Land acquisition policies of the school districts can result in properties being removed from tax roles, and revenue loss to municipalities from this needs to be addressed with the school districts. School locations, bus routes, and bus stops can contribute to traffic congestion if not well planned.

Consideration should be given to locating schools within or near mixed-use centers, where walking to school is an option for some students. Schools should be integrated with the development of communities, with preference given to distributed schools rather than huge, remote campuses.

Consideration should also be given to how children will be picked up and dropped off within residential developments. School district planners, developers, and reviewing municipal agencies should make sure adequate, well-lit stops are provided.

Currently, the Stroudsburg School District is analyzing options for expanded high school facilities. The decisions made by the School District will affect the surrounding neighborhoods within the Borough. The school district planning should be coordinated with municipal officials, transportation planning in the Borough, and revitalization efforts of the Jacob Stroud Corporation.

The School District appears to favor the concept of a large high school campus in a remote area within the Region. This could have some drawbacks – it will lessen the accessibility of the High School as a major community cultural center; the School would not likely be served by public sewer and water facilities; transportation to the site would be more costly because of increased busing; transit would not be available for children participating in after-school activities; walking to school would not be an option for many students. Because of these considerations, this Plan recommends that the high school remain at its existing location, where it is a tremendous community cultural asset.

While managing growth is a goal of this Plan, it is recognized that growth will continue in the Region. As population continues to grow, new school facilities will be a continuing concern and financial obligation. It is necessary to work together as a Region, with cooperation from the school districts and state legislators, to obtain a favorable tax structure in the Region, in order to retain an attractive climate for new business development.
SECTION 4 – MONITORING OF NEEDS WITHIN THE REGION

The overall goal for community facilities and services is to provide the necessary community facilities and services to the Region’s residents in an efficient, cost-effective and quality manner within the financial resources of the municipalities. The four municipalities will continue to monitor the need and opportunities for additional, expanded, or improved community services and facilities as available financial resources permit. Community facilities may be provided on an individual basis or on cooperative efforts, which will be further discussed in the following section. It is necessary to monitor the needs for specific groups, such as seniors, youth, and families. While some services and facilities can be provided within the Region by municipalities or cooperative efforts of municipalities, in some cases it may be necessary to coordinate provision of services to and facilities for regional residents with community or government agencies serving larger geographic areas, such as Monroe County as a whole.

With regard to municipal buildings, it appears that Stroud Township and the Borough of Stroudsburg have sufficient room within their buildings. Hamilton Township is planning on constructing a new building on land adjacent to its existing building within a few years. Pocono Township will continue to monitor the needs for expanded capacity at its municipal complex site.

With regard to recycling facilities, there is a perceived need for more recycling centers in the Region, which are convenient and well managed.

Hamilton Township will monitor the need for contracted police services. Stroud Township and Stroudsburg Borough participate in the Stroud Area Regional Police Department. Pocono Township will continue its Township Police force. Budget and service concerns with regard to the police department need to be resolved to the satisfaction of participating members in that regional police force.

The main branch of the eastern Monroe Public Library is located in Stroud Township at the intersection of Chipperfield Drive and Route 611. A 4,000 sq. ft. expansion is planned. A branch library is located in the Pocono Township building. If more space would be necessary for that branch, options would need to be reviewed. One option would be a stand-alone facility, likely at the Pocono Township Municipal Complex site.

Telecommunications is being handled on a regional basis through the Pocono Telecommunications Task Force, which is discussing action plans for current telecommunications issues and concerns affecting both Monroe and Pike Counties. The Task Force will foster communication between government and private industry. Major concerns include trying to prepare common ordinance language on telecommunications towers and improving coverage to areas that do not now have adequate coverage.

The municipalities will work to maintain current and workable emergency operations plans.

The Region has an objective to require all waste to be treated and/or disposed of in an approved, environmentally responsible manner. The biggest concern with solid waste disposal is that there
are issues with expansion of the Grand Central Sanitary Landfill, which takes 85% of Monroe County trash. If the landfill were not allowed to expand after 2006, trash collection costs would likely rise if other disposal sites must be found. The Monroe County Municipal Waste Management Authority is encouraged to plan for solid waste management in a cost-effective manner with consideration of municipal concerns.

Availability of hospital facilities is not perceived as a problem in the Region. The Pocono Medical Center in East Stroudsburg is expanding and new medical facilities are available in the Top of the Mountain area.

Cable TV service to the Region has been expanded and upgraded, and likewise appears to be satisfactory.

There is no dedicated senior citizen center in the HSPS Region. Establishment of such a center should be investigated.

There is a need in the Region for additional volunteers for non-profit agencies and organizations and for coordination of volunteer services among agencies. For example, the volunteer ambulance company in Pocono Township is having problems getting a sufficient number of volunteers. The same situation exists for fire companies in the Region. If volunteers would have to be replaced by paid municipal employees, increased capital and operating costs could result for municipalities.

Given the problem of securing adequate volunteers, the municipalities in the Region will have to look at the need to have paid fire personnel in the future. Municipalities should look at the merits of further regional cooperation in providing fire service, especially regarding equipment and regionalization of fire service. Stroud Township is currently looking for a new building in the Fifth Street area, and within the next ten years Stroudsburg may need a new building. Pocono Township needs a ladder truck, and is trying to raise money to fund the truck. Stroudsburg and Stroud Township now cooperate in provision of equipment – the Township recently made a contribution to the Borough for a truck.
SECTION 5 – REGIONAL COOPERATION

The municipalities should continue to review opportunities and/or needs for regional cooperation in the provisions of services, equipment, programs and facilities as demands for services and costs increase and availability of volunteers continues to be a concern. This would involve continued and expanded cooperation and dialog between the Townships and the Borough and agencies such as fire companies, authorities, and school districts. Comprehensive planning, recreation planning; utility planning; transportation planning; implementation of this Plan; code enforcement; and emergency services planning should be considered on a regional basis, and in some cases have already been cooperatively accomplished.

The municipalities should work with Northampton Community College and East Stroudsburg University to encourage provision of expanded offering to the Region’s residents. Enrollment at the Community College has been expanding rapidly, and the College is considering acquiring land for a new campus. This Plan recommends that a new campus site be chosen to reinforce existing community activity patterns in the Region and help create or reinforce a center where other community facilities are located. Availability of appropriate infrastructure, including transportation, will also be a concern. The Community College serves as a community and cultural center and can spur economic development in the Region.

The merits of regional cooperation in acquiring the Terra Greens Golf Course for potential park, golf course, or school use should be investigated.

The municipalities should explore the merits of further revenue sharing on a regional basis in the future. Currently, significant revenue sharing occurs among municipalities in the same school districts, as major portions of local taxes are for funding of the school system.

To implement this regional Comprehensive Plan, an inter-governmental cooperative agreement will be completed and a Regional Planning Committee established. That committee, and municipal planning commissions governing bodies, should continue to meet to discuss trends in the region, progress in meeting the goals set forth in this Plan, the effectiveness of this Plan, and the implementation of this Plan. This Comprehensive Plan should be given a thorough review by the Regional Planning Committee in five years, with consideration of trends at that time and development and events over the next five years. Continuing regional planning efforts will also involve inter-regional cooperation and regional/county cooperation in addressing transportation, economic development, and community development issues. The HSPS community should continuously monitor the availability of grants for planning, recreation, and economic development, and cooperatively pursue such grants.
SECTION 6 - MONROE COUNTY UNITED WAY NEEDS ASSESSMENT OF 2001

The Monroe County United Way Needs Assessment of 2001 indicated the top priority health and human service needs of Monroe County residents were as follows. Need for these services in the Region can be monitored.

- Programs, facilities and activities for children and youth
- Housing
- Primary health care and dental care
- Affordable, accessible, high-quality childcare
- Transportation
- Diversity awareness programs
- The need for more good-paying jobs

Recommendations in the needs assessment included:

- That a high priority be placed on extending service provision into Monroe's outlying population centers.

- That the needs of children and adolescents be placed at the top of the public agenda. A wide variety of opportunities to enhance the quality of life for Pocono youth could include:
  - Expanded recreational facilities and leisure-time activities.
  - Sites where young people are welcome to gather and “hang out”.
  - Opportunities to interact with and be mentored by caring adults (e.g., at intergenerational meeting places, through surrogate grandparent programs, etc.)
  - Alternative programs for troubled adolescents (e.g., programs that engage youth in community service)
  - Increased opportunities to learn about/experience nature, through hiking, camping, rafting, rock climbing, wildlife tracking, birding, etc.
  - Regular, structured “welcome” events for youth moving into Monroe County to introduce newcomers to each other, provide information about the county’s recreational and other opportunities, offer a mechanism for resident youth to act as informal mentors, etc. Ideally, parents would also be included.
  - Creation of skateboard/bicycle/roller blade parks.
  - Additional structured opportunities for teens to act as mentors to younger youth.
  - Comprehensive prevention programming that teaches skills such as communication, decision-making and refusal, as well as social skills that enable young people to meet their needs for belonging, acceptance and community.
  - Non-traditional programs that allow young people to take risks in safe settings – e.g., through ropes courses, rites of passage, etc.

- That various support mechanisms be created for families.
• That multiple short- and long-term strategies be used to address housing needs.

• That a comprehensive information and referral system be implemented countywide. (See new database of services in the County at www.poconoalliance.org, which lists more than 400 health and human service programs.)

• That efforts be made to build upon and enhance volunteerism.

• That the development of community centers be supported in population centers throughout the county to facilitate community-building, dialogue, etc.

• That the feasibility of school-based health clinics be investigated.

• That the health and human services community actively support a broad range of efforts to improve health and quality of life.

• That communities and agencies explore creative ways to share resources.

• That an assessment of the state of emergency services, ambulance and fire fighting in particular, be conducted.
SECTION 7 – DEVELOPMENT OF COMMUNITY

This plan supports efforts to bring people together at events in the community, promote involvement of new residents in community programs, and enhance community cohesion. This can be accomplished in part by creating gathering places for community activities, such as parks and recreation facilities, greens or sitting areas established through streetscape improvements, and the provision of social and cultural facilities. Facilities could be provided by developers when they develop, or municipalities and social service agencies, through the development of senior centers and youth centers and implementation of regional open space and recreation plans.

Community cohesion and spirit can be fostered by bringing together citizens, the business community, the school district, municipal government and volunteer groups to plan and organize community-wide activities, events and programs. Economic development and community attractiveness can also be fostered through such efforts.

To meet the needs of the community, and to help people feel as part of the community, it is necessary to monitor the need for additional community, cultural and social facilities in the Region, increasing resident awareness of resources and facilities, and supporting efforts to protect, enhance, and improve accessibility of those resources and facilities. Facilities are important, but also the efforts of community organizations to provide programs for area residents and get people to those facilities and programs.
SECTION 8 – STORMWATER MANAGEMENT AND WATERSHED MANAGEMENT IN THE HSPS REGION

Brodhead and McMichaels Creek Watershed Act 167 Stormwater Management Plan Update

Stormwater management within the HSPS Region will be influenced by the Brodhead and McMichaels Creek Watershed Act 167 Stormwater Management Plan Update and Municipal Act 167 Stormwater Management Ordinances adopted pursuant to that Plan.

Municipalities should closely review the implications of the Plan and ordinance requirements. The Plan is designed to manage stormwater to achieve the following objectives:

- Minimize flooding
- Prevent future stormwater flows from being greater than predevelopment flows
- Manage flows to prevent accelerated stream bank erosion
- Treat stormwater to improve the quality of the stormwater runoff
- Recharge the groundwater to replenish groundwater supplies and stream base flow

While existing storm drainage problems were documented with the Watershed Plan Advisory Committee, no specific correction solutions were provided. Problems typically occur in the lower ends of watersheds in older developed areas. Current stormwater plans and ordinances appear to be working in newer developments. The Plan recommends the following steps to implement solutions to the existing storm drainage problem areas:

1. Prioritize the list of storm drainage problems within the municipality based on frequency of occurrence, potential for injury to persons or property, damage history, public perception of the problems, and other appropriate criteria.

2. For the top priority drainage problems in the municipality, conduct detailed engineering evaluations to determine the exact nature of the problems (if not known), determine alternative solutions, provide cost estimates for the alternative solutions, and recommend a course of municipal action. The number of drainage problems to be evaluated by a municipality as a first cut from the priority list should be based on a schedule compatible with completing engineering studies on all problem areas within approximately five years. The Brodhead Creek and McMichaels Creek hydrologic model would be available at the Monroe County Planning Commission office to provide flow data as input to the engineering studies.

3. On the priority and cost bases, incorporate implementation of recommended solutions to the drainage problems in the annual municipal capital budget or the municipal maintenance budget as funds are available. Solutions for existing stormwater drainage problems may qualify for low interest loans from the Pennsylvania Infrastructure Investment Authority (PENNVEST). The number of drainage problems corrected in a given year should be based on a maximum ten-year schedule of resolving all existing
documented drainage problems in the municipality for which cost-effective solutions exist.

The listed General Procedures for Municipalities to determine size of replacement culverts using Act 167 data are as follows:

1. Determine the location and municipality of obstruction on the Obstruction Map and obtain the obstruction number.

2. From Section 105.161 of DEP’s Chapter 105, determine the design storm frequency.

3. From “Municipal Stream Obstruction Data” tables, locate the municipality and Obstruction number. Locate the flow value (cfs) for the design storm frequency determined in #2 above.

4. Have the culvert sized for this design flow and obtain any necessary approvals/permits.

Note: Any culverts/stream crossings not identified on the Obstruction Map would need to have storm flows computed for sizing purposes.

Any landowner and any person engaged in the alteration or development of land that may affect stormwater runoff characteristics have the following responsibilities:

1. To assure the maximum rate of stormwater runoff is no greater after development than prior to development activities; or

2. To manage the quantity, velocity and direction of resulting stormwater runoff in a manner that otherwise adequately protects health and property from possible injury.

**Pocono Creek Pilot Study**

The Pocono Creek Pilot Project (now underway) has established the following water resources and community goals for the watershed, which contains a high quality water coupled with substantial growth:

- Improve water quality
- Preserve stream corridors and floodplains
- Coordinate watershed planning process with other levels of government
- Maintain existing stream flow
- Preserve open space
- Develop using village centers and conservation design
- Establish an environmentally compatible economy.

Four main water resource disciplines have been identified to evaluate and determine targets in order to develop a means to achieve the listed goals. The four water resource related disciplines are:
Water Quality
  • Maintain existing water quality where it is better than state standards
  • Improve water quality to meet state standards

Stream Channel Stability
  • Maintain natural stable streams
  • Re-establish stability to unstable streams

Stream Flow
  • Provide necessary stream flows to support a natural ecosystem

Aquatic Ecology (Macroinvertebrates)
  • Restore or maintain an optimal biological community in each management area

**Brodhead Watershed Conservation Plan**

The Brodhead watershed drains land in all four HSPS municipalities. The Watershed Conservation Plan established five goals:

1. **Water Quality and Quantity** – Maintain and improve water quality throughout the watershed and insure that an adequate quantity of surface water and groundwater is maintained.

2. **Watershed Awareness** – Achieve greater environmental education for all age groups to address water quality, planning and regulations, and habitat.

3. **Policy, Planning & Regulation** – Encourage the development of local, state, and federal planning and regulations to collectively facilitate stated watershed management goals.

4. **Fish and Wildlife Habitat** – Manage natural habitat to promote biodiversity and to maintain, protect, and enhance natural systems.

5. **Historic & Cultural Resources** – Ensure that the historic resources of the Brodhead watershed are preserved and interpreted as educational examples of the area’s heritage.

The Plan contains a detailed action plan. The following actions were considered “critical actions” with the highest priority, and were recommended to be addressed first.

- Strengthen land use ordinances to minimize effects of imperious surfaces.
- Develop sewage management programs to better manage on-lot septic systems.
- Promote and develop greenways to link important natural, recreational and wildlife habitat areas in cooperation with willing landowners.
• Use incentive-based approaches to protect, restore, and conserve important fish and wildlife habitat and direct development away from important habitat areas.

• Encourage DEP to take prompt-action on known sewage treatment plant violations.

• Use open space funds and other monies to protect critical riparian areas.

• Increase public access to fishing waters.

• Develop educational programs about protecting sources of drinking water in the Brodhead watershed.

• Organize watershed awareness raising activities, especially activities that involve children.

• Develop programs to protect existing and potential future sources of drinking water.

• Strengthen land use ordinances to better protect groundwater recharge. (Locate, delineate, and map significant recharge zones throughout the watershed.)

• Strengthen land use ordinances to better protect floodplains.

• Develop education programs to encourage landowners and citizens to plant native species, plant or maintain riparian buffers and improve stream, habitat.

• Restore in-stream habitat in areas degraded by flooding, channelization, loss of riparian buffer, and increased runoff.

• Encourage riparian landowners to create and maintain forested stream buffers.

Cherry Creek Watershed Conservation Plan

Recommended critical actions in the draft plan include:

• Create and secure funding for a National Wildlife Refuge.

• Work with landowners on Key Conservation Tracts/Projects:
  -- Protect Kittatinny and Godfrey Ridges and links to Quiet Valley Living History Farm
  -- Pursue conservation options with PA Water Company property.

• Identify and protect most significant threatened prehistoric, historic and cultural sites.
• Enhance municipal zoning, land use and subdivision ordinances and comprehensive plans to define and protect historic and cultural resources:

  -- encourage creative reuse of historic structures consistent with maintaining the historic character of the building.
  -- Incorporate clear, reasonable design review standards for renovations to historic structures into municipal codes
  -- Require enhanced review procedures and permits for demolition of historic structures.

• Encourage developers to use voluntary design guidelines following Conservation Subdivision Design concepts.

• Restore in-stream habitat in areas degraded by flooding, canalization, loss of riparian buffer, and increased runoff.

• Update municipal 537 plans to ensure consistency.

• Develop sewage management programs to better manage on-lot septic systems.

• Encourage alternatives (such as land application) to stream discharges from sewage treatment plants where feasible.

• Encourage responsible use of fertilizers and pesticides.

• Manage nuisance wildlife such as geese.

• Complete a comprehensive greenway and trail plan that examines the feasibility of developing a watershed wide system of greenways to maintain and enhance green infrastructure and scenic quality, and to examine trail opportunities and linkages including Kittatinny Ridge project, Godfrey Ridge trail, Brodhead, McMichael, and Pocono Creeks Greenways Plan, Quiet Valley Historical Farm, Appalachian Trail, and PENNDOT Visitors Center.

• Promote bicycle and pedestrian compatibility on all state and local roads, including the implementation of traffic-calming techniques.

• Encourage ordinances that preserve and maintain historic character. Prohibit/restrict billboards and apply appropriate restrictions to other signs in keeping with the scenic/historic character and reduce visual clutter through better signage ordinances.

• Encourage improved signage, landscaping, buffer areas, driveways, and lighting of commercial facilities accessible from arterial roadways.

• Avoid road widening or realignments that detracts from the rural character or serves to promote increased speeds.
• Encourage the use of edge striping to narrow travel lanes and increase shoulder widths.

• Develop/enhance litter control program.

• Conduct an outreach campaign to increase visibility of conservation programs, benefits and stewardship opportunities.

• Utilize a variety of news media to communicate and interpret watershed values and issues.

• Support and evolve the "Friends of Cherry Valley" as a sustainable partnership to catalyze and oversee plan implementation.

• Identify, develop, and foster cooperative relationships with surrounding municipalities to work toward the creation of a regional greenway and trail system. Establish Environmental Advisory Councils in all watershed municipalities and explore creation of a watershed-wide EAC. Explore additional funding opportunities through state, federal, and private organizations.

• Explore the possibilities presented by Act 153 of 1996 authorizing the levying of taxes for financing the purchase of open space.

• Create fundraisers and special events to support greenway development.

• Develop landowner outreach and education program to promote conservation activities.
  -- Encourage landowners and citizens to plant native species, plant or maintain riparian buffers and improve stream habitat.
  -- Continue to make landowners aware of endangered species on their property.

• Organize a sustainable agriculture workshop for interested landowners with information on sustainable/best management practices for forestry and agriculture.

• Coordinate with other agencies to identify property owners of key agricultural lands and approach them regarding their participation in preservation programs.

• Encourage landowners to conserve privately owned woodlots.
  -- Use sustainable forestry practices

• Educate interested landowners about placing conservation easements on open land through donation or purchase.
• Conduct inventories of terrestrial wildlife and their habitats, including birds, reptiles and amphibians.

• Develop more effective deer, geese, and other nuisance wildlife management programs.

• Implement programs to control/manage invasive and exotic species.

• Develop sign ordinance.

• Minimize visual impacts from cell phone-towers through local ordinances, (e.g. keep towers below 200 feet; no lights on towers, etc.).

• Review and assess effectiveness of existing local tree protection ordinances.

• Develop tree protection programs through local subdivision and zoning ordinances to protect and conserve forest cover.
SECTION 9 – EXISTING COMMUNITY FACILITIES

Facilities serving the Region, both public and private, are shown in a general way on the following Community Facilities Map. An enlargement of this map, numbering the facilities, is provided in the map pocket at the end of this report. The following table provides, for each numbered facility, the owner, general use, and size.

Community Facilities within or serving the municipalities in the Region are listed below:

**Hamilton Township**

Hamilton Township Municipal Office and Garage
Brinker Mill
Robacher House

Hamilton Elementary School

Burnley Sheltered Workshop
Pleasant Valley Manor Nursing Home
Monroe County Parks and Recreation Commission
Monroe County Correctional Institution
Monroe County Public Safety Services
Monroe County Park

U.S. Post Office – Sciota
U.S. Post Office – Saylorsburg

Hamilton Little League Field

Blue Ridge Hook and Ladder Company – Saylorsburg – main station
– Snydersville – sub-station

Monroe County Conservation District Kettle Creek Nature Center

Quiet Valley Living Farm Museum

Appalachian Trail
Historic Homestead along Route 209-Business

Tannersville Learning Center Site
Hamilton Township is served by:
- Pennsylvania State Police (Swiftwater barracks)
- Central Pocono Ambulance (Tannersville)
- General Ambulance (Stroud Township)
- West End Ambulance (Brodheadsville)
- Blue Ridge Cable
- Private solid waste collection and disposal
- Pocono Medical Center (East Stroudsburg)

The PMC is gearing to become a regional medical center by completing a $50,000,000 expansion and renovation project by adding beds and employees, a new cardiovascular institute, and new diagnostic imaging equipment.

Tax has been stable at 1 mil, the lowest municipal tax rate in the County.
County Offices in Stroudsburg

Brodhead Park
Stroud Township

Stroud Township Office
Stroud Township Garage

General Ambulance Corporation

Eastern Monroe County Library

U.S. Post Office – Analomink

Stroud Township Sewer Authority

Stroudsburg Municipal Authority

Appalachian Trail

Small portion of Delaware Water Gap National Recreation Area

PennDOT Office

Stroud Township Fire Company
   Arlington Heights
   Poplar Valley
   Analomink
   Fifth Street

Stroudsburg Area School District
   Junior High School
   Middle School (under construction)
   Intermediate School
   Clearview Elementary
   Arlington Elementary

Brodhead Creek Park
Jay Albertson Park
Pinebrook Park
Big Pines Park
Yetter Park
Kovarick Park Lands
Michael Moore Park
Katz Park
Carol Daily Property
Laurel Street Pond
Totts Gap Trail Head
McMichael Creek Conservation Lands
Social Security Office

Area Aging Agency

Stroud Township is served by:

- Stroud Area Regional Police Department (East Stroudsburg)
- Blue Ridge Cable
- Private solid waste collection and disposal
- Pocono Medical Center (East Stroudsburg)

The tax rate has been stable at 12 mils. The Township has unique mechanisms to fund capital programs in the Township. Under the Fair Share Contribution Fund, developers make financial contributions to the Township for traffic improvements needed because of their developments. The Township also has a 0.25% earned income tax devoted to open space acquisition. The tax provides about $600,000 per year.
Pocono Township

Pocono Township Municipal Building
Pocono Township Police Department

Pocono Township Branch of Eastern Monroe Public Library (in Township Building)

Pocono Township Volunteer Fire Company

Central Pocono Volunteer Ambulance Corporation

Pocono Elementary Center
Tannersville Learning Center

Monroe County Vocational Technical School

Northampton Community College

State Police barracks in Swiftwater

Pocono/Jackson Water Authority

Stroudsburg Municipal Authority water line

DEP/DCNA in Swiftwater

Monroe County Career Link

United Way

MCTA

United States Post Office - Bartonsville
- Pocono Manor
- Scotrun
- Swiftwater
- Tannersville

Mountain View Park

Future HJP regional park at Golden Slipper Camp site in Jackson Township

State Gamelands No. 38

Big Pocono State Park
Cranberry Bog

Pocono Township is served by:
  Blue Ridge Cable
  Private solid waste collection and disposal
  Pocono Medical Center (East Stroudsburg)

The tax rate has been stable at 6.215 mils. The Pocono Mountain School District has decided to take a share of earned income tax revenue in the District. This could affect municipal tax rates in the District in the future.
Borough of Stroudsburg

Stroudsburg Municipal Building
Stroudsburg Fire Company
Borough Garage
Sewage Treatment Plant

Stroudsburg Municipal Authority

Monroe County Offices
Monroe County Courthouse

U.S. Post Office

Stroud Mansion
Driebe Freight Station
Monroe County Historical Association

Twin Boroughs Recycling

Martz Bus Line

Moose Lodge

YMCA Pocono Family

Stroudsburg School District
  High School
  Morey Elementary School
  Ramsey Elementary School

Monroe County Arts Council

Stroudsburg Borough Park

Skate Park

Glen Park

Park/Bryant Street Park

Helen Amhurst – Third St. – Park

Rotary/Ann Street Park
The Borough of Stroudsburg is served by:

- Blue Ridge Cable
- Private solid waste collection and disposal
- Pocono Medical Center (East Stroudsburg)
- Stroud Area Regional Police Department (East Stroudsburg)

The Borough tax rate was raised for 2004 and is the highest rate in the County at 26.5 mils. The Borough has debt of about five million dollars.
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CHAPTER 10

ECONOMIC DEVELOPMENT
SECTION 1 – OVERALL STRATEGY

Economic development is important to the HSPS Region. Enhanced tax revenue from business development can balance the residential share of the property tax base. Jobs can be created and maintained for local residents. The objective is not just to provide any jobs, but family sustaining jobs in a variety of appropriate employment fields. But it is also critical that when economic development occurs, the natural environment must be protected and adequate infrastructure must be in place or put in place to accommodate the impacts of development. Businesses must be active participants in protecting the Region’s resources and providing infrastructure improvements.

While economic development has occurred in the Route 209 and Business 209 corridor (mix of commercial and industrial) and Route 447/191 corridor (primarily industrial), the greatest concentrations of development have occurred in the heart of Stroudsburg and in the Route 611 corridor. Two unique challenges result: keeping downtown Stroudsburg vital and managing the Route 611 commercial corridor which will continue to be developed. The Region contains some of the County’s largest employers: Aventis Pasteur in Swiftwater, Roadway Express along Route 715, the County of Monroe in Stroudsburg, the Stroudsburg Area School District, United Steel Products along Route 447, Camelback in Pocono Township, and branches of the Pocono Mountain School District, Weis Markets, and Commonwealth of Pennsylvania.

Partnerships are critical in promoting economic development. A major economic development effort in the Region is the planning for sanitary sewer extension to Aventis Pasteur in Swiftwater. This project will support continued expansion of a major source of family sustaining jobs in the County, likely spur additional development in the corridor, and perhaps help existing and future businesses address environmental concerns from reliance on private sewage disposal systems. The project has involved State government, local legislators, municipalities and authorities in the Region, and businesses.

Revitalization efforts in the Borough of Stroudsburg have involved State government and the Pennsylvania Downtown Center, Borough government, the Jacob Stroud Corporation, and Borough businesses and agencies.

Cooperative efforts of municipalities, the County and County economic development agencies, businesses, legislators, educational institutions, and state government must continue if appropriate jobs are to be created in the Region. The Monroe County Economic Advisory Board was created recently to advise the County Commissioners on steps to encourage job creation and improve the County economy. A March 2004 Biotech Summit in the County discussed potential regional efforts to attract biotechnology jobs, building upon the presence of Aventis Pasteur and employers in New Jersey and suburban Philadelphia.

The Region does not want economic development just for the sake of development – it must be done right. Areas considered appropriate for economic development have been identified on the Future Land Use Plan. Generally, such development is directed to major transportation corridors, near interchanges with interstate highways, and within existing centers where a core of such development exists.
Aventis Pasteur Expansion

Stokes Avenue Industrial Development
Alternatives must be provided to strip commercial development. This will occur through well-planned developments, such as business and industrial parks, and interconnected and integrated commercial areas.

Appropriate mixed use development is encouraged. The appropriate mix will depend upon the location and type of zoning district. For example, the Route 611 corridor is not intended to be developed solely for retail commercial development. A mix of office, service, and light industrial, as well as commercial uses, is envisioned.

Standards will be imposed by municipalities to improve the design and appearance of new development and redevelopment.

Appropriate attention must be paid to landscaping, lighting, building design, buffering, signage, setbacks, screening, and pedestrian amenities. Development must be designed and constructed to meet environmental performance standards, eliminate adverse impacts on adjacent land uses, and minimize highway access safety hazards.

Within the Region, emphasis will be given to attract desirable small business incubation; “green” tourism; light industrial, research and development, high technology, office and service development to supplement existing commercial development; and retention of existing desirable businesses and industries.

Tourism plays an important role in the economy of the Region. The four municipalities will continue to discuss the role that tourism should play in the Regional economy and the appropriate types of tourism to encourage in the Region. Cultural tourism is currently a major emphasis in the Borough and such efforts are supported. Implementation of the regional Open Space and Recreation plans is critical to protecting the natural, cultural, historic, architectural, and recreational resources and landscapes which enable tourism based on natural and cultural, recreation, educational and family activities. County and regional agencies can be worked with to support HSPS regionally-defined goals for tourism.

Improvement and revitalization of existing developed areas is important to maintaining an economically vital Region. This includes such efforts as addressing transportation concerns in the Region and improving streetscapes. If the roads in the Region are too congested, businesses may locate elsewhere. Route 611 improvements, access management, and I-80 interchange improvements are particularly crucial. If commercial areas are allowed to deteriorate in appearance, this will affect decisions to locate in the Region and the types of businesses which will locate. Streetscape programs along Stroudsburg Main Street and Route 611 can enhance these corridors. This plan supports the continuing revitalization efforts and current Main Street planning update in the Borough of Stroudsburg and streetscape planning for Route 611.

The Region does contain vacant and underutilized commercial and industrial sites, particularly in the Borough and the Route 447/191 corridor. Appropriate economic utilization of these properties is supported through establishment of Keystone Opportunity Zones and Keystone Innovation Zones, cooperative efforts with economic development agencies, and programs of PADCED which offer financial incentives for re-use of old buildings and tax lien forgiveness to
“recycle” buildings and preserve historic sites. For instance, it is possible to work with the Monroe County Industrial Development Authority to secure funding for infrastructure improvements to support economic development.

Table 10-1 indicates vacant, agricultural, and forest land which is included in the Future Land Use Plan categories which allow for economic development.

**TABLE 10-1**

**ACREAGE BY FUTURE LAND USE CATEGORY**

<table>
<thead>
<tr>
<th>Future Land Use Plan Category</th>
<th>Vacant</th>
<th>Agriculture</th>
<th>Forest</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Business Development</td>
<td>68</td>
<td>99</td>
<td>339</td>
<td>506</td>
</tr>
<tr>
<td>Managed Corridor Development</td>
<td>640</td>
<td>544</td>
<td>210</td>
<td>1394</td>
</tr>
<tr>
<td>Transit Oriented Development</td>
<td>14</td>
<td>168</td>
<td>--</td>
<td>182</td>
</tr>
<tr>
<td>Village Center</td>
<td>33</td>
<td>--</td>
<td>--</td>
<td>33</td>
</tr>
<tr>
<td>Village</td>
<td>142</td>
<td>93</td>
<td>48</td>
<td>283</td>
</tr>
<tr>
<td>Borough Center Mixed Use</td>
<td>14</td>
<td>--</td>
<td>--</td>
<td>14</td>
</tr>
<tr>
<td>Business Park</td>
<td>4</td>
<td>--</td>
<td>--</td>
<td>4</td>
</tr>
<tr>
<td>General Commercial</td>
<td>51</td>
<td>25</td>
<td>67</td>
<td>143</td>
</tr>
<tr>
<td>General Industrial</td>
<td>168</td>
<td>15</td>
<td>--</td>
<td>183</td>
</tr>
<tr>
<td>Limited Industrial</td>
<td>254</td>
<td>161</td>
<td>12</td>
<td>427</td>
</tr>
<tr>
<td>Neighborhood Commercial</td>
<td>39</td>
<td>--</td>
<td>--</td>
<td>39</td>
</tr>
<tr>
<td>Resort Commercial</td>
<td>41</td>
<td>--</td>
<td>40</td>
<td>81</td>
</tr>
</tbody>
</table>

It is important to address the needs of existing businesses in the Region. They should be consulted regarding their concerns and needs. Telecommunications companies should work to provide businesses with adequate telecommunications facilities. Increased cell phone tower capacity and more widespread installation of fiber optic lines are also necessary to attract high tech industry. The Pocono Mountains Chamber of Commerce and Monroe County Career link can help local businesses, facilitate networking, and foster professional development. Suppliers of existing businesses and businesses related to existing businesses in the Region should be encouraged to locate in the Region.

Tax base concerns often influence municipal decisions on economic development. Methods of providing relief from dependence on property taxes should continue to be explored by the State government. Local, county, and state officials should work together to identify additional revenue sources to supplement property tax revenues, such as impact fees beyond which can now be charged, and support the necessary legislation to authorize such fees. Existing authorized impact fees can be used to fund needed road improvements in the Region and to enhance recreation and open space resources in the Region. This in turn improves the quality of life in the Region and enhances the attractiveness of the Region to desirable businesses.
The Pennsylvania Economic Stimulus Package has been recently passed. Opportunities for the Region created with such programs as Business in Our Sites and Tax Increment Financing Guarantee Program should be reviewed. Programs in the Package include:

- Business in our Sites
- Building PA
- New Pennsylvania Venture Guarantee Program
- New Pennsylvania Venture Capital Investment Program
- First Industries Fund
- Core Industries
- Second Stage Loan Program
- TIF Guarantee Program
- Infrastructure and Facilities Improvement Program
- Keystone Innovation Zones
- Section 108 Loan Pool
- Elm Street

The recent elements of the package are:

- **Business in Our Sites** will offer flexible loans and grants for local municipalities and their economic development partners to create future business growth and attract opportunities through the acquisition and preparation of key sites for development. The program would provide communities with grants and loans of up to $250,000 to pay for the reclamation of industrial land.

- **Building PA** will provide funding for the development of real estate assets within the Commonwealth. Funds will be loaned to private investors and foundations looking to match funds to facilitate projects within the Commonwealth.

- **New PA Venture Guarantee Program** will allow the Commonwealth to more actively partner with the investment community by structuring a program that provides guarantees to venture capital companies interested in Pennsylvania businesses. These guarantees will provide increased capital for Pennsylvania businesses to grow and create jobs.

- **New PA Venture Capital Investment Program** will provide capital to Pennsylvania-focused venture capital companies that agree to match those funds and make investments in Pennsylvania businesses.

- **First Industries Fund**. First Industries will provide grants, low-interest loan financing and loan guarantees for agriculture and tourism.

- **2nd Stage Loan Program** will provide guarantees for bank loans to second stage manufacturers and technology companies for working capital and other financing needs. Targeted toward manufacturing, advanced technology and biotechnology, these funds will support growth in these sectors.
• **Tax Increment Financing (TIF) Guarantee Program.** Through TIF, communities can borrow funds for projects that will develop blighted areas and then repay those borrowed monies through the new tax revenues that will be generated as a result of the development. A combination of technical assistance and loan guarantee assistance is proposed to encourage small communities to utilize this program.

• **Infrastructure & Facilities Improvement Program** is a multi-year grant program that will provide grants to certain issuers of debt in order to assist with the payment of debt service.

The Pennsylvania Department of Community and Economic Development is the primary contact for most of these programs.

Obviously, there is a lot that can be done to promote economic development in the Region. One difficulty is coordinating such efforts. While the Jacob Stroud Corporation takes the lead in promoting economic development in the Borough, the Townships do not have available manpower to devote solely to economic development. Typically, municipal officials and staffs get together to discuss specific projects, such as the Aventis Pasteur sewer project.

Just as there are regional open space and recreation committees and a regional planning committee, consideration should be given to appointing a regional economic development committee. Such a committee could be charged with aiding the governing bodies in further defining economic development goals and objectives for the Region, fleshing out steps to achieve those goals and objectives, targeting the government programs to be used for implementation, and forging the partnerships necessary to participate in those programs.

Currently, mean travel time to work in the Region is substantial:

**TABLE 10-2**

**MEAN TRAVEL TIME TO WORK, 2000**

<table>
<thead>
<tr>
<th>Township</th>
<th>Mean Travel Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hamilton Township</td>
<td>31.4 minutes</td>
</tr>
<tr>
<td>Stroud Township</td>
<td>37.9 minutes</td>
</tr>
<tr>
<td>Pocono Township</td>
<td>35.0 minutes</td>
</tr>
<tr>
<td>Stroudsburg Borough</td>
<td>23.5 minutes</td>
</tr>
</tbody>
</table>

*Source: U.S. Census Bureau*
Potential for Future Development in Stroudsburg

Major Employer in Route 715 – I-80 Area
The following table provides a breakdown of the length of travel time in minutes for commuters in 2000, by percent of commuters in each travel time range:

**TABLE 10-3**  
PERCENT OF COMMUTERS  
TRAVEL TIME IN MINUTES – 2000

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Under 15</th>
<th>15-29</th>
<th>30-44</th>
<th>45-59</th>
<th>60-80</th>
<th>90 or more</th>
<th>Total Commuters</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hamilton Township</td>
<td>24.4</td>
<td>40.2</td>
<td>12.4</td>
<td>8.8</td>
<td>7.1</td>
<td>7.2</td>
<td>3,564</td>
</tr>
<tr>
<td>Stroud Township</td>
<td>34.0</td>
<td>25.1</td>
<td>10.7</td>
<td>6.1</td>
<td>9.2</td>
<td>15.0</td>
<td>6,285</td>
</tr>
<tr>
<td>Pocono Township</td>
<td>30.4</td>
<td>32.5</td>
<td>8.7</td>
<td>7.7</td>
<td>9.4</td>
<td>11.3</td>
<td>4,676</td>
</tr>
<tr>
<td>Stroudsburg Borough</td>
<td>54.7</td>
<td>20.3</td>
<td>5.9</td>
<td>7.1</td>
<td>6.5</td>
<td>5.6</td>
<td>2,588</td>
</tr>
<tr>
<td>Monroe County</td>
<td>27.2</td>
<td>29.7</td>
<td>14.5</td>
<td>7.5</td>
<td>8.2</td>
<td>13.0</td>
<td>60,244</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau

Most commuters in the Borough have a relatively short commute. Very long commutes to work are most commonly found in Stroud Township, with Pocono Township next. 28.7% of Monroe County commuters have a commute of 45 minutes or greater. 30.3% of Stroud Township commuters have such a trip, 28.4% of Pocono Township commuters, 23.1% of Hamilton Township commuters, and 19.2% of Stroudsburg commuters.

Those that commute out of the Region experience a reduction in the quality of life because of time lost commuting, the physical and mental toll of the commute, the cost of the commute, time away from family, stress on children who have less time with parents, and likelihood of reducing commitment to and participation within the community. Creation of family sustaining jobs in the Region can help address the travel time to work issue.

Relocation of retirees and commuting workers to the Region can have impacts on municipal budgets if services which were experienced in metropolitan areas are expected, particularly if there is little participation in the community and volunteer organizations which provide services to the Region’s residents.

There is little reliance on mass transit as the mode of transportation to work in the Region as is the case in the County and the State. 5.2% of Pennsylvania workers use mass transit, 3.4% of Monroe County workers, 1.5% of Hamilton workers, 3.4% of Pocono workers, 5.1% of Stroud workers, and 4.0% of Stroudsburg workers. Percentages walking to work are 4.1% Pennsylvania, 2.2% Monroe County, 0.8% Hamilton Township, 0.3% Pocono Township, 0.9% Stroud Township, and 8.0% Stroudsburg. Proximity of workplace and residence allows more people to walk to work. Higher concentrations of housing and work places allow more reliance on mass transit.
SECTION 2 – GENERAL APPROACH TO STRENGTHENING CENTERS AND CORRIDORS

The key elements of programs to strengthen centers, such as Main Street Programs, are outlined below. Applicable in Stroudsburg, these elements could also be used in expanding or future centers, such as Tannersville and Sciota, and in established corridors such as the Route 611 corridor.

- **Improving the image by enhancing physical appearance, as appropriate**

  This includes enhancing the appearance of buildings, street lights, window displays, parking areas, signs, sidewalks, benches, landscaping, trash receptacles, utility poles and lines, and graphics. Design in the area should recognize existing desirable physical elements, be compatible with the area's character, and be unified. This has been accomplished in portions of Stroudsburg, and efforts should continue.

- **Securing consensus and cooperation among the groups that are involved in economic development**

  Parties which should be involved include Borough and Township officials, business people, bankers, real estate agents, customers, the media, residents of downtown, and civic groups.

- **Promoting the Centers**

  The unique characteristics should be promoted to customers, investors, existing businesses, and potential new businesses. A positive image can be fostered through appropriate special events, and other programs. A brochure promoting the businesses downtown can be prepared. The First Saturday and Pocono Garlic Festival initiatives in Stroudsburg are successful examples.

- **Strengthening the Economy of the Centers**

  If the economy is strong, it is possible to maintain and upgrade the buildings in the existing communities. Existing businesses should be helped to expand; new businesses should be recruited; and increased use of any underutilized buildings should be promoted.

- **Affecting Attitudes Towards the Centers**

  Consumers and investors have more positive attitudes toward downtown as they see changes taking place such as building improvement projects and new street furniture. Owners of buildings will be more likely to make improvements to their buildings.
Specific tasks to help maintain economic vitality can include:

-- Helping businesses identify new sales opportunities

-- Promoting the centers as cohesive shopping areas to market groups

-- Listing potential new businesses

-- Keeping track of prospective businesses

-- Improving the quality of businesses by helping them be more customer responsive and competitive

-- Having coordinated business hours that meet consumer needs. Encouraging businesses to work together

-- Encouraging attractive window and interior merchandise displays

-- Maintaining information on the centers

-- Marketing and promoting businesses

-- Conducting an advertising campaign

-- Helping to maintain existing businesses and encouraging patronage of those businesses

-- Working with financial institutions to establish loan pools

-- Maintaining a good working relationship between public and private sectors

-- Finding new uses for any underutilized or vacant buildings

-- Recruiting businesses to complement the retail and service mix

-- Identifying sources of grants for physical improvements or providing matching grants for such improvements

-- Assuring promotional activities create a consistent, positive image for the downtown, consistent with community characteristics and history

-- Scheduling events to bring people into the community on a regular basis

-- Understanding the center’s history
-- Managing parking spaces

-- Managing growth within the entire Region

-- Working with developers to assure attractive, well-planned development

-- Enhancing alternatives to auto traffic, including enhanced transit service and enhanced transit hubs with shelters, parking areas, and pedestrian walkways

-- Landscaping standards

-- Enhancing the pedestrian system and coordinating with open space and recreation and greenway planning

-- Managing road corridors

-- Protecting remaining natural resources

-- Encouraging appropriate mixed use

-- Incorporating open space, natural features and public spaces so they are visible and accessible, in order to humanize areas and providing reminders of why the Poconos area has attracted so many residents and visitors

-- Addressing parking needs

-- Recognizing the assets and defining characteristics of a center and enhancing and building upon those features. Examples are building stock, variety of available services, walkability, and traditional development patterns.

The HJP Open Space and Recreation Plan makes the following recommendation regarding the Tannersville area:

Target the municipal complex area of Pocono Township for the creation of a “town hub” that would tie together public and semi-public lands and provide community recreation facilities. Secure through partnership or acquisition perpetual public access to recreation lands of the Tannersville Learning Center and Pocono Township Volunteer Fire Company. Acquire additional lands along Pocono Creek to link the Tannersville Learning Center with the Pocono Township complex. Develop a master plan that unifies the various parcels and creates a “town hub”. Maintain the community functions of municipal administrative and maintenance, library, fire station, and recreation. Expand the recreation functions as possible and link all lands with trails. Provide an area for
community and special events. Highlight access to the Pocono Creek. Enhance the public image of the complex from Route 611 and define the vehicular entrance and parking areas through plantings, curbing, and sign placement.
In conjunction with center/corridor improvement programs, an economic development strategy table like the following should be prepared.

| Economic Development Task → | Lighting Improvements | Sidewalk/Curb Improvements | Cross Walk Unique Identifier | Establish New Traffic Patterns/Traffic Improvements | Additional Trash Receptacles | Tree Replacement/Planting Program | Color Selection Coordination | Size Selection Coordination | Style Selection Coordination | Bandwidth Improvements | Overhead to Underground Conversion/Placement | Directional Signage | Deferred or Excused Payment Requirement | Commercial Development Recruitment | Create and Advertise Community Venues | Promote Adaptive Reuse Opportunities |
|-----------------------------|-----------------------|---------------------------|------------------------------|---------------------------------------------------|-------------------------------|-----------------------------------|-----------------------------|-----------------------------|-----------------------------|----------------------|-----------------------------------------------|-----------------|--------------------------------|-----------------------------------------------|--------------------------------|--------------------------------|---------------------|
| Main Street Revitalization | X                     | X                         | X                            | X                                                 | X                              | X                                 | X                           | X                           | X                           | X                         | X                                             | X                            | X                                             | X                                             | X                                             | X                                             | X                         |
| Additional Parking Improvements | X                    | X                         | X                            | X                                                 | X                              | X                                 | X                           | X                           | X                           | X                         | X                                             | X                            | X                                             | X                                             | X                                             | X                                             | X                         |
| Recreation Program Expansion | X                     | X                         | X                            | X                                                 | X                              | X                                 | X                           | X                           | X                           | X                         | X                                             | X                            | X                                             | X                                             | X                                             | X                                             | X                         |
| Public Safety Improvements | X                     | X                         | X                            | X                                                 | X                              | X                                 | X                           | X                           | X                           | X                         | X                                             | X                            | X                                             | X                                             | X                                             | X                                             | X                         |
| Façade Coordination/Design/ Specification | X                | X                         | X                            | X                                                 | X                              | X                                 | X                           | X                           | X                           | X                         | X                                             | X                            | X                                             | X                                             | X                                             | X                                             | X                         |
| Signage Coordination | X                     | X                         | X                            | X                                                 | X                              | X                                 | X                           | X                           | X                           | X                         | X                                             | X                            | X                                             | X                                             | X                                             | X                                             | X                         |
| Trash/Debris Increased | X                     | X                         | X                            | X                                                 | X                              | X                                 | X                           | X                           | X                           | X                         | X                                             | X                            | X                                             | X                                             | X                                             | X                                             | X                         |
| Communication/Internet Enhancements | X                | X                         | X                            | X                                                 | X                              | X                                 | X                           | X                           | X                           | X                         | X                                             | X                            | X                                             | X                                             | X                                             | X                                             | X                         |
| Flat-pad Ready to Build Sites | X                    | X                         | X                            | X                                                 | X                              | X                                 | X                           | X                           | X                           | X                         | X                                             | X                            | X                                             | X                                             | X                                             | X                                             | X                         |
| Tax Abatement Programs | X                     | X                         | X                            | X                                                 | X                              | X                                 | X                           | X                           | X                           | X                         | X                                             | X                            | X                                             | X                                             | X                                             | X                                             | X                         |
| Utility Incentives | X                     | X                         | X                            | X                                                 | X                              | X                                 | X                           | X                           | X                           | X                         | X                                             | X                            | X                                             | X                                             | X                                             | X                                             | X                         |
| Tourism Recognition | X                     | X                         | X                            | X                                                 | X                              | X                                 | X                           | X                           | X                           | X                         | X                                             | X                            | X                                             | X                                             | X                                             | X                                             | X                         |
| Transportation Access | X                     | X                         | X                            | X                                                 | X                              | X                                 | X                           | X                           | X                           | X                         | X                                             | X                            | X                                             | X                                             | X                                             | X                                             | X                         |
Stroudsburg Five-Year Plan

This comprehensive plan supports the continued revitalization of the Borough of Stroudsburg. The Borough Council and the Jacob Stroud Corporation are working with the Pennsylvania Downtown Center to develop a five-year plan for continued revitalization and making Main Street as inviting as possible. The top concerns of residents attending workshops were transportation (by far), recruitment of businesses (second), then buildings, parking, public safety, maintenance, urban design, partnerships, image, and retention of businesses. Current initiatives in the Borough are addressing transportation concerns and improving cleanliness in the Borough.

Recently, a number of buildings in the Borough have been renovated and new uses established. As this happens, there are certain concerns which should be addressed:

- respecting architectural traditions of the Borough
- retaining the character and integrity of neighborhoods and buildings, rather than tearing down and/or completely renovating buildings
- retaining a sense of place in Borough neighborhoods and business district
- enhancing gateways to the Borough
- limiting building heights to what is deemed appropriate to the Borough and consistent with existing Borough buildings
- addressing parking needs in business areas
- attracting commercial uses which enhance the commercial character of the Borough
- providing greenspace
- encouraging owner-occupation, controlling conversions, and addressing parking needs in residential areas
- making the Borough more walkable and bikeable
- protecting the character of historic districts
- providing people-oriented spaces as found in front of the First Presbyterian Church
- encouraging building facades in character with the Borough
- having appropriate signage control
- coordinating business hours and meeting demands of customers
• enhancing stream-side areas, providing parkland along the McMichael Creek, utilizing greenways and trails to draw people to the Borough, through implementation of the Regional Open Space and Recreation Plan

• Connecting to trails and bikeways throughout the Region and facilitating wayfinding

• location of vehicles parked on properties
SECTION 3 – EMPHASIS ON QUALITY OF LIFE ISSUES

This Plan is concerned with preserving the quality of life and conserving and enhancing the special features of the Region, assuring that the four municipalities will remain attractive communities in which to live and work. This will be accomplished by managing the pace, quality, and location of development, while preserving natural features, agricultural areas, residential neighborhoods, historic resources, open space, and greenway corridors. The intent of the Plan is to balance economic growth with providing open land, maintaining the quality of life, and managing traffic. The Townships and the Borough wish to retain and enhance their character and uniqueness in the face of impacts of growth in the Region, while providing for reasonable and appropriate economic development at locations designated in the Future Land Use Plan.

Economic vitality can be approached directly, such as providing land for commercial and industrial development, providing opportunities for adaptive reuse of older buildings, fostering municipal/business partnerships to support the business community, marketing opportunities within the area, strengthening the streetscape of the commercial areas along Main Street and Route 611, and strengthening entry images at entrances to the municipalities. This is not the entire solution, however.

Planning to achieve a desirable quality of life makes economic sense, as it can encourage additional investment in the area. Preserving community history and culture helps maintain a sense of place and attracts people and businesses to the area.

To maintain a sense of place, it is necessary to maintain human scale and provide places for people to live, work, and play safely and securely. Particularly in the Borough and Villages, this involves maintaining pedestrian scale, recognizing streets are for people not just for cars, providing adequate parking opportunities, providing for trees and attractive streetscapes, and encouraging humane architecture which is pleasing to and does not overwhelm people. Throughout the Region, it is necessary to provide safe neighborhoods; provide convenience to jobs and necessary services; provide opportunities for human interaction by providing for open space, recreation; public places, pedestrianways, and sitting areas, community facilities, and special events; providing diversity and experience in sensory involvement; providing awareness of history; maintaining unique characteristics; and recognizing the boundaries of the community.

In this Region, maintaining a sense of place involves protecting the natural environment. The rural character, beautiful landscapes, natural resources, recreational opportunities, and important natural areas which have drawn people to visit and live in the Region must be retained to continue to make the Region such a special place in which to live and visit, and to retain the character which distinguishes it from other areas.
CHAPTER 11

ACTION PLAN
The Action Plan is critical to the success of this Comprehensive Plan because it lists the actions to be taken to implement policies, accomplish goals and objectives, and realize the Vision for the Region. This chapter repeats the goals and objectives for the major plan components and then identifies actions to be taken. Section 1 is the Action Program Summary, Section 2 is the detailed listing of Recommended Actions.
SECTION 1 – ACTION PROGRAM SUMMARY

The following is a summary of action plan items. The recommended action is given, as well as timing. Short range (first two years after Plan adoption), longer range (after two years), and on-going (some actions which may already have been started, and would also be short term). Primary responsibility for initially getting the action started is noted. The responsibility could be delegated to other groups. Potential partners in the action and funding sources are also indicated.
SECTION 2 –
HSPS REGION
RECOMMENDED ACTIONS

NATURAL, SCENIC, HISTORIC AND CULTURAL RESOURCES

Overall Goal:  Recognize and respect the assets and limitations of the natural and built environment, protect those assets, and facilitate their incorporation into the daily lives of the Region’s residents.

Natural Resources Goal:  Protect the Natural Resources within the Region.

Objectives:

• Protect the supply and quality of groundwater and surface water.
• Prevent deterioration of air quality
• Protect existing farmlands
• Protect forests
• Protect lakes, ponds, bogs, barrens and swamps
• Protect important Natural Areas identified in the Regional Open Space and Recreation Plans for the Region
• Protect hunting and fishing environments
• Preserve watersheds, stream corridors, floodplains, and wetlands
• Protect groundwater aquifers and recharge areas
• Protect steep slopes
• Protect hills and ridgelines
• Preserve significant natural wildlife habitats, and preserve biodiversity
• Protect the night sky from excessive light pollution
Actions:

A. Update zoning ordinances as necessary to reflect the resource protection Goal and Objectives of this Plan. The resource protection provisions of municipal zoning ordinances vary and the approach taken by each municipality will vary. Options include:

1. Adopt Natural Resource Protection Standards and/or Net-Out Provisions for the following resources:

   a. Floodplains
   b. Wetlands
   c. Wetland Margins (buffers)
   d. >25% slope
   e. 15-25% slope
   f. Watercourses
   g. Waterbodies
   h. Lake and pond shores

2. Adopt Steep Slope Protection Provisions:

   a. Control and limit development on steep slopes

      • Require larger lot sizes and impose stricter impervious restrictions for steep slopes 15-25%
      • Prohibit or severely restrict development on slopes >25%

3. Adopt Wellhead Protection Provisions for Community Water Supplies:

   a. Regulate/Restrict potential contaminating uses
   b. Regulate/Restrict potential contaminating substances
   c. Establish performance standards for uses in overlay zones near water supplies
   d. Establish design standards for uses in overlay zones near water supplies
   e. Establish operating requirements for uses in overlay zones near water supplies
   f. Establish review process for uses in overlay zones near water supplies
4. Adopt Groundwater Protection Provisions:
   a. Protect aquifers through design standards, construction guidelines, use restrictions, impervious limits, and permit submission requirements.

5. Adopt Tree and Woodland Protection, Management and Planting Provisions:
   a. Limit clearance for development in both subdivisions and land developments
   b. Require tree protection and replacement during development
   c. Require use of native species in landscaping
   d. Establish limited clearance buffer zones around the perimeter of new developments

6. Adopt provisions for Wetland, Wetland Buffer, Wet Areas, Lake, Water Body, and Hydric Soil Protection:
   a. Restrict development in wetlands
   b. Establish consistent wetland, wet area, lake, and water body buffer (margin) requirements, such as 50 feet or 100 feet
   c. Require wetland delineation in hydric soil areas

7. Adopt Floodplain Protection Provisions:
   a. Severely restrict development in floodplains to compatible open space uses

8. Establish River and Stream Corridor Overlay Zoning and require Riparian Buffers:
   a. Restrict development and impervious surfaces
   b. Require riparian (vegetative) buffers to moderate water temperatures, protect wildlife habitats, control sedimentation, and reduce pollution
   c. Require greenways and trails consistent with Regional Open Space and Recreation Plans
Contrasting Views of Pocono Creek
9. Adopt Outdoor Lighting Standards to control light pollution and protect the night sky:
   a. Establish illumination levels which are adequate but not excessive
   b. Require impacts on surrounding streets and properties to be mitigated
   c. Require full-cutoff fixtures to be used
   d. Control glare

10. Adopt Forestry Regulations:
   a. Require accepted silvicultural practices
   b. Require forestry management plan
   c. Require stormwater and erosion and sedimentation control
   d. Require properly constructed internal roads
   e. Require protection of public roads
   f. Require reforestation
   g. Require protection during steep slope forestry

11. In remaining agricultural areas, allow farmers to supplement income through home businesses, home occupations and farm related businesses; allow farm support businesses and businesses which market or process farm products; require buffering around the perimeter of agricultural areas by non-agricultural uses; establish appropriate controls on intensive agricultural operations and sludge (biosolids); permit appropriate recreational activities, such as hayrides, corn mazes, and festivals.

B. Update subdivision and land development ordinances as necessary. Options include:
   1. Expand plan data requirements to include a specific listing of environmental, scenic, historic and cultural resources.
   2. Require developers to identify the resources within their tracts, analyze the impacts of the development and mitigate those impacts.

   Require environmental assessment studies, hydrogeological studies, scenic, historic and cultural resources impact studies; plans for preservation of
environmental, historic and cultural resources; and analysis of the site’s ability to support the proposed use and intensity of use.

3. Require developers to identify natural, historic, scenic, architectural and cultural resources in their tracts and incorporate them into the open space system. Require management plans for open space as well as mechanisms assuring the continuation as open space.

In review of Subdivision and Land Development Plans, requirements for setting aside open space can be used to preserve the Conservation Corridors and provide for greenways identified in regional open space and recreation plans. Greenway Design Principles in the Plans can be incorporated.

Requirements for setting aside open space can also be used to protect designated undeveloped areas and identified natural areas pursuant to the regional open space and recreation plans.

4. Establish development guidelines for development in recharge areas, including limits on impervious cover and limits on on-site sewage disposal.

5. Require protection of vegetation during site work.

6. Limit clearance on approved, but not developed, lots. Potential techniques include tree clearance ordinances, deed restrictions, net-out provisions, and identification of permissible clearance areas during the development process.

C. Protect target identified areas in regional open space and recreation plans through acquisition of conservation easements, fee simple purchase, donation and dedication through the development review process. Support efforts of The Nature Conservancy, Pocono Heritage Land Trust, Wildlands Conservancy, and other agencies to preserve tracts of environmental significance.

D. Create municipal Environmental Advisory Councils to work with governing bodies to preserve key tracts of open space, protect environmental resources in the Region, and implement regional open space and recreation plans.

Act 148 of 1973 authorizes any municipality or group of municipalities to establish, by ordinance, an Environmental Advisory Council to advise the local planning commission, park and recreation board, and elected officials on matters dealing with the protection, conservation, management, promotion, and use of natural resources located within the municipality’s territorial limits.

Act 148 empowers Environmental Advisory Councils to:

- Identify environmental problems and recommend plans and programs to the appropriate municipal agencies for the promotion and conservation of natural
resources and for the protection and improvement of the quality of the environment within its municipal boundaries;

- Promote a community environmental program;
- Keep an index of all open space, publicly and privately owned, including flood-prone areas, swamps, and other unique natural areas, for the purpose of obtaining information on the proper use of such areas;
- Make recommendations for the possible use of open land areas; and
- Advise the appropriate local government agencies, including, but not limited to, the planning commission and park and recreation board or, if none, the elected governing body, on the acquisition of property, both real and personal.

E. Support efforts of the Monroe County Conservation District, watershed associations, and other agencies to manage stream corridors through cooperative efforts with landowners to establish riparian buffers, utilize best management practices for stormwater management and agriculture, and promote stream bank improvements, restoration, and stabilization. Cooperate in securing easements along the streams.

F. Work with the Monroe County Planning Commission to encourage forestland owners to participate in the program Forest Legacy Area designed to acquire conservation easements on important and threatened forestland.

G. Encourage formation of groups within the community to adopt a stream and provide monitoring and oversight along the stream corridor.

H. Pursue wellhead protection and watershed planning opportunities under the Growing Greener initiative and other programs in order to protect community water supplies.

I. Support watershed associations such as the Brodhead Watershed Association and watershed plans such as the McMichael and Brodhead Creeks Watershed Conservation Plans.

J. Work with local farmers and the Agricultural Security Area Advisory Committee to encourage participation in the County Agricultural Conservation Easement Purchase Program.

K. Establish Township Purchase of Agricultural Conservation Easements programs.

L. Promote the inclusion of farms in Agricultural Security Areas.

M. Support measures to relieve property tax burden for farmers.

N. Limit extension of public sewer and water facilities to agricultural areas.
<p>| | |</p>
<table>
<thead>
<tr>
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<tbody>
<tr>
<td>O.</td>
<td>Support establishment and continuation of farm-related programs and organizations.</td>
</tr>
<tr>
<td>P.</td>
<td>Promote enrollment in Clean and Green preferential tax assessment (Act 319) program.</td>
</tr>
<tr>
<td>Q.</td>
<td>Monitor the protection of “protected” lands to encourage their continued protection.</td>
</tr>
<tr>
<td>R.</td>
<td>Support creation of the Cherry Valley Wildlife Refuge.</td>
</tr>
<tr>
<td>S.</td>
<td>Support Audubon Blue Mountain/Kittatinny Ridge Conservation Project.</td>
</tr>
</tbody>
</table>
**Scenic Resources Goal:** Protect the Scenic Resources within the Region

**Objectives:**

- Protect scenic views, features and landscapes, and assure for future generations views of the scenic and natural beauty of the Region
- Encourage the preservation of scenic road corridors and viewsheds along them

**Actions:**

A. Update zoning ordinances as necessary to protect scenic resources. Options include:

1. Scenic Road and Scenic Viewshed Overlay Zoning:
   - Require greater setbacks from scenic roads
   - Require additional landscaping, trees and screening on site
   - Establish standards for siting buildings and building height
   - Require retention of existing desirable vegetation when it will not conflict with road safety concerns
   - Impose sign limitations
   - Require access management

2. Adopt ridgeline protection zoning

3. Update Sign Regulations:
   - Regulate billboards
   - Adopt consistent and appropriate signage standards along road corridors in the Region
   - Encourage appropriate signage in existing settlements with consideration of:
     - Sign materials compatible with the building style
     - Signs’ colors complement building façades
     - Hardware for projecting signs is integrated into the building architecture
Scenic Road in Hamilton Township
• Lettering compatible with the building façade
• Sign purpose primarily for identification
• Off-premises advertising signs restricted
• Lighting of signs illuminates the sign area only
• Signs do not obscure architectural features nor windows
• Roof-top signs are not permitted
• Window signs do not obscure displays
• Flashing lights, neon lights, moving lights, and unshielded light bulbs are restricted or prohibited
• Coordinating with signage initiatives within the Pocono region

4. Require landscaping and buffering within commercial and industrial developments

B. Update subdivision and land development ordinances as necessary. Options include:
   1. Establish development guidelines for development near scenic roads and vistas.
   2. Require tree plantings along streets, including use of native species, in both major and minor developments and both residential and non-residential developments.

C. Establish tree planting and landscaping programs

D. Encourage landscaping of cleared/open areas in existing developments

E. Minimize visual blight along the road corridors in the Region to enhance the business climate and tourism. Work with Monroe County and PENNDOT to identify illegal and/or non-compliant signage and driveways and enforce applicable regulations. Establish responsibility in each municipality for addressing this issue

F. Encourage nonprofit organizations to apply for Pocono Mountains Vacation Bureau beautification grants to improve curbside appeal

G. Prepare a Route 611 Streetscape Plan from Stroudsburg to Tannersville
Area with Streetscape Improvements (Downtown Stroudsburg)

and Without (611 Corridor)
**Historic and Cultural Resources Goal:** Respect the history of the Region and identify techniques to preserve historic and architectural resources

**Objectives:**

- Protect and enhance the character of Stroudsburg and the villages and hamlets in the Townships

**Actions:**

A. Update zoning ordinances as necessary to protect historic resources and community character. Options include:

1. Adopt Historic Resource Overlay Zoning:
   
a. Create historical commissions where they do not exist or a joint historical commission
   
b. Identify historic resources
   
c. Require developers to do analyses:
      
      - Nature of historic resources on and near property
      - Impact of proposals on historic resources
      - Mitigation measures
   
d. Encourage adaptive reuse of historic buildings
   
e. Discourage removal of historic structures
   
f. Utilize use, coverage, density, intensity and yard bonuses for architectural treatments, building design, amenities, and open spaces/buffers compatible with existing resources, appropriate reuse of existing resources and donation of façade easements
   
g. Encourage architecture, materials, and development patterns characteristic of the area
   
h. Discourage uses likely to result in demolition of historic resources and uses inappropriate in historic areas
The HJP Open Space and Recreation Plan recommended utilizing Historic Overlay Zones in areas containing multiple historic resources and other historic districts in the study area:

- Sciota
- Tannersville
- Saylorsburg
- Pocono Manor
- Stroudsburg “Hill District”
- Foundry Road

The Monroe County Open Space Plan identifies historic areas in Analomink and Cherry Valley Road and the following areas in Stroudsburg:

- First Ward
- Lower Main Street
- Thomas Street
- Sarah Street
- Main Street (5th – 10th Street)

The following properties in the Region are National Register listed or eligible properties per the Pennsylvania Historical Museum Commission:

<table>
<thead>
<tr>
<th>Township</th>
<th>Property Name</th>
<th>Address</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hamilton Twp.</td>
<td>Beaver Valley Rd. Bridge</td>
<td>Beaver Valley Rd.</td>
<td>Listed</td>
</tr>
<tr>
<td>Hamilton Twp.</td>
<td>Christ Hamilton United Lutheran Church &amp; Cemetery</td>
<td>Essington Rd. L.R. 45008, Hamilton Square</td>
<td>Eligible</td>
</tr>
<tr>
<td>Hamilton Twp.</td>
<td>Hinkle/Shafer/Haekes Farm</td>
<td>Easton-Belmont Pike T.R. 306</td>
<td>Eligible</td>
</tr>
<tr>
<td>Hamilton Twp.</td>
<td>Kellersville Historic District</td>
<td>Rough Bnd: Rte. 33, McMichael’s Creek, L.R. 45009</td>
<td>Eligible</td>
</tr>
<tr>
<td>Hamilton Twp.</td>
<td>Lake House</td>
<td>Hamilton Sq. (L.R. 930) &amp; Cherry Valley Rd. (L.R. 165)</td>
<td>Eligible</td>
</tr>
<tr>
<td>Hamilton Twp.</td>
<td>Quiet Valley Farm</td>
<td>Off U.S. 209, 1 mile East of Snydersville</td>
<td>Listed</td>
</tr>
<tr>
<td>Hamilton Twp.</td>
<td>Shaw Farm</td>
<td>Kemmertown Rd. L.R. 45007 West of Cherry Valley Church</td>
<td>Eligible</td>
</tr>
<tr>
<td>Hamilton Twp.</td>
<td>Trach-Hunsicker House</td>
<td>Easton-Belmont Tpke. L.R. 949; South of Hamilton Square</td>
<td>Eligible</td>
</tr>
<tr>
<td>Pocono Twp.</td>
<td>Pocono Manor Historic District</td>
<td>Pocono Manor</td>
<td>Listed</td>
</tr>
<tr>
<td>Pocono Twp.</td>
<td>Slee House, 1897 House</td>
<td>Rte. 611, North of Swiftwater</td>
<td>Eligible</td>
</tr>
<tr>
<td>Pocono Twp.</td>
<td>Swiftwater Inn</td>
<td>U.S. 611, Swiftwater</td>
<td>Listed</td>
</tr>
<tr>
<td>Stroud Twp.</td>
<td>Stites Mountain House</td>
<td>South Corner of Rt. 191 &amp; For DL &amp; W Railroad</td>
<td>Eligible</td>
</tr>
<tr>
<td>Stroudsburg Bor.</td>
<td>Academy Hill Historic District</td>
<td>N. 8th St., Fulmer Ave., N. 5th St., Sarah St.</td>
<td>Listed</td>
</tr>
<tr>
<td>Stroudsburg Bor.</td>
<td>Kitson Woolen Mill</td>
<td>411 Main St.</td>
<td>Listed</td>
</tr>
<tr>
<td>Stroudsburg Bor.</td>
<td>Little Bethel African Methodist Church</td>
<td>113 N. 3rd St.</td>
<td>Eligible</td>
</tr>
<tr>
<td>Stroudsburg Bor.</td>
<td>Monroe County Courthouse</td>
<td>7th &amp; Monroe St.</td>
<td>Listed</td>
</tr>
<tr>
<td>Stroudsburg Bor.</td>
<td>Palmer, A. Mitchell, House</td>
<td>717 Thomas St.</td>
<td>Eligible</td>
</tr>
<tr>
<td>Stroudsburg Bor.</td>
<td>Stroud Mansion</td>
<td>Main &amp; 9th Sts.</td>
<td>Listed</td>
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</tbody>
</table>
2. Adopt Demolition by Neglect Provisions:
   a. Require property owners to protect and maintain historic properties so that they are not demolished by vandalism or the elements, such as requiring unoccupied structures to be sealed and/or secured by fencing.

3. Identify provisions to protect the character of the Borough, Villages, and Hamlets and have streets, buildings, and public spaces integrated to create a sense of place with pedestrian scale. Consideration can be given to adopting the following as standards or promoting them through incentives:
   a. Allow only appropriate uses in scale with, and compatible with, existing appropriate uses, discouraging uses which would transform the character of the areas.
   b. Utilize coverage, density, intensity, and yard bonuses for architectural treatments, building design, amenities, street furniture, open spaces and parking designs consistent with the character of the area.
   c. Require pedestrian amenities as required improvements of land developers.
   d. Construct parking areas to the rear and side of buildings and establish standards for design, buffering and landscaping of new parking facilities.
   e. Require signage appropriate to the area.
   f. Establish appropriate standards for driveway design and access to streets to provide for appropriate access management.
   g. Minimize use of drive-through facilities.
   h. Encourage new development to be compatible with, and integrated into, existing attractive streetscapes when appropriate, with consideration of:
      • Maintaining appropriate siting patterns, such as setbacks of buildings on lots
      • Respecting the massing (volume created by sections of the building) within the neighborhood
• Using materials of similar appearance and texture to those on existing attractive buildings

• Using similar architectural details as other buildings in the neighborhood

• Maintaining the scale and proportion of buildings near new structures. Scale deals with the relationship of each building to other buildings in the area; and, proportion deals with the relationship of the height to the width of a building and with the relationship of each part to the whole

• Using similar roof shapes

• Maintaining similar footprints of buildings and rooflines (matching façade masses with existing buildings)

• Using similar building heights

• Having store fronts, upper facades, and cornices of commercial buildings compatible with existing buildings

4. Regulate conversions of buildings, addressing:

• Locations where permitted
• How use is treated procedurally
• What type of building can be converted
• Density of converted units
• Lot size for converted building
• Impervious surface/open space requirements
• Units per structure allowed
• Structure size requirements
• Dwelling unit size minimum
• Neighborhood compatibility standards
• Parking requirements to assure adequacy
• Screening of parking and common areas
• Structural revisions limits on buildings

B. Appoint a regional or municipal historical commissions where not existing, to be actively involved in historic preservation. The commission(s) would be instrumental in administration of any historic resource overlay zoning which is adopted. The commission(s) would also continue to:

1. Identify, evaluate, mark and foster awareness of historic resources
Contrast in Building Styles Along Lower Main Street

South Stroudsburg Neighborhood
2. Investigate participation in Certified Local Government Program

3. Inform and involve the public

4. Encourage retention, restoration, enhancement and appropriate adaptive re-use of historic resources and discourage removal of historic structures

5. Conceive programs, events and interpretive signage and exhibits which emphasize the history of the Region

6. Evaluate the potential for historic districts and support their creation if warranted. If created, support the adoption of voluntary or mandatory Design Guidelines and Sign Controls for the Historic District(s).

C. Support the activities of individuals and groups which identify, document, evaluate and protect historical resources and increase public awareness of the area’s history and historic resources.

D. Support the planning of trails to link historic sites and erect informative markers and exhibits at historic resources.

E. Support the integrity of Historic Districts in the Region

F. Promote use of the Stroudsburg historic walking tour.

G. The Borough of Stroudsburg should pursue participation in the Elm Street program to enhance residential neighborhoods near its Main Street area.
LAND USE

Goal: Manage, control, and guide development in order to preserve natural resources, landscapes, wildlife habitats, and existing centers and neighborhoods, to provide a diverse mix of small town atmosphere, suburban environment, and rural character within the Region.

Objectives:

• Identify and plan for primary development areas where there is available or planned infrastructure capacity, and direct new development to those areas.

• Tie the type and intensity of development to the adequate provisions of transportation, water, sewerage, drainage, parks and recreation, and community facilities by developers.

• Identify areas which should be protected from development or receive only very low density development because of natural constraints or assets, and/or lack of supporting facilities and services.

• Protect farmland through preservation efforts

• Identify appropriate development techniques for use within the Region

• Identify significant natural resource lands and stream corridors for perpetual open space conservation

• Achieve a balance between the need for economic growth and the need for environmental conservation and preservation

• Require planned, concentrated development which includes significant open space

• Encourage new residential development to take place as infill within existing subdivisions and settlements with central water and sewer facilities of adequate capacity and functionality

• Discourage development in areas subject to natural and infrastructure constraints

• Control sprawl

• Respect and protect existing living environments in the community

• Require well-designed developments, including public and semi-public development, in scale and character of the setting

• Maintain connections to natural features and corridors and scenic vistas
• Improve the visual image of the community at entranceways and along road corridors
• Plan for diversity within business development areas
• Provide for a balance of land uses to meet the needs of existing and future residents
• Provide for consistent and compatible land use along municipal boundaries
• Maintain the rural character of those areas which still have that character
• Allocate land uses over the entire Region in an appropriate manner, rather than on a municipal basis
• Emphasize open space conservation during residential development
• Promote infill and revitalization within existing centers, in conformity with the general character of the existing centers
• Determine appropriate land use patterns in the vicinity of multi-modal transportation facilities
• Minimize the conflict between non-residential and residential uses and attain compatibility between present and future land uses
• Identify appropriate future character for available commercial and industrial areas in the Region
• Encourage mixed use development
• Encourage development with pedestrian scale
• Encourage attractive streetscapes

Actions:

A. Update zoning maps and zoning district provisions, to reflect the Future Land Use Plan as necessary.

B. Update Statements of Community Development Objectives contained in municipal zoning ordinances to be consistent with this Plan.

C. In zoning ordinances, provide for land development techniques designed to protect existing resources, provide open spaces, enhance streetscapes, and protect the character of existing centers.
1. **Conservation Zoning (Growing Greener Concept of Natural Lands Trust) in the Townships:**

See Appendix for language describing ordinance provisions. Each municipality should review its Growing Greener Audit recommendations for acceptability and inclusion within its zoning ordinance.

Determine whether Conservation Development should be the default and/or encouraged method of development, with density disincentives given to other methods of development which result in less open space and protection of resources. The typical Conservation Development process is:

a. Net out natural resources
b. Establish maximum overall density
c. Establish minimum substantial open space requirement
d. Establish alternative methods of development
e. Require important natural features and resources, such as scenic vistas, historic sites, agriculture, steep slopes, wetlands, and woodland, to be contained in open space
f. Provide visual and physical access to open space areas

2. **Lot averaging, as appropriate in the Townships, which provides:**

a. A maximum overall density
b. Flexibility in lot size, with a minimum established
c. Natural features and resources are contained in larger lots so houses can be sited away from them

3. **Traditional Neighborhood Development (Neotraditional Development), Village Extension, and Village Design within the Borough, villages, and hamlets.** These methods promote the following concepts:

a. Creation of a sense of community
b. Pedestrian oriented design
c. Central community facilities
d. Public spaces

e. Shallow setbacks

f. Street trees

g. Alleys where appropriate

h. Compact development

i. Interconnected streets, closer to a grid pattern

j. Historic development patterns of towns

4. Review the appropriateness of the Transfer of Development Rights technique for use in promoting infill in the existing settlements in the Region. In the case of a joint zoning ordinance, development rights may be transferable within the Region. Pursue the mechanics of transferring development rights from areas intended for conservation or agriculture to allow increased intensity of development in areas designated for economic or residential development.

5. Where deemed appropriate by the municipalities, provide for and/or require mixed use development in order to enhance the vitality and usage of developed areas, reduce vehicular trips, facilitate access for those who are less mobile, and provide for diverse and interesting communities. For example, mixed use could occur within existing centers to reflect existing development patterns, such as the case of central Stroudsburg and the Villages; within new developments, such as commercial parks and planned residential development; within buildings, such as residences above commercial uses within the Borough, villages, and new commercial development; and in commercial corridors along Routes 611 and 209, where a mix of office, retail, light industrial, service, and other uses will be expected.

Promote development and foster the Town Center concept within villages, such as Tannersville, and/or around municipal buildings where a nucleus of public facilities exists and activity centers with multi-modal access can be created.

Transit-oriented development, a mixture of higher density residential development with commercial and office development, could be established near the Analomink rail station, if constructed, and near MCTA transit hubs.

6. Adopt corridor overlay zoning along major commercial roads, such as Route 611, Route 209, and Route 715 to enhance the appearance of these corridors, enhance safety and traffic movement, and maintain economic viability. Such overlay zoning would address:
a. Coordinate landscaping, signage, lighting, street furniture, paving materials, design of site improvements, building façade and windows displays throughout the road corridors

b. Increase pedestrian and vehicular connections to adjoining properties and within properties

c. Increase size and quantity of landscape material

d. Integrate historic resources into development

e. Provide site amenities

f. Renovate building facades

g. Minimize curb cuts and unrestricted access

h. Provide more attractive signage

i. Locate parking to the rear and side of buildings where appropriate and feasible

j. Integrate architecture, landscaping and screening

k. Encourage pedestrian oriented design (e.g., sidewalks and benches)

l. Encourage pedestrian oriented spaces

m. Screen loading areas, outdoor storage and dumpsters

n. Provide safe bus stops with shelters, with pedestrian connections to buildings

D. In zoning ordinances, require areas for economic development to be developed through coordinated, attractive commercial and business parks and discourage additional strip commercial development.

E. Within zoning district provisions, considering the entire Region as a whole, provide for the accommodation of housing in different dwelling types and at appropriate densities for households from all economic and demographic groups within the Region.

F. Address architectural and related issues within zoning ordinances. For example:
1. In some zoning districts, such as but not limited to neighborhood commercial and village zoning districts, limits on building size will be appropriate to maintain existing character.

2. In some zoning districts, emphasis should be placed on encouraging architecture consistent with existing community and/or architectural character.

3. In some or all Commercial districts, typical “big box” architecture should be discouraged through architectural treatments of building facades.

G. Additional zoning actions include:

1. Requiring buffers and/or performance and design standards where there will be potentially conflicting uses.

2. Requiring impact statements (environmental, traffic, services, fiscal, etc.) with requested zoning amendments requiring a zoning district change, to address the impacts of the requested amendment.

3. Giving emphasis to density bonuses for development served by public sewer and public water, rather than development served by package/private systems or individual systems.

4. Require sufficiently large lots when on-lot sewage disposal will be used.

H. Update municipal Subdivision and Land Development Ordinances, as necessary. Options include:

1. Require street furniture/pedestrian amenities as required improvements pursuant to municipal streetscape plans.

2. Adopt appropriate refinements to implement the Growing Greener Conservation Development Concept.

   Each municipality should review its Growing Greener Audit recommendations for acceptability and inclusion into its subdivision and land development ordinance.

   If the Conservation concept is used, the design procedure is:

   • Identify conservation areas
   • Locate house sites
   • Align streets and trails
   • Draw lot lines

3. Require predesign meetings between planning commissions and developers prior to preparation and submission of subdivision and land development plans.
I. Municipal Act 537 plans and water supply planning should be coordinated with this plan, particularly the Future Land Use Plan, to promote compact, efficient, orderly, and phased development within and contiguous to existing developed areas.

J. The municipalities should continue to monitor zoning along municipal boundaries to provide for compatible zoning districts.

K. Streetscape Plans for Stroudsburg and the Villages should be prepared, addressing such issues as landscaping, signage, street furniture, lighting, parking locations and design standards, enhancing the sense of community identity through providing public spaces, enhancing gateways to the communities, and incorporating natural features such as stream corridors into the streetscapes where feasible. Coordinate such efforts with PADCED and PENNDOT.
TRANSPORTATION

**Goal:** Provide a safe, efficient, convenient, and cost effective transportation system to meet the needs of residents, business, and visitors.

**Objectives:**

- Identify strategies for relieving congestion on the Region’s roads
- Identify and support appropriate alternatives to reliance upon automobile and truck travel
- Improve transit service and identify appropriate service areas
- Plan for safe and accessible routes of travel for pedestrians, bicyclists, individuals with disabilities, the elderly, and those without automobiles
- Develop multi-modal facilities within the Region
- Manage access along the Region’s roads
- Improve the efficiency of traffic flow and the safety of the Region’s roads, intersections and interchanges
- Maintain and enhance the capacity of the Region’s road corridors
- Avoid congestion experienced in the Route 611 corridor in other road corridors in the Region, such as the Route 209 Corridor
- Reduce the number and intensity of traffic flow constrictions on the Region’s roads
- Provide connections between road corridors within the Region and a system of alternative routes to destinations
- Establish developer responsibilities for transportation improvements
- Establish standards for road and driveway design within the Region based on functional classification
- Emphasize the need for PennDOT to support the recommendations of this Comprehensive Plan and transportation planning entities in the County with regard to improvements of state transportation facilities.
- Encourage Monroe County and its legislators to support projects of regional significance
- Improve pedestrian safety in the Region
• Identify and address any needs for additional parking facilities within Stroudsburg Borough

• Identify trip reduction strategies and determine their appropriateness for the Region

• Address impacts of land uses on major road corridors in the Region

• Preserve the scenic road corridors and vistas within the Region

• Enhance streetscapes along major road corridors within the Region

**Actions:**

A. Update zoning ordinances as necessary.

1. Include access management standards within zoning ordinances and/or subdivision and land development ordinances as determined by the municipality:

   a. Establish access location standards
   b. Establish access point separation requirements
   c. Require access to streets of lower functional classification
   d. Require internal road systems
   e. Require coordinated/shared ingress and egress
   f. Require interconnection of properties – access, parking, loading
   g. Establish separations from intersections
   h. Require coordinated traffic movements
   i. Require acceleration and deceleration lanes where appropriate
   j. Require left and right turn lanes where appropriate
   k. Establish design standards for intersections, driveways, internal circulation, and parking lot design
   l. Minimize entrances to roads
   m. Prohibit inappropriate turning movements
n. Require signalization of high volume driveways

While particularly crucial along the Route 611, 209-Hamilton South, 715, 191, and 447 corridors, access should be managed along all roads within the Region.

In mixed use areas, such as Main Street in downtown Stroudsburg, where pedestrian activity is high, discourage curb cuts over sidewalks to limit pedestrian/vehicular conflict.

B. Update subdivision and land development ordinances as necessary.

1. Establish appropriate road design standards for each functional classification of road. Safe, buffered, and sufficiently set back bike and pedestrian lanes can be included in the cross-sections with consideration of the Pennsylvania Statewide Bicycle and Pedestrian Master Plan and Guide for the Development of Bicycle Facilities by American Association of State Highway and Transportation Officials (AASHTO). Bike and pedestrian lanes can be required on those roads determined to be appropriate by the municipality.

2. Require traffic impact studies for proposed developments. Such studies would require analysis of existing circulation conditions, the impact of proposed development and resulting circulation conditions and the need for traffic improvements to adequately support the development.

3. Establish appropriate standards for driveway design and access to streets for access management. Coordinate with zoning ordinance design standards and access management provisions. Plans should be reviewed for access management concerns.

4. Require developers to recognize existing trails and to provide for new trails. Standards for trails can be included in the Ordinances. Sufficient rights-of-way and easements can be required during the review process.

Require developers to provide pedestrian paths and sidewalks.

5. Require appropriate ultimate rights-of-way along roads.

6. Require necessary roadway improvements along the frontage of developments.

C. Adopt Official Maps designating proposed public facilities, streets, and trails.

D. Implement the Capital Improvements Programs recommended by this plan.

E. Establish pedestrian pathway improvement programs to enhance walkability in the Region, such as completion of gaps in and extensions of the system to provide improved access to schools, day-to-day shopping facilities, community facilities, transit facilities, and employment opportunities. ADA requirements should be complied with. Pedestrian
crossings at street intersections can be facilitated through consideration of crosswalks, stop signs, limitation of cartway radii, and use of pedestrian buttons and pedestrian cycles at signalized intersections. PennDOT involvement for safety at State roads will be important. Pedestrian circulation can be enhanced through amenities such as benches; maintenance and improvement of existing pathways; and adequate buffering and setbacks from roads.

Prepare a plan for the extension of sidewalks in the Route 611 corridor to the Tannersville area.

F. Continue planning for greenways and riparian buffers along the streams in the Region pursuant to Open Space and Recreation and Greenways Plans.

Provision should be made for benches and other amenities along pathway and trail systems.

G. Work with PENNDOT to assure adequate maintenance of roads which receive substantial volumes of truck and school bus traffic in addition to automobile traffic.

H. Determine whether Transportation Impact Fee ordinances will be used by individual municipalities and/or jointly and require land developers to address needed transportation improvements in the Region as they develop.

I. Monitor the need for, and work to institute appropriate traffic calming techniques in the Borough, villages, hamlets, and residential neighborhoods.

Work with PENNDOT to establish appropriate speed limits, reducing them as necessary, in existing developed areas.

J. Prepare multi-year programs for street maintenance.

K. Work with PENNDOT to keep traffic signal timing current and optimized.

L. Develop access management plans in cooperation with PENNDOT to address access to major roads and access design standards. Encourage cooperative efforts of landowners to manage and share access.

Encourage PENNDOT to install medians where appropriate.

M. Work to connect transportation modes to one another. Cooperate with MCTA to assure adequate bus service and the appropriate location and attractiveness of bus stops. Coordinate in the provision of park and ride facilities and multi-modal facilities. Coordinate expanded bus service to appropriate locations in the Townships where it can reduce vehicle trips, but not contribute to sprawl.
Implement a circulator system through cooperation with MCTA and area businesses, the school districts, and community groups to increase the mobility of the elderly, physically impaired, and those who do not own or lease an automobile, and provide an alternative to automobile use.

N. If passenger rail service is restored to the Region, work to provide appropriate transit, pedestrian, bicycle, and automobile connections to the service, and adequate park and ride and drop-off facilities.

Within physical constraints and the need to provide parking facilities, try to accommodate mixed use activity centers near auto/bus/rail/bike/pedestrian hubs, park and ride facilities, bike and ride facilities, and walk and ride facilities.

O. Encourage landowners to cooperate with PENNDOT and the municipalities in the redesign of existing strip development areas to manage access and improve streetscapes.

P. Monitor the need for Transportation Development Districts within the Route 611, Route 715 West, and Route 209 corridors.

Q. Coordinate utility and road improvements so utilities are constructed before road improvements are made.

R. Encourage homeowners’ associations to improve roads in need of improvements within their developments.

S. Require property owners to keep street rights-of-way available for required improvements and pedestrian systems.

T. Complete and implement a balanced circulation plan for Downtown Stroudsburg.

U. Work with employers within the Region to institute employee trip reduction plans and foster telecommuting. As necessary, form transportation management associations of municipalities and businesses to address needs along the Region’s major road corridors.

V. Work together as a Region with the County, Legislators, and PENNDOT to list needed transportation improvements on the 12-year transportation program.

W. Implement the Stroud Township Comprehensive Traffic Study and Route 611 corridor improvement programs.

X. Support freight and passenger railroad service to the Region.

Y. Work with transportation organizations and agencies providing services to seniors to facilitate mobility of seniors by determining desired destinations and means of providing access to those destinations.
COMMUNITY FACILITIES, SERVICES, AND DEVELOPMENT

**Goal:** Provide necessary community facilities and services to the Region’s residents in an efficient, cost-effective and quality manner within the financial resources of the municipalities

**Objectives:**

- Expand parks, recreation and open spaces for area residents which are accessible, inviting, well maintained and safe
- Establish developer responsibility in providing park and recreation facilities and open space
- Encourage community efforts to bring people together and create community cohesion
- Create gathering places for community activities
- Enhance streetscapes in the Region
- Increase awareness of the historic character of the Region
- Encourage the provision of social services necessary to meet the needs of the Region’s residents
- Identify policies to assure safe, reliable, and well-maintained sanitary sewage disposal and water supply in the Region
- Increase resident awareness of resources and facilities within the Region and the efforts to protect, enhance, and increase accessibility of those resources and facilities
- Coordinate land use and sewer and water planning so the extension of public sewer and water facilities is consistent with the land use and other goals and objectives of this Comprehensive Plan
- Review opportunities for regional sharing of equipment, services and facilities
- Establish policies for utilization of central sewer and water systems in the Region.
- Identify the need for additional community, cultural and social facilities in the Region
- Establish developer responsibilities for provision of social and cultural facilities
- Evaluate needs for municipal services and the opportunities for meeting those needs on a regional basis.
Identify community facilities and services which can aid in the attraction of and support desired economic development

Encourage increased cooperation of municipalities and school districts in planning activities and utilization of school facilities

Identify methods of encouraging energy conservation

**Actions:**

A. Implement action plans of the Regional Open Space and Recreation Plans and Greenways Plan.

Support efforts of the Open Space Committees to plan for continued improvement and appropriate development of recreation facilities and programs in the Region, such as the regional parks, pursuant to the Regional Open Space and Recreation Plans.

B. Maintain language in Subdivision and Land Development Ordinances to require developers to dedicate land or pay a fee in lieu of land for all new subdivisions.

Each subdivision or land development would have to be reviewed to determine whether the dedication of land or the fee in lieu of land would be more appropriate, based upon the size and location of the development and the Regional Open Space and Recreation Plans.

C. Where appropriate, work with PENNDOT to widen and improve road shoulders and require developers to improve shoulders along their properties in order to accommodate pedestrian and bicycle facilities.

D. Maintain a dialog with the School Districts regarding development activities, school facilities needs, location of school facilities, and school bus routes.

E. Work with the School Districts to assure availability of school district facilities to the Region’s residents.

F. Promote and support efforts of community organizations to provide recreational facilities and programs for area residents and services and programs for seniors and youth. Work to establish a senior citizen center in the Region.

G. Provide for public areas within the Region through provision of open spaces, village greens, recreation facilities, greenways, improved pathways, and indoor facilities.
H. Enforce Sewage Management Ordinances and State mandates to manage (including
monitoring and maintaining) on-lot sewage disposal facilities in the Region and assure
the best available technology is used.

I. Encourage the Monroe County Municipal Waste Management Authority to plan for solid
waste management in a cost effective manner with consideration of municipal concerns.

J. Involve fire company and school district personnel in review of subdivision and land
development plans, where appropriate.

K. Continue and expand cooperation and dialog between the Townships and the Borough
and community entities such as the fire companies, authorities, and the School Districts
on provision and sharing of services, equipment, facilities and programs on a regional
basis; comprehensive planning; recreation planning; utility planning; transportation
planning; implementation of this plan; code enforcement; emergency services planning;
and police protection.

L. Encourage volunteerism for non-profit agencies and increased coordination of volunteer
services among agencies.

M. Work to establish additional recycling centers which are convenient and well managed.

N. Work to establish a senior center.

O. Address the need for fire personnel as less volunteers are available and cooperate
regionally to assure adequate fire service throughout the Region.

P. Coordinate policies of governing bodies and municipal authorities on extensions of
public sewer and water facilities with the Future Land Use Plan to assure consistency.

Work with PADEP to discourage sprawl throughout the Region by emphasizing use of
public sewer and water systems when development occurs rather than proliferation of
package sewage treatment plants and localized water systems. Allow community
systems where on-lot systems are failing and public sewer and water cannot be provided.

Q. Bring together citizens, the business community, and the school district to plan and
organize community-wide activities, events, and programs to foster community spirit,
economic development, and community attractiveness.

R. Involve the Region’s residents and business community in committees to address major
issues of concern within the Region.

S. Work with Northampton Community College and East Stroudsburg University to provide
expanded offerings to the Region’s residents.

T. Promote involvement of new residents in community programs.
U. Maintain current and workable emergency operations plans.

V. Require all wastes to be treated and/or disposed of in an approved, environmentally responsible manner.

W. Promote efficient, effective, and professional management of public facilities. Identify opportunities for technological enhancements for municipal government.

X. Encourage existing development to correct or eliminate environmental quality problems.

Y. Explore the merits of further revenue sharing on a regional basis.
ECONOMIC DEVELOPMENT

Goal: Encourage appropriate economic development and achieve fiscal balance, while preserving and enhancing the quality of the living environment

Objectives:

- Enhance tax revenue from business development to balance the residential share of the property tax base
- Promote job creation for local residents through cooperative efforts of municipalities, the county, economic development agencies, businesses, and educational institutions
- Protect the natural environment as economic development occurs
- Enhance Downtown Stroudsburg as a unique shopping and cultural destination and mixed use environment, emphasizing the unique character of the downtown while balancing circulation needs of all travelers
- Encourage the adaptive re-use of vacant and underutilized properties in the Borough and Townships
- Protect natural, cultural and recreational resources and landscapes in order to enable tourism that is based on nature and cultural, recreational, educational and family activities
- Determine the role that tourism should play in the Regional economy and the appropriate types of tourism to encourage in the Region
- Retain existing desirable businesses and industries
- Explore methods to provide relief from dependence on the property tax
- Identify and designate appropriate areas for future economic development and determine the types of economic development which are most appropriate for the Region
- Identify strategies to attract desirable firms
- Identify additional revenue sources to supplement property tax revenues
- Encourage mixed use development
- Relate economic development to available infrastructure
- Establish developer responsibilities in providing improvements when they develop
• Establish standards to improve the design and appearance of new development and commercial areas
• Provide alternatives to strip commercial development
• Facilitate opportunities for residents to obtain family sustaining jobs in a variety of appropriate employment fields
• Support existing revitalization efforts in Stroudsburg Borough

Actions:

A. Zone areas for economic development pursuant to the Future Land Use Plan.

   Emphasize small business incubation, “green” tourism, light industrial, research and development, high technology, office and service development to supplement the existing commercial development in the Region.

   Require new development to be designed and constructed to meet environmental performance standards, eliminate adverse impacts on adjacent land uses, and minimize highway access safety hazards.

   Generally direct economic development within major transportation corridors, near interchanges with Interstate highways, and within existing centers, where a core of such development exists.

B. Maintain a dialog with businesses in the community to determine their needs and concerns in order to retain existing businesses and assure their experience in the Region is positive.

C. Work with telecommunications companies to assure that adequate telecommunications facilities, including fiber optics, are available to businesses within the Region.

D. Monitor opportunities to establish Keystone Opportunity Zones (KOZ’s) and Keystone Innovation Zones.

E. Work with the Monroe County Industrial Development Authority to secure funding for infrastructure improvements to support economic development in the Region.

F. Work together as a Region, with cooperation from the School Districts and state legislators, to attain a favorable tax structure in the Region, in order to remain attractive to new business development.

G. Establish zoning policies for home employment and home occupations.
H. Encourage appropriate adaptive re-use of vacant and underutilized buildings.

I. Support economic development activities of the Jacob Stroud Corporation.

J. Encourage active participation of the Pocono Mountains Chamber of Commerce in the Region to promote and help local businesses, facilitate networking, and foster professional development.

K. Take advantage of programs of Monroe County CareerLink to subsidize new employee salaries if on-the-job training is provided.

L. Inform economic development agencies of areas and buildings zoned and available for commercial and industrial development in the Region.

M. Work to provide necessary infrastructure to designated economic development areas.

N. Investigate programs such as financial incentives for re-use of old buildings and tax lien forgiveness to “recycle” buildings, and preserve historic sites. Work with PADCED.

O. Work to attract suppliers of and businesses related to existing businesses in the Region.

P. In recognition of the need to foster the economic viability of the Region, enhance the transportation systems within the Region pursuant to the Transportation action items.

Q. Address revenue loss issues of properties being removed from tax roles with the School districts.

R. Support the necessary legislation to authorize impact fees in addition to those which can now be charged.

S. Investigate opportunities for streamlining processes for economic development which will enhance the economy and quality of life of the Region.

T. Work together as a Region to define goals for tourism within the Region and work with County and regional agencies to support those goals.

Support Stroudsburg’s efforts to enhance cultural tourism within the Borough.

U. Review opportunities created with recent passage of Pennsylvania’s Economic Stimulus Package, including such programs as Business in Our Sites, and Tax Increment Financing Guarantee Program.

V. Resolve sanitary sewer planning for Route 611 corridor.

W. Complete update of revitalization planning efforts for Borough of Stroudsburg.
X. Work to establish consistent policies on use of impact fees within the Region.
HOUSING

Goal: Provide opportunities for a broad range of housing types to consider the needs of all economic and demographic groups in the Region

Objectives:

• Provide appropriate areas for a variety of single family, two family, and multiple-family dwellings and a variety of densities to allow housing choices, while retaining the existing character of the Region
• Encourage use of the existing housing stock
• Promote rehabilitation and renovation of existing housing in such need
• Support the development of housing alternatives for the elderly where consistent with the other goals and objectives of this Plan
• Accomplish the provision of well-planned, safe, sound and attractive living environments for the Region’s residents
• Explore opportunities for providing mixed use development

Actions:

A. Adopt adequate housing and property maintenance codes and zoning ordinance provisions as necessary to maintain the building stock and properties within the region.
B. Foster programs which encourage home renovation and rehabilitation in existing neighborhoods.
C. Foster programs which provide and facilitate affordable senior and family housing.
D. Continue to allow residential uses in the Borough Center Mixed Use, Village, and Village Center areas to provide for a mixed-use environment.
E. Work with residents of the Region and regional taxing entities to identify programs and policies that will help residents maintain and enhance their properties, and meet housing expenses and retain their homes as owner-occupied single family residences.
F. Address student housing issues within the Borough with the University as they arise.
G. Regulate housing conversions through zoning provisions and require adequate parking to be provided.
H. Provide for a variety of housing types and densities through zoning.
I. Promote the rehabilitation of underutilized upper stories of mixed-use buildings in downtown Stroudsburg into residential units
PLANNING AND REGIONALIZATION EFFORTS

**Goal:** Establish a regional comprehensive plan containing a program for plan implementation

**Objectives:**

- Facilitate accomplishment and implementation of Regional Open Space and Recreation Plans
- Formalize regional partnerships and create appropriate cooperative mechanisms to implement this Comprehensive Plan
- Recognize the uniqueness of the Region and the quality of its living environment’, and protect community character
- Maintain and enhance the quality of life for the Region’s residents
- Identify opportunities for continued intermunicipal cooperation and planning
- Support efforts for interregional and regional/county cooperation in addressing transportation, economic development, and community development issues
- Identify developers’ responsibilities in efforts to accomplish the goals and objectives of this Plan
- Identify specific techniques for implementation of this Plan

**Actions:**

A. Complete an Intergovernmental Cooperative Agreement and establish a Regional Planning Committee. The highest priority for implementation of this Plan is adoption of an intergovernmental agreement by the governing bodies of the four municipalities and creation of a standing Regional Planning Committee within six (6) months of adoption of this Plan. The Regional Planning Committee could be a continuation of the existing Regional Comprehensive Planning Committee or a new Committee appointed by the governing bodies.

Section 1104 of the Pennsylvania Municipalities Planning Code grants municipalities and counties the authority to enter into intergovernmental cooperative agreements. Such agreements are to:

1. Establish the process that the participating municipalities will use to achieve general consistency between the multi-municipal comprehensive plan and zoning ordinances, subdivision and land development and capital improvement plans within participating municipalities, including adoption of conforming ordinances
by participating municipalities within two years and a mechanism for resolving disputes over the interpretation of the multi-municipal comprehensive plan and the consistency of implementing plans and ordinances.

2. Establish a process for review and approval of developments of regional significance and impact that are proposed within any participating municipality. Subdivision and land development approval powers under the Code will be retained by the municipality in which the property is located and where the approval is being sought. Under no circumstances shall a subdivision or land development applicant be required to undergo more than one approval process. The participating municipalities will determine what constitutes a development of regional significance.

3. Establish the role and responsibilities of participating municipalities with respect to implementation of the plan, including the provision of public infrastructure services within participating municipalities, the provision of affordable housing, and purchase of real property, including rights-of-way and easements.

4. Require a yearly report by participating municipalities to the county planning agency and the Governing Body of each participating municipality and by the county planning agency to the participating municipalities concerning activities carried out pursuant to the agreement during the previous year. Such reports shall include summaries of public infrastructure needs in growth areas and progress toward meeting those needs through capital improvement plans and implementing actions, and reports on development applications and dispositions for residential, commercial, and industrial development in each participating municipality for the purpose of evaluating the extent of provision for all categories of use and housing for all income levels within the region of the plan.

5. Describe any other duties and responsibilities as may be agreed upon by the parties.

B. The municipalities should continuously jointly monitor the availability of grants for planning, recreation, economic development, and other elements and pursue such grants.

C. Each year the Planning Commission and the Governing Body of each municipality should meet to discuss trends in the municipality, surrounding municipalities and the Region; progress of meeting the goals set forth in this plan; the effectiveness of this plan; and implementation of the plan. Specific actions determined to be necessary to implement the plan should be identified and action programs for the following year established. Directives for tasks should be given to appropriate boards, committees and commissions.

D. This Comprehensive Plan should be given a thorough review by the regional planning committee in five years, with consideration of trends at that time and development events over those five years.
<table>
<thead>
<tr>
<th>SUMMARY OF THE RECOMMENDATION</th>
<th>SHORT RANGE</th>
<th>LONGER RANGE</th>
<th>ON-GOING RESPONSIBILITY</th>
<th>POTENTIAL PARTNERS/FUNDING SOURCES</th>
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<tbody>
<tr>
<td>1. Adopt Intermunicipal Agreement and Appoint Regional Planning Committee</td>
<td>X</td>
<td></td>
<td>Governing Bodies</td>
<td>Monroe County Planning Commission (MCPC)</td>
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<tr>
<td>2. Update zoning maps and zoning ordinances</td>
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<td>Governing Bodies</td>
<td>MCPC, PADCED</td>
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</table>

A. Achieve consistency with Future Land Use Plan through zoning maps and zoning district revisions

B. Update zoning ordinances as necessary to reflect the resource protection Goals and Objectives of this plan


(2) Steep Slope Protection Provisions

(3) Wellhead Protection for Community Water Supplies


(7) Floodplain Protection Provisions

(8) River and Stream Corridor Overlay Zoning, Riparian Buffers

(9) Historic Resource Overlay Zoning

(10) Demolition by Neglect Provisions

(11) Scenic Road and Scenic Viewshed Overlay Zoning

(12) Outdoor Lighting Standards Update

(13) Sign Regulations Update

(14) Forestry Regulations

(15) Ridgeline Protection Zoning

(16) Landscaping and Buffering Requirements

(17) Building Conversion Regulations

(18) Use of design standards to protect character of existing centers

C. Provide for land development techniques designed to protect existing resources, provide open space, and protect existing neighborhoods

(1) Conservation Zoning

(2) Lot Averaging

(3) Traditional Neighborhood Development, Village Extension, and Village Design

(4) Require buffers where have potentially conflicting uses

(5) Require impact statements with proposed zoning amendments

(6) Review appropriateness of Transfer of Development Rights

(7) Provide for mixed use

(8) Promote Town Center Concept

(9) Provide for Transit Oriented Development

(10) Consider corridor overlay zoning along major commercial roads
### SUMMARY OF THE RECOMMENDATION

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<tbody>
<tr>
<td>(a) Coordinate landscaping, signage, lighting, street furniture, paving materials, design of site improvements, building façade &amp; windows displays</td>
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<td>(b) Increase pedestrian and vehicular connections to adjoining properties</td>
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<td>(c) Increase size and quantity of landscape material</td>
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<td>(d) Integrate historic resources</td>
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<td>(e) Provide site amenities</td>
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<td>(f) Renovate building facades</td>
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<td>(g) Minimize curb cuts and unrestricted access</td>
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<td>(h) Provide more attractive signage</td>
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<td>(i) Locate parking to the rear and side of buildings</td>
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<td>(j) Integrate architecture, landscaping and screening</td>
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<td>(k) Encourage pedestrian oriented design</td>
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<td>(l) Encourage pedestrian oriented spaces</td>
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<td>(m) Screen loading areas, outdoor storage &amp; dumpsters</td>
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<td>(n) Provide safe bus stops</td>
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<td>(11) Require sufficiently large lots when on-lot sewage</td>
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<td>(12) Give emphasis to density bonuses for development served by public sewer &amp; public water</td>
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</table>

### D. Update Statements of Community Development Objectives

- Include appropriate roadway access provisions
- Encourage business development through coordinated, attractive commercial business parks and discourage additional strip commercial development.
- Provide for housing alternatives in type and density
- Address Architecture Issues
- Address home employment and home occupations
- Foster agricultural activities

### 3. Update Municipal Subdivision and Land Development Ordinances

- Require traffic impact studies for proposed developments.
- Establish appropriate standards for driveway design and access to streets.
- Require frontage roadway improvements
- Require developers to identify natural, historic, scenic, architectural and cultural resources in their tracts and incorporate them into the open space system. Require Management plans for open space.
- Require developers to identify and analyze resources within their tracts, and mitigate impacts
- Require land dedication or fee-in-lieu

Governing Bodies & Planning Commissions
Monroe County Planning Commission
SUMMARY OF THE RECOMMENDATION

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<tr>
<td>G. Require environmental assessment studies, hydrogeological studies, scenic, historic &amp; cultural resources impact studies, plans for preservation of environmental, historic and cultural resources, and analysis of site’s carrying capacity.</td>
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<td>H. Development guidelines should be established for development in recharge areas.</td>
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<td>I. Development guidelines should be established for development near scenic roads and vistas.</td>
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<td>J. Require tree plantings along streets.</td>
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<td>K. Protect vegetation during site work.</td>
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<td>L. Preserve conservation corridors and provide greenways per open space plans</td>
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<td>M. Road design standards for each functional classification of road should be established with bicycle and pedestrian lanes.</td>
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<td>N. Review subdivision and land development to determine whether dedication of land or a fee in lieu would be more appropriate.</td>
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<td>O. Require developers to recognize existing trails and provide for new trails. Standards for trails should be included in Ordinances. Require developers to provide pedestrian paths.</td>
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<td>P. Consider addition of standards for recreation facilities consistent with NRPA.</td>
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<td>Q. Rights of access for trails should be secured.</td>
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<td>R. Involve fire company and school district personnel in review of subdivision and land development plans.</td>
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<td>S. Encourage use of internal road systems.</td>
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<td>T. Require street furniture/pedestrian amenities.</td>
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<td>U. Require appropriate ultimate rights-of-way along roads.</td>
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<td>V. Require appropriate traffic calming techniques</td>
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<tr>
<td>W. Adopt appropriate refinements to implement the Growing Greener Conservation Development Concept.</td>
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<tr>
<td>X. Streamline procedures for desired businesses which demonstrate a willingness to realize the goals, objectives, and policies of this Plan</td>
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<td>Y. Provide for Predesign Meetings</td>
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<td>Z. Limit clearances on approved lots</td>
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</tr>
</tbody>
</table>

4. Administrative Actions for Resource Protection and Enhancement

<table>
<thead>
<tr>
<th>SHORT RANGE</th>
<th>LONGER RANGE</th>
<th>ON-GOING</th>
<th>RESPONSIBILITY</th>
<th>POTENTIAL PARTNERS/FUNDING SOURCES</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Appoint a regional or municipal historical commission where none exist</td>
<td>X</td>
<td>Governing Bodies</td>
<td>Pennsylvania Historic Museum Commission</td>
<td></td>
</tr>
<tr>
<td>(1) Identify, evaluate, mark and foster awareness of historic resources</td>
<td>X</td>
<td>Historic Commission</td>
<td>Pennsylvania Historic Museum Commission</td>
<td></td>
</tr>
<tr>
<td>(2) Investigate participation in Certified Local Government Program</td>
<td>X</td>
<td>Historic Commission</td>
<td>Pennsylvania Historic Museum Commission</td>
<td></td>
</tr>
<tr>
<td>SUMMARY OF THE RECOMMENDATION</td>
<td>SHORT RANGE</td>
<td>LONGER RANGE</td>
<td>ON-GOING</td>
<td>RESPONSIBILITY</td>
</tr>
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<td>-------------------------------</td>
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</tr>
<tr>
<td>(3) Inform and involve public</td>
<td></td>
<td>X</td>
<td>Historic Commission</td>
<td>Pennsylvania Historic Museum Commission</td>
</tr>
<tr>
<td>(4) Encourage retention, restoration, enhancement and appropriate adaptive re-use of historic resources and discourage removal of historic structures</td>
<td>X</td>
<td>Historic Commission</td>
<td>Pennsylvania Historic Museum Commission</td>
<td></td>
</tr>
<tr>
<td>(5) Conceive programs, events and interpretive signage and exhibits which emphasize the history of region</td>
<td>X</td>
<td>Historic Commission</td>
<td>Pennsylvania Historic Museum Commission</td>
<td></td>
</tr>
<tr>
<td>(6) Evaluate potential for historic districts</td>
<td>X</td>
<td>Historic Commission</td>
<td>Pennsylvania Historic Museum Commission</td>
<td></td>
</tr>
<tr>
<td>(7) Support the integrity of Historic Districts</td>
<td>X</td>
<td>Historic Commission</td>
<td>Pennsylvania Historic Museum Commission</td>
<td></td>
</tr>
<tr>
<td>(8) Promote use of Stroudsburg historic walking tour</td>
<td>X</td>
<td>Historic Commission</td>
<td>Pennsylvania Historic Museum Commission</td>
<td></td>
</tr>
<tr>
<td>B. Support activities of individuals and groups which identify, document, evaluate, and protect historic resources</td>
<td>X</td>
<td>Historic Commission</td>
<td>Pennsylvania Historic Museum Commission</td>
<td></td>
</tr>
<tr>
<td>C. Support planning of trails to link historic sites. Continue planning for greenways.</td>
<td>X</td>
<td>X</td>
<td>Historic and Open Space Commissions</td>
<td>Land Conservancies, State Game Commission, Monroe County, PADCNR, PENNDOT, landowners, PADEP</td>
</tr>
<tr>
<td>D. Protect identified target areas.</td>
<td>X</td>
<td>X</td>
<td>Governing Bodies, Open Space Commissions</td>
<td>&quot; &quot;</td>
</tr>
<tr>
<td>E. Create a regional or municipal Environmental Advisory Councils to preserve key tracts of open space, protect environmental resources in the Region and implement open space and Recreation Plans where none exist.</td>
<td>X</td>
<td>Governing Bodies</td>
<td>&quot; &quot;</td>
<td></td>
</tr>
<tr>
<td>F. Support efforts of the Monroe County Conservation District, watershed associations, and other agencies to protect resources.</td>
<td>X</td>
<td>Open Space Commissions, EAC’s</td>
<td>&quot; &quot;</td>
<td></td>
</tr>
<tr>
<td>G. Encourage formation of groups within the community to adopt a stream.</td>
<td>X</td>
<td>&quot; &quot;</td>
<td>&quot; &quot;</td>
<td></td>
</tr>
<tr>
<td>H. Establish tree planting and landscaping programs.</td>
<td>X</td>
<td>Governing Bodies</td>
<td>&quot; &quot;</td>
<td></td>
</tr>
<tr>
<td>I. Implement the Regional Open Space and Recreation Plans.</td>
<td>X</td>
<td>X</td>
<td>Open Space Commissions</td>
<td>&quot; &quot;</td>
</tr>
<tr>
<td>J. Pursue wellhead protection and watershed planning opportunities.</td>
<td>X</td>
<td>Governing Bodies</td>
<td>&quot; &quot;</td>
<td></td>
</tr>
<tr>
<td>K. Implement Act 167 Stormwater Management Plans.</td>
<td>X</td>
<td>X</td>
<td>Governing Bodies</td>
<td>&quot; &quot;</td>
</tr>
<tr>
<td>L. Encourage forestland owners to participate in the Forest Legacy program.</td>
<td>X</td>
<td>Open Space Commissions</td>
<td>MCPC</td>
<td></td>
</tr>
<tr>
<td>M. Participate in Elm Street Program</td>
<td>X</td>
<td>X</td>
<td>Borough</td>
<td>PADCED, PDC</td>
</tr>
<tr>
<td>N. Support Cherry Valley Wildlife Refuge</td>
<td>X</td>
<td>X</td>
<td>All Groups</td>
<td></td>
</tr>
<tr>
<td>O. Support Kittatinny Ridge Project</td>
<td>X</td>
<td>X</td>
<td>All Groups</td>
<td></td>
</tr>
<tr>
<td>P. Monitor protection of “Protected Lands”</td>
<td>X</td>
<td>Open Space Commissions</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5. Administrative Actions for Preservation of Remaining Agricultural Lands</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A. Work to encourage participation in County Agricultural Conservation Easements Program Purchase</td>
<td>X</td>
<td>X</td>
<td>Governing Bodies, Planning Commissions, Municipal Authorities</td>
<td>Monroe County</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Farmers</td>
</tr>
<tr>
<td>SUMMARY OF THE RECOMMENDATION</td>
<td>SHORT RANGE</td>
<td>LONGER RANGE</td>
<td>ONGOING</td>
<td>RESPONSIBILITY</td>
</tr>
<tr>
<td>-----------------------------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>B. Consider merits of Township Purchase of Agricultural Conservation Easements Rights</td>
<td>X</td>
<td></td>
<td></td>
<td>Governing Bodies</td>
</tr>
<tr>
<td>C. Consider merits of Transfer of Development Rights Program</td>
<td>X</td>
<td></td>
<td></td>
<td>Governing Bodies</td>
</tr>
<tr>
<td>D. Promote inclusion of farms in Ag Security Areas</td>
<td>X</td>
<td>X</td>
<td></td>
<td>Governing Bodies</td>
</tr>
<tr>
<td>E. Support measures to relieve property tax burden for farmers</td>
<td>X</td>
<td></td>
<td></td>
<td>Governing Bodies</td>
</tr>
<tr>
<td>F. Limit extension of public sewer and water facilities to agricultural areas</td>
<td>X</td>
<td>X</td>
<td></td>
<td>Governing Bodies, Authorities</td>
</tr>
<tr>
<td>G. Promote conservation development (Growing Greener)</td>
<td>X</td>
<td></td>
<td></td>
<td>Governing Bodies, Planning</td>
</tr>
<tr>
<td>H. Promote enrollment in Clean and Green program</td>
<td>X</td>
<td></td>
<td></td>
<td>Governing Bodies</td>
</tr>
<tr>
<td>I. Allow and give incentives to compact development and higher densities where public sewer and water are available</td>
<td>X</td>
<td></td>
<td></td>
<td>Governing Bodies, Planning</td>
</tr>
<tr>
<td>J. Support establishment and continuation of farm-related programs &amp; organizations</td>
<td>X</td>
<td></td>
<td></td>
<td>Governing Bodies</td>
</tr>
<tr>
<td><strong>6. Planning Actions</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A. Trail and Greenway planning should be coordinated with surrounding municipalities, Monroe County, and property owners.</td>
<td>X</td>
<td>X</td>
<td></td>
<td>Open Space Commissions</td>
</tr>
<tr>
<td>B. Annual Meeting of Planning Commission and Governing Body of each municipality to discuss plan implementation.</td>
<td>X</td>
<td>X</td>
<td></td>
<td>Governing Bodies, Planning</td>
</tr>
<tr>
<td>C. Thoroughly review Plan in five years.</td>
<td>X</td>
<td></td>
<td></td>
<td>Regional Planning Committee</td>
</tr>
<tr>
<td>D. Municipal Act 537 plans and water supply planning should be coordinated with this plan. Enforce sewage management ordinances.</td>
<td>X</td>
<td>X</td>
<td></td>
<td>Governing Bodies</td>
</tr>
<tr>
<td>E. Streetscape Plans should be prepared for centers.</td>
<td>X</td>
<td></td>
<td></td>
<td>Governing Bodies</td>
</tr>
<tr>
<td>F. Municipalities should adopt Official Maps</td>
<td>X</td>
<td>X</td>
<td></td>
<td>Governing Bodies</td>
</tr>
<tr>
<td>G. Municipalities should prepare Capital Improvements Programs</td>
<td>X</td>
<td>X</td>
<td></td>
<td>Governing Bodies</td>
</tr>
<tr>
<td>H. Establish pedestrian pathway improvement programs</td>
<td>X</td>
<td></td>
<td></td>
<td>Governing Bodies</td>
</tr>
<tr>
<td>I. Consider a plan for the provision of benches along pathway and trail systems</td>
<td>X</td>
<td></td>
<td></td>
<td>Open Space Commissions</td>
</tr>
<tr>
<td>J. Maintain dialog with School Districts re: development activities, school facilities needs, &amp; location of school facilities</td>
<td>X</td>
<td>X</td>
<td></td>
<td>Governing Bodies, Planning</td>
</tr>
<tr>
<td>K. Municipalities should continuously jointly monitor availability of grants for planning, recreation and other elements and pursue grants</td>
<td>X</td>
<td>X</td>
<td></td>
<td>Governing Bodies, Planning, Planning Commissions, Special Purpose</td>
</tr>
<tr>
<td>L. Resolve sewer planning issues for Route 611 corridor.</td>
<td>X</td>
<td></td>
<td></td>
<td>Governing Bodies, Authorities</td>
</tr>
<tr>
<td><strong>SUMMARY OF THE RECOMMENDATION</strong></td>
<td><strong>SHORT RANGE</strong></td>
<td><strong>LONGER RANGE</strong></td>
<td><strong>ONGOING</strong></td>
<td><strong>RESPONSIBILITY</strong></td>
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</tr>
<tr>
<td>M. Support infill of existing settlements in Region</td>
<td>X</td>
<td>X</td>
<td>All groups</td>
<td></td>
</tr>
<tr>
<td>N. Encourage MCMWMA to plan for waste management in a cost effective manner with consideration of municipal concerns.</td>
<td></td>
<td>X</td>
<td>Governing Bodies</td>
<td></td>
</tr>
<tr>
<td>7. <strong>Administrative Actions for Economic and Community Development</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A. Prepare Route 611 Streetscape Plan</td>
<td>X</td>
<td>X</td>
<td>Governing Bodies</td>
<td>PADCED, economic development agencies, PENNDOT</td>
</tr>
<tr>
<td>B. Implement trail, pedestrian pathway, transit &amp; paratransit planning</td>
<td></td>
<td>X</td>
<td>Open Space Commissions</td>
<td>Monroe Co. agencies, PENNDOT, PADCNR</td>
</tr>
<tr>
<td>C. Continue and expand regional cooperation and dialog.</td>
<td></td>
<td>X</td>
<td>Governing Bodies</td>
<td>Service providers, Authorities, School Districts</td>
</tr>
<tr>
<td>D. Bring together citizens, business community, and school district to plan and organize community-wide activities</td>
<td>X</td>
<td>Governing Bodies</td>
<td>Citizens, businesses, School Districts</td>
<td></td>
</tr>
<tr>
<td>E. Monitor need to increase availability and sharing of parking facilities.</td>
<td>X</td>
<td>Boroughs</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F. Work with potential land developers to achieve scale, signage, aesthetics, pedestrian amenities and intensity and types of commercial development</td>
<td>X</td>
<td>Governing Bodies</td>
<td>Developers</td>
<td></td>
</tr>
<tr>
<td>G. Adopt adequate housing and property maintenance codes, encourage home renovation</td>
<td>X</td>
<td>Governing Bodies</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H. Continue to allow mixed uses in existing centers.</td>
<td>X</td>
<td>Governing Bodies, Planning Commissions</td>
<td>PADCED, PENNDOT, economic development agencies</td>
<td></td>
</tr>
<tr>
<td>I. Enhance the gateways to the Region and sense of identity</td>
<td>X</td>
<td>Governing Bodies</td>
<td></td>
<td></td>
</tr>
<tr>
<td>J. Work with residents and taxing entities to identify programs and policies to help them maintain and enhance their properties, meet housing expenses, and retain ownership.</td>
<td>X</td>
<td>Governing Bodies</td>
<td>Monroe Co. agencies, PADCED, Legislators, School Districts</td>
<td></td>
</tr>
<tr>
<td>K. Involve the Region’s residents and business community in committees to address issue of concern in the Region, identify business needs and concerns</td>
<td>X</td>
<td>Governing Bodies</td>
<td>Citizens, businesses</td>
<td></td>
</tr>
<tr>
<td>L. Investigate programs to address and provide housing needs of the seniors</td>
<td>X</td>
<td>Governing Bodies</td>
<td>Monroe Co. agencies, PADCED</td>
<td></td>
</tr>
<tr>
<td>M. Provide for public areas within the Region.</td>
<td>X</td>
<td>Governing Bodies, Planning Commissions, Open Space Commissions</td>
<td>PADCNR, PADCED</td>
<td></td>
</tr>
<tr>
<td>N. Support economic development opportunities of Jacob Stroud Corp.</td>
<td>X</td>
<td>Borough</td>
<td>Jacob Stroud Corp., PADCED, PDC</td>
<td></td>
</tr>
<tr>
<td>O. Encourage Active Participation in Pocono Mountains Chamber of Commerce.</td>
<td>X</td>
<td>Governing Bodies</td>
<td>PMC of C</td>
<td></td>
</tr>
<tr>
<td>SUMMARY OF THE RECOMMENDATION</td>
<td>SHORT RANGE</td>
<td>LONGER RANGE</td>
<td>ON-GOING</td>
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</tr>
<tr>
<td>P. Encourage Participation in Monroe County Career Link Programs.</td>
<td>X</td>
<td></td>
<td></td>
<td>Governing Bodies</td>
</tr>
<tr>
<td>Q. Investigate incentives for re-use and recycling of buildings.</td>
<td>X</td>
<td></td>
<td></td>
<td>Governing Bodies</td>
</tr>
<tr>
<td>R. Work to attract businesses in support of existing businesses.</td>
<td>X</td>
<td></td>
<td></td>
<td>Governing Bodies</td>
</tr>
<tr>
<td>S. Address tax role removals with School Districts.</td>
<td>X</td>
<td></td>
<td></td>
<td>Governing Bodies</td>
</tr>
<tr>
<td>T. Support legislation for additional impact fees.</td>
<td>X</td>
<td></td>
<td></td>
<td>Governing Bodies</td>
</tr>
<tr>
<td>U. Streamline Processes for economic development.</td>
<td>X</td>
<td></td>
<td></td>
<td>Governing Bodies, Planning Commissions</td>
</tr>
<tr>
<td>V. Define goals for tourism and support those goals.</td>
<td>X</td>
<td></td>
<td></td>
<td>Governing Bodies, Open Space Commissions</td>
</tr>
<tr>
<td>W. Review opportunities from PA Economic Stimulus Package</td>
<td>X</td>
<td></td>
<td></td>
<td>Governing Bodies</td>
</tr>
<tr>
<td>X. Complete Borough revitalization plan update</td>
<td>X</td>
<td></td>
<td></td>
<td>Jacob Stroud Corp., Borough Council</td>
</tr>
<tr>
<td>Y. Promote and support efforts of community organizations to provide recreational facilities and programs and senior citizen centers.</td>
<td>X</td>
<td></td>
<td></td>
<td>Open Space Commissions</td>
</tr>
<tr>
<td>Z. Monitor policies on extensions of public water and sewer, encourage public rather than community sewer</td>
<td>X</td>
<td>X</td>
<td></td>
<td>Governing Bodies</td>
</tr>
<tr>
<td>AA. Continue to zone land available for commercial, office &amp; industrial development</td>
<td>X</td>
<td></td>
<td></td>
<td>Governing Bodies</td>
</tr>
<tr>
<td>BB. Encourage appropriate adaptive re-use of historic, vacant &amp; underutilized buildings</td>
<td>X</td>
<td></td>
<td></td>
<td>Historic Commissions</td>
</tr>
<tr>
<td>CC. Maintain dialog with businesses.</td>
<td>X</td>
<td></td>
<td></td>
<td>Governing Bodies</td>
</tr>
<tr>
<td>DD. Maintain information on zoning, the community, upcoming events &amp; available buildings and land.</td>
<td>X</td>
<td>X</td>
<td></td>
<td>Governing Bodies</td>
</tr>
<tr>
<td>EE. Work to provide transportation, telecommunications, and sewer and water infrastructure to designated areas</td>
<td>X</td>
<td></td>
<td></td>
<td>Governing Bodies</td>
</tr>
<tr>
<td>FF. Enhance “green” tourism in the Region</td>
<td>X</td>
<td></td>
<td></td>
<td>Open Space Commissions</td>
</tr>
<tr>
<td>GG. Work with local colleges to provide expanded offerings to the Region’s residents</td>
<td>X</td>
<td></td>
<td></td>
<td>Governing Bodies</td>
</tr>
<tr>
<td>HH. Work with telecommunications companies to assure adequate telecommunications facilities</td>
<td>X</td>
<td></td>
<td></td>
<td>Governing Bodies</td>
</tr>
<tr>
<td>II. Minimize visual blight along road corridors</td>
<td>X</td>
<td></td>
<td></td>
<td>Governing Bodies</td>
</tr>
<tr>
<td>JJ. Encourage nonprofit organizations to apply for Pocono Mountains Vacation Bureau beautification grants</td>
<td>X</td>
<td></td>
<td></td>
<td>Governing Bodies, EAO’s</td>
</tr>
<tr>
<td>KK. Work with Monroe County Industrial Dev. Authority to secure funding for infrastructure improvements</td>
<td>X</td>
<td></td>
<td></td>
<td>Governing Bodies</td>
</tr>
<tr>
<td>LL. Work together to attain a favorable tax structure</td>
<td>X</td>
<td></td>
<td></td>
<td>Governing Bodies</td>
</tr>
<tr>
<td>MM. Monitor opportunities to establish Keystone Opportunity and Innovation Zones.</td>
<td>X</td>
<td></td>
<td></td>
<td>Governing Bodies</td>
</tr>
</tbody>
</table>
### SUMMARY OF THE RECOMMENDATION

<table>
<thead>
<tr>
<th>SHORT RANGE</th>
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<th>POTENTIAL PARTNERS/FUNDING SOURCES</th>
</tr>
</thead>
<tbody>
<tr>
<td>NN. Work with School Districts to assure availability of school facilities</td>
<td>X</td>
<td>Governing Bodies, Open Space Commissions</td>
<td>School Districts</td>
<td></td>
</tr>
<tr>
<td>OO. Encourage volunteerism and coordination of volunteer services.</td>
<td>X</td>
<td>Governing Bodies</td>
<td>Volunteer agencies, Monroe Co. agencies</td>
<td></td>
</tr>
<tr>
<td>PP. Establish additional recycling centers</td>
<td>X</td>
<td>Governing Bodies</td>
<td>Monroe County</td>
<td></td>
</tr>
<tr>
<td>QQ. Establish a senior center</td>
<td>X</td>
<td>Governing Bodies</td>
<td>School District, Monroe County agencies, volunteer groups</td>
<td></td>
</tr>
<tr>
<td>RR. Address need for fire personnel</td>
<td>X</td>
<td>Governing Bodies</td>
<td>Fire Companies</td>
<td></td>
</tr>
<tr>
<td>SS. Maintain current and workable emergency operations plans</td>
<td>X</td>
<td>Governing Bodies, Municipal staffs</td>
<td>Monroe County</td>
<td></td>
</tr>
<tr>
<td>TT. Promote involvement of new residents in community programs</td>
<td>X</td>
<td>Governing Bodies, Municipal staffs</td>
<td>Volunteer Groups</td>
<td></td>
</tr>
<tr>
<td>UU. Explore merits of further Regional revenue sharing</td>
<td>X</td>
<td>Governing Bodies</td>
<td>PADCED</td>
<td></td>
</tr>
<tr>
<td>VV. Eliminate existing environmental quality problems</td>
<td>X</td>
<td>Governing Bodies, Municipal staffs</td>
<td>Businesses and landowners, PADEP</td>
<td></td>
</tr>
<tr>
<td>WW. Enhance municipal management</td>
<td>X</td>
<td>Governing Bodies, Municipal Staffs</td>
<td>PA DCED</td>
<td></td>
</tr>
<tr>
<td>XX. Address Student Housing issues</td>
<td>X</td>
<td>Borough</td>
<td>ESU</td>
<td></td>
</tr>
<tr>
<td>YY. Promote rehabilitation of underutilized upper stories of mixed use building in the Borough into residential units</td>
<td>X</td>
<td>Borough</td>
<td>Jacob Strouds Corp., Monroe Co. agencies, landowners, PADCE</td>
<td></td>
</tr>
<tr>
<td>ZZ. Appoint regional economic development commission.</td>
<td>X</td>
<td>Governing Bodies</td>
<td>PADCED, Monroe Co. Economic Development Agencies</td>
<td></td>
</tr>
</tbody>
</table>

### Administrative Actions for Transportation Enhancement

<p>| | X | Governing bodies, County agencies, PENNDOT, Municipal and Traffic Engineers |
|-------------|----------|------------------|-------------------|
| A. Work with PENNDOT to assure adequate maintenance of roads with substantial volumes of truck and school bus traffic | X | &quot; | PENNDOT |
| B. Utilize Transportation Impact Fee ordinances | X | Governing Bodies |
| C. Institute traffic calming techniques. Work with PENNDOT to establish appropriate speed limits. | X | Governing Bodies, Planning Commissions | PENNDOT, Developers |
| D. Enhance walkability within the Region. | X | Governing Bodies, Open Space Commissions | PADCNR, PENNDOT, Developers |
| E. Promote trail and greenway planning and construction. | X | Open Space Commissions | PADCNR, Monroe County |
| F. Support Freight and Passenger Railroad Service | X | Governing Bodies | Monroe County |
| G. Make sure transportation modes are connected to one another. Expand and enhance bus service to appropriate locations. Establish park and ride facilities. | X | Governing Bodies | MCTA, MCRA, PENNDOT |
| H. Prepare multi-year programs for street maintenance. | X | Governing Bodies |
| I. Work with PENNDOT to keep traffic signal timing current. | X | Governing Bodies | PENNDOT |</p>
<table>
<thead>
<tr>
<th>SUMMARY OF THE RECOMMENDATION</th>
<th>SHORT RANGE</th>
<th>LONGER RANGE</th>
<th>ON-GOING</th>
<th>RESPONSIBILITY</th>
<th>POTENTIAL PARTNERS/FUNDING SOURCES</th>
</tr>
</thead>
<tbody>
<tr>
<td>J. Develop access management plans.</td>
<td>X</td>
<td></td>
<td>Governing Bodies</td>
<td>PENNDOT</td>
<td></td>
</tr>
<tr>
<td>K. Require developer-financed road improvements</td>
<td>X</td>
<td></td>
<td>Governing Bodies</td>
<td>Developers</td>
<td></td>
</tr>
<tr>
<td>L. Implement a circulator system to increase mobility of elderly, physically impaired</td>
<td>X</td>
<td></td>
<td>Governing Bodies</td>
<td>MCTA</td>
<td></td>
</tr>
<tr>
<td>M. Work with PENNDOT to widen and improve road shoulders</td>
<td>X</td>
<td></td>
<td>Governing Bodies</td>
<td>PENNDOT</td>
<td></td>
</tr>
<tr>
<td>N. Monitor the need for Transportation Development Districts</td>
<td>X</td>
<td></td>
<td>Governing Bodies</td>
<td>Businesses</td>
<td></td>
</tr>
<tr>
<td>O. Monitor the need for Transportation Management Associations.</td>
<td>X</td>
<td></td>
<td>Governing Bodies</td>
<td>Businesses</td>
<td></td>
</tr>
<tr>
<td>P. Coordinate sanitary sewer and road improvements so sewers are constructed before road improvements</td>
<td>X</td>
<td></td>
<td>Governing Bodies</td>
<td>Authorities</td>
<td></td>
</tr>
<tr>
<td>Q. Encourage homeowners’ associations to improve roads within their developments</td>
<td>X</td>
<td></td>
<td>Governing Bodies</td>
<td>Homeowners Association</td>
<td></td>
</tr>
<tr>
<td>R. Require property owners to keep street rights-of-way available for required improvements &amp; pedestrian systems</td>
<td>X</td>
<td></td>
<td>Governing Bodies</td>
<td>Landowners</td>
<td></td>
</tr>
<tr>
<td>S. List needed transportation improvements on 12-year program.</td>
<td>X</td>
<td>X</td>
<td>Governing Bodies</td>
<td>County, Legislators, PENNDOT</td>
<td></td>
</tr>
<tr>
<td>T. Redesign strip development areas</td>
<td>X</td>
<td></td>
<td>Governing Bodies</td>
<td>PENNDOT, Landowners, PA DCNR</td>
<td></td>
</tr>
<tr>
<td>U. Implement Stroud Township Comprehensive Traffic Study and Route 611 corridor plans</td>
<td>X</td>
<td>X</td>
<td>Stroud Township</td>
<td>County, PENNDOT, Legislators, State agencies</td>
<td></td>
</tr>
<tr>
<td>V. Complete and implement Stroudsburg Circulation Plan</td>
<td>X</td>
<td>X</td>
<td>Borough of Stroudsburg</td>
<td>County, PENNDOT, Legislators, State agencies</td>
<td></td>
</tr>
<tr>
<td>W. Construct complete interchange at exit 47 of Route 80; study, improve, reconstruct other interchanges</td>
<td>X</td>
<td>X</td>
<td>Governing Bodies</td>
<td>County, PENNDOT, Legislators, State agencies</td>
<td></td>
</tr>
</tbody>
</table>
CHAPTER 12

ENERGY CONSERVATION
CHAPTER 12

ENERGY CONSERVATION

There is an interrelationship between land use, circulation, and energy conservation. Low density, single use, dispersed development can result in more vehicle trips, longer trips, and increased consumption of energy. Traffic congestion on roads can result in delays, which can result in wasting of fuel.

Municipalities can also make information about energy serving measures available to residents and make a commitment to energy conservation programs at the municipal level.

Policies which can promote energy conservation and minimize energy waste include:

• Making provision for mixed use development, which can result in fewer trips and shorter trips.

• Utilizing a compact development pattern may also result in fewer and shorter trips. Designating growth areas in portions of the Region which are or could be served by public sewer and central water facilities can encourage a compact development pattern.

• Where appropriate infrastructure is available, such as public sewer, central water, and adequate roads, higher densities of development than would occur without adequate infrastructure are supported.

• Encouraging use and expansion of the bus system, a para-transit circulator system, and park and ride facilities. This can reduce automobile trips.

• Implementing the transportation plan to mitigate congestion in the Region, and resulting delays, can save fuel.

• Encouraging development and building design which is sited and designed to maximize energy efficiency can be beneficial.

• Informing the public about cost effective ways of cutting energy waste and costs can be accomplished through newsletters and literature.

• Allowing the use of cost-effective, safe and environmentally sound renewable energy resources can be considered.

• At the local government level, implementing energy use reduction programs can reduce consumption and increase energy efficiency.

• Encouraging telecommuting can reduce vehicle trips.
CHAPTER 13

PLAN FOR THE RELIABLE SUPPLY OF WATER
**Overall Approach**

Both surface and groundwater should be protected with regard to quality and quantity. Examples of techniques for the protection of water quality and quantity include:

- Riparian stream buffers
- Stream corridor overlay zoning
- Minimize effects of impervious surfaces
- Protect headwaters and groundwater recharge areas
- Wellhead protection
- Hydrogeologic impact analyses
- Preserve critical areas
- Best Management Practices
- Implement storm water management plans
- Restore stream banks and crossings
- Sewage treatment and discharge practices
- Greenway development
- Growing Greener approach
- Increase watershed awareness

Portions of the Region have been designated as Cherry Valley Preservation, Conservation II, and Rural Conservation, and protection of important natural features and targeted preservation sites in these areas could help to protect surface and ground waters. Key areas include floodplains, wetlands, hydric soils, adjoining steep slopes, headwaters of streams, and lands draining to the Tannersville Cranberry Bog. The granting of conservation easements or dedication of land to municipalities and conservation groups will be encouraged. If land near streams is developed, developers will be encouraged to establish riparian forest buffers. Conservation development will be encouraged if development occurs, in order to protect the watersheds of watercourses and water supplies, vulnerable steep slopes, and woodlands. The density of development will be established through analysis of the natural, scenic, historic features, and resources at each site; and, steep slopes, floodplains, woodlands, and wetlands will be protected.
# Protecting Water Supplies

<table>
<thead>
<tr>
<th>Stream Corridor Protection</th>
<th>Aquifer Protection</th>
<th>Groundwater Resource Protection Provisions</th>
<th>Hydrogeologic Impact Analyses</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Restrict development and impervious surfaces</td>
<td>• Review development plans to prevent groundwater pollution</td>
<td>• Wellhead Protection</td>
<td>• Proposed supply locations</td>
</tr>
<tr>
<td>• Require riparian vegetative buffers</td>
<td>• Limit impervious surfaces</td>
<td>• Increase watershed awareness</td>
<td>• Geologic conditions, recharge rate, degree of renovation</td>
</tr>
<tr>
<td>• Encourage use of best management practices</td>
<td>• Establish performance standards for commercial and industrial uses</td>
<td>• Regulation/restriction of potential contaminating uses</td>
<td>• Aquifer characteristics; groundwater movement, use, yield, quality, quantity, well interference</td>
</tr>
<tr>
<td>• Encourage stream habitat improvement</td>
<td>• Protect aquifers through controlling uses and potential polluting activities</td>
<td>• Performance standards</td>
<td>• Test well results and impacts</td>
</tr>
<tr>
<td>• Encourage conservation easements/donations/dedications</td>
<td>• Utilize appropriate sewage disposal and water supply techniques, with appropriate standards and management</td>
<td>• Design standards</td>
<td>• Plan to protect groundwater system underlying and adjacent to the site: prevention, remediation, emergency management</td>
</tr>
<tr>
<td>• Protect wetlands and wetland margins</td>
<td>• Protect headwaters and groundwater recharge areas</td>
<td>• Operating requirements</td>
<td>• Monitoring of groundwater quality and quantity</td>
</tr>
<tr>
<td>• Require floodplain and wetland studies where not identified</td>
<td>• Best Management Practices</td>
<td>• Review process</td>
<td></td>
</tr>
<tr>
<td>• Restore stream banks and crossings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Greenway development</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Where residential developments, businesses, or other uses propose to utilize ground water or surface water supplies in substantial amounts, hydrologic studies should be required; and, the party causing the extraction should be required to demonstrate that there will be no adverse effects on the water supplies of other entities in the Region.

Where watershed areas are used for public recreation purposes, any public access and usage should be consistent with the need to protect water supplies.

**Zoning Ordinance Provisions**

Zoning Ordinances should contain provisions to protect sources of water supply through the following techniques:

1. Natural Resource Protection standards protecting floodplains, wetlands, wetland margins, steep slopes, watercourses, water bodies, and lake and pond shores.
2. Conservation zoning to protect natural resources.
3. Lot averaging provisions to allow flexibility in lot layout so that houses can be sited away from natural features and resources.
4. Steep slope protection provisions to minimize erosion and sedimentation resulting from impervious surfaces and tree clearance.
5. Woodland protection provisions to maintain tree cover.
6. Wetlands, wetland margin, and hydric soil protection provisions to protect groundwater and surface water supplies from contamination and allow infiltration.
7. Floodplain protection provisions to protect surface water quality and quantity.
8. Aquifer protection standards to protect groundwater supplies from contamination through use and impervious restrictions and design standards.
9. Wellhead protection provisions to protect central water supplies by restricting and regulating potential contaminating substances and uses.
10. Stream Corridor Overlay Zoning to protect surface water from adverse impacts from development and other nearby disturbance.

**Other Strategies**

Zoning strategies should be coordinated with efforts of the Monroe County Conservation District, Penn State Cooperative Extension, Watershed Associations, and other agencies to restore, protect, and stabilize stream banks and use other Best Management Practices to protect
stream quality. Development of impervious surfaces should be limited, riparian buffers established, and stream habitats improved.

When development plans are reviewed, developers should be required to adequately manage storm water runoff and erosion and sedimentation in manners consistent with the protection of water resources in the area. Storm water management should be considered as part of the hydrologic cycle with consideration of infiltration, reducing pollution, and reducing thermal impacts through BMPs. Recommendations and ordinances pursuant to adopted Act 167 Stormwater Management Plans should be implemented.

Water planning and review of development should involve fire companies in the area to ensure that there will be adequate fire hydrants and volume and pressure of water to provide adequate fire protection.

Developers should also be required to identify the resources within their tracts, analyze the impacts of development, and mitigate those impacts. Natural resources should be incorporated into the open space system.

It should be noted that lawful activities such as extraction of minerals impact water supply sources and that such activities are governed by statutes regulating mineral extraction that specify replacement and restoration of water supplies affected by such activities. Commercial agricultural production impacts water supply sources; and, Best Management Practices should be applied to mitigate the impact on water supply sources.

Existing watershed associations should be supported and the formation of new watershed associations and municipal environmental advisory councils supported.

Public education programs should encourage the community to be aware of potential sources of water supply in their watersheds and to exercise good “housekeeping” and stewardship practices to help protect them.

Landscape management programs can be formulated to encourage residents to reduce nutrients and pesticides reaching streams and ground water. A regular program of household hazardous waste collection and public education programs should be maintained.

Pursuant to the State’s Source Water Assessment Program (SWAP), source water areas of public water systems have been identified, potential pollution sources identified, and vulnerability of water supply to pollution sources assessed. The program also encourages and provides a tool for water suppliers, municipalities, and the public to develop methods and programs which reduce or eliminate the contamination of water used for drinking water supplies. Within the Region, the municipalities, watershed associations, and water suppliers should work together to develop a program to protect watersheds.

In 2002 the Water Resources Planning Act was passed. This Act establishes a State Water Resource Committee which will be responsible for coordinating the development of a state Water Plan for Pennsylvania. The Plan is to be completed by December, 2007. The
recommendations of that plan will have to be reviewed as they may affect water suppliers in the Region.

Public water is now being extended along the Route 611 corridor, which will lessen dependence on individual supplies. If public sewer is extended northward in the Route 611 corridor, this will allow elimination of private sewage disposal systems which can threaten water resources in the corridor.

The consolidation of community water systems should be reviewed, to minimize the number of separate water systems in the Region and assure adequate service in the future. Where separate systems will serve adjoining areas, and where appropriate and feasible, water systems should be interconnected for times of emergency and in order to provide better service.

Drought contingency plans should be prepared by all water suppliers to establish how water supplies will be continued during times of drought. Elements to address include alternative sources of supply, interconnections between systems, emergency water transfer agreements, and water conservation provisions.

Even outside times of drought, water suppliers should implement water conservation programs for both the system and individual users.

Monitoring groundwater quality relative to hazardous substances and drinking water quality is an ongoing process monitored by the PADEP and local health departments.

Stormwater management practices are increasingly being used to not only control stormwater runoff volume and velocity from sites being developed but also to protect surface water quality and preserve the hydrological cycle (i.e., the water budget). Precipitation (rain and snow) is ultimately the source of drinking water. For sites that rely on groundwater for a water supply, it is the precipitation that falls on the property and percolates into the ground that creates and replenishes the aquifer. When a property is developed, more impervious surface area is created, reducing the amount of precipitation that can percolate into the groundwater table. Furthermore, on site wells construct for new developments draw water from the existing aquifer, potentially reducing the groundwater table.

The objective of recharging stormwater runoff is to compensate for the loss of natural infiltration due to the addition of impervious surfaces. Other best management practices relative to water supply include the treatment and discharge of wastewater on site when appropriate (e.g., septic systems) rather than collecting wastewater and conveying it to an off site treatment facility.

**Wellhead Protection**

Wellhead protection programs are an element of protecting groundwater sources. Key elements of wellhead and watershed protection programs include:

- delineation of critical recharge areas surrounding groundwater sources;
• adoption and enforcement of ordinance provisions to ensure compatibility of land use with groundwater protection within delineated critical recharge areas;

• groundwater quality monitoring surrounding water supply sources;

• inventory of contaminant activities surrounding groundwater supply sources;

• coordination with EPA and DEP regarding enforcement of permitting, registration, or emergency planning requirements for contaminant activities; and

• creation of agreements with the County conservation district for routine inspection of land development erosion and sedimentation plans within delineated critical recharge areas.

The Monroe County Planning Commission prepared a Water Supply and Model Wellhead Protection Study in 1997. The study recommends a minimum 400 ft radius well head protection area (Zone I) for public water supply wells wherein the use or storage of potential contaminants should be restricted or eliminated. The study also recommends broader well field protection areas (Zone II) and wellhead protection area boundaries (Zone III, recharge area protection zone) wherein contamination management and remedial action activities are given special attention. The minimum extent of a Zone II wellhead protection area is 0.5 miles. The extent of a Zone III well head protection area is based on modeling that determines the land area where rain water and surface water recharge the aquifer in which a well draws water.
Monroe County Small Water Systems Regionalization Study

This study, prepared for the Monroe County Planning Commission in June, 1999, is summarized below. Implementation of the plan will be dependent on acceptance of the Plan by and actions of municipalities and authorities in the HSPS Region and surrounding areas.

The Stroudsburg Municipal Authority has extended a water line up Route 611 through Pocono Township to Swiftwater. Consideration should be given to interconnecting the SMA system with the Pocono/Jackson Water Authority system in the vicinity of Route 715 and Warner Road in Pocono Township. On-going efforts are being made to plan for public sewage facilities in Pocono Township, which may involve Stroud Township and Stroudsburg Borough. Different alignments than recommended below might ultimately be achieved in regional cooperation if regionalization is formalized. Cooperative efforts of individual municipalities and authorities may take place, rather than regionalization.

IX. SUMMARY

Ultimately, the overall regionalization goal in Monroe County may be the formation of two (2) Water Authorities serving all of southern Monroe County.

• One Authority serving the Borough of Delaware Water Gap, Smithfield Township, East Stroudsburg Borough, Stroudsburg Borough, Stroud Township, Hamilton Township, and Ross Township.

• One Authority serving Pocono Township, Jackson Township, and Chestnuthill Township.

Some interim steps to achieve the long term overall regionalization goal include:

• Implement Resource Sharing Opportunities Between the Larger Water Systems, including the following:
  - Sharing of specialized equipment
  - Sharing of personnel, such as operators and maintenance workers
  - Introduction of a cooperative buying program in order to get bulk rate discounts for the smaller water systems

• Standardization of Construction Details for all Water Systems

• Standardization of Connection Policies and Township Connection Ordinances Within the Study Area

• Pursue Funding Opportunities in Order to Perform Necessary Upgrades or Expansion to Existing Systems so that they may either be taken over or take over the operations and maintenance of other water systems
• Review existing business plans, or complete and implement a business plan as it relates to the benefits of regionalization

• Development of a Milestone Based Schedule to Combine Water Systems into Authorities to Realize the Overall Regionalization Goal
Brodhead Watershed Conservation Plan

The following are the Goals and Action Plans of the Brodhead Watershed Conservation Plan for Water Quality and Quantity and Policy, Planning and Regulation, Implementation of the recommended actions will be critical to assuring a reliable supply of water for the Region.
## WATER QUALITY AND QUANTITY

**GOAL:** Maintain and improve water quality throughout the watershed and insure that an adequate quantity of surface water and groundwater is maintained

<table>
<thead>
<tr>
<th>Action</th>
<th>Responsible Parties</th>
<th>Priority</th>
<th>Timeframe/Record of Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Encourage riparian landowners to create and maintain forested stream buffers.</td>
<td>Municipalities, with Brodhead Watershed Association, Monroe Co. Planning Commission, Monroe Co. Conservation District</td>
<td>Most Important</td>
<td>Short 1-3 Years &amp; Ongoing</td>
</tr>
<tr>
<td>2. Strengthen land use ordinances to better protect floodplains.</td>
<td>Municipalities, with Monroe Co. Planning Commission, Monroe Co. Conservation District</td>
<td>Most Important</td>
<td>Short 1-3 Years</td>
</tr>
<tr>
<td>3. Strengthen land use ordinances to better protect groundwater recharge areas.</td>
<td>Municipalities, Scientific community, Monroe Co. Planning Commission, Monroe Co. Conservation District</td>
<td>Most Important</td>
<td>Medium 3-5 Years</td>
</tr>
<tr>
<td>4. Strengthen land use ordinances to minimize effects of impervious surfaces.</td>
<td>Municipalities, with Scientific community, Monroe Co. Planning Commission, Monroe Co. Conservation District</td>
<td>Most Important</td>
<td>Medium 3-5 Years</td>
</tr>
<tr>
<td>5. Encourage DEP to take prompt action on known sewage treatment plant violations.</td>
<td>Municipalities, Brodhead Watershed Association, Trout Unlimited</td>
<td>Most Important</td>
<td>Short 1-3 Years</td>
</tr>
<tr>
<td>6. Develop sewage management programs to better manage on-lot septic systems.</td>
<td>Municipalities, with PA Dept. of Environmental Protection</td>
<td>Most Important</td>
<td>Short 1-3 Years</td>
</tr>
<tr>
<td>7. Develop programs to protect existing and potential future sources of drinking water.</td>
<td>Water suppliers, Municipalities</td>
<td>Most Important</td>
<td>Ongoing</td>
</tr>
<tr>
<td>8. Use open space funds and other monies to protect critical riparian areas.</td>
<td>County and Regional Open Space Committees</td>
<td>Most Important</td>
<td>Short 1-3 Years</td>
</tr>
</tbody>
</table>

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2 The Monroe County Conservation District has conducted a review of ordinances relative to floodplain protection.

3 The Monroe County Planning Commission is overseeing the preparation of "Growing Greener" audits for all municipalities in the watershed.
<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>9.</td>
<td>Adopt ordinances consistent with the updated Brodhead / McMichael Stormwater Management Plan.</td>
<td>Municipalities</td>
</tr>
<tr>
<td>10.</td>
<td>Organize partnerships to restore degraded streambanks and stream crossings.</td>
<td>Brodhead Watershed Association Municipalities Private landowners PennDOT</td>
</tr>
<tr>
<td>11.</td>
<td>Encourage alternatives (such as land application) to stream discharges from sewage treatment plants where feasible.</td>
<td>Municipalities PA Dept. of Environmental Protection</td>
</tr>
<tr>
<td>12.</td>
<td>Decrease non-point source pollution from runoff.</td>
<td>Municipalities Brodhead Watershed Association Monroe Co. Conservation District PennDOT</td>
</tr>
<tr>
<td>13.</td>
<td>Assure that the DRBC standard of &quot;no measurable change&quot; at the Brodhead Boundary Control Point is met in the future.</td>
<td>Delaware River Basin Commission</td>
</tr>
<tr>
<td>17.</td>
<td>Identify environmentally sound lands to be used for land disposal of treated wastewater and acquire where economically feasible.</td>
<td>Sewage treatment plant permittees Monroe Co. Planning Commission Monroe Co. Conservation District Municipalities</td>
</tr>
<tr>
<td>18.</td>
<td>Coordinate existing water monitoring efforts:</td>
<td>Monroe Co. Conservation District</td>
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<tr>
<td>19.</td>
<td>Improve environmental conditions at landfills.</td>
<td>Monroe Co. Conservation District PA Dept. of Environmental Protection Municipalities</td>
</tr>
</tbody>
</table>
# POLICY, PLANNING AND REGULATION

**GOAL:** Encourage the development of local, state, and federal planning and regulations to collectively facilitate stated watershed management goals.

<table>
<thead>
<tr>
<th>Action</th>
<th>Responsible Parties</th>
<th>Priority</th>
<th>Timeframe/Record of Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Promote and develop greenways to link important natural, recreational and wildlife habitat areas in cooperation with willing landowners.</td>
<td>Municipalities, with Monroe Co. Planning Commission, Non-profit organizations</td>
<td>Most Important</td>
<td>Short 1-3 Years &amp; Ongoing</td>
</tr>
<tr>
<td>2. Pursue funding to prepare subwatershed assessments (similar to the Pocono Creek Pilot Study) for each of the remaining subwatersheds within the Brodhead watershed.</td>
<td>Brodhead Watershed Association, Municipalities, Monroe Co. Planning Commission, Monroe Co. Conservation District</td>
<td>Very Important</td>
<td>Short 1-3 Years</td>
</tr>
<tr>
<td>3. Conduct detailed analyses of impervious coverage for each subwatershed of the Brodhead watershed.</td>
<td>Delaware River Basin Commission</td>
<td>Very Important</td>
<td>Medium 3-5 Years</td>
</tr>
<tr>
<td>4. Perform a build-out analysis for each subwatershed area of the Brodhead watershed.</td>
<td>Monroe Co. Planning Commission</td>
<td>Very Important</td>
<td>Medium 3-5 Years</td>
</tr>
<tr>
<td>5. Promote conservation of important habitat areas through conservation-based ordinances and codes (also known as <em>Growing Greener</em> approaches.)</td>
<td>Municipalities, with Scientific community, Monroe Co. Planning Commission, Monroe Co. Conservation District</td>
<td>Very Important</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>

*Including a study of fluvial geomorphology using Rosgen methodology.*
7. Develop a water budget for each subwatershed to assure that surface and groundwater withdrawals do not exceed levels necessary to maintain adequate stream base flow.

<table>
<thead>
<tr>
<th>Scientific community</th>
<th>Delaware River Basin Commission</th>
<th>Very</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private geologists</td>
<td>USGS</td>
<td>Important</td>
</tr>
<tr>
<td>Monroe Co. Planning Commission</td>
<td>Monroe Co. Conservation District</td>
<td></td>
</tr>
<tr>
<td>Brodhead Watershed Association</td>
<td>Municipalities</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3-5 Years</td>
</tr>
</tbody>
</table>

8. Require sewage treatment plant permittees and/or operators to maintain in-stream habitat below sewage treatment plants.
   - Encourage the use of bio-monitoring\(^5\) techniques.

<table>
<thead>
<tr>
<th>Scientific community</th>
<th>Pennsylvania Department of Environmental Protection</th>
<th>Important</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Short 1-3 Years</td>
</tr>
</tbody>
</table>


<table>
<thead>
<tr>
<th>Municipalities</th>
<th>PA Environmental Council</th>
<th>Important</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Medium 3-5 Years</td>
</tr>
</tbody>
</table>

10. Develop ordinances to maintain a minimum percentage of forest cover.

<table>
<thead>
<tr>
<th>Municipalities</th>
<th>Monroe Co. Conservation District</th>
<th>Important</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Medium 3-5 Years</td>
</tr>
</tbody>
</table>

\(^5\) Macroinvertebrate analysis. Cost effective EPA and DEP rapid bio-assessment protocols have been developed.
CHAPTER 14

INTERRELATIONSHIPS OF PLAN ELEMENTS
RELATIONSHIP OF PLAN COMPONENTS

The Future Land Use Plan allocates land uses and indicates the recommended types of land uses and density range for those uses. The availability of sanitary sewer and water facilities plays an extremely important role in the shaping of development patterns, including location and density. It is necessary to coordinate land use and utility planning so that future land use reflects the availability of public sewer and water facilities and public sewer and water facilities are not planned for areas not intended for intensive development. Growth areas have been designated where public sewer and water are available or most likely to be available.

Through land use planning, such as designation of Conservation areas, watersheds and important natural areas can be protected.

It is important that community facilities, including recreation and open space, are available to serve the residents of the municipalities. The Community Facilities Plan references the regional Open Space and Recreation Plans which identify existing recreational facilities, proposed recreational facilities, and potential areas for recreational facilities. Those Plans discuss a series of greenways for recreational purposes and providing connections to community facilities.

Sewage treatment plant discharges and standards should be consistent with the highest stream fishery standards classification for receiving streams. Future public facilities should be sited to be consistent with the objectives of the Land Use Plan, such as maintaining open space and recreation uses.

The Future Land Use Plan can encourage economic vitality by providing areas for commercial and industrial development. Such areas are provided in the growth areas discussed above. Preservation of residential areas can provide support for local businesses and provide a workforce. Providing for recreation and open space and preservation of community resources contributes to the quality of life in the area and can encourage additional investment and support.

It is necessary to maintain a circulation system which can accommodate generated traffic volumes and serve desired economic development. Road system improvements, such as Route 611 improvements, can aid businesses and also serve to alleviate concerns elsewhere in the system. In turn, future development should not adversely affect the circulation system. Impacts of new development should be identified and mitigated.

Land use decisions are influenced by the existing circulation system, while at the same time those land use decisions affect circulation systems and the functions which the system components are expected to perform. Existing residential areas should be protected as much as possible from the impacts of through traffic, which can be accomplished by proposed improvements to the circulation system. Major economic development areas are located in the major road corridors. When development occurs, access management techniques can enhance the mobility, safety, and efficiency of road corridors.
## Interrelationships of Plan Components

<table>
<thead>
<tr>
<th>Land Use and Housing</th>
<th>Sewer and Water</th>
<th>Community Facilities</th>
<th>Transportation</th>
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</table>
| - Support existing centers  
  - Provide housing opportunities for all | - Policies coordinated with land use goals to direct development to growth areas | - Make available to serve area residents | - Must consider impacts of growth on the system  
  - Accommodate volumes at acceptable levels of service  
  - Existing residential areas should not have excessive volumes and speed | - Provide open space system through their protection | - Impacts on residential areas should be mitigated  
  - Provide jobs and services for residents |
| **Sewer and Water** | **Community Facilities** | **Transportation** | **Natural Environment** | **Economic Development** |
| - Growth should occur where have adequate facilities | - Include facilities to service residents and growth areas | - Should be coordinated in support of growth areas | - Water Supply sources should be protected and pollution prevented | - Should not overburden systems or deplete water supplies |
| **Community Facilities** | **Transportation** | **Natural Environment** | **Economic Development** |
| | - Growth should occur where have adequate system  
  - Maintain functional operation and safety when growth occurs | - Should not extend to areas where irreparably harm important resources | - Identify appropriate land uses for sensitive areas  
  - Protect water resources  
  - Provide for commercial, industrial, business uses  
  - Neighborhoods provide workforce and market | - Can support development at appropriate locations | - Can support quality of life and the attractiveness of the area  
  - Contribute to quality of life and attractiveness of area to businesses |
| **Transportation** | **Natural Environment** | **Economic Development** |
| | - Development should occur where land is suitable and resources will not be harmed | - Can incorporate natural features | - Enhance regional public transportation system  
  - Address system deficiencies to improve business climate | - Can provide a tax base to support provision of facilities |
| **Natural Environment** | **Economic Development** |
| | - Should not extend to areas where irreparably harm important resources | - Can facilitate access to resources  
  - Design system with consideration of existing environment and resources | - Protect the natural environment | - Access management and necessary road improvements must be considered |
| **Economic Development** |
| | - Identify appropriate land uses for sensitive areas  
  - Protect water resources  
  - Provide for commercial, industrial, business uses  
  - Neighborhoods provide workforce and market | - Contribute to quality of life and the attractiveness of the area  
  - Contribute to quality of life and attractiveness of area to businesses | - Support existing business centers  
  - Look for KOZ opportunities |
CHAPTER 15

RELATIONSHIP TO MONROE 2020 AND
SURROUNDING MUNICIPALITIES
SECTION 1 – RELATIONSHIP TO MONROE 2020

The Comprehensive Plan for Monroe County, Monroe 2020, addresses three (3) main concepts: centers, corridors, and open space. This Comprehensive Plan for the HSPS Region is generally consistent with the County Plan.

Centers

Monroe 2020 identifies the Borough of Stroudsburg, the organized portions of Stroud Township, plus East Stroudsburg Borough, Delaware Water Gap, and the organized portions of Smithfield Township as a major center. This center contains county and municipal offices, East Stroudsburg University, Pocono Medical Center, and is the principal business and retail center of the region. The center is characterized as having new development and expansion potential, the County’s largest concentration of historic buildings, the County’s oldest industrial properties, and well preserved downtown streets, shops, and restaurants which are tourist attractions. This center has public sewer and water facilities capable of being extended, is served by interstate highways and arterial roads, and has direct access to rail line.

A smaller center is the linear core at Tannersville, accessed by I-80 and arterial road system. It is the site of the Crossings Outlet, the County’s major regional retail attraction, entrance to Camelback/Camelbeach resort, Northampton Community College, public schools, close to the Pocono Mountain School District headquarters and upper grades campus, and near Aventis Pasteur, one of the County’s major employers.

The Stroudsburg area and Tannersville area centers are included as designated growth areas on the Future Land Use Plan.

The County Comprehensive Plan also designates villages as smaller nodes of development, including Saylorsburg and the Sciota areas. These portions of Hamilton Township are indicated as future growth areas, dependent upon availability of public sewer and water facilities.

Corridors

Monroe 2020 identifies Route 611 and Routes 209 and Business 209 as the most important arterial highways crossing the County. These highways connect centers and serve as spines along which are arrayed retail, service, and some governmental activities. Other major corridors are the Route 33 entrance from Northampton County and Route 715, which connects Tannersville with Brodheadsville in the west end. Route I-80 is superimposed on this highway system, and affords accessibility to the New York metropolitan region and to the Stroudsburg and Tannersville centers. A designated growth area is indicated in the HSPS Future Land Use Plan along Routes 611, 715 in the Tannersville area, and Route 209 to the west of Stroudsburg. A future growth area is indicated along the Route 33, Business 209 and Route 209 corridors in Hamilton Township, depending upon the availability of public sewer and water facilities.
Open Space

Monroe 2020 indicates that open space is probably the most distinctive feature of Monroe County, maintaining open space is important to protect ecosystems within the County, enhance the quality of life for the County’s residents, and enhance the tourist industry within the County. The first paragraph that follows is quoted in the Comprehensive Plan from the Monroe County Environmental Alert. The second paragraph discusses lands to be protected or otherwise added to the open space inventory in the County.

Monroe County offers mountains, lakes, streams, and woodlands.....But our environment is more than this. It’s also watersheds, wetlands, clean water supply for ourselves and the Lehigh Valley, bogs and barrens, habitat for the black bear, and many rare species. It’s vegetation found nowhere else in Pennsylvania. These features comprise a fragile ecological system, unique on the American Continent.

Key natural areas including: areas of biodiversity and fragile ecology identified in the Natural Areas Inventory; important wildlife habitats and other areas that are not included in this inventory; areas of high scenic value, especially superior views of the Monroe County landscape from arterial roads or the Interstate Highways; settings for historic houses or settlements; greenways that represent linkages among natural areas and recreation opportunities for county residents and visitors as well as stream bank protectors and buffers.

Remaining active farmland and park and recreation land to be acquired for County residents are also key open space elements, and their protection is supported by the HSPS Plan.

The Regional Comprehensive Plan has also stressed the importance of open space. The Future Land Use Plan designates Cherry Valley Preservation, Conservation, Conservation II, and Rural Conservation areas. The HSPS Plan also supports the Regional Open Space and Recreation Plans, which identify conservation targets and major open spaces.

Infill

It is a recommendation of Monroe 2020 that municipalities channel principal residential, commercial, and community facility growth as infill of vacant developable land in existing centers, extensions at the edges of these centers where undeveloped areas can be serviced by utilities, or redevelopment of obsolete uses.

The HSPS Plan is supportive of the concept of infill in existing centers within designated growth areas. Infill within existing subdivisions and within existing villages in the future growth areas is also supported by the HSPS Plan provided that adequate infrastructure is available.

Rural Housing Options

Monroe 2020 indicates that the strategy for areas outside centers is to encourage conservation or open space subdivisions at an average of two units per acre, with appropriate utilities. Large
areas of woodlands or other common open space could thus be maintained. Resubdivision of existing very low density tracts to more efficient, land conserving patterns, is also encouraged. The HSPS communities have already started reviewing and/or updating their zoning ordinances to reflect the general density of one unit per two acres or less in rural areas and encouraging conservation subdivision. The HSPS Plan supports the concept of conservation development and indicates a density of one unit per two net acres throughout Rural Conservation, Rural/Recreation, Rural, Conservation II and Cherry Valley Preservation areas.

**Corridor Development**

Monroe 2020 is concerned with discouraging strip commercial development along corridors within the County. Consolidated, well-landscaped business parks are recommended. In the HSPS Plan, commercial development has generally been limited to areas where commercial development has occurred or where commercial zoning has been in place for a number of years. The policy of this Plan is not to encourage additional strip commercial development within the Region, but to also encourage consolidated, well-planned, well-landscaped development.

In the County plan, importance is given to encouraging well landscaped, attractive, pedestrian, and bicycle friendly development that also recognizes the goal of preserving historic buildings, maintaining scenic views from roads, buffering non-residential uses, and protecting sensitive environmental features. This Comprehensive Plan also endorses enacting zoning provisions to result in such attractive and well planned development.

The Action Plan, Transportation Plan, and Natural Resources Preservation Plan within this regional Plan are consistent with the County Plan concern for safeguarding, enhancing, and renovating roadscape appearance as appropriate, and maintaining scenic rural roads and vistas. Municipal standards for lighting, signage, landscaping, and driveways along road corridors, particularly commercial areas, are essential to protecting and enhancing roadside appearance within the region.

**Utilities**

Monroe 2020 also discusses consolidating, interconnecting and expanding existing sewer and water systems, encouraging residential and economical development to connect to such systems. Designated Growth Areas in the HSPS Plan have established where public sewer and water service exists or would be most likely. Public sewer and water facilities are considered the most desirable, and connections to those systems will be encouraged when feasible and when adequate capacity can be made available. Public water is being extended along the Route 611 corridors. Study of the feasibility of extending public sewer in that corridor is underway.
Transportation

Monroe 2020 indicates that the goal will be to increase and protect capacity of the existing road system. It is also important to enhance the transit system to improve service to and in the centers, integrate long distance rail and bus systems, and support commuter lines with service between stations and neighborhoods. These strategies are supported in the HSPS Transportation Plan.
SECTION 2 – RELATIONSHIP TO SURROUNDING MUNICIPALITIES

Generally, the Future Land Use Plan for the HSPS Region does not present major conflicts with zoning in surrounding municipalities. There are several areas where there is a major difference in intensity or type of use, where buffering of the more intensive use would be appropriate.

One instance is along old Route 115, south of Saylorsburg, where General Commercial is proposed in Hamilton Township. Existing zoning in adjoining Ross Township is Low Density Residential. In Ross Township, an area of Commercial zoning abuts a portion of Route 33 in Hamilton Township which is designated Cherry Valley Preservation. In Northwestern Hamilton Township, if the Low Density Residential area were developed to its greatest potential, there would be a difference in intensity from the Rural Residential area adjoining in Chestnuthill Township.

In Stroud Township, along Stokes Avenue and Route 447, industrial and commercial land abuts residential land in East Stroudsburg Borough and Smithfield Township.

Along the western portion of Pocono Township, an area of Business Development in the vicinity of Warner Road abuts a residential area in Jackson Township. To the north of that, an industrial area in Jackson Township abuts a Rural area in Pocono Township.

Along the boundary with Mount Pocono Borough, a portion of the land in Pocono Township designated Rural/Recreation abuts an R-3 zoning district in Mount Pocono. This is an intense residential zoning district in the Borough. Along the Pocono Township boundary with Tobyhanna Township, a Rural/Recreation area in Pocono Township abuts an area which has been designated General Commercial in the Regional Plan involving Tobyhanna Township. That General Commercial right is intended to allow for continuation of recreational type uses, but could allow other types of Commercial in the future.
CHAPTER 16

NEXT STEPS
SECTION 1 – PRIORITY ACTIONS

Upon adoption of this Comprehensive Plan, the highest priority is to execute an Intergovernmental Cooperative Agreement to implement the Plan. A Regional Planning Committee is established by that agreement.

The four municipalities have two years from the adoption of the Plan to make sure that their zoning ordinances, subdivision and land development ordinances, Act 537 plans, capital improvement plans, and official maps are generally consistent with this Comprehensive Plan. The municipalities may act individually, or they could cooperate to draft consistent zoning and subdivision and land development ordinance language. Achieving this general consistency with the plan is the next priority after executing the Agreement.

Other actions to consider in the first two years after Plan adoption are the appointment of a regional or municipal historical commissions and a regional or municipal environmental advisory councils (EAC’s). These groups can help achieve implementation of the Action Plan. Stroud Township has already formed an EAC, which has been charged with upholding the Stroud Area Regional Open Space Plan, ranking and prioritizing properties for acquisition, facilitating the purchase of conservation easements and land development rights, and writing grants to generate money for this purpose. EAC’s duties are discussed in the Action Plan.

Historical Commissions are generally charged with some or all of the following functions:

- Maintain a system for the survey and inventory of historic resources.
- Conduct research on and propose the nomination of significant resources to the National Register of Historic Places and other appropriate lists or programs.
- Advise the Zoning Officer and Governing Bodies on the issuance of demolition permits for historic resources.
- Make recommendations to the Governing Bodies concerning revisions, updates, or corrections to the Historic Resources Map.
- Maintain an updated list which clearly identifies historic resources.
- Advise the Zoning Hearing Board and Governing Bodies on all requests for special exceptions, conditional uses, or variances affecting historic resources.
- Review applications for the demolition of, rehabilitation of, enlargement or alteration of historic resources as well as applications for new construction adjacent to historic resources.
- Function as Historical Architectural Review Board (HARB) which may be certified by the Pennsylvania Historical Museum Commission.
The above actions will typically be enough to address in the next two years (short term), in addition to continuing implementation of existing plans, such as Open Space and Recreation Plans and Transportation Plans; completing plans in process, such as Stroudsburg Transportation Planning and revitalization efforts, and Route 611 transportation improvements programming and sanitary sewer planning; and continuing on-going actions which have already been started.
SECTION 2 – IMPORTANCE OF IMPLEMENTING THIS PLAN

Managing growth is critical. As noted over 10 years ago in *Alternative Futures For Monroe County, Pennsylvania*, by the Harvard University Graduate School of Design, “Monroe County faces a crisis involving changes in its valued way of life…without careful planning, the new urban development may permanently destroy the same qualities that attracted new residents to Monroe County in the first place. Given the predicted increase in the population, and many more commuter-oriented residents, there will need to be new and larger scales of planning for investments in the County’s transportation systems and waste water treatment. Without such changes and investments, there will be a decline in the levels of service expected by present and by future residents.

Beautiful natural scenery and year-round recreational opportunities have made the Poconos an ideal destination for tourists and honeymooners for over the last hundred years. More recently, these same valuable resources have attracted new residential development. The quality of the landscape is not only a consideration for judging your quality of life, but also a community necessity…Willingness to invest in protecting Monroe County’s landscape now is a key to future benefits.”

County Comprehensive and Open Space Plans followed. Pursuant to those plans, the County has facilitated Regional Open Space and Recreation and Regional Comprehensive Plans; and has been committed to their implementation. To assure a high quality of life in the HSPS Region, implementation of the Action Plan is critical.
SECTION 3 – CAPITAL IMPROVEMENTS PLANNING AND OFFICIAL MAP

Two major potential tools in implementing this Plan are capital improvements planning and adoption of an official map, as detailed below. The discussion of the official map is based upon the Pennsylvania Municipalities Planning Code.

Capital Improvements Planning

Capital improvements planning includes financial analysis of past trends in the community, present conditions, and a projection of the community's revenues and expenditures, debt limit and tax rates, to determine what the financial capabilities of the municipality are. It also includes a capital improvements program which establishes a system of priorities. The final element is a capital budget which lists the schedule of improvements over a 5-year period based on the community's financial capacity and availability of grant money.

In the capital improvements program, capital expenditures are separated from operational expenditures. Operational expenditures are those for administration, salaries, maintenance and similar functions, and are short term. Capital expenditures are for assets which have a substantial value compared to the total municipal budget and are expected to provide service for a number of years. The purchase of land or the construction of a building is an example of a capital expenditure.

The capital improvements program schedules the purchase of capital items in a systematic manner rather than allocating a large amount of money for all expenditures in one year. Based on the assessment of future needs, future expenditures are planned so that the municipality can anticipate these major expenditures prior to the budget year. The program is based on identified capital needs, goals for capital acquisitions, and a priority list of all proposed capital expenditures.

A time frame is established for the capital improvements program. Five-year programs are typical. Every year the schedule for capital improvements must be revised and updated as necessary, based on the current municipal priorities. For each project included in the program, estimated costs must be established and a budget prepared.

Benefits of capital improvements programs include:

• It helps assure that projects will be based upon the ability to pay and upon a schedule of priorities determined in advance.

• It helps assure that capital improvements are viewed comprehensively and in the best public interest of the municipality as a whole.

• It promotes financial stability by scheduling projects at the proper intervals.

• It avoids sharp changes in the tax structure by the proper scheduling of projects.
It facilitates the best allocation of community resources.

**Official Maps**

The governing body of each municipality has the power to make an official map of all or a portion of the municipality which may show elements of the Comprehensive Plan with regard to public lands and facilities, and which may include, but need not be limited to, the following elements:

1. Existing and proposed public streets, watercourses and public grounds, including widenings, narrowings, extensions, diminutions, openings or closings.
2. Existing and proposed public parks, playgrounds, and open space reservations.
3. Pedestrian ways and easements.
4. Railroad and transit rights-of-way and easements.
5. Flood control basins, floodways and floodplains, stormwater management areas and drainage easements.
6. Support facilities, easements and other properties held by public bodies undertaking the elements described in the Comprehensive Plan.

Each municipality should prepare an official map, but regional cooperation should occur on mapping of projects such as roadways, parks, and trails which will be located in more than one municipality.

The governing body may make surveys and maps to identify the location of property, trafficway alignment or utility easement by use of property records, aerial photography, photogrammetric mapping or other method sufficient for identification, description and publication of the map components. For acquisition of lands and easements, boundary descriptions by metes and bounds must be made and sealed by a licensed surveyor.

The adoption of any street lines or other public lands as part of the official map does not constitute the opening or establishment of any street nor the taking or acceptance of any land, nor does it obligate the municipality to improve or maintain any such street or land. The adoption of proposed watercourses or public grounds as part of the official map does not constitute a taking or acceptance of any land by the municipality.

For the purpose of maintaining the integrity of the official map of the municipality, no permit shall be issued for any building within the lines of any street, watercourse, or public ground shown or laid out on the official map. No person shall recover any damages for the taking for public use of any building or improvements constructed within the lines of any street, watercourse, or public ground after the same shall have been included in the official map; and,
any such building or improvements shall be removed at the expense of the owner. However, when the property of which the reserved location forms a part, cannot yield a reasonable return to the owner unless a permit shall be granted, the owner may apply to the governing body for the grant of a special encroachment permit to build.

The governing body may fix the time for which streets, watercourses and public grounds on the official map shall be deemed reserved for future taking or acquisition for public use. However, the reservation for public grounds shall lapse and become void one year after an owner of such property has submitted a written notice to the governing body announcing his intentions to build, subdivide or otherwise develop the land covered by the reservation, or has made formal application for an official permit to build a structure for private use, unless the governing body shall have acquired the property or begun condemnation proceedings to acquire such property before the end of the year.
SECTION 4 – GOVERNMENTAL PROGRAMS FOR COMMUNITY AND ECONOMIC DEVELOPMENT

GOVERNMENTAL PROGRAMS

The following is a list of some of the County, state and federal programs for community and economic development. Programs can be modified or eliminated over time, so it is necessary to contact the responsible agency for availability and eligibility information.

• MONROE COUNTY
  • Municipal Partnership Program
    -- Technical Reviews
    -- Grant Writing Assistance
    -- Planning Assistance
    -- Model Ordinances
  • Community Planning Handbooks, Volumes 1 and 2 (from Chester County)
  • Geographic Information System
    -- Map Plotting Requests
    -- Data Conversion Assistance
    -- Data base provided on CD’s and updated periodically
  • Financial Assistance Program – Partial reimbursement for Ordinance provisions related to natural resource protection
  • Open Space Program
    -- Regional Open Space Plans
    -- Municipal Initiatives – acquisition of land through fee simple or conservation easements
    -- County Initiatives
    -- Agricultural Conservation Easements
  • Growing Greener Audits

• PENNSYLVANIA DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT (DCED)
  • Communities of Opportunity – This program is for state-funded grants for community revitalization and economic development and the development or rehabilitation of low-income housing.
• **Infrastructure Development Program** – This program provides grants and low interest financing for the construction of public and private infrastructure needed for business to locate or expand to a specific site. It also provides financing for infrastructure costs to redevelop former industrial sites, including site clearance costs.

• **Industrial Sites Reuse Program (Brownfields)** – This program provides grant and low interest loan financing for environmental site assessment and remediation work at former industrial sites.

• **Community Revitalization Program** – This program is intended to fund infrastructure improvements, community revitalization, building rehabilitation, and demolition of blighted structures, in order to increase community tax base and promote community stability.

• **New Communities/Main Street Program** – This program is intended to help a community’s downtown economic development effort.

• **Elm Street Program** – This program is intended to help revitalize residential neighborhoods near Main Street areas.

• **HOME Program** – This program provides loan and technical assistance to municipalities for expanding the housing supply for low income persons.

• **Small Business Development Centers** – Work with small firms to help them compete and grow.

• **Small Business First Program** – This program provides low interest loans for projects such as site acquisition, building construction, machinery, and working capital for small businesses of less than 100 employees.

• **Local Government Capital Projects Loan Program** – This program provides low interest loans for equipment and municipal facilities.

• **Land Use Planning and Technical Assistance Program (LUPTAP)** – This program provides grant funds for the preparation of community comprehensive plans and the ordinances to implement them.

• **Regional Police Assistance Grant Program** – This program provides grants for the start-up of consolidated police departments.

• **Shared Municipal Services Program Code Enforcement Initiative Grants** – This program assists local governments in the initial administrative expenses of a shared or multi-municipal codes enforcement program.
• **Shared Municipal Services Program** – This program provides matching grants for cooperative municipal efforts to increase the efficiency of public services.

• **Local Economic Revitalization Tax Assistance Act (LERTA)** – Local municipalities, school districts, and counties can offer tax abatements on improvements to property for up to 10 years.

• **Pennsylvania Industrial Development Authority (PIDA)** – Low-interest loan financing through industrial development corporations for land and building acquisition, construction and renovation resulting in the retention or the creation of jobs. Loans up to $1.25 million ($1.75 million for areas within Keystone Opportunity Zones, Act 47 Communities, Brownfield Sites, and Enterprise Zones).

• **Floodplain Land Use Assistance Program** – Provides grants and technical assistance to encourage the proper use of floodplains. Local governments may apply for up to 50% of eligible costs.

• **Weatherization Assistance Program** – Works to minimize the adverse effects of high energy costs on low-income, elderly, and handicapped citizens. Local governments and non-profit organizations are eligible.

• **Enterprise Zone Grant Program** – Provides grants to financially disadvantaged communities for business development strategies within Municipal Enterprise Zones. Municipal and redevelopment authorities are eligible.

• **Community Development Block Grants (CDBG)** – Provides grant and technical assistance to aid municipalities in community and economic development efforts.

• **Emergency Shelter Grants** – Provides grants to local governments and non-profit organizations to create or rehabilitate shelter space for the homeless.

• **Act 47 – Municipalities Financial Recovery Act** – Provides loans and grant funds to financially distressed local governments and technical assistance to formulate financial recovery Plans

• **Pennsylvania Conservation Corps (PCC) Project Grant Program** – Grants for projects related to recreation, conservation, and historic preservation. Municipalities and school districts must provide a 25% match.

**PENNSYLVANIA DEPARTMENT OF LABOR AND INDUSTRY**

• Pennsylvania Conservation Corps (PCC) Project Grant Program – Grants for projects related to recreation, conservation, and historic preservation. Municipalities and school districts must provide a 25% match.
• PENNSYLVANIA COMMISSION ON CRIME AND DELINQUENCY (PCCD)

  • Local Law Enforcement Block Grant Program – Provides local governments with funds to hire and train additional law enforcement personnel; establish special task forces; and establish crime prevention programs.

• PENNSYLVANIA DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES – The Community Conservation Partnerships Program (C2P2) includes the following elements:

  • Community Recreation Grant Program – This program provides grants for comprehensive recreation and park planning, greenways and master site development planning. Acquisition and Development Grants can be used for the rehabilitation and development of parks and recreation facilities and acquisition of land for park and conservation purposes.

  • Rivers Conservation Grant Program – This program provides grants for river conservation plans and non-acquisition, non-development implementation projects. Acquisition and Development Grants can be used for land acquisition and the development of river conservation projects.

  • Heritage Parks Grant Program – This program promotes public/private partnerships to preserve and enhance natural, cultural, historical and recreational resources to stimulate economic development through heritage tourism. Grants are awarded for purposes such as feasibility studies, development of management action plans, specialized studies, and implementation projects and management grants.

  • Recreational Trail Program – This program provides matching funding for the acquisition, development and maintenance of motorized and non-motorized trails.

  • Rails to Trails, PA Program – This program provides matching grants for feasibility studies, plans, acquisition and improvement of former railroad lines for recreational trails.

• PA DEPARTMENT OF ENVIRONMENTAL PROTECTION (DEP)

  • Stream Improvement Program – This program provides design and construction projects to eliminate imminent threats due to flooding and stream bank erosion.

  • Stormwater Management Program – This program provides grants for cooperative watershed level planning and municipal implementation programs.
• **Non-Point Source Pollution Control Program** – This program provides funding for projects that implement innovative practices to control non-point source pollution for impaired waters.

• **Pennsylvania Source Water Assessment and Protection Program (SWAP)** – This program provides grants for wellhead protection and watershed protection.

• **Environmental Stewardship and Watershed Protection Grant Program** – This program makes funds available to protect and restore watersheds.

• **Pennsylvania Green Project Bank** – This program is an interactive online marketplace where organizations seeking funding for environmental projects can be matched with organizations seeking to fund such projects.

• **Alternative Fuels Incentive Grant** – Grants for municipalities for costs associated with implementing alternative fuel program.

• **New or Innovative Technology Grants** – Funds to improve existing drinking water and sewage treatment facilities through new or innovative technology.

• **Sewage Management Grants (Act 537)** – Reimbursements for municipalities completing sewage facilities planning and enforcement.

• **Recycling (Act 101)** – Municipalities are eligible for 90 percent reimbursement toward establishing a recycling program.

• **Act 108 (HSCA) Host Municipality Siting** – Payments to municipalities serving as hosts for hazardous waste facilities.

• **Act 198 Resource Recovery Development Fund** – Grants for municipalities and authorities to establish new and innovative resource recovery demonstration projects.

• **Waste Tire Remediation and Market Development Grants** – Reimbursement for cleanup and / or reuse of waste tires.

• **Formation of Water Authorities Grant Program** – Available to two or more municipalities or counties interested in forming a joint water authority.

• **Small Water Systems Regionalization Grant Program** – Reimbursement for feasibility studies by small water systems to study regionalization.
• **PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION**
  
  • **Keystone Historic Preservation Grants** – This program provides matching grants to local government and nonprofit organizations that are rehabilitating or restoring historic properties on or eligible for the National Register.
  
  • **Certified Local Government Grants** – This program provides matching grants and technical assistance to protect historic resources.
  
  • **Historical Marker Program** – Nominations for historical markers are reviewed. When approved, staff works with nominator to prepare text and arrange ceremonies. Limited matching grants are available for markers.

• **PENNSYLVANIA DEPARTMENT OF GENERAL SERVICES**
  
  • **Software Licensing Program** – Program for local governments to save money on software purchases.
  
  • **Cooperative Purchasing Program (Act 57 of 1998)** – Permits local governments to jointly participate in contracts for supplies, services, or construction.

• **PENNSYLVANIA DEPARTMENT OF TRANSPORTATION**
  
  • **Transportation Enhancements Program (TEA 21)**
    
    The program provides funding for programs such as provision of facilities for pedestrians and bicycles; acquisition of scenic easements or historic sites; landscaping or other scenic beautification; historic preservation; rehabilitation and operation of historic transportation buildings, structures or facilities.
  
  • **Transit Assistance Programs** – A variety of programs provide assistance for Public Transportation
  
  • **Home Town Streets** – This program includes a variety of streetscape improvements that are vital to reestablishing downtown and commercial centers. These projects include activities undertaken within a defined “downtown” area that collectively enhance that environment and promote positive interactions with people in the area. Projects may include sidewalk improvements, planters, benches, street lighting, pedestrian crossings, transit bus shelters, traffic calming, bicycle amenities, kiosks, signage and other visual elements.
  
  • **Safe Routes to School** – This program is designed to work with both school districts and pedestrian and bicycle safety advocates to make physical improvements that promote safe walking and biking passages to schools.
Collectively, these efforts would save on school busing costs and promote a healthy lifestyle for children. In addition, some funding may be used for pedestrian education efforts. Examples of these types of improvements include: sidewalks, crosswalks, bike lanes or trails, traffic diversion improvements, curb extensions, traffic circles and raised median islands.

- **PENNSYLVANIA INFRASTRUCTURE INVESTMENT AUTHORITY** – PENNVEST provides financing for drinking water, stormwater, and wastewater projects.

- **PENNSYLVANIA LEGISLATIVE INITIATIVE PROGRAM** – This program provides discretion to State legislators to award limited amounts of State funds for projects in their home district.
LIST OF MAPS

• Future Land Use Plan – Regional Composite
• Future Land Use Plan – Borough of Stroudsburg Enlargement
• Composite Proposed Conservation Areas from Regional Open Space and Recreation Plans
• Stream Corridor Preservation Areas
• Composite Trails and Greenways Plan from Regional Open Space and Recreation Plans
• Trail Projects from Brodhead, McMichael, and Pocono Creeks Greenways Plan
• Approved and Proposed Developments
• Existing Land Use
• Historic Resources
• Scenic Resources and Challenges
• Composite Existing Zoning
• Transportation Facilities
• Community Facilities
• Existing and Proposed Water Facilities
• Existing and Proposed Sewer Facilities and Soil Suitability for On-Site Sewage Disposal
• Agricultural, Forest, and Vacant Parcels of 50 Acres or More
• Regional Setting
APPENDIX 1

QUESTIONNAIRE RESULTS BY MUNICIPALITY
1. In what Township or Borough in this region do you live or own property?

   Hamilton Township ........................................... 102
   Stroud Township ........................................... ...
   Pocono Township ........................................... ...
   Stroudsburg Borough ....................................... ...
   Total ................................................................ 102

2. Is your residency:

   Full time ....................................................... 101
   Part time ......................................................... 1
   Not at all ......................................................... ...

3. What do you like most about living in your Township or Borough?
(Please rank three 1, 2 and 3, 1 being what you like most.)

   |                     | 1 | 2 | 3 |
---|---------------------|---|---|---|
Landscape                   | 1 | 11| 7 | 5 |
Rural Atmosphere/Open Space| 1 | 48| 14| 7 |
Schools                     | 0 | 6 | 11| 9 |
Recreational Opportunities  | 0 | 1 | 6 | 2 |
Taxes                       | 0 | 3 | 5 | 8 |
Housing Quality             | 0 | 3 | 5 | 3 |
Housing Cost                | 1 | 3 | 3 | 5 |
Emergency Services          | 0 | 1 | 2 | 5 |
Residential Developments    | 0 | 5 | 3 | 1 |
Walkability                 | 0 | 1 | 1 | 4 |
Safety                      | 1 | 4 | 8 | 3 |
Job Opportunities           | 0 | 1 | 1 | 5 |
Quiet                       | 3 | 15| 17| 18|
Roads                       | 0 | 1 | 4 | 2 |
Access to Work              | 1 | 12| 1 | 9 |
Access to Shopping          | 2 | 3 | 6 | 6 |
Small Town Atmosphere       | 3 | 9 | 10| 7 |
Lakes                       | 1 | 4 | 2 | 1 |
Wildlife                    | 1 | 9 | 8 | 12|
Community Facilities        | 0 | 1 | 3 | 1 |
Availability of Public      | 0 | 1 | 3 | 2 |
Transportation              | 0 | 1 | 3 | 2 |
Neighbors                   | 1 |   |   |   |
4. What do you like least about living in your Township or Borough?  
(Please rank three 1, 2 and 3, 1 being what you like least.)

<table>
<thead>
<tr>
<th></th>
<th>1</th>
<th>2</th>
<th>3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic</td>
<td>0</td>
<td>12</td>
<td>5</td>
</tr>
<tr>
<td>Housing Cost</td>
<td>0</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Residential Developments</td>
<td>0</td>
<td>11</td>
<td>7</td>
</tr>
<tr>
<td>Schools</td>
<td>0</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Safety</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Pollution</td>
<td>0</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Roads</td>
<td>1</td>
<td>7</td>
<td>12</td>
</tr>
<tr>
<td>Sewage Facilities</td>
<td>0</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>Job Opportunities Rate</td>
<td>0</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Community Facilities</td>
<td>0</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Loss of Open Space</td>
<td>3</td>
<td>10</td>
<td>11</td>
</tr>
<tr>
<td>Access to Work</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Emergency Services</td>
<td>0</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>Access to Shopping</td>
<td>0</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>Housing Quality</td>
<td>0</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Commercial Developments</td>
<td>0</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>Walkability</td>
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<td>5</td>
<td>4</td>
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</table>

5. What do you think are the most important planning issues needing to be addressed within the next 10 years? (Please rank three 1, 2 and 3, 1 being the issue you think is most important.)

<table>
<thead>
<tr>
<th></th>
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<th>2</th>
<th>3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Managing residential growth</td>
<td>1</td>
<td>42</td>
<td>15</td>
</tr>
<tr>
<td>Preservation of open space</td>
<td>1</td>
<td>16</td>
<td>21</td>
</tr>
<tr>
<td>Preserving environmentally sensitive areas such as woodlands, wetlands, and steep slopes</td>
<td>0</td>
<td>12</td>
<td>7</td>
</tr>
<tr>
<td>Transportation system upgrade</td>
<td>0</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Sewage disposal</td>
<td>0</td>
<td>7</td>
<td>5</td>
</tr>
<tr>
<td>Drinking Water Supply (quantity)</td>
<td>1</td>
<td>5</td>
<td>7</td>
</tr>
<tr>
<td>Zoning</td>
<td>1</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td>Encouraging economic development</td>
<td>0</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>Preserving historically significant buildings and structures</td>
<td>2</td>
<td>5</td>
<td>4</td>
</tr>
<tr>
<td>Water quality protection</td>
<td>1</td>
<td>12</td>
<td>5</td>
</tr>
<tr>
<td>Tax base</td>
<td>0</td>
<td>11</td>
<td>4</td>
</tr>
<tr>
<td>Police/Crime Watch</td>
<td>1</td>
<td>10</td>
<td>5</td>
</tr>
<tr>
<td>Promoting vitality of Borough/Village Centers (Stroudsburg, Sciota, Snydersville)</td>
<td>1</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>Providing recreational facilities</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Stormwater management</td>
<td>0</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>Watershed management</td>
<td>1</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Emergency services</td>
<td>0</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>Provide a balance of vehicular, transit, pedestrian, and bicycle transportation facilities</td>
<td>0</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>Fix the roads</td>
<td>1</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
6. Do you support the use of tax dollars toward the following?

| Protection of environmental resources? | Yes 87 | No 10 |
| Farmland preservation/development rights purchase? | Yes 69 | No 25 |
| Preservation and upkeep of more open space? | Yes 76 | No 18 |
| Preservation of historic resources? | Yes 70 | No 26 |
| Road Improvements? | Yes 90 | No 6 |
| Public sewer and water improvements? | Yes 61 | No 30 |
| Promoting economic development? | Yes 39 | No 49 |
| Municipality take over of private roads? | Yes 30 | No 62 |
| Enhancing walkability in the region? | Yes 49 | No 45 |

7. Do you think it is important to improve landscaping, signage, decorative lighting, and benches in Downtown Stroudsburg, villages and the Townships such as Sciota and Snydersville, and existing commercial corridors in the Region?

|  | Yes 52 | No 33 |

8. a. Was the increase in residential development in this region over the last ten years…

|  | Acceptable 21 | Too high 77 | Too low 2 |

b. How was residential development in your municipality over the last ten years?

|  | Acceptable 34 | Too high 64 | Too low 1 |

9. Do you think it is important to regulate more strictly signage along road corridors in the region?

|  | Yes 77 | No 15 |

Not Sure 9
10. Do you think it is important to require future non-residential redevelopment in the region to place more emphasis on amenities such as landscaping, attractive signage, decorative lighting and benches?

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>68</td>
</tr>
<tr>
<td>No</td>
<td>20</td>
</tr>
<tr>
<td>Not Sure</td>
<td>14</td>
</tr>
</tbody>
</table>

11. Is it important to preserve remaining farmland in the region?

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>82</td>
</tr>
<tr>
<td>No</td>
<td>8</td>
</tr>
<tr>
<td>Not Sure</td>
<td>13</td>
</tr>
</tbody>
</table>

12. County and regional open space plans have planned a system of greenways (corridors of open space) through the region. These greenways may contain pedestrian/bicycle paths along watercourses, abandoned railroad beds, or other off-road locations. How likely are you to use greenways as an alternative means of transportation, either for walking or biking?

<p>| | |</p>
<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>Very likely</td>
<td>38</td>
</tr>
<tr>
<td>Somewhat likely</td>
<td>43</td>
</tr>
<tr>
<td>Not very likely</td>
<td>25</td>
</tr>
</tbody>
</table>

13. Should the following be promoted in the region?

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Research and development firms</td>
<td>Yes  55 No 29</td>
</tr>
<tr>
<td>Light Manufacturing</td>
<td>Yes  56 No 30</td>
</tr>
<tr>
<td>Tourism and cultural attractions</td>
<td>Yes  52 No 31</td>
</tr>
<tr>
<td>Health services</td>
<td>Yes  75 No 12</td>
</tr>
<tr>
<td>Legal and Financial services</td>
<td>Yes  39 No 42</td>
</tr>
<tr>
<td>Personal services</td>
<td>Yes  52 No 28</td>
</tr>
<tr>
<td>Agriculture</td>
<td>Yes  71 No 12</td>
</tr>
<tr>
<td>Restaurants</td>
<td>Yes  57 No 31</td>
</tr>
<tr>
<td>Warehousing and distribution facilities</td>
<td>Yes  35 No 46</td>
</tr>
<tr>
<td>Big Box Retail</td>
<td>Yes  14 No 65</td>
</tr>
<tr>
<td>Department Stores</td>
<td>Yes  35 No 53</td>
</tr>
<tr>
<td>Specialty Retail</td>
<td>Yes  42 No 42</td>
</tr>
<tr>
<td>Outlet Stores</td>
<td>Yes  21 No 66</td>
</tr>
<tr>
<td>Wholesale trade</td>
<td>Yes  21 No 60</td>
</tr>
<tr>
<td>High technology firms</td>
<td>Yes  55 No 32</td>
</tr>
<tr>
<td>Medium to Heavy Manufacturing</td>
<td>Yes  29 No 58</td>
</tr>
<tr>
<td>None of the above</td>
<td>Yes  3 No 13</td>
</tr>
</tbody>
</table>
14. a. Do you think expansion of bus service in the region would be an important asset to the region?

   Yes  30
   No   38
   Not sure  32

b. Would you use such expanded bus service?

   Regularly  2
   Occasionally  17
   Not at all  81

15. a. Do you think expansion of passenger rail service in the region would be an important asset to the region?

   Yes  35
   No  39
   Not sure  25

b. Would you use such expanded passenger rail service?

   Regularly  3
   Occasionally  47
   Not at all  49

16. Do you or would you support the following transportation projects:

<table>
<thead>
<tr>
<th>Project</th>
<th>Yes</th>
<th>No</th>
<th>Not Sure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 611 Corridor improvements</td>
<td>75</td>
<td>7</td>
<td>17</td>
</tr>
<tr>
<td>I-80 Corridor improvements</td>
<td>70</td>
<td>15</td>
<td>13</td>
</tr>
<tr>
<td>I-80 Interchange improvements</td>
<td>72</td>
<td>14</td>
<td>12</td>
</tr>
<tr>
<td>Pedestrian safety improvements in Stroudsburg</td>
<td>64</td>
<td>23</td>
<td>11</td>
</tr>
<tr>
<td>Additional parking facilities in Stroudsburg</td>
<td>72</td>
<td>20</td>
<td>9</td>
</tr>
<tr>
<td>Reconstruction of Route 611 from Scotrun to Swiftwater</td>
<td>29</td>
<td>38</td>
<td>29</td>
</tr>
<tr>
<td>Route 191/Chipperfield Drive/Stokes Avenue intersection improvements</td>
<td>56</td>
<td>23</td>
<td>18</td>
</tr>
<tr>
<td>Median barriers on Routes 33 and 209</td>
<td>61</td>
<td>22</td>
<td>14</td>
</tr>
</tbody>
</table>
17. Check any of the following which you think are transportation problems in the region.

- Inadequate parking: 44
- Inadequate public transportation: 21
- Lack of bikeways: 31
- Lack of sidewalks or walking paths: 35
- Traveling Interstate 80: 66
- Traveling Route 209: 58
- Traveling Route 191: 16
- Traveling Route 611: 69
- Traveling Business Route 209: 39
- Traveling Route 447: 17
- Traveling Route 715: 21
- Traveling Route 33: 27
- Traveling Main Street in Stroudsburg: 49

18. Are you in favor of additional residential development in the region…

<table>
<thead>
<tr>
<th></th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>In Stroudsburg Borough</td>
<td>22</td>
<td>66</td>
</tr>
<tr>
<td>Filling in existing developments in the Townships</td>
<td>40</td>
<td>51</td>
</tr>
<tr>
<td>In new single family developments in the Townships</td>
<td>21</td>
<td>68</td>
</tr>
<tr>
<td>In new apartment and townhouse developments in the Townships</td>
<td>16</td>
<td>75</td>
</tr>
<tr>
<td>In the villages in the Townships, (such as Sciota and Snydersville)</td>
<td>25</td>
<td>69</td>
</tr>
<tr>
<td>In housing facilities for senior citizens</td>
<td>72</td>
<td>22</td>
</tr>
</tbody>
</table>
19. Certain initiatives or ideas have been mentioned in the region. Please let us know whether you think these initiatives and ideas are important to you and whether you support them.

<table>
<thead>
<tr>
<th>Initiative or Idea</th>
<th>Is it Important to You?</th>
<th>Do you Support it?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>a. Creating family sustaining jobs</td>
<td>76</td>
<td>13</td>
</tr>
<tr>
<td>b. Regional economic development coordination by Monroe County and its municipalities</td>
<td>57</td>
<td>15</td>
</tr>
<tr>
<td>c. Encouraging re-use of vacant or underutilized industrial sites</td>
<td>70</td>
<td>14</td>
</tr>
<tr>
<td>d. Preserving the character of existing settlements in the Region such as Stroudsburg, Snydersville and Sciota</td>
<td>85</td>
<td>5</td>
</tr>
<tr>
<td>e. Additional commercial development along Route 611</td>
<td>23</td>
<td>68</td>
</tr>
<tr>
<td>f. Preservation of Cherry Valley through a variety of means including federal funding for voluntary land conservation through a National Wildlife Refuge</td>
<td>68</td>
<td>14</td>
</tr>
<tr>
<td>g. Coordinating residential and commercial growth with availability of public sewer and water</td>
<td>56</td>
<td>26</td>
</tr>
<tr>
<td>h. Preserving more open space within residential developments</td>
<td>77</td>
<td>11</td>
</tr>
<tr>
<td>i. Improving roadside appearance</td>
<td>77</td>
<td>10</td>
</tr>
<tr>
<td>j. Using Transfer of Development Rights (a property owner in an area targeted for preservation sells his rights to develop his/her property to a property owner in an area designated for growth)</td>
<td>31</td>
<td>28</td>
</tr>
</tbody>
</table>
20. Please list any additional comments you have or any other issues in the region that are important to address.

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
POCONO OVERALL TOTALS
REGIONAL COMPREHENSIVE PLAN
QUESTIONNAIRE

1. In what Township or Borough in this region do you live or own property?

   Hamilton Township
   Stroud Township
   Pocono Township 110
   Stroudsburg Borough
   Total 110

2. Is your residency:

   Full time 105
   Part time 6
   Not at all

3. What do you like most about living in your Township or Borough?
(Please rank three 1, 2 and 3, 1 being what you like most.)

   |     | 1 | 2 | 3 |
---|----|---|---|---|
Landscape | 3 | 16 | 13 | 11 |
Rural Atmosphere/Open Space | 5 | 42 | 9 | 6 |
Schools | 3 | 6 | 4 | 6 |
Recreational Opportunities | 2 | 6 | 7 | 9 |
Taxes | 1 | 1 | 1 | 9 |
Housing Quality | 0 | 2 | 6 | 6 |
Housing Cost | 0 | 2 | 6 | 6 |
Emergency Services | 3 | 4 | 7 | 6 |
Residential Developments | 0 | 1 | 2 | 7 |
Walkability | 2 | 1 | 1 | 7 |
Safety | 5 | 3 | 8 | 7 |
Job Opportunities | 1 | 1 | 0 | 7 |
Quiet | 3 | 17 | 13 | 10 |
Roads | 1 | 1 | 2 | 6 |
Access to Work | 1 | 8 | 7 | 6 |
Access to Shopping | 2 | 2 | 8 | 7 |
Small Town Atmosphere | 3 | 11 | 11 | 9 |
Lakes | 4 | 6 | 4 | 4 |
Wildlife | 5 | 12 | 11 | 12 |
Community Facilities | 0 | 2 | 4 | 6 |
Availability of Public Transportation | 0 | 1 | 1 | 6 |
4. What do you like least about living in your Township or Borough? (Please rank three 1, 2 and 3, 1 being what you like least.)

<table>
<thead>
<tr>
<th></th>
<th>1</th>
<th>2</th>
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<th></th>
<th>1</th>
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<tbody>
<tr>
<td>Traffic</td>
<td>4</td>
<td>33</td>
<td>22</td>
<td>Housing Cost</td>
<td>1</td>
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<tr>
<td>Taxes</td>
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<td>43</td>
<td>15</td>
<td>Recreational</td>
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<td>Residential</td>
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<td>Opportunities</td>
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<td>Developments</td>
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<td>Schools</td>
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<td>Safety</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>Pollution</td>
<td>3</td>
<td>0</td>
<td>5</td>
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<tr>
<td>Roads</td>
<td>1</td>
<td>6</td>
<td>4</td>
<td>Sewage Facilities</td>
<td>0</td>
<td>3</td>
<td>4</td>
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<tr>
<td>Job Opportunities</td>
<td>3</td>
<td>8</td>
<td>6</td>
<td>Water Supply</td>
<td>0</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Rate of</td>
<td></td>
<td></td>
<td></td>
<td>Community Facilities</td>
<td>0</td>
<td>1</td>
<td>6</td>
</tr>
<tr>
<td>Development</td>
<td>2</td>
<td>19</td>
<td>16</td>
<td>Access to Work</td>
<td>1</td>
<td>4</td>
<td>2</td>
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<tr>
<td>Loss of Open</td>
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<td>14</td>
<td>12</td>
<td>Access to Shopping</td>
<td>0</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Emergency Services</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>Commercial</td>
<td>2</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>Housing Quality</td>
<td>2</td>
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<td>4</td>
<td>Development</td>
<td>1</td>
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<td>3</td>
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<tr>
<td>Walkability</td>
<td>1</td>
<td>4</td>
<td>5</td>
<td>Transportation</td>
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<tr>
<td>Regulations</td>
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<td></td>
<td></td>
<td>Hunting</td>
<td>1</td>
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</tr>
</tbody>
</table>

5. What do you think are the most important planning issues needing to be addressed within the next 10 years? (Please rank three 1, 2 and 3, 1 being the issue you think is most important.)

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<tr>
<th></th>
<th>1</th>
<th>2</th>
<th>3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Managing residential growth</td>
<td>1</td>
<td>35</td>
<td>22</td>
</tr>
<tr>
<td>Preservation of open space</td>
<td>3</td>
<td>16</td>
<td>26</td>
</tr>
<tr>
<td>Preserving environmentally sensitive areas such as woodlands, wetlands, and steep slopes</td>
<td>3</td>
<td>15</td>
<td>11</td>
</tr>
<tr>
<td>Transportation system upgrade</td>
<td>2</td>
<td>13</td>
<td>3</td>
</tr>
<tr>
<td>Sewage disposal</td>
<td>1</td>
<td>10</td>
<td>6</td>
</tr>
<tr>
<td>Drinking Water Supply (quantity)</td>
<td>1</td>
<td>11</td>
<td>2</td>
</tr>
<tr>
<td>Zoning</td>
<td>1</td>
<td>13</td>
<td>2</td>
</tr>
<tr>
<td>Encouraging economic development</td>
<td>2</td>
<td>9</td>
<td>3</td>
</tr>
<tr>
<td>Preserving historically significant buildings and structures</td>
<td>1</td>
<td>9</td>
<td>3</td>
</tr>
<tr>
<td>Water quality protection</td>
<td>1</td>
<td>10</td>
<td>4</td>
</tr>
<tr>
<td>Tax base</td>
<td>1</td>
<td>24</td>
<td>8</td>
</tr>
<tr>
<td>Police/Crime Watch</td>
<td>1</td>
<td>8</td>
<td>5</td>
</tr>
<tr>
<td>Promoting vitality of Borough/Village Centers (Stroudsburg, Sciota, Snydersville)</td>
<td>1</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>Providing recreational facilities</td>
<td>0</td>
<td>5</td>
<td>4</td>
</tr>
<tr>
<td>Stormwater management</td>
<td>0</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>Watershed management</td>
<td>0</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Emergency services</td>
<td>0</td>
<td>6</td>
<td>4</td>
</tr>
<tr>
<td>Provide a balance of vehicular, transit, pedestrian, and bicycle transportation facilities</td>
<td>2</td>
<td>7</td>
<td>3</td>
</tr>
<tr>
<td>Traffic &amp; Road Planning and Management</td>
<td>1</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
6. Do you support the use of tax dollars toward the following?

<table>
<thead>
<tr>
<th>Question</th>
<th>Yes</th>
<th>No</th>
<th>Not Sure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Protection of environmental resources?</td>
<td>Yes</td>
<td>87</td>
<td>15</td>
</tr>
<tr>
<td>Farmland preservation/development rights purchase?</td>
<td>Yes</td>
<td>61</td>
<td>35</td>
</tr>
<tr>
<td>Preservation and upkeep of more open space?</td>
<td>Yes</td>
<td>86</td>
<td>17</td>
</tr>
<tr>
<td>Preservation of historic resources?</td>
<td>Yes</td>
<td>66</td>
<td>30</td>
</tr>
<tr>
<td>Road Improvements?</td>
<td>Yes</td>
<td>96</td>
<td>7</td>
</tr>
<tr>
<td>Public sewer and water improvements?</td>
<td>Yes</td>
<td>59</td>
<td>40</td>
</tr>
<tr>
<td>Promoting economic development?</td>
<td>Yes</td>
<td>45</td>
<td>56</td>
</tr>
<tr>
<td>Municipality take over of private roads?</td>
<td>Yes</td>
<td>40</td>
<td>56</td>
</tr>
<tr>
<td>Enhancing walkability in the region?</td>
<td>Yes</td>
<td>59</td>
<td>39</td>
</tr>
</tbody>
</table>

7. Do you think it is important to improve landscaping, signage, decorative lighting, and benches in Downtown Stroudsburg, villages and the Townships such as Sciota and Snydersville, and existing commercial corridors in the Region?

<table>
<thead>
<tr>
<th>Response</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>55</td>
</tr>
<tr>
<td>No</td>
<td>36</td>
</tr>
<tr>
<td>Not Sure</td>
<td>13</td>
</tr>
</tbody>
</table>

8. a. Was the increase in residential development in this region over the last ten years...

<table>
<thead>
<tr>
<th>Response</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acceptable</td>
<td>26</td>
</tr>
<tr>
<td>Too high</td>
<td>80</td>
</tr>
<tr>
<td>Too low</td>
<td>0</td>
</tr>
</tbody>
</table>

b. How was residential development in your municipality over the last ten years?

<table>
<thead>
<tr>
<th>Response</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acceptable</td>
<td>35</td>
</tr>
<tr>
<td>Too high</td>
<td>70</td>
</tr>
<tr>
<td>Too low</td>
<td>0</td>
</tr>
</tbody>
</table>

9. Do you think it is important to regulate more strictly signage along road corridors in the region?

<table>
<thead>
<tr>
<th>Response</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>83</td>
</tr>
<tr>
<td>No</td>
<td>13</td>
</tr>
<tr>
<td>Not Sure</td>
<td>10</td>
</tr>
</tbody>
</table>
10. Do you think it is important to require future non-residential redevelopment in the region to place more emphasis on amenities such as landscaping, attractive signage, decorative lighting and benches?

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>73</td>
<td></td>
</tr>
<tr>
<td>No</td>
<td>19</td>
<td></td>
</tr>
<tr>
<td>Not Sure</td>
<td>15</td>
<td></td>
</tr>
</tbody>
</table>

11. Is it important to preserve remaining farmland in the region?

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>81</td>
<td></td>
</tr>
<tr>
<td>No</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>Not Sure</td>
<td>10</td>
<td></td>
</tr>
</tbody>
</table>

12. County and regional open space plans have planned a system of greenways (corridors of open space) through the region. These greenways may contain pedestrian/bicycle paths along watercourses, abandoned railroad beds, or other off-road locations. How likely are you to use greenways as an alternative means of transportation, either for walking or biking?

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Very likely</td>
<td>31</td>
<td></td>
</tr>
<tr>
<td>Somewhat likely</td>
<td>46</td>
<td></td>
</tr>
<tr>
<td>Not very likely</td>
<td>30</td>
<td></td>
</tr>
</tbody>
</table>

13. Should the following be promoted in the region?

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Research and development firms</td>
<td>Yes 74</td>
<td>No 22</td>
</tr>
<tr>
<td>Light Manufacturing</td>
<td>Yes 70</td>
<td>No 23</td>
</tr>
<tr>
<td>Tourism and cultural attractions</td>
<td>Yes 65</td>
<td>No 33</td>
</tr>
<tr>
<td>Health services</td>
<td>Yes 82</td>
<td>No 9</td>
</tr>
<tr>
<td>Legal and Financial services</td>
<td>Yes 51</td>
<td>No 45</td>
</tr>
<tr>
<td>Personal services</td>
<td>Yes 67</td>
<td>No 29</td>
</tr>
<tr>
<td>Agriculture</td>
<td>Yes 78</td>
<td>No 18</td>
</tr>
<tr>
<td>Restaurants</td>
<td>Yes 49</td>
<td>No 45</td>
</tr>
<tr>
<td>Warehousing and distribution facilities</td>
<td>Yes 47</td>
<td>No 45</td>
</tr>
<tr>
<td>Big Box Retail</td>
<td>Yes 19</td>
<td>No 68</td>
</tr>
<tr>
<td>Department Stores</td>
<td>Yes 33</td>
<td>No 58</td>
</tr>
<tr>
<td>Specialty Retail</td>
<td>Yes 38</td>
<td>No 51</td>
</tr>
<tr>
<td>Outlet Stores</td>
<td>Yes 25</td>
<td>No 72</td>
</tr>
<tr>
<td>Wholesale trade</td>
<td>Yes 35</td>
<td>No 53</td>
</tr>
<tr>
<td>High technology firms</td>
<td>Yes 76</td>
<td>No 14</td>
</tr>
<tr>
<td>Medium to Heavy Manufacturing</td>
<td>Yes 29</td>
<td>No 60</td>
</tr>
<tr>
<td>None of the above</td>
<td>Yes 5</td>
<td>No 9</td>
</tr>
</tbody>
</table>
14. a. Do you think expansion of bus service in the region would be an important asset to the region?

Yes 52
No 35
Not sure 20

b. Would you use such expanded bus service?

Regularly 4
Occasionally 29
Not at all 77

15. a. Do you think expansion of passenger rail service in the region would be an important asset to the region?

Yes 55
No 38
Not sure 14

b. Would you use such expanded passenger rail service?

Regularly 13
Occasionally 45
Not at all 50

16. Do you or would you support the following transportation projects:

<table>
<thead>
<tr>
<th>Project</th>
<th>Yes</th>
<th>No</th>
<th>Not Sure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 611 Corridor improvements</td>
<td>94</td>
<td>4</td>
<td>9</td>
</tr>
<tr>
<td>I-80 Corridor improvements</td>
<td>82</td>
<td>7</td>
<td>16</td>
</tr>
<tr>
<td>I-80 Interchange improvements</td>
<td>86</td>
<td>8</td>
<td>12</td>
</tr>
<tr>
<td>Pedestrian safety improvements in Stroudsburg</td>
<td>51</td>
<td>27</td>
<td>23</td>
</tr>
<tr>
<td>Additional parking facilities in Stroudsburg</td>
<td>49</td>
<td>29</td>
<td>22</td>
</tr>
<tr>
<td>Reconstruction of Route 611 from Scotrun to Swiftwater</td>
<td>65</td>
<td>16</td>
<td>20</td>
</tr>
<tr>
<td>Route 191/Chipperfield Drive/Stokes Avenue intersection</td>
<td>42</td>
<td>24</td>
<td>38</td>
</tr>
<tr>
<td>Median barriers on Routes 33 and 209</td>
<td>42</td>
<td>30</td>
<td>32</td>
</tr>
</tbody>
</table>
17. Check any of the following which you think are transportation problems in the region.

- Inadequate parking 40
- Inadequate public transportation 27
- Lack of bikeways 31
- Lack of sidewalks or walking paths 39
- Traveling Interstate 80 70
- Traveling Route 209 43
- Traveling Route 191 12
- Traveling Route 611 72
- Traveling Business Route 209 32
- Traveling Route 447 9
- Traveling Route 715 34
- Traveling Route 33 17
- Traveling Main Street in Stroudsburg 43

18. Are you in favor of additional residential development in the region…

<table>
<thead>
<tr>
<th>Location</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>In Stroudsburg Borough</td>
<td>27</td>
<td>52</td>
</tr>
<tr>
<td>Filling in existing developments in the Townships</td>
<td>52</td>
<td>46</td>
</tr>
<tr>
<td>In new single family developments in the Townships</td>
<td>22</td>
<td>76</td>
</tr>
<tr>
<td>In new apartment and townhouse developments in the Townships</td>
<td>24</td>
<td>61</td>
</tr>
<tr>
<td>In the villages in the Townships, (such as Sciota and Snydersville)</td>
<td>25</td>
<td>62</td>
</tr>
<tr>
<td>In housing facilities for senior citizens</td>
<td>77</td>
<td>23</td>
</tr>
</tbody>
</table>
19. Certain initiatives or ideas have been mentioned in the region. Please let us know whether you think these initiatives and ideas are important to you and whether you support them.

<table>
<thead>
<tr>
<th>Initiative or Idea</th>
<th>Is it Important to You?</th>
<th>Do you Support it?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>a. Creating family sustaining jobs</td>
<td>72</td>
<td>22</td>
</tr>
<tr>
<td>b. Regional economic development coordination by Monroe County and its municipalities</td>
<td>68</td>
<td>15</td>
</tr>
<tr>
<td>c. Encouraging re-use of vacant or underutilized industrial sites</td>
<td>80</td>
<td>13</td>
</tr>
<tr>
<td>d. Preserving the character of existing settlements in the Region such as Stroudsburg, Snydersville and Sciota</td>
<td>70</td>
<td>16</td>
</tr>
<tr>
<td>e. Additional commercial development along Route 611</td>
<td>31</td>
<td>64</td>
</tr>
<tr>
<td>f. Preservation of Cherry Valley through a variety of means including federal funding for voluntary land conservation through a National Wildlife Refuge</td>
<td>65</td>
<td>18</td>
</tr>
<tr>
<td>g. Coordinating residential and commercial growth with availability of public sewer and water</td>
<td>65</td>
<td>27</td>
</tr>
<tr>
<td>h. Preserving more open space within residential developments</td>
<td>89</td>
<td>9</td>
</tr>
<tr>
<td>i. Improving roadside appearance</td>
<td>81</td>
<td>7</td>
</tr>
<tr>
<td>j. Using Transfer of Development Rights (a property owner in an area targeted for preservation sells his rights to develop his/her property to a property owner in an area designated for growth)</td>
<td>28</td>
<td>37</td>
</tr>
</tbody>
</table>
20. Please list any additional comments you have or any other issues in the region that are important to address.

__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________
STRoud OVERALL TOTALS
REGIONAL COMPREHENSIVE PLAN
QUESTIONNAIRE

1. In what Township or Borough in this region do you live or own property?

   Hamilton Township
   Stroud Township                    155
   Pocono Township
   Stroudsburg Borough
   Total                                155

2. Is your residency:

   Full time                        153
   Part time                         1
   Not at all                        1

3. What do you like most about living in your Township or Borough?
   (Please rank three 1, 2 and 3, 1 being what you like most.)

   √√ √√ 1
   Landscape 6 8 12 8
   Rural Atmosphere/Open Space 6 45 17 11
   Schools 2 10 12 9
   Recreational Opportunities 3 7 5 4
   Taxes 1 2 3 11
   Housing Quality 2 4 5 5
   Housing Cost 2 12 5 8
   Emergency Services 4 9 7 9
   Residential Developments 0 2 2 6
   Walkability 1 6 2 6
   Safety 5 5 4 13
   Job Opportunities 1 3 1 6
   Quiet 6 24 12 13
   Roads 2 2 2 4
   Access to Work 4 12 6 5
   Access to Shopping 5 11 13 10
   Small Town Atmosphere 7 22 19 6
   Lakes 3 6 4 5
   Wildlife 6 12 12 10
   Community Facilities 1 2 3 5
   Availability of Public Transportation 2 3 2 5
4. What do you like least about living in your Township or Borough? (Please rank three 1, 2 and 3, 1 being what you like least.)

<table>
<thead>
<tr>
<th></th>
<th>√</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th></th>
<th>√</th>
<th>1</th>
<th>2</th>
<th>3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic</td>
<td>7</td>
<td>34</td>
<td>25</td>
<td>14</td>
<td>Housing Cost</td>
<td>1</td>
<td>7</td>
<td>2</td>
<td>8</td>
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<tr>
<td>Taxes</td>
<td>4</td>
<td>42</td>
<td>19</td>
<td>15</td>
<td>Recreational Opportunities</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>7</td>
</tr>
<tr>
<td>Residential</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Schools</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Developments</td>
<td>1</td>
<td>18</td>
<td>7</td>
<td>7</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Safety</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>5</td>
<td>Pollution</td>
<td>2</td>
<td>4</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>Roads</td>
<td>4</td>
<td>7</td>
<td>14</td>
<td>8</td>
<td>Sewage Facilities</td>
<td>1</td>
<td>5</td>
<td>1</td>
<td>4</td>
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<tr>
<td>Job Opportunities</td>
<td>4</td>
<td>11</td>
<td>14</td>
<td>8</td>
<td>Water Supply</td>
<td>0</td>
<td>3</td>
<td>1</td>
<td>5</td>
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<tr>
<td>Rate of</td>
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<td>Community Facilities</td>
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<tr>
<td>Development</td>
<td>2</td>
<td>27</td>
<td>12</td>
<td>13</td>
<td>Access to Work</td>
<td>1</td>
<td>5</td>
<td>2</td>
<td>6</td>
</tr>
<tr>
<td>Loss of Open</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Access to Shopping</td>
<td>1</td>
<td>4</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Space</td>
<td>4</td>
<td>14</td>
<td>12</td>
<td>21</td>
<td>Commercial Developments</td>
<td>1</td>
<td>9</td>
<td>7</td>
<td>4</td>
</tr>
<tr>
<td>Emergency</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Availability of Public Transportation</td>
<td>2</td>
<td>6</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Services</td>
<td>1</td>
<td>2</td>
<td>6</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Housing Quality</td>
<td>0</td>
<td>4</td>
<td>2</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Walkability</td>
<td>2</td>
<td>4</td>
<td>4</td>
<td>6</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5. What do you think are the most important planning issues needing to be addressed within the next 10 years? (Please rank three 1, 2 and 3, 1 being the issue you think is most important.)

<table>
<thead>
<tr>
<th></th>
<th>√</th>
<th>1</th>
<th>2</th>
<th>3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Managing residential growth</td>
<td>6</td>
<td>62</td>
<td>18</td>
<td>15</td>
</tr>
<tr>
<td>Preservation of open space</td>
<td>5</td>
<td>20</td>
<td>23</td>
<td>10</td>
</tr>
<tr>
<td>Preserving environmentally sensitive areas such as woodlands, wetlands, and steep slopes</td>
<td>7</td>
<td>19</td>
<td>15</td>
<td>17</td>
</tr>
<tr>
<td>Transportation system upgrade</td>
<td>5</td>
<td>11</td>
<td>7</td>
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</tr>
<tr>
<td>Sewage disposal</td>
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<td>6</td>
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</tr>
<tr>
<td>Drinking Water Supply (quantity)</td>
<td>3</td>
<td>6</td>
<td>7</td>
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</tr>
<tr>
<td>Zoning</td>
<td>4</td>
<td>8</td>
<td>9</td>
<td>7</td>
</tr>
<tr>
<td>Encouraging economic development</td>
<td>4</td>
<td>13</td>
<td>11</td>
<td>17</td>
</tr>
<tr>
<td>Preserving historically significant buildings and structures</td>
<td>4</td>
<td>6</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>Water quality protection</td>
<td>5</td>
<td>10</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Tax base</td>
<td>4</td>
<td>23</td>
<td>9</td>
<td>15</td>
</tr>
<tr>
<td>Police/Crime Watch</td>
<td>3</td>
<td>11</td>
<td>7</td>
<td>9</td>
</tr>
<tr>
<td>Promoting vitality of Borough/Village Centers (Stroudsburg, Sciota, Snydersville)</td>
<td>1</td>
<td>5</td>
<td>7</td>
<td>4</td>
</tr>
<tr>
<td>Providing recreational facilities</td>
<td>1</td>
<td>5</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>Stormwater management</td>
<td>2</td>
<td>3</td>
<td>7</td>
<td>2</td>
</tr>
<tr>
<td>Watershed management</td>
<td>1</td>
<td>5</td>
<td>8</td>
<td>3</td>
</tr>
<tr>
<td>Emergency services</td>
<td>1</td>
<td>3</td>
<td>5</td>
<td>1</td>
</tr>
<tr>
<td>Provide a balance of vehicular, transit, pedestrian, and bicycle transportation facilities</td>
<td>1</td>
<td>6</td>
<td>8</td>
<td>6</td>
</tr>
<tr>
<td>Fix the roads</td>
<td></td>
<td></td>
<td></td>
<td>1</td>
</tr>
</tbody>
</table>
6. Do you support the use of tax dollars toward the following?

| Protection of environmental resources? | Yes 106 | No 27 |
| Farmland preservation/development rights purchase? | Yes 87 | No 48 |
| Preservation and upkeep of more open space? | Yes 118 | No 25 |
| Preservation of historic resources? | Yes 90 | No 53 |
| Road Improvements? | Yes 144 | No 7 |
| Public sewer and water improvements? | Yes 101 | No 37 |
| Promoting economic development? | Yes 77 | No 59 |
| Municipality take over of private roads? | Yes 29 | No 106 |
| Enhancing walkability in the region? | Yes 73 | No 70 |

7. Do you think it is important to improve landscaping, signage, decorative lighting, and benches in Downtown Stroudsburg, villages and the Townships such as Sciota and Snydersville, and existing commercial corridors in the Region?

| Yes 76 |
| No 46 |
| Not Sure 31 |

8. a. Was the increase in residential development in this region over the last ten years...

| Acceptable 26 |
| Too high 124 |
| Too low 0 |

b. How was residential development in your municipality over the last ten years?

| Acceptable 35 |
| Too high 112 |
| Too low 1 |

9. Do you think it is important to regulate more strictly signage along road corridors in the region?

| Yes 115 |
| No 18 |
| Not Sure 22 |
10. Do you think it is important to require future non-residential redevelopment in the region to place more emphasis on amenities such as landscaping, attractive signage, decorative lighting and benches?

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>92</td>
</tr>
<tr>
<td>No</td>
<td>34</td>
</tr>
<tr>
<td>Not Sure</td>
<td>27</td>
</tr>
</tbody>
</table>

11. Is it important to preserve remaining farmland in the region?

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>122</td>
</tr>
<tr>
<td>No</td>
<td>10</td>
</tr>
<tr>
<td>Not Sure</td>
<td>21</td>
</tr>
</tbody>
</table>

12. County and regional open space plans have planned a system of greenways (corridors of open space) through the region. These greenways may contain pedestrian/bicycle paths along watercourses, abandoned railroad beds, or other off-road locations. How likely are you to use greenways as an alternative means of transportation, either for walking or biking?

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Very likely</td>
<td>47</td>
</tr>
<tr>
<td>Somewhat likely</td>
<td>43</td>
</tr>
<tr>
<td>Not very likely</td>
<td>63</td>
</tr>
</tbody>
</table>

13. Should the following be promoted in the region?

<table>
<thead>
<tr>
<th>Promotion</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Research and development firms</td>
<td>107</td>
<td>32</td>
</tr>
<tr>
<td>Light Manufacturing</td>
<td>107</td>
<td>32</td>
</tr>
<tr>
<td>Tourism and cultural attractions</td>
<td>88</td>
<td>48</td>
</tr>
<tr>
<td>Health services</td>
<td>125</td>
<td>13</td>
</tr>
<tr>
<td>Legal and Financial services</td>
<td>64</td>
<td>65</td>
</tr>
<tr>
<td>Personal services</td>
<td>82</td>
<td>40</td>
</tr>
<tr>
<td>Agriculture</td>
<td>102</td>
<td>30</td>
</tr>
<tr>
<td>Restaurants</td>
<td>75</td>
<td>62</td>
</tr>
<tr>
<td>Warehousing and distribution facilities</td>
<td>67</td>
<td>60</td>
</tr>
<tr>
<td>Big Box Retail</td>
<td>27</td>
<td>88</td>
</tr>
<tr>
<td>Department Stores</td>
<td>59</td>
<td>72</td>
</tr>
<tr>
<td>Specialty Retail</td>
<td>74</td>
<td>51</td>
</tr>
<tr>
<td>Outlet Stores</td>
<td>41</td>
<td>85</td>
</tr>
<tr>
<td>Wholesale trade</td>
<td>51</td>
<td>84</td>
</tr>
<tr>
<td>High technology firms</td>
<td>92</td>
<td>36</td>
</tr>
<tr>
<td>Medium to Heavy Manufacturing</td>
<td>65</td>
<td>66</td>
</tr>
<tr>
<td>None of the above</td>
<td>7</td>
<td>15</td>
</tr>
</tbody>
</table>
14. a. Do you think expansion of bus service in the region would be an important asset to the region?

Yes 72
No 41
Not sure 38

b. Would you use such expanded bus service?

Regularly 10
Occasionally 61
Not at all 82

15. a. Do you think expansion of passenger rail service in the region would be an important asset to the region?

Yes 84
No 46
Not sure 24

b. Would you use such expanded passenger rail service?

Regularly 19
Occasionally 86
Not at all 57

16. Do you or would you support the following transportation projects:

<table>
<thead>
<tr>
<th>Project</th>
<th>Yes</th>
<th>No</th>
<th>Not Sure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 611 Corridor improvements</td>
<td>123</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>I-80 Corridor improvements</td>
<td>97</td>
<td>22</td>
<td>28</td>
</tr>
<tr>
<td>I-80 Interchange improvements</td>
<td>105</td>
<td>18</td>
<td>25</td>
</tr>
<tr>
<td>Pedestrian safety improvements in Stroudsburg</td>
<td>90</td>
<td>27</td>
<td>29</td>
</tr>
<tr>
<td>Additional parking facilities in Stroudsburg</td>
<td>80</td>
<td>42</td>
<td>20</td>
</tr>
<tr>
<td>Reconstruction of Route 611 from Scotrun to Swiftwater</td>
<td>61</td>
<td>41</td>
<td>42</td>
</tr>
<tr>
<td>Route 191/Chipperfield Drive/Stokes Avenue intersection improvements</td>
<td>120</td>
<td>14</td>
<td>17</td>
</tr>
<tr>
<td>Median barriers on Routes 33 and 209</td>
<td>81</td>
<td>44</td>
<td>31</td>
</tr>
</tbody>
</table>
17. Check any of the following which you think are transportation problems in the region.

- Inadequate parking 61
- Inadequate public transportation 46
- Lack of bikeways 48
- Lack of sidewalks or walking paths 59
- Traveling Interstate 80 89
- Traveling Route 209 77
- Traveling Route 191 43
- Traveling Route 611 113
- Traveling Business Route 209 76
- Traveling Route 447 60
- Traveling Route 715 29
- Traveling Route 33 25
- Traveling Main Street in Stroudsburg 65

18. Are you in favor of additional residential development in the region…

<table>
<thead>
<tr>
<th>Item</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>In Stroudsburg Borough</td>
<td>21</td>
<td>119</td>
</tr>
<tr>
<td>Filling in existing developments in the Townships</td>
<td>57</td>
<td>82</td>
</tr>
<tr>
<td>In new single family developments in the Townships</td>
<td>38</td>
<td>104</td>
</tr>
<tr>
<td>In new apartment and townhouse developments in the Townships</td>
<td>33</td>
<td>109</td>
</tr>
<tr>
<td>In the villages in the Townships, (such as Sciota and Snydersville)</td>
<td>36</td>
<td>91</td>
</tr>
<tr>
<td>In housing facilities for senior citizens</td>
<td>125</td>
<td>20</td>
</tr>
</tbody>
</table>
19. Certain initiatives or ideas have been mentioned in the region. Please let us know whether you think these initiatives and ideas are important to you and whether you support them.

<table>
<thead>
<tr>
<th>Initiative or Idea</th>
<th>Is it Important to You?</th>
<th>Do you Support it?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes  No  Not Sure</td>
<td>Yes  No  Not Sure</td>
</tr>
<tr>
<td>a. Creating family sustaining jobs</td>
<td>117  19  10</td>
<td>122  5  5</td>
</tr>
<tr>
<td>b. Regional economic development coordination by Monroe County and its municipalities</td>
<td>103  15  24</td>
<td>98  8  19</td>
</tr>
<tr>
<td>c. Encouraging re-use of vacant or underutilized industrial sites</td>
<td>117  13  14</td>
<td>115  6  10</td>
</tr>
<tr>
<td>d. Preserving the character of existing settlements in the Region such as Stroudsburg, Snydersville and Sciota</td>
<td>100  21  22</td>
<td>91  15  26</td>
</tr>
<tr>
<td>e. Additional commercial development along Route 611</td>
<td>44  81  17</td>
<td>27  82  21</td>
</tr>
<tr>
<td>f. Preservation of Cherry Valley through a variety of means including federal funding for voluntary land conservation through a National Wildlife Refuge</td>
<td>83  26  35</td>
<td>80  15  30</td>
</tr>
<tr>
<td>g. Coordinating residential and commercial growth with availability of public sewer and water</td>
<td>100  27  27</td>
<td>77  32  19</td>
</tr>
<tr>
<td>h. Preserving more open space within residential developments</td>
<td>117  16  15</td>
<td>102  12  18</td>
</tr>
<tr>
<td>i. Improving roadside appearance</td>
<td>108  14  20</td>
<td>96  9  20</td>
</tr>
<tr>
<td>j. Using Transfer of Development Rights (a property owner in an area targeted for preservation sells his rights to develop his/her property to a property owner in an area designated for growth)</td>
<td>35  46  57</td>
<td>20  54  50</td>
</tr>
</tbody>
</table>
20. Please list any additional comments you have or any other issues in the region that are important to address.

____________________________________________________________________________________
____________________________________________________________________________________
____________________________________________________________________________________
____________________________________________________________________________________
____________________________________________________________________________________
____________________________________________________________________________________
____________________________________________________________________________________
____________________________________________________________________________________
STRoudsburg Overall totals
Hamilton, Stroud, Pocono, Stroudsburg
Regional Comprehensive Plan
Questionnaire

1. In what Township or Borough in this region do you live or own property?

- Hamilton Township
- Stroud Township
- Pocono Township
- Stroudsburg Borough - 50

2. Is your residency:

- Full time - 49
- Part time
- Not at all

3. What do you like most about living in your Township or Borough?
(Please rank three 1, 2 and 3, 1 being what you like most.)

<table>
<thead>
<tr>
<th>Aspect</th>
<th>Rank</th>
<th>1</th>
<th>2</th>
<th>3</th>
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</thead>
<tbody>
<tr>
<td>Landscape</td>
<td></td>
<td>2</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>Rural Atmosphere/Open Space</td>
<td>0</td>
<td>4</td>
<td>5</td>
<td>1</td>
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<tr>
<td>Schools</td>
<td>3</td>
<td>10</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Recreational Opportunities</td>
<td>1</td>
<td>1</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>Taxes</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>Housing Quality</td>
<td>1</td>
<td>3</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Housing Cost</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Emergency Services</td>
<td>2</td>
<td>2</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>Residential Developments</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>2</td>
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<tr>
<td>Walkability</td>
<td>4</td>
<td>8</td>
<td>7</td>
<td>3</td>
</tr>
<tr>
<td>Safety</td>
<td>3</td>
<td>2</td>
<td>8</td>
<td>3</td>
</tr>
<tr>
<td>Job Opportunities</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>2</td>
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<tr>
<td>Quiet</td>
<td>3</td>
<td>2</td>
<td>4</td>
<td>2</td>
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<tr>
<td>Roads</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>Access to Work</td>
<td>5</td>
<td>10</td>
<td>5</td>
<td>7</td>
</tr>
<tr>
<td>Access to Shopping</td>
<td>4</td>
<td>2</td>
<td>10</td>
<td>7</td>
</tr>
<tr>
<td>Small Town Atmosphere</td>
<td>4</td>
<td>11</td>
<td>7</td>
<td>4</td>
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<tr>
<td>Lakes</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>2</td>
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<tr>
<td>Wildlife</td>
<td>1</td>
<td>3</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>Community Facilities</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>Availability of Public</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation</td>
<td>1</td>
<td>1</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>Public Utilities - Sewer/Water</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1
4. What do you like least about living in your Township or Borough?  
(Please rank three 1, 2 and 3, 1 being what you like least.)

|                       | √   | 1   | 2   | 3   | |                       | √   | 1   | 2   | 3   |
|-----------------------|-----|-----|-----|-----| |                       | √   | 1   | 2   | 3   |
| Traffic               | 5   | 21  | 10  | 3   | | Housing Cost          | 1   | 2   | 4   | 2   |
| Taxes                 | 1   | 16  | 6   | 8   | | Recreational Opportunities | 0   | 1   | 3   | 2   |
| Residential           |     |     |     |     | | Schools               | 0   | 2   | 1   | 3   |
| Developments         | 0   | 2   | 6   | 3   | | Pollution             | 1   | 1   | 3   | 1   |
| Safety                | 2   | 1   | 5   | 4   | | Sewage Facilities      | 2   | 4   | 0   | 1   |
| Roads                 | 1   | 3   | 8   | 3   | | Water Supply           | 2   | 3   | 1   | 2   |
| Job Opportunities     | 5   | 6   | 4   | 1   | | Community Facilities   | 0   | 4   | 2   | 3   |
| Rate of Development   | 1   | 7   | 8   | 5   | | Access to Work         | 1   | 1   | 2   | 2   |
| Loss of Open Space    | 2   | 5   | 5   | 4   | | Access to Shopping     | 0   | 1   | 3   | 1   |
| Emergency Services    | 1   | 1   | 3   | 2   | | Commercial Developments| 0   | 3   | 3   | 2   |
| Housing Quality       | 0   | 2   | 3   | 2   | | Availability of Public|     |     |     |     |
| Walkability           | 1   | 3   | 3   | 1   | | Transportation         |     |     |     |     |

5. What do you think are the most important planning issues needing to be addressed within the next 10 years? (Please rank three 1, 2 and 3, 1 being the issue you think is most important.)

<table>
<thead>
<tr>
<th></th>
<th>√</th>
<th>1</th>
<th>2</th>
<th>3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Managing residential growth</td>
<td>2</td>
<td>19</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td>Preservation of open space</td>
<td>1</td>
<td>3</td>
<td>14</td>
<td>2</td>
</tr>
<tr>
<td>Preserving environmentally sensitive areas such as woodlands, wetlands, and steep slopes</td>
<td>1</td>
<td>7</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Transportation system upgrade</td>
<td>2</td>
<td>4</td>
<td>9</td>
<td>3</td>
</tr>
<tr>
<td>Sewage disposal</td>
<td>1</td>
<td>4</td>
<td>5</td>
<td>1</td>
</tr>
<tr>
<td>Drinking Water Supply (quantity)</td>
<td>1</td>
<td>5</td>
<td>2</td>
<td>3</td>
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<tr>
<td>Zoning</td>
<td>2</td>
<td>4</td>
<td>3</td>
<td>7</td>
</tr>
<tr>
<td>Encouraging economic development</td>
<td>1</td>
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<td>3</td>
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<td>Police/Crime Watch</td>
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<td>4</td>
<td>1</td>
</tr>
<tr>
<td>Promoting vitality of Borough/Village Centers (Stroudsburg, Sciota, Snydersville)</td>
<td>1</td>
<td>3</td>
<td>3</td>
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</tr>
<tr>
<td>Providing recreational facilities</td>
<td>0</td>
<td>1</td>
<td>5</td>
<td>2</td>
</tr>
<tr>
<td>Stormwater management</td>
<td>0</td>
<td>3</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Watershed management</td>
<td>0</td>
<td>3</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Emergency services</td>
<td>1</td>
<td>3</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Provide a balance of vehicular, transit, pedestrian, and bicycle transportation facilities</td>
<td>2</td>
<td>3</td>
<td>2</td>
<td>2</td>
</tr>
</tbody>
</table>
6. Do you support the use of tax dollars toward the following?

| Protection of environmental resources? | Yes 41 | No 7 |
| Farmland preservation/development rights purchase? | Yes 33 | No 14 |
| Preservation and upkeep of more open space? | Yes 39 | No 9 |
| Preservation of historic resources? | Yes 39 | No 5 |
| Road Improvements? | Yes 47 | No 0 |
| Public sewer and water improvements? | Yes 40 | No 5 |
| Promoting economic development? | Yes 32 | No 11 |
| Municipality take over of private roads? | Yes 14 | No 30 |
| Enhancing walkability in the region? | Yes 35 | No 13 |

7. Do you think it is important to improve landscaping, signage, decorative lighting, and benches in Downtown Stroudsburg, villages and the Townships such as Sciota and Snydersville, and existing commercial corridors in the Region?

| Yes 38 | No 8 | Not Sure 4 |

8. a. Was the increase in residential development in this region over the last ten years…

| Acceptable 17 | Too high 31 | Too low 0 |

b. How was residential development in your municipality over the last ten years?

| Acceptable 20 | Too high 24 | Too low 1 |

9. Do you think it is important to regulate more strictly signage along road corridors in the region?

| Yes 39 | No 5 | Not Sure 6 |
10. Do you think it is important to require future non-residential redevelopment in the region to place more emphasis on amenities such as landscaping, attractive signage, decorative lighting and benches?

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>34</td>
</tr>
<tr>
<td>No</td>
<td>8</td>
</tr>
<tr>
<td>Not Sure</td>
<td>8</td>
</tr>
</tbody>
</table>

11. Is it important to preserve remaining farmland in the region?

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>39</td>
</tr>
<tr>
<td>No</td>
<td>4</td>
</tr>
<tr>
<td>Not Sure</td>
<td>8</td>
</tr>
</tbody>
</table>

12. County and regional open space plans have planned a system of greenways (corridors of open space) through the region. These greenways may contain pedestrian/bicycle paths along watercourses, abandoned railroad beds, or other off-road locations. How likely are you to use greenways as an alternative means of transportation, either for walking or biking?

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Very likely</td>
<td>18</td>
</tr>
<tr>
<td>Somewhat likely</td>
<td>17</td>
</tr>
<tr>
<td>Not very likely</td>
<td>14</td>
</tr>
</tbody>
</table>

13. Should the following be promoted in the region?

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Research and development firms</td>
<td>Yes 34</td>
<td>No 10</td>
</tr>
<tr>
<td>Light Manufacturing</td>
<td>Yes 37</td>
<td>No 7</td>
</tr>
<tr>
<td>Tourism and cultural attractions</td>
<td>Yes 32</td>
<td>No 12</td>
</tr>
<tr>
<td>Health services</td>
<td>Yes 40</td>
<td>No 4</td>
</tr>
<tr>
<td>Legal and Financial services</td>
<td>Yes 32</td>
<td>No 10</td>
</tr>
<tr>
<td>Personal services</td>
<td>Yes 34</td>
<td>No 7</td>
</tr>
<tr>
<td>Agriculture</td>
<td>Yes 34</td>
<td>No 8</td>
</tr>
<tr>
<td>Restaurants</td>
<td>Yes 33</td>
<td>No 10</td>
</tr>
<tr>
<td>Warehousing and distribution facilities</td>
<td>Yes 23</td>
<td>No 18</td>
</tr>
<tr>
<td>Big Box Retail</td>
<td>Yes 10</td>
<td>No 32</td>
</tr>
<tr>
<td>Department Stores</td>
<td>Yes 21</td>
<td>No 23</td>
</tr>
<tr>
<td>Specialty Retail</td>
<td>Yes 29</td>
<td>No 14</td>
</tr>
<tr>
<td>Outlet Stores</td>
<td>Yes 18</td>
<td>No 25</td>
</tr>
<tr>
<td>Wholesale trade</td>
<td>Yes 24</td>
<td>No 18</td>
</tr>
<tr>
<td>High technology firms</td>
<td>Yes 36</td>
<td>No 8</td>
</tr>
<tr>
<td>Medium to Heavy Manufacturing</td>
<td>Yes 24</td>
<td>No 18</td>
</tr>
<tr>
<td>None of the above</td>
<td>Yes 8</td>
<td>No 7</td>
</tr>
</tbody>
</table>
14. a. Do you think expansion of bus service in the region would be an important asset to the region?

Yes 20
No 14
Not sure 13

b. Would you use such expanded bus service?

Regularly 1
Occasionally 13
Not at all 35

15. a. Do you think expansion of passenger rail service in the region would be an important asset to the region?

Yes 25
No 18
Not sure 5

b. Would you use such expanded passenger rail service?

Regularly 6
Occasionally 23
Not at all 18

16. Do you or would you support the following transportation projects:

<table>
<thead>
<tr>
<th>Project</th>
<th>Yes</th>
<th>No</th>
<th>Not Sure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 611 Corridor improvements</td>
<td>40</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>I-80 Corridor improvements</td>
<td>37</td>
<td>3</td>
<td>6</td>
</tr>
<tr>
<td>I-80 Interchange improvements</td>
<td>40</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>Pedestrian safety improvements in Stroudsburg</td>
<td>40</td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td>Additional parking facilities in Stroudsburg</td>
<td>31</td>
<td>5</td>
<td>8</td>
</tr>
<tr>
<td>Reconstruction of Route 611 from Scotrun to Swiftwater</td>
<td>19</td>
<td>13</td>
<td>11</td>
</tr>
<tr>
<td>Route 191/Chipperfield Drive/Stokes Avenue intersection</td>
<td>30</td>
<td>10</td>
<td>4</td>
</tr>
<tr>
<td>Median barriers on Routes 33 and 209</td>
<td>25</td>
<td>11</td>
<td>9</td>
</tr>
</tbody>
</table>
17. Check any of the following which you think are transportation problems in the region.

- Inadequate parking 23
- Inadequate public transportation 14
- Lack of bikeways 20
- Lack of sidewalks or walking paths 25
- Traveling Interstate 80 30
- Traveling Route 209 27
- Traveling Route 191 14
- Traveling Route 611 33
- Traveling Business Route 209 18
- Traveling Route 447 15
- Traveling Route 715 6
- Traveling Route 33 6
- Traveling Main Street in Stroudsburg 33

18. Are you in favor of additional residential development in the region…

<table>
<thead>
<tr>
<th>Development Type</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>In Stroudsburg Borough</td>
<td>15</td>
<td>33</td>
</tr>
<tr>
<td>Filling in existing developments in the Townships</td>
<td>20</td>
<td>22</td>
</tr>
<tr>
<td>In new single family developments in the Townships</td>
<td>11</td>
<td>33</td>
</tr>
<tr>
<td>In new apartment and townhouse developments in the Townships</td>
<td>10</td>
<td>31</td>
</tr>
<tr>
<td>In the villages in the Townships, (such as Sciota and Snydersville)</td>
<td>15</td>
<td>25</td>
</tr>
<tr>
<td>In housing facilities for senior citizens</td>
<td>40</td>
<td>9</td>
</tr>
</tbody>
</table>
19. Certain initiatives or ideas have been mentioned in the region. Please let us know whether you think these initiatives and ideas are important to you and whether you support them.

<table>
<thead>
<tr>
<th>Initiative or Idea</th>
<th>Is it Important to You?</th>
<th>Do you Support it?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>a. Creating family sustaining jobs</td>
<td>39</td>
<td>6</td>
</tr>
<tr>
<td>b. Regional economic development coordination by Monroe County and its municipalities</td>
<td>34</td>
<td>5</td>
</tr>
<tr>
<td>c. Encouraging re-use of vacant or underutilized industrial sites</td>
<td>42</td>
<td>2</td>
</tr>
<tr>
<td>d. Preserving the character of existing settlements in the Region such as Stroudsburg, Snydersville and Sciota</td>
<td>39</td>
<td>3</td>
</tr>
<tr>
<td>e. Additional commercial development along Route 611</td>
<td>8</td>
<td>34</td>
</tr>
<tr>
<td>f. Preservation of Cherry Valley through a variety of means including federal funding for voluntary land conservation through a National Wildlife Refuge</td>
<td>36</td>
<td>3</td>
</tr>
<tr>
<td>g. Coordinating residential and commercial growth with availability of public sewer and water</td>
<td>31</td>
<td>6</td>
</tr>
<tr>
<td>h. Preserving more open space within residential developments</td>
<td>39</td>
<td>4</td>
</tr>
<tr>
<td>i. Improving roadside appearance</td>
<td>38</td>
<td>3</td>
</tr>
<tr>
<td>j. Using Transfer of Development Rights (a property owner in an area targeted for preservation sells his rights to develop his/her property to a property owner in an area designated for growth)</td>
<td>11</td>
<td>14</td>
</tr>
</tbody>
</table>
20. Please list any additional comments you have or any other issues in the region that are important to address.

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

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________________________________________________________________________
APPENDIX 2

RESULTS OF REGIONAL PLANNING COMMITTEE
SWOT ANALYSIS

RESULTS OF REGIONAL PLANNING COMMITTEE
QUESTIONNAIRE
HSPS REGIONAL COMPREHENSIVE PLANNING COMMITTEE
STRENGTHS, WEAKNESSES, OPPORTUNITIES, AND THREATS

STRENGTHS

- Cohesive community with progressive and active citizenry
- Natural resources are in abundance; natural beauty (2)
- Beautiful vistas; creeks.
- Access to major economic centers; good geographic location (3)
- Highway system when not congested allows for the efficient movement of people and goods.
- Close to interstate highway system
- Downtown Stroudsburg is a business and cultural center; it’s the county seat of government and derives economic benefit from it
- Tannersville has emerged as an economic center
- Hamilton is still predominantly rural with prime farmland and has an abundance of scenic and historic resources (Cherry Valley, inc. Stroud) and is sure to grow as Route 33 is now connected to Route 78
- Pocono Township offers a regional retail center with the Crossings, will add a new attraction with an indoor water park
- Pocono Township has Camelback Ski Mountain and Water Park, and Aventis as major, growing employers
- Stroud is attractive to both residential and commercial development and is active in developing the Brodhead Greenway
- The Pocono and Stroudsburg School Districts have excellent schools in the region
- Schools in Stroudsburg School District
- Good educational opportunities
- Areas that are relatively still rural
- Scenic and natural areas
- Some beautiful buildings
- Open space bond float
- Greenway plans
- Cultural diversity
- Recreational opportunities
- Previous planning efforts (Monroe 2020 Plan)
- Private sector groups like the Jacob Stroud Corporation, which is mostly a volunteer effort of people who care
- Downtown Stroudsburg’s revitalization
- National level interest in “New Urbanism” and progressive planning
- Incredible amount of data concerning the region is now available, both from local plans (i.e. open space plans) and from regional plans (i.e. Brodhead Watershed Conservation Plan).
- There have been other successful intergovernmental agreements
- The region is the County Seat/Business Center for public and commercial services
- Access to the region
- Existing large areas of open space
- The study area is home to the schools that the residents of those districts go to
- MCPC assistance programs
- We have the attention of state officials due to the growth of population numbers
- Stroud has incorporated conservation design process into SALDO
- New ordinances are in progress throughout the region
- Abundant and high quality water sources within the Brodhead Creek Watershed area, which includes the Pocono Creek and its tributaries
- Water resources should be strongly considered during the planning process not only for potential future drinking water sources but also for sources of recreation such as fishing, greenway areas and passive educational type corridors
- Any greenways, or walkways or natural trails in these areas only enhance the quality of life in the communities in the HSPS area and also educated the citizens of those communities as to the valuable resources in the areas in which they reside.
- Great diversity of land uses within the four communities
- Available to everyone is a broad gamut of land uses from the highly dense downtown communities such as the Borough of Stroudsburg to commercial and industrial corridors through Stroud Township and Pocono Township
- The resort uses, public uses and large residential uses found throughout the more rural parts of the planning community where there are still vast areas of unimproved properties is an attractive feature
- Some of the more outstanding natural features are the Tannersville bog area, the adjoining ski resorts for Camelback, the state game lands that adjoin Camelback, the Kettle Creek area and the Monroe County Conservation District location
- This diversity allows people many opportunities for employment
- Hopefully, the regional planning process will allow the four municipalities to work together to not only accentuate their own individual strengths and advantages of their individual communities but also to help encourage and enhance the strength and opportunities in the adjoining municipalities.
- Fast growth
- Lots of trees and streams
- Local residents who care about development issues
- Regionalization provides the municipalities the opportunity to look at the big picture in terms of many challenges in the HSPS region, as well as Monroe County, including stormwater, signs, infrastructure, noise, lighting, management of growth, open space, jobs, traffic, crime etc.; planning regionally (2)
- We can learn by listening to one another, as there are many similar problems
- There are strengths in numbers, and the Committee is comprised of informed, knowledgeable persons who all have the ultimate goal of bettering our region and entire community
WEAKNESSES

- Different school districts
- Lack of many social/health/housing services result in municipalities be viewed as, and expected to be, the cure-all. This is becoming more and more of a problem as people who have had these services in the past continue to move here
- Ugly strip mall development – lack of appreciation for good design
- No teeth in land use control
- The region is zoned for too much residential development, strip commercial development and sprawl
- It doesn’t have the infrastructure to handle population and traffic
- Lack of infrastructure (public sewer, water, storm water, and roads)
- PennDOT has neglected its responsibilities to build and maintain adequate road and traffic flow improvements - now we’re at a crisis point because of it
- Not enough money to make the necessary infrastructure improvements.
- School property taxes are too high and negatively effect economic development
- Local family-sustaining jobs are not available
- Pocono Township doesn’t have public sewer
- Housing and land are increasing in costs
- Public health and human services and programs are not readily available in the region and are not keeping pace with the population growth
- Parochial attitudes
- Ineffective local municipal ordinances (weak) - lack of enforcement
- Public’s lack of understanding of the true powers of municipal planners/governing bodies
- No one has true traffic impact fee ordinance
- Municipalities’ hands are tied in many ways (Not allowed to have certain impact fees, must accept roads if they meet standards, etc.)
- Different planning/zoning philosophies among the region partners
- Different development pressures among regional partners
- Lack of priorities or consensus on priorities
- Lack of shared community vision
- Politics!
- Congestion on the roads…too many cars…no other viable transportation and if you do utilize another node other than a car, you take you life in your hands
- Too many low paying jobs, no jobs; lack of job opportunities (3)
- Homogenized landscape. How many big box stores do we need? Am I in the Poconos or Passaic?
- The people who are in the positions of actually getting to make decisions that affect us all need to be better educated about planning
- Rising crime. Too many crack dealers. Not enough police presence. Thwarts investment because it is scary.
- Out of control taxes
- No ordinance to preserve historic buildings
- Location.
Regionalizing requires the cooperation of all Monroe County municipalities. If one or more municipalities do not participate in regionalization, the results and goals could be jeopardized and may not be realized.

Municipalities would lose some “control” that they now experience.

Individuals may disagree on some matter, as is normal, but if the disagreement is severe, it may cause problems with the regionalization process.

Regionalization could cause an increase in taxes for the municipalities.

Some of the weaknesses that should be noted for this HSPS area are as follows:

1. The need for roadway improvements, especially along the major corridors of Route 611, Route 80. This weakness of course will not only include planning among the four member municipalities, but you also need to include PennDot and the State Representatives and Senators in order to find the funding necessary to make the improvements needed. Part of that planning process to improve transportation in this area should also include the concept of pedestrian walkways or bicycle paths and greenways where opportunities present themselves so that people could move along the Route 611 corridor more safely within the various sub-communities and villages that currently exist there. Additionally, planning for increasing bus service along that corridor could help to alleviate some of the traffic if there was a very frequent reliable bus service that just ran the Route 611 corridor from the Swiftwater area into Stroudsburg on a regular basis.

2. The next weakness really has to do with infrastructure in much of the existing areas where large commercial and industrial entities already exist and where zoning will allow for more of that development to occur. There is great need in many areas to address public water and public sewer systems for those areas. This is not only needed from a growth and use standpoint, but also from an environmental aspect as well. The need for central sewer is becoming a more critical need each year.

3. The third weakness would be the fact that the townships in particular have tended to base much of their zoning ordinance and regulations on single family home developments allowing for those developments to occur in areas where they have a large impact on natural features and natural resources such as water sources and critical recharge areas. The zoning has seemed to shy away from industrial development and large office park type complexes which would bring to the area better paying jobs and a more stable economy. I believe that the HSPS group needs to look at zoning changes which would reduce residential growth and to help slow down that type of development but also to help add zoning to provide those uses which provide a stable job base with good pay and benefits for our residents.
**OPPORTUNITIES**

- Undesirable land uses don’t have to be zoned into each municipality; limiting them to the municipality they’re in now will be possible
- TDRs will be permitted across municipal lines
- Consistency and compatibility of zoning districts and ordinances can be achieved.
- Buying and borrowing power is greater with four municipal partners; regional partnerships; this regional planning (3)
- County open space money
- Mountain Laurel Center for the Arts in Bushkill should help to give us better image for the region
- Stroudsburg’s $3 million bond issue for a parking deck and $2 million from the Governor’s Redevelopment Assistance Capital Program
- A new governor who talks about economic development as the centerpiece to his administration’s plans
- Road and traffic improvements at regional hotspots could be advanced with matching funds toward PennDOT funds
- Traffic studies to implement impact fees and/or transportation development districts are possibilities
- Greenway connections and trails are immediate opportunities
- Open space acquisition
- Ecotourism can be increased given the resort/attraction base
- Economic development zones that offer incentives for desired industries are feasible
- Mixed-use zoning and age-restricted housing should be priorities that benefit taxpayers
- Monroe 2020 implementation
- Creation of office and industrial parks
- New passenger train service
- Lack of central sewer systems = opportunity to decide where it goes
- Create strict ordinances with the possibility for relief if developers subject themselves to design review
- Region to push the County toward a reassessment
- Redevelopment and infill development throughout the region
- Infrastructure improvements using developer contributions as seed money for state and federal dollars
- Improved infrastructure
- To alter development patterns by municipal protection of undeveloped land (open space money, Stroud Township EIT, Forest Legacy program, Agricultural Easement program, etc.)
- Fast growth
- Regionalization provides greater opportunities to maintain the high water quality of our streams and lakes
- Regionalization provides opportunity for more grants and allocation of moneys from the state and federal governments
- Opportunity for better quality of life throughout our HSPS region and entire county
- Opportunity to preserve our natural resources and our heritage
- Opportunity for better cooperation from Penn DOT
• Opportunity to obtain employers who will provide higher paying jobs throughout our region and county
• By working together, it provides the opportunity to better obtain solutions to our problems
• I believe that there are several opportunities available to this regional planning group that can be utilized to enhance their cooperative planning efforts as well as their communities for the long-term process.
• Within this planning region is Aventis-Pasteur, the largest private employer in Monroe County which is currently undergoing a multi-million dollar facility upgrade
• This planning group can raise the awareness of needs for this area at a state and local level politically and if utilized properly could help to bring desperately needed road improvements as well as other infrastructure improvements (sewer in particular) to this region, especially in the Route 611 corridor.
• Another opportunity is to partnership with East Stroudsburg University and try to promote new businesses through their incubator program which could possibly fill the need for office complexes, light manufacturing and or high-tech industry. I believe that during the planning process all four municipalities can begin to look at the true impact of the current residential zoning regulations and make changes which would open up different areas to potentially more favorable uses such as light manufacturing or light industry, high-tech areas and professional office space areas such as doctors, attorneys or corporate headquarters.
• It should also be noted that the area still has many undeveloped and pristine natural areas within the boundaries of these municipalities and municipalities should continue to try to preserve these open spaces, riparian buffers and greenway areas for uses for the future. These types of natural settings only tend to enhance the quality of life for any residential or business living within these communities and could be promoted more aggressively than they currently are being of great benefits to the municipalities.
THREATS

- Too little time to adopt codes and take actions that will implement the new regional plan.
- Not following the new plan
- Sprawl and strip-type development that further fragments and erodes the human and natural environment.
- Land consumption rate
- Fast growth
- Cherry Valley build out
- Developers and chain retailers are driving the direction of development rather than the public and planning agencies
- Continued auto-dependant growth that further clogs our roads
- Over growth without having sufficient ground and surface water capacity
- Surface and groundwater quality degradation from point and non-point pollutants; including inadequate storm and solid waste management systems
- The effects of various kinds of pollution (e.g., air, noise, light, litter, soil, water) from lack of adequate performance standards and their enforcement
- Over development
- Pollution
- Insufficient economic development to offset residential development
- Failure of PennDOT to significantly improve roads and traffic flow
- Lack of community facilities, public health and human services to serve present and future residents
- Unaffordable housing for renters and potential homeowners
- Escalating property taxes to pay for public products and services
- Over abundance of commuters
- Loss of jobs
- Rising crime and gang like behavior
- High Taxes
- Unfettered growth
- Uninformed citizens and government officials with respect to planning
- Not gaining consensus of constituents and involving the public
- Traffic and congestion
- Declining quality of life
- Maybe even…the TRAIN (proposed commuter)...although I waver on whether that is a good thing or a bad thing
- Parents who commute out of the area and leave their kids behind unattended…meaning low paying jobs
- More automobiles on the road and less biking and walking
- How much retail space does one area need and if more and more is built, won’t the market be spread too thin? What will that continue to do to downtown?
- Not enough money to deal with the magnitude of concerns
- Major influx of new residents escaping even higher taxes etc.
- Major influx of national developers who are salivating at the thought of “getting a piece of the action”
- Lax, unsophisticated zoning ordinances vs. sophisticated land-use attorneys
• A state constitution that cripples possibilities for strong (municipal or otherwise) zoning control in favor of rampant personal property rights
• Unanticipated consequences of passenger train service
• General politics
• Our area as we know it will be forever lost if we do not move to regionalization in at least some areas. For example, we are at the point now where action must be taken to keep the natural resources that we have
• Growth will be helter-skelter, as in many cases it is presently, and without any hope to provide some type of managed growth throughout the complete region or county
• Our area will lose money from the state and federal governments because they are promoting regionalization, and they “hold out a carrot” to those municipalities that enter into this process.
• Continue to ignore the opportunity to do some major rezoning to address the residential make-up of the zoning ordinances
• Regulations that would promote more open space within the sub-divisions should be encouraged during this process
• The threat of continued unrestrained residential development will not only continue to tax the existing roads and infrastructure network in these areas but continue to put pressure on the schools and local municipalities to increase taxes at the local level in order to provide services
• Other services such as fire, police and ambulance services may eventually need to be paid for by the municipalities as the state police resources are taxed and as it becomes more difficult to have a truly volunteer fire company or ambulance service in Monroe County due to the increasing number of calls
HSPS REGIONAL COMPREHENSIVE PLANNING
COMMITTEE QUESTIONNAIRE RESULTS

1. **What do you like most about the HSPS Region?**

- Natural areas/resources/environment (mountains, lakes, farmland, and scenic beauty) (4)
- The lushness of the Poconos
- Proximity to Delaware River
- Clean environment
- Various streams (2)
- Forests
- Open space
- The fact that there is still “some” green area left
- Central location to economic, population centers and cultural centers on East Coast / metropolitan areas (2)
- Accessibility to local cultural events and to NYC
- Central location to major shopping and cultural events
- Convenience to services
- Close proximity to employment
- Region is central to County and its services
- Region is an up and coming area that will progress toward the best interests of its residents, given the opportunity
- It is presently a progressive region, and has so many opportunities
- Simply, the quality of life and the human and natural environment
- Diversity of the area (2)
- Rural character/areas (3)
- Small town feel
- The historic downtown
- Mixed rural and suburban character/ mix of suburban and rural landscape (2)
- Excellent schools for children
- Active and concerned citizens
- Diverse population
- Affordable housing
- Public utilities in Stroudsburg area
- Supervisors, managers, and other personnel are eager to look at present problems and to make the area a better place.
2. **What assets of the HSPS Region are most important to preserve?**

- Beautiful mountains
- People
- Water
- Protection of watersheds, historic buildings, including those constructed in the early 20th century
- Quantity and Quality of water resources – Brodhead, McMichael, and Pocono Creeks, Lakes, Streams, watersheds
- The quality and quality of the natural resources
- Woodland (forests/trees) (3)
- Small farms
- Wildlife and fish
- Scenic vistas and landscapes
- Downtowns and historic Stroudsburg
- Historic Stroudsburg buildings
- Economic vitality of Tannersville area
- Stroudsburg and Pocono school districts
- The character of the landscape
- Intergovernmental cooperation
- Cherry Valley (4)
- Poplar Valley
- Additional areas surrounding the Cranberry Bog
- Cranberry Bog
- Rural areas that still have integrity
- Parks
- Historical sites and buildings
- Open space (2)
- Parks
- Greenways
- Agriculture areas
- Wetlands
- Perception of open space and community, whether or not that open space and community still exist
- Quality of life
- Rural character
- Proximity to Delaware River
- Various streams
- Natural environment
- Small town feel
3. **What are the most important problems facing the HPS Region today?**

- Over development; controlling growth (3)
- Too many people
- Too many people too soon on large lot developments
- Sprawl
- Too much residential growth which leads to a tax negative situation
- Uneven development pressure (i.e. residential in Hamilton, commercial in Stroud)
- Differences in type and management of municipality
- Greedy land owners
- Traffic; traffic congestion (7)
- Infrastructure
- Low-paying jobs
- Lack of [local] good paying jobs; lack of quality jobs that pay a decent wage (6)
- Large, mono-use residential developments
- Billboard blight
- Blight
- Bad design
- Mega commercial construction
- Over development of both residential and commercial real estate
- Strip-mall development
- Sewage disposal
- Difference in management of municipalities
- Uneven development pressures in the municipalities within the Region
- Lack of ordinance enforcement
- Lack of PennDOT cooperation
- Inadequate transportation planning
- Pollution
- Quality of our streams, lakes, creeks
- Destruction of our vistas
- Adequate water supplies
- Drinking water
- Diversity
- Young people moving out of area
- High property taxes (for schools/school taxes) (4)
- Taxes in combination with aging population
- Lack of school funding
- Schools are too big
- Lack of youth and family facilities
- Children left alone while parents/guardians commute to work
- Maintaining availability of social services at the present level or improving them
- Maintaining or improving the quality of life
- Crime (2)
- Too much crime as a result of drug/alcohol problems
- Declining quality of life
4. **What are the most important issues the HSPS Region will face in the future?**

- All of the above if development doesn’t slow
- The continuation of the above without addressing them
- Traffic congestion (3)
- Sewage [disposal] and drinking water (2)
- Adequate sewage disposal
- Maintaining high quality of our streams, creeks, lakes
- Maintaining availability of social services at the present level or better
- Sprawl throughout region under current ordinances
- Over development
- Negative impacts on natural resources (e.g. deterioration of stream quality and Brodhead watershed; air, noise light pollution)
- Rate of land consumption
- Monotonous development patterns
- Train-related development impacts
- Even more people
- Rising land costs
- Rising taxes
- Need for updated infrastructure (especially roads and sewer), maintenance, and development; rebuilding or building infrastructure (2)
- Capital improvements and social services that are insufficient to meet demand
- Unaffordable housing
- Number of volunteers has not kept pace with population growth
- Continued pressure on natural resources (water and land) due to development
- Adequate transportation
- Finding good paying jobs; adequate number of good paying jobs (2)
- Obtaining industrial complexes, business complexes, etc.
- Crime
- Open space
- Diversity
- Pollution
- Too many people too soon in large lot developments
- School property taxes
- Lack of local, good paying jobs
- Children left along while their parents/guardians commute to work
- Lack of youth and family facilities
- Young people moving out of area
- Controlled growth
- PennDOT issues
- Restoring our historical sites and keeping present ones from being demolished
- Issues pertaining to the proposed railroad
- Lack of public sewer in Pocono Township
- Adequate water supplies
5. What current or future opportunities should be seized by the municipalities in the HSPS Region?

- Stronger ordinances for the protection of natural resources, preservation of open space, farmland preservation and steep slopes
- Preserve open space as possible through whatever measures area available
- Planned greenway projects
- Open space/greenway acquisition and development
- Open space planning
- Do not limit preservation to properties with significant natural resources
- Implement conservation subdivision designs (2)
- Design standards for development
- Implement site-design review
- Establish ordinances to preserve historic architecture
- Promote infill and redevelopment
- Promote infill and redevelopment within existing neighborhoods and village centers in conformity with the general character of the existing neighborhoods
- Encourage use of existing housing stock
- Make public sewer and water available in central location in Region; central sewage and water possibilities (2)
- Use of decentralize/community on-site wastewater systems in residential and commercial developments
- Control the sewer
- Increase conveyance and treatment capacity of public sewer system
- Non-strip type development along corridors
- Look at zoning by building type rather than use development type
- Consider methods of managing growth through easements (density, allowable land use, buffers, etc.)
- Pressure legislature to give municipalities more opportunities for impact fees; studies should be undertaken so that impact fees could be collected
- The need not to zone for every land use by each municipality
- Zone down the amount of residential area in each municipality
- Add new zones – green zones, walking, hiking trails, business or enterprise zones for new clean industry or R&D parks.
- Economic development zones
- Office zoning should be implemented up Rt. 611 in spite of protests
- Mixed-use zoning (2)
- Zoning should increase area dedicated to industrial use
- Buy as much open space as possible or zone for it
- Open space/greenway purchase and development of trails, etc.
- Routes 611 and 80 corridor planning
- Promote alternative methods of transportation to deal with traffic
- Traffic calming in Stroudsburg
- Maximization of buying power and other cooperative efforts
- Watershed protection based on quantitative and qualitative criteria
- Bonding for capital improvements, especially road and traffic flow improvements
• TDRs
• Working with legislators to obtain as much help for this area as possible
• Transportation development districts
• Regional recreational facilities and partnerships with YMCA, Pocono and Stroudsburg schools
• Pocono Medical Center satellite facility for health/wellness/emergencies
• Incentives and disincentives to concentrate development in centers and landscaped/buffered corridors
• Age-restricted zoning
• Take advantage of existing grant moneys.
• Take advantage of any moneys coming from the state of federal government
• Control the train
• Increase buffering should be required where commercial and residential zones meet
• Business 209 should be rezoned for office use before it becomes another Rt. 611
• Not all of the projects currently applied for will end up being constructed
• In the Borough of Stroudsburg, infill regulations should be set up to guarantee that construction replacing properties destroyed by fire is in conformity with the general character of the existing neighborhoods.
6. **What kind of community do you want the HPS Region to be in the future?**

- The kind that seized opportunities in question #5 above
- A community rich in culture
- With adequate good paying jobs
- Continued preservation of the scenic qualities of the area
- Good road infrastructure
- Intensely developed, pedestrian oriented centers connected by (mostly) scenic drives and the occasional (611) tree-line boulevards with scenic vistas and the appearance of rural character between the villages
- More mixed-use areas
- Friendly
- Safe (2)
- Low growth
- More opportunities for new residents to become indoctrinated to the region’s heritage
- More participation by new residents in community activities and with established residents
- Center for business parks
- Pedestrian and bicycle friendly communities
- Trails and regional connections
- A community with controlled growth
- Sufficient and quality infrastructure in place
- Capability of handling environmentally sensitive issues
- One that values historical sites
- One that values high quality of life
- Lots of landscaping, trees, wildlife, fish
- High quality streams, creeks, lakes for fishing and pleasure
- Sufficient recreation areas
- Good neighborhoods
- Zoning that allows natural areas to stay natural and which allows placement of homes to “go with the land.”
- Trails, greenways, and parks
- Available community center
- Similar to what we currently have
- The individual members of HPS have very different character, from very rural (Hamilton) to fully developed (Stroudsburg). MAINTAIN that distinctness that we each currently enjoy.
- Improved traffic flow between our communities
- I don’t want it to be built out suburbia.
- Keep it as “green” as possible
- Promote conservation easements
- Less signage in all areas
- Affording residents a high quality of life that is clean well preserved, aesthetically pleasing with an abundance of activities that can be enjoyed outdoors so that we can enjoy the natural beauty of our region.
- Stroudsburg should be the cultural hub of the region
The commercial development that takes place truly be such that it addresses the needs and desires of the community (i.e. do we really need another strip mall with a nail salon, a pizza parlor, a video store, etc?)

Do we really need another 3-story hotel?

Municipalities engage in community-building activities that might assimilate newcomers to the area more quickly. Too much energy is wasted blaming our problems on the people who move here.

High quality townhouse projects that will provide options for downsizing seniors and young DINKS.
APPENDIX 3

POPULATION AND HOUSING TABLES
### TABLE 1

**POPULATION CHANGE**

**HAMILTON, STROUD, AND POCONO TOWNSHIPS, AND STROUDSBURG BOROUGH,**

**MULTI-MUNICIPAL JOINT COMPREHENSIVE PLAN MONROE COUNTY, PENNSYLVANIA**

**1990 - 2000**

<table>
<thead>
<tr>
<th>Municipality</th>
<th>1990 Census</th>
<th>90-00 % Change</th>
<th>2000 Census</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hamilton Township</td>
<td>6,681</td>
<td>23.3%</td>
<td>8,235</td>
</tr>
<tr>
<td>Stroud Township</td>
<td>10,600</td>
<td>31.9%</td>
<td>13,978</td>
</tr>
<tr>
<td>Pocono Township</td>
<td>7,529</td>
<td>27.6%</td>
<td>9,607</td>
</tr>
<tr>
<td>Stroudsburg Borough</td>
<td>5,312</td>
<td>8.4%</td>
<td>5,756</td>
</tr>
<tr>
<td>Monroe County</td>
<td>95,700</td>
<td>44.9%</td>
<td>138,687</td>
</tr>
</tbody>
</table>


Though the Region has not grown as fast as the County as a whole, substantial population growth occurred between 1990 and 2000. The Borough grew in population, but at a rate one-third to one-quarter of that in the Townships.
<table>
<thead>
<tr>
<th>Total Population</th>
<th>Males</th>
<th>Females</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>Hamilton Township</td>
<td>8,235</td>
<td>4,158</td>
</tr>
<tr>
<td>Stroud Township</td>
<td>13,978</td>
<td>6,886</td>
</tr>
<tr>
<td>Pocono Township</td>
<td>9,607</td>
<td>4,755</td>
</tr>
<tr>
<td>Stroudsburg Borough</td>
<td>5,756</td>
<td>2,675</td>
</tr>
<tr>
<td>Monroe County</td>
<td>138,687</td>
<td>68,511</td>
</tr>
</tbody>
</table>


The Townships exhibit distributions of males and females similar to the County as a whole, with not much difference between the genders. The exception is Stroudsburg, which has a greater percentage of females than the Townships.
TABLE 3

LAND AREA AND POPULATION DENSITY
PER SQUARE MILE

HAMILTON, STRoud, AND POCONO TOWNSHIPS,
AND STRoudSBURG BOROUGH

MONROE COUNTY, PENNSYLVANIA

1990-2000

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Per Square</td>
<td>Per Square</td>
<td>Per Square</td>
<td>Per Square</td>
<td>(Square</td>
</tr>
<tr>
<td></td>
<td>Square Mile</td>
<td>Square Mile</td>
<td>Square Mile</td>
<td>Square Mile</td>
<td>Miles)</td>
</tr>
<tr>
<td>Hamilton Township</td>
<td>6,681</td>
<td>174.4</td>
<td>8,235</td>
<td>215</td>
<td>38.3</td>
</tr>
<tr>
<td>Stroud Township</td>
<td>10,600</td>
<td>339.7</td>
<td>13,978</td>
<td>448</td>
<td>31.2</td>
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<tr>
<td>Pocono Township</td>
<td>7,529</td>
<td>221.4</td>
<td>9,607</td>
<td>282.6</td>
<td>34.0</td>
</tr>
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<td>Stroudsburg Borough</td>
<td>5,312</td>
<td>2,951.1</td>
<td>5,756</td>
<td>3,197.8</td>
<td>1.8</td>
</tr>
<tr>
<td>Monroe County</td>
<td>95,700</td>
<td>157.4</td>
<td>138,687</td>
<td>227.9</td>
<td>608</td>
</tr>
</tbody>
</table>

Data Set: 1990 Summary Tape File 1 (STF 1) – 100-Percent data. (American FactFinder).

Stroudsburg is much more densely settled than the Townships. Stroud Township is the most densely settled Township, and experienced the greatest increase in persons per square mile of the Townships from 1990 to 2000. Initial settlement patterns of the Borough and portions of Stroud Township play a role, as well as availability of public sewer and water facilities. All municipalities except Hamilton Township are more densely settled than the County as a whole.
TABLE 4  
RACIAL CHARACTERISTICS  
HAMILTON, STROUD, AND POCONO TOWNSHIPS,  
AND STROUDSBURG BOROUGH  
MONROE COUNTY, PENNSYLVANIA  

1990-2000

<table>
<thead>
<tr>
<th></th>
<th>1990</th>
<th>2000</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>All Persons</td>
<td>Non-White Persons</td>
<td>Number</td>
<td>Percent</td>
<td>All Persons</td>
<td>Non-White Persons</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hamilton Township</td>
<td>6,681</td>
<td>141</td>
<td>2.1</td>
<td></td>
<td>8,235</td>
<td>418</td>
<td>5.1</td>
<td></td>
</tr>
<tr>
<td>Stroud Township</td>
<td>10,600</td>
<td>339</td>
<td>3.2</td>
<td></td>
<td>13,978</td>
<td>1,911</td>
<td>13.7</td>
<td></td>
</tr>
<tr>
<td>Pocono Township</td>
<td>7,529</td>
<td>225</td>
<td>2.9</td>
<td></td>
<td>9,607</td>
<td>941</td>
<td>9.8</td>
<td></td>
</tr>
<tr>
<td>Stroudsburg Borough</td>
<td>5,312</td>
<td>307</td>
<td>5.8</td>
<td></td>
<td>5,756</td>
<td>771</td>
<td>13.4</td>
<td></td>
</tr>
<tr>
<td>Monroe County</td>
<td>95,709</td>
<td>2,761</td>
<td>2.9</td>
<td></td>
<td>138,687</td>
<td>16,365</td>
<td>11.8</td>
<td></td>
</tr>
</tbody>
</table>

Data Set: 1990 Summary Tape File 1 (STF 1) – 100-Percent data. (American FactFinder).

The non-white population percentage increased substantially in the Region and the County from 1990 to 2000. Stroudsburg and Stroud Township have a higher percentage than the County as a whole, Pocono and Hamilton Townships lower percentages.
TABLE 5
NUMBER OF OWNER AND RENTER-OCCUPIED HOUSEHOLDS 
AND AVERAGE PERSONS PER OCCUPIED HOUSING UNIT 
MULTI-MUNICIPAL COMPREHENSIVE PLAN, 
MONROE COUNTY 
1990-2000

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Owner-Occupied Households</th>
<th>Average Persons Per Household</th>
<th>Renter-Occupied Households</th>
<th>Average Persons Per Household</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hamilton Township</td>
<td>1,827</td>
<td>2.87</td>
<td>445</td>
<td>2.34</td>
</tr>
<tr>
<td>Stroud Township</td>
<td>3,202</td>
<td>2.68</td>
<td>777</td>
<td>2.50</td>
</tr>
<tr>
<td>Pocono Township</td>
<td>2,165</td>
<td>2.90</td>
<td>506</td>
<td>2.38</td>
</tr>
<tr>
<td>Stroudsburg Borough</td>
<td>995</td>
<td>2.37</td>
<td>1,322</td>
<td>2.13</td>
</tr>
<tr>
<td>Monroe County</td>
<td>25,905</td>
<td>2.78</td>
<td>8,301</td>
<td>2.41</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Owner-Occupied Households</th>
<th>Average Persons Per Household</th>
<th>Renter-Occupied Households</th>
<th>Average Persons Per Household</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hamilton Township</td>
<td>2,947</td>
<td>2.74</td>
<td>511</td>
<td>2.19</td>
</tr>
<tr>
<td>Stroud Township</td>
<td>4,233</td>
<td>2.72</td>
<td>941</td>
<td>2.55</td>
</tr>
<tr>
<td>Pocono Township</td>
<td>2,915</td>
<td>2.81</td>
<td>588</td>
<td>2.38</td>
</tr>
<tr>
<td>Stroudsburg Borough</td>
<td>988</td>
<td>2.44</td>
<td>1,434</td>
<td>2.20</td>
</tr>
<tr>
<td>Monroe County</td>
<td>38,734</td>
<td>2.79</td>
<td>10,720</td>
<td>2.48</td>
</tr>
</tbody>
</table>


Stroudsburg differs greatly from the Townships and the County as a whole in that the majority of its housing stock is rental, and becoming increasingly so. The housing units in the Townships are primarily owner occupied, and becoming increasingly so. The Borough generally has fewer people per household than the Townships and the County as a whole.
TABLE 6
INCOME, POVERTY AND EDUCATION CHARACTERISTICS
HAMILTON, STRoud, POCono TOWNSHIPS AND STROUDSBURG BOROUGH
MULTI-MUNICIPAl COMPREHENSIVE PLAN,
MONROE COUNTY

2000

<table>
<thead>
<tr>
<th></th>
<th>Hamilton Township</th>
<th>Stroud Township</th>
<th>Pocono Township</th>
<th>Stroudsburg Borough</th>
<th>Monroe County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Median (Half above, half below)</td>
<td></td>
<td>$53,428</td>
<td>$46,107</td>
<td>$36,409</td>
<td>$46,257</td>
</tr>
<tr>
<td>Household Income</td>
<td>$47,327</td>
<td></td>
<td>$46,257</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percent Individuals With Poverty Status</td>
<td>6.4 7.1 6.0 9.6</td>
<td></td>
<td>9.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percent Change Household Income 1989-1999</td>
<td>8.6 3.7 1.1 9.2</td>
<td></td>
<td>9.8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Household Income Type (Number of Persons)</td>
<td></td>
<td></td>
<td>2,420</td>
<td>4,134</td>
<td>2,866</td>
</tr>
<tr>
<td>With Earnings</td>
<td>816</td>
<td>1,643</td>
<td>1,006</td>
<td>776</td>
<td></td>
</tr>
<tr>
<td>With Social Security</td>
<td>89</td>
<td>118</td>
<td>111</td>
<td>166</td>
<td></td>
</tr>
<tr>
<td>With Supplemental Security</td>
<td>118</td>
<td>68</td>
<td>67</td>
<td>103</td>
<td></td>
</tr>
<tr>
<td>Income</td>
<td>111</td>
<td>67</td>
<td>584</td>
<td>395</td>
<td></td>
</tr>
<tr>
<td>With Retirement Income</td>
<td>636</td>
<td>1,160</td>
<td>584</td>
<td>395</td>
<td></td>
</tr>
<tr>
<td>Percent College Graduates</td>
<td>23.8</td>
<td>25.8</td>
<td>22.6</td>
<td>24.1</td>
<td>20.5</td>
</tr>
<tr>
<td>(Bachelor’s degree or higher)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percent High School Graduates</td>
<td>84.6</td>
<td>86.0</td>
<td>87.1</td>
<td>77.4</td>
<td>83.8</td>
</tr>
</tbody>
</table>


The Townships have median household incomes near or exceeding the County median. The Borough is substantially below. The Borough exceeds the County percentage for individuals with poverty status, the Townships are below. The percentage increases in household income from 1989 to 1999 in Stroud and Pocono Townships were less than those for the County, Borough, and Hamilton Township.

Percent of college and high school graduates generally exceeds the County percentage, except for high school graduates in Stroudsburg.
### TABLE 7

**PERSONS BY AGE**

**HAMILTON, POCONO, AND STROUD TOWNSHIPS, AND STROUDSBURG BOROUGH,**

**JOINT COMPREHENSIVE PLAN**

**MONROE COUNTY, PENNSYLVANIA**

<table>
<thead>
<tr>
<th>Age</th>
<th>Hamilton Township</th>
<th>Stroud Township</th>
<th>Pocono Township</th>
<th>Stroudsburg Borough</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>%</td>
<td>Number</td>
<td>%</td>
</tr>
<tr>
<td>Under 5</td>
<td>459</td>
<td>5.6</td>
<td>853</td>
<td>6.1</td>
</tr>
<tr>
<td>5-9</td>
<td>613</td>
<td>7.4</td>
<td>1,021</td>
<td>7.3</td>
</tr>
<tr>
<td>10-14</td>
<td>568</td>
<td>6.9</td>
<td>1,068</td>
<td>7.6</td>
</tr>
<tr>
<td>15-19</td>
<td>495</td>
<td>6.0</td>
<td>957</td>
<td>6.8</td>
</tr>
<tr>
<td>20-24</td>
<td>345</td>
<td>4.2</td>
<td>581</td>
<td>4.2</td>
</tr>
<tr>
<td>25-34</td>
<td>946</td>
<td>11.5</td>
<td>1,475</td>
<td>10.6</td>
</tr>
<tr>
<td>35-44</td>
<td>1,495</td>
<td>18.2</td>
<td>2,353</td>
<td>16.8</td>
</tr>
<tr>
<td>45-54</td>
<td>1,405</td>
<td>17.1</td>
<td>2,229</td>
<td>15.9</td>
</tr>
<tr>
<td>55-59</td>
<td>485</td>
<td>5.9</td>
<td>802</td>
<td>5.7</td>
</tr>
<tr>
<td>60-64</td>
<td>319</td>
<td>3.9</td>
<td>654</td>
<td>4.7</td>
</tr>
<tr>
<td>65-74</td>
<td>602</td>
<td>7.3</td>
<td>1,171</td>
<td>8.4</td>
</tr>
<tr>
<td>75-84</td>
<td>344</td>
<td>4.2</td>
<td>669</td>
<td>4.8</td>
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<tr>
<td>85+</td>
<td>159</td>
<td>1.9</td>
<td>145</td>
<td>1.0</td>
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</table>

**Median Age**

<table>
<thead>
<tr>
<th>Hamilton Township</th>
<th>39.9</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stroud Township</td>
<td>39.4</td>
</tr>
<tr>
<td>Pocono Township</td>
<td>38.3</td>
</tr>
<tr>
<td>Stroudsburg Borough</td>
<td>37.2</td>
</tr>
</tbody>
</table>


The median age for Monroe County is 37.2. The Townships have a higher median age. Table 7A following groups some of the age categories.
### TABLE 7A

PERCENT OF PERSONS BY AGE, 2000

<table>
<thead>
<tr>
<th>Municipality</th>
<th>0-4</th>
<th>5-17</th>
<th>18-59</th>
<th>60-64</th>
<th>65+</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hamilton Township</td>
<td>5.6</td>
<td>18.3</td>
<td>58.9</td>
<td>3.9</td>
<td>13.4</td>
</tr>
<tr>
<td>Stroud Township</td>
<td>6.1</td>
<td>19.7</td>
<td>55.4</td>
<td>4.7</td>
<td>14.2</td>
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<tr>
<td>Pocono Township</td>
<td>5.3</td>
<td>20.7</td>
<td>58.2</td>
<td>4.7</td>
<td>11.1</td>
</tr>
<tr>
<td>Stroudsburg Borough</td>
<td>5.5</td>
<td>15.7</td>
<td>58.7</td>
<td>3.4</td>
<td>16.8</td>
</tr>
<tr>
<td>Monroe County</td>
<td>6.0</td>
<td>20.8</td>
<td>56.8</td>
<td>4.1</td>
<td>12.3</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau

Needs of senior citizens will have to be addressed, including housing, daily retail needs, services, and activities. Stroudsburg, Hamilton, and Stroud have higher percentages of the population 65+ than the County as a whole. Pocono and Stroud have higher percentages of 60-64 than the County. The County as a whole tends to have a higher percentage in 0-4 and 5-17, but has a lower percentage in 18-59.

The percentage 65+ in Hamilton increased from 12.7% to 13.4% from 1990 to 2000. Pocono Township increased from 10.7% to 11.1%. Stroud Township remained at 14.2%. The Borough decreased from 21.1% in 1990 to 16.8% in 2000.
### TABLE 8

**EMPLOYMENT BY INDUSTRY**

**HAMILTON, STROUD, POCONO TOWNSHIPS AND STROUDSBURG BOROUGH**

**JOINT COMPREHENSIVE PLAN**

**MONROE COUNTY**

**2000**

<table>
<thead>
<tr>
<th>INDUSTRY</th>
<th>Hamilton Twp.</th>
<th>Stroud Twp.</th>
<th>Pocono Twp.</th>
<th>Stroudsburg Borough</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>%</td>
<td>Number</td>
<td>%</td>
</tr>
<tr>
<td>Agriculture, forestry, fishing and hunting, and mining</td>
<td>29</td>
<td>0.8</td>
<td>11</td>
<td>0.2</td>
</tr>
<tr>
<td>Construction</td>
<td>352</td>
<td>9.3</td>
<td>440</td>
<td>6.7</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>567</td>
<td>15.0</td>
<td>776</td>
<td>11.8</td>
</tr>
<tr>
<td>Wholesale Trade</td>
<td>111</td>
<td>2.9</td>
<td>202</td>
<td>3.1</td>
</tr>
<tr>
<td>Retail Trade</td>
<td>652</td>
<td>17.2</td>
<td>1,049</td>
<td>16.0</td>
</tr>
<tr>
<td>Transportation and warehousing, and utilities</td>
<td>200</td>
<td>5.3</td>
<td>382</td>
<td>5.8</td>
</tr>
<tr>
<td>Information</td>
<td>70</td>
<td>1.8</td>
<td>229</td>
<td>3.5</td>
</tr>
<tr>
<td>Finance, insurance, real estate, and rental and leasing</td>
<td>186</td>
<td>4.9</td>
<td>547</td>
<td>8.3</td>
</tr>
<tr>
<td>Professional, scientific, management, administrative, and waste management services</td>
<td>311</td>
<td>8.2</td>
<td>553</td>
<td>8.4</td>
</tr>
<tr>
<td>Educational, health, social services</td>
<td>620</td>
<td>16.4</td>
<td>1,334</td>
<td>20.3</td>
</tr>
<tr>
<td>Arts, entertainment, recreation, accommodation and food services</td>
<td>299</td>
<td>7.9</td>
<td>584</td>
<td>8.9</td>
</tr>
<tr>
<td>Other services (except public administration)</td>
<td>183</td>
<td>4.8</td>
<td>225</td>
<td>3.4</td>
</tr>
<tr>
<td>Public administration</td>
<td>210</td>
<td>5.5</td>
<td>229</td>
<td>3.5</td>
</tr>
</tbody>
</table>

**Source:** U.S. Census Table DP-3. Profile of Selected Economic Characteristics: 2000.

The industries with the highest percentages of employment are educational, health, social services; retail trade; manufacturing; arts, entertainment, recreation, accommodation and food services; professional, scientific, management, administrative, and waste management services; and construction.
## TABLE 9

EMPLOYMENT BY OCCUPATION

HAMILTON, STROUD, AND POCONO TOWNSHIPS, AND STROUDSBURG BOROUGH

JOINT COMPREHENSIVE PLAN
MONROE COUNTY, PENNSYLVANIA

2000

<table>
<thead>
<tr>
<th>OCCUPATION</th>
<th>Hamilton Twp.</th>
<th>Stroud Twp.</th>
<th>Pocono Twp.</th>
<th>Stroudsburg Borough</th>
<th>Monroe County</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>%</td>
<td>Number</td>
<td>%</td>
<td>Number</td>
</tr>
<tr>
<td>Management, professional, and related occupations</td>
<td>1,164</td>
<td>30.7</td>
<td>2,410</td>
<td>36.7</td>
<td>1,011</td>
</tr>
<tr>
<td>Service occupations</td>
<td>571</td>
<td>15.1</td>
<td>695</td>
<td>10.6</td>
<td>511</td>
</tr>
<tr>
<td>Sales and office occupations</td>
<td>1,003</td>
<td>26.5</td>
<td>1,943</td>
<td>29.6</td>
<td>677</td>
</tr>
<tr>
<td>Farming, fishing, and forestry occupations</td>
<td>-</td>
<td>-</td>
<td>8</td>
<td>0.1</td>
<td>-</td>
</tr>
<tr>
<td>Construction, extraction, and maintenance occupations</td>
<td>468</td>
<td>12.3</td>
<td>574</td>
<td>8.7</td>
<td>136</td>
</tr>
<tr>
<td>Production, transportation, and material moving occupations</td>
<td>584</td>
<td>15.4</td>
<td>931</td>
<td>14.2</td>
<td>349</td>
</tr>
</tbody>
</table>

- Represents zero or rounds to zero.


The Region and County are similar in that management, professional, and related occupations have the highest percentage, followed by sales and office occupations; production, transportation, and material moving occupations; and construction, extraction, and maintenance occupations. The one category where all four municipalities have a higher percentage than the County as a whole is management, professional, and related occupations.
TABLE 10

HOUSING OCCUPANCY, TENURE AND VALUE

HAMILTON, STROUD, AND POCONO TOWNSHIPS
AND STROUDSBURG BOROUGH

JOINT COMPREHENSIVE PLAN
MONROE COUNTY

2000

<table>
<thead>
<tr>
<th>OCCUPANCY</th>
<th>Hamilton Township</th>
<th>Stroud Township</th>
<th>Pocono Township</th>
<th>Stroudsburg Borough</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Housing Units</td>
<td>5,935</td>
<td>3,299</td>
<td>4,250</td>
<td>2,630</td>
</tr>
<tr>
<td>Occupied</td>
<td>5,174</td>
<td>2,947</td>
<td>3,503</td>
<td>2,422</td>
</tr>
<tr>
<td>Vacant</td>
<td>761</td>
<td>352</td>
<td>747</td>
<td>208</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TENURE</th>
<th>Owner-Occupied</th>
<th>Renter Occupied</th>
<th>Median Contract Rent*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Occupied Housing Units</td>
<td>4,233</td>
<td>941</td>
<td>$652</td>
</tr>
<tr>
<td>Owner-Occupied</td>
<td>2,436</td>
<td>511</td>
<td>$573</td>
</tr>
<tr>
<td>Renter Occupied</td>
<td>2,915</td>
<td>588</td>
<td>$561</td>
</tr>
<tr>
<td></td>
<td>988</td>
<td>1,434</td>
<td>$630</td>
</tr>
</tbody>
</table>


Stroudsburg differs greatly from the Townships and the County as a whole in that the majority of its housing stock is rental, and becoming increasingly so. The housing units in the Townships are primarily owner occupied, and becoming increasingly so. The Borough generally has fewer people per household than the Townships and the County as a whole.

Over 80% of the occupied units in the Township are owner-occupied. The percentage in the Borough is half, 40.8%.
### TABLE 11

**HOUSING TYPE**

**HAMILTON, STROUD, AND POCONO TOWNSHIPS, AND STROUDSBURG BOROUGH**

**JOINT COMPREHENSIVE PLAN**

**MONROE COUNTY, PENNSYLVANIA**

2000

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>Single Family, Detached</td>
<td>2,619</td>
<td>79.4</td>
<td>5,298</td>
<td>89.3</td>
</tr>
<tr>
<td>Single Family, Attached</td>
<td>54</td>
<td>1.6</td>
<td>214</td>
<td>3.6</td>
</tr>
<tr>
<td>2 Unit Structure</td>
<td>145</td>
<td>4.4</td>
<td>106</td>
<td>1.8</td>
</tr>
<tr>
<td>3 or 4 Unit Structure</td>
<td>65</td>
<td>2.0</td>
<td>80</td>
<td>1.3</td>
</tr>
<tr>
<td>5-9 Unit Structure</td>
<td>29</td>
<td>0.9</td>
<td>34</td>
<td>0.6</td>
</tr>
<tr>
<td>10 to 19 Unit Structure</td>
<td>5</td>
<td>0.2</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>20 or more Unit Structure</td>
<td>11</td>
<td>0.3</td>
<td>8</td>
<td>0.1</td>
</tr>
<tr>
<td>Mobile Home</td>
<td>371</td>
<td>11.2</td>
<td>196</td>
<td>3.3</td>
</tr>
<tr>
<td>Boat, RV, van, etc</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total Housing Units</strong></td>
<td><strong>3,299</strong></td>
<td><strong>100</strong></td>
<td><strong>5,936</strong></td>
<td><strong>100</strong></td>
</tr>
</tbody>
</table>

- Represents zero or rounds to zero.


In the Townships, very high percentages of the housing units are single family detached, ranging from 79.4% in Hamilton to 89.3% in Stroud. In all three Townships, the percentage single family detached and mobile homes exceeds 90%. Stroudsburg has a much more even distribution of housing type. Only 34.5% of Borough units are single family detached.
### TABLE 12

**HOUSEHOLDS BY TYPE**

**HAMILTON, STROUD, AND POCONO TOWNSHIPS, AND STROUDSBURG BOROUGH**

**JOINT COMPREHENSIVE PLAN**

**MONROE COUNTY, PENNSYLVANIA**

**2000**

<table>
<thead>
<tr>
<th>Household by Type</th>
<th>Hamilton Twp.</th>
<th>Stroud Twp.</th>
<th>Pocono Twp.</th>
<th>Stroudsburg Borough</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>%</td>
<td>Number</td>
<td>%</td>
</tr>
<tr>
<td><strong>Family households (families)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>With own children under 18 yrs.</td>
<td>2,947</td>
<td>74.9</td>
<td>3,878</td>
<td>75.0</td>
</tr>
<tr>
<td><strong>Married-couple families</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>With own children under 18 yrs.</td>
<td>818</td>
<td>27.8</td>
<td>1,434</td>
<td>27.7</td>
</tr>
<tr>
<td><strong>Female householder, no husband present</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>With own children under 18 years</td>
<td>215</td>
<td>7.3</td>
<td>417</td>
<td>8.1</td>
</tr>
<tr>
<td><strong>Nonfamily households</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Householder living alone</td>
<td>740</td>
<td>25.1</td>
<td>1,296</td>
<td>25.0</td>
</tr>
<tr>
<td>Householder 65 yrs and over</td>
<td>217</td>
<td>7.4</td>
<td>439</td>
<td>8.5</td>
</tr>
<tr>
<td><strong>Households with individuals under 18 yrs.</strong></td>
<td>1,058</td>
<td>35.9</td>
<td>1,900</td>
<td>36.7</td>
</tr>
<tr>
<td>Households with individuals 65 years &amp; over</td>
<td>668</td>
<td>22.7</td>
<td>1,421</td>
<td>27.5</td>
</tr>
<tr>
<td><strong>Total households</strong></td>
<td>2,947</td>
<td>100</td>
<td>5,174</td>
<td>100</td>
</tr>
</tbody>
</table>

Source: U.S. Census

The three Townships have very similar household characteristics. About three-fourths of households are family households and slightly less than two-thirds of households are married-couple families. About 8% are female householders, no husband present and about twenty percent are non-family households. In the Borough, the family households and married couple families are substantially less, and female householder, no husband present and nonfamily households substantially higher.
### TABLE 13
YEAR HOUSEHOLDER MOVED INTO HOUSING UNIT AND YEAR BUILT

**HAMILTON, STROUD, AND POCONO TOWNSHIP, AND STRoudSBURG BOROUGH**

**JOINT COMPREHENSIVE PLAN**
MONROE COUNTY, PENNSYLVANIA

#### 2000

<table>
<thead>
<tr>
<th>Year Householder Moved into Unit</th>
<th>Hamilton Twp.</th>
<th>Stroud Twp.</th>
<th>Pocono Twp.</th>
<th>Stroudsburg Boro.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>1999-March 2000</td>
<td>393</td>
<td>13.3</td>
<td>589</td>
<td>11.4</td>
</tr>
<tr>
<td>1995-1998</td>
<td>724</td>
<td>24.6</td>
<td>1,538</td>
<td>29.7</td>
</tr>
<tr>
<td>1990-1994</td>
<td>537</td>
<td>18.2</td>
<td>791</td>
<td>15.3</td>
</tr>
<tr>
<td>1980-1989</td>
<td>676</td>
<td>22.9</td>
<td>1,028</td>
<td>19.9</td>
</tr>
<tr>
<td>1970-1979</td>
<td>354</td>
<td>12.0</td>
<td>531</td>
<td>10.3</td>
</tr>
<tr>
<td>1969 or earlier</td>
<td>263</td>
<td>8.9</td>
<td>698</td>
<td>13.5</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1999-March 2000</td>
<td>78</td>
<td>2.4</td>
<td>279</td>
<td>4.7</td>
</tr>
<tr>
<td>1995-1998</td>
<td>293</td>
<td>8.9</td>
<td>669</td>
<td>11.3</td>
</tr>
<tr>
<td>1990-1994</td>
<td>287</td>
<td>8.7</td>
<td>496</td>
<td>8.4</td>
</tr>
<tr>
<td>1980-1989</td>
<td>621</td>
<td>18.8</td>
<td>1,172</td>
<td>19.7</td>
</tr>
<tr>
<td>1970-1979</td>
<td>619</td>
<td>18.8</td>
<td>894</td>
<td>15.1</td>
</tr>
<tr>
<td>1960-1969</td>
<td>432</td>
<td>13.1</td>
<td>781</td>
<td>13.2</td>
</tr>
<tr>
<td>1940-1959</td>
<td>439</td>
<td>13.3</td>
<td>957</td>
<td>16.1</td>
</tr>
<tr>
<td>1939 or earlier</td>
<td>530</td>
<td>16.1</td>
<td>688</td>
<td>11.6</td>
</tr>
<tr>
<td><strong>Total Occupied Units</strong></td>
<td><strong>2,947</strong></td>
<td><strong>100</strong></td>
<td><strong>5,175</strong></td>
<td><strong>100</strong></td>
</tr>
</tbody>
</table>


The Borough’s housing stock is substantially older, two-thirds of the units built prior to 1959, and almost half 1939 or earlier. In the Townships, the breakdown by decade is more even. The decades of greatest building were generally the 90’s, 80’s, and 70’s.
TABLE 14

PLACE AND MEANS OF TRANSPORTATION TO WORK

HAMILTON, STROUD, AND POCONO TOWNSHIPS,
AND STROUDSBURG BOROUGH,

MULTI-MUNICIPAL JOINT COMPREHENSIVE PLAN
MONROE COUNTY, PENNSYLVANIA

2000

<table>
<thead>
<tr>
<th>Means of Transportation to Work</th>
<th>Hamilton Township</th>
<th>Stroud Township</th>
<th>Pocono Township</th>
<th>Stroudsburg Borough</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car, Truck or Van, Drove Alone</td>
<td>2,973</td>
<td>5,000</td>
<td>3,893</td>
<td>2,023</td>
</tr>
<tr>
<td>Car, Truck or Van, Carpooled</td>
<td>500</td>
<td>835</td>
<td>577</td>
<td>212</td>
</tr>
<tr>
<td>Public Transportation (including taxicab)</td>
<td>56</td>
<td>328</td>
<td>164</td>
<td>107</td>
</tr>
<tr>
<td>Walked</td>
<td>29</td>
<td>57</td>
<td>14</td>
<td>213</td>
</tr>
<tr>
<td>Other Means</td>
<td>6</td>
<td>65</td>
<td>28</td>
<td>33</td>
</tr>
<tr>
<td>Worked at Home</td>
<td>158</td>
<td>193</td>
<td>151</td>
<td>60</td>
</tr>
<tr>
<td>Mean travel time to work (minutes)</td>
<td>31.4</td>
<td>37.9</td>
<td>35.0</td>
<td>23.5</td>
</tr>
</tbody>
</table>

### TABLE 15

**POPULATION BY NATIVITY AND MIGRATION, 2000**

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Percent Native</th>
<th>Non-movers</th>
<th>Intra-County</th>
<th>Inter-County</th>
<th>Inter-State</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pennsylvania</td>
<td>77.7</td>
<td>63.5</td>
<td>21.7</td>
<td>7.6</td>
<td>5.8</td>
</tr>
<tr>
<td>Monroe County</td>
<td>43.3</td>
<td>57.2</td>
<td>15.6</td>
<td>7.0</td>
<td>19.2</td>
</tr>
<tr>
<td>Hamilton Township</td>
<td>57.7</td>
<td>63.1</td>
<td>19.7</td>
<td>6.1</td>
<td>10.6</td>
</tr>
<tr>
<td>Pocono Township</td>
<td>37.7</td>
<td>62.8</td>
<td>17.2</td>
<td>3.0</td>
<td>16.4</td>
</tr>
<tr>
<td>Stroud Township</td>
<td>44.4</td>
<td>57.2</td>
<td>14.9</td>
<td>3.9</td>
<td>23.1</td>
</tr>
<tr>
<td>Stroudsburg Borough</td>
<td>55.1</td>
<td>46.6</td>
<td>24.0</td>
<td>10.3</td>
<td>15.7</td>
</tr>
</tbody>
</table>

Source: U.S. Bureau of Census

Note: Native Pennsylvanians are persons who lived in Pennsylvania in 2000 and who were also born in Pennsylvania. Movers are persons age 5 and older who lived in a different location in 2000 than they did in 1995. Non-movers are persons age 5 and older who lived in the same location in 1995 and 2000.

Table 15 reflects the substantial in-migration from outside Pennsylvania (primarily New York and New Jersey) into Monroe County. Hamilton Township and Stroudsburg are more native than the County as a whole and Stroud and Pocono Townships. Between 1995 and 2000, the County and the Region had a lesser percentage of non-movers than the Commonwealth. The Borough had the lowest percentage of non-movers. Of those who moved, in Pennsylvania most moved intra-county (within the same County). This was also the case in Hamilton Township, Pocono Township, and Stroudsburg. In the County, most who moved moved inter-state (from state to state). This was also the case in Stroud Township. In the County and Region, the least likely move was inter-county (from one County in the Commonwealth to another).
APPENDIX 4

SUMMARIES OF MUNICIPAL GROWING GREENER AUDITS
HAMILTON TOWNSHIP

• Comprehensive Plan
  -- Prepare a Map of Potential Conservation Lands as the fundamental context for land use and design decisions
  -- Develop an explicit set of implementation actions as part of the Regional Open Space Plan, linking the plan’s resource information with Township (or joint municipal) policies and actions for their conservation and protection
  -- Include in the joint comprehensive plan’s goals and objectives the concepts of open space retention through the land development process, zoning options that achieve resource protection and fairness to landowners, and site plan review and approval procedures that can foster site-responsive design

• Subdivision and Land Development Ordinance (SALDO)
  -- Add the “pre-application conference” to the SALDO as the strongly-encouraged first step for an applicant
  -- Add a site inspection step to Article 2 of the SALDO
  -- Add a site inspection summary step to Section 2 of the SALDO
  -- Examine these suggested modifications to the SALDO provisions for sketch plan in Articles 2 and 5
  -- Review Section 5.200 re: Preliminary Plan Requirements and determine if any of the above suggestions should be made
  -- Incorporate the 4-step design process into Section 5.104 and/or 5.204 of the Township SALDO

• Zoning Ordinance
  -- Select from the zoning menu those conservation design options to be adapted into the Township ordinance
  -- Delete the PRD provisions from the ordinance
  -- Revamp the current two-acre opportunity in the Township’s base districts to attach a density disincentive and, perhaps, install a conditional use procedure
-- Delete the current ordinance opportunity to develop at one-half acre with central water and/or sewer

-- Consider areas that may warrant mandatory use of conservation design development standards and, if so, explore creation of an overlay

-- Consider using an adjusted tract acreage approach to establish density
STROUDSBURG BOROUGH

• Comprehensive Plan
  -- Include Map of Potential Conservation Lands
  -- Include Policies for Resource Protection and Open Space

• Subdivision and Land Development Ordinance
  -- Add pre-application conference as the strongly-encouraged first step for an applicant
  -- Add a site inspection step, including a summary of findings
  -- Examine the listed potential additions to Sections 302 and 401 regarding sketch plan review and content

• Zoning Ordinance
  -- Consider whether to add a conservation design or cluster option, tailored to the particulars of Stroudsburg
  -- Consider whether to apply a density disincentive to conventional development
  -- Consider adding ordinance terms for the use, design, ownership, and maintenance of common open space
1. Update the subdivision code to include the Four-Step Design Process, a more detailed Existing Resources & Site Analysis Plan, pre-application meeting, and site visit.

2. Amend the subdivision code design standards, with the most important updates being requirements for street trees and pedestrian walkways in all new developments.

3. Amend the subdivision code to add design standards for the common open space in new conservation subdivisions. Reference the County and Township (completing it as time permits) Potential Conservation Lands Maps as preservation priorities in the subdivision code in order that they are included in the open space network.

4. Use an "Adjusted Tract Area" approach in the zoning code for determining density, open space, and impervious cover.

5. In appropriate residential districts, adopt a "menu of zoning options" with the base zoning densities being achievable only when a conservation option is employed.

*The preparation of this report was financed in part through a Land Use Planning and Technical Assistance Grant from the Department of Community and Economic Development, as administered by the Governor's Center for Local Government Services, Pennsylvania Department of Community and Economic Development.

This project was financed in part by a grant from the Keystone Recreation, Park and Conservation Fund, under the administration of the Pennsylvania Department of Conservation and Natural Resources, Bureau of Recreation and Conservation.
Summary

We hope that Stroud Township will consider all of the recommendations in this assessment. The most critical, in our opinion are:

- Update the subdivision code to include the Four-Step Design Process, a more detailed *Existing Resources & Site Analysis Plan*, pre-application meeting and site visit,

- Amend the subdivision code design standards, with the most important updates being requirements for street trees and sidewalks in all new developments.

- Amend the subdivision code to add design standards for the common open space in new conservation subdivisions. Reference the *County and Township (completing it as time permits) Potential Conservation Lands Maps* as preservation priorities in the subdivision code in order that they are included in the open space network.

- Use an "Adjusted Tract Area" approach in the zoning code for determining density, open space and impervious cover.

- In the 0-1 through R2 districts adopt a "menu of zoning options" with the base zoning densities being achievable only when a conservation option is employed.

There was a lot of enthusiasm and some very understandable reservations about proceeding in this direction. Stroud Township is fortunate to have new staff to assist with the process and many resources at the County level, such as the natural features inventories. Given the overwhelming growth rates, we sincerely believe that you have nothing to lose and everything to gain by giving these conservation techniques a try.
APPENDIX 5

GROWING GREENER WORKBOOK
MODEL COMPREHENSIVE PLAN LANGUAGE
DESCRIBING ORDINANCE IMPROVEMENTS NEEDED TO
IMPLEMENT CONSERVATION PLANNING OBJECTIVES
Model Comprehensive Plan Language
Describing Ordinance Improvements
Needed to Implement Conservation Planning Objectives

Outline Of Contents

A. ZONING ORDINANCE REFINEMENTS

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2. Natural Features Conservation Standards
3. "Density Zoning"
4. "Landowner Compacts"
5. Traditional neighborhood Model
6. Transfer of Development Rights (TDRs)
7. Purchase of Development Rights (PDRs)

B. SUBDIVISION ORDINANCE REFINEMENTS

1. Existing Resources/Site Analysis Maps
2. Pre-Sketch Conference and Site Visit
3. Voluntary Sketch Plans
4. Two-Stage Preliminary Plans (Conceptual and Detailed)
5. Conservation Subdivision Design
6. Four-Step Approach to Designing Land-Conserving Subdivisions
A. ZONING ORDINANCE REFINEMENTS

In order to protect the community's existing open space network municipal officials should consider amending the zoning ordinance to include the following special techniques for "creative development":

1. "Menu" of Options Offering a Variety of Densities and Conservation Requirements

The first zoning technique discussed here provides landowners with a "menu" of options to encourage land-conserving subdivision designs, and to discourage land-consumptive layouts that needlessly divide all the acreage into suburban house lots and streets. In its most basic form, this "menu" of five choices consists of two low-density options, one "density-neutral" option, and two higher-density options.

The "density-neutral" option would yield the same number of lots attainable under the pre-existing zoning. To attain full density, developers would have to submit a "conservation design" in which lots are reduced in area in order to permanently conserve half the unconstrained land. Developers willing to leave a greater percentage of the unconstrained land as undivided open space would receive a density bonus through a second layout option.

To encourage landowners to consider creating rural "estates" or mini-farms (at one principal dwelling per 10 acres, for example), a "Country Properties" option is included. Several incentives are offered for those who choose this alternative, including special street standards for gravel-surfaced "country lanes", and the ability to add two accessory dwellings per lot (subject to certain size limits and design requirements for harmonizing with the rural landscape). Another low-density option of four-acre lots is provided for developers who feel that there is a strong local market for executive homes on large lots, but which are smaller than the 10-acre mini-estates.

The fifth, highest-density option would involve a significant density bonus, doubling the pre-existing yield to produce well-designed village layouts in a neo-traditional manner, including architectural standards for all new construction, tree-lined avenues, village greens, parks,
playgrounds, and broad perimeter greenbelts or conservancy areas in which mini-farms could be situated. (For additional details about this design option, please refer to #5 below.)

2. **Natural Features Conservation Standards**

The zoning technique known as *Natural Features Conservation Standards* typically excludes certain environmentally sensitive lands from development activities. Depending upon the fragility of the resource, restrictions can prohibit construction, grading, and even vegetative clearing (especially when steep slopes co-occur with highly erodible soils). "Net-outs", which subtract constrained land from the acreage on which building density is calculated, often accompany *Natural Features Conservation Standards* and effectively reduce the maximum allowable density when environmentally constrained lands occur. The percentage of constrained land which is subtracted typically varies according to the severity of the building limitation imposed by the site feature involved. This variation on *Natural Features Conservation Standards* is sometimes called "density zoning" or "performance zoning", described below.

3. **"Density Zoning"**

This approach, frequently referred to as "performance zoning", was first promoted actively in Bucks County during the early 1970s, and an excellent publication by that name is still available from the county planning department in Doylestown. Under "density zoning", the permitted intensity of development directly relates to the ability of the site to safely accommodate it. This tool provides municipalities with a highly defensible way to regulate building density, in contrast to conventional zoning which designates entire districts for a single uniform lot size. While the latter "blanket" approach is defensible at higher densities in serviced areas, this more finely-grained "performance" approach, which responds to the constraints present on individual parcels, is legally more sustainable in outlying areas where a community wishes to place stricter limits on new development for a variety of sound planning reasons. Courts which have rejected attempts to zone entire districts for two-, three-, or five-acre lots in Pennsylvania have upheld ordinances that place similarly restrictive density limitations on land that is steeply sloping, shallow to bedrock, or underlain by a seasonally high water table. (The definitive court decision on this issue is *Reimer vs. Upper Mt. Bethel Twp.*, 615 Atlantic Reporter, 2nd, 938-946.)

Under this approach, various "density factors" are applied to different kinds of land to objectively calculate the true area of unconstrained, buildable land within any given parcel. In that way, tracts of good flat, dry land would be eligible for full density, while other parcels of the same overall size but with fewer buildable acres would qualify for proportionately fewer dwellings. However, for more effective control over the location of house-sites and to limit the percentage of the development parcel that is converted from woodland, meadow, or farmland to suburban lawn, density zoning must be combined with other land-use techniques encouraging or requiring "conservation subdivision design", described under "Subdivision Ordinance Refinements", below.

**Model Comprehensive Plan Language**
"Landowner Compacts"

Although this approach is not currently prohibited, neither is it encouraged (or even mentioned in the zoning as an option for people to consider) in most communities. Simply put, a landowner compact' is a voluntary agreement among two or more adjoining landowners to essentially dissolve their common, internal, lot lines, and to plan their separate but contiguous landholdings in an integrated, comprehensive manner. Areas for development and conservation could be located so that they would produce the greatest benefit, allowing development to be distributed in ways that would preserve the best parts of the combined properties. Taking a very simplified example, all the development that would ordinarily occur on two adjoining parcels could be grouped on the one containing the best soils or slopes, or having the least significant woodland or habitat, leaving the other one entirely undeveloped. Two landowners would share net proceeds proportionally, based upon the number of houselots each could have developed independently. The accompanying illustration shows how a "landowner compact" might occur on two hypothetical adjoining properties.

Figure 14-10. These sketches illustrate contrasting approaches to developing two adjoining parcels, each 30 acres in area. Parcel A contains very few site constraints and could easily be developed into the maximum number of lots permitted under local zoning: 18 lots. Parcel B contains some steep slopes, a pond, and a small wetland area, but could still be divided into 12 lots. However, much of parcel B is also covered with some rather special stands of trees, which would be completely unprotected under local regulations: mature hemlock groves around the pond, and numerous large beeches on the hillside. The landowner compact approach would allow the common boundary between the two parcels to be erased, so that an overall plan could be created for distributing houselots in a manner that would preserve all the important natural features on parcel B. The entire development of 30 homes could be located on parcel A, together with a natural park/buffer along the public road, and a ball field in one corner. Net proceeds would typically be divided in a proportional manner between the two owners, for example, 18/30ths (60 percent) for the owner of parcel A, and 12/30ths (40 percent) for the owner of parcel B.
5. **Traditional Neighborhood Model**

When it is deemed necessary or desirable to accommodate a diversity of housing sizes and types, including semi-detached and multi-family dwellings at a variety of price ranges, that development can best be handled through the creation of new neighborhoods designed along traditional lines, rather than as suburban-style 'Planned Residential Developments' with garden apartments and townhouse condominiums (where the central organizing principle typically appears to be the asphalt parking lots). Accordingly, the zoning ordinance should be amended so that higher-density development will be guided by detailed design and layout standards regarding lot size, setbacks, street alignment, streetscape design, on-street parking, the provision of interior open space as well as surrounding greenbelt areas, etc. Where appropriate, high density development should be allowed in a manner that reflects the best of traditional villages and small towns in the Commonwealth, such as Bellefonte in Centre County and Lititz in Lancaster County. (An excellent resource in preparing such zoning design standards can be found in *Crossroad, Hamlet Village, Town: Design Characteristics of Traditional Neighborhoods, Old and New*, by Randall Arendt, American Planning Association Planning Advisory Service Report, 1999.) Zoning standards for traditional neighborhoods should always include numerous illustrations including aerial perspectives, street cross-sections, building elevations, photographs, and streetscape perspectives, so that intending developers will know what the municipality expects before they prepare their proposals.

6. **Transfer of Development Rights (TDRs)**

Another technique that might ultimately help to conserve some of the Township's undeveloped lands is known as the "transfer of development rights" (TDRs). Under this approach, a zoning ordinance amendment would authorize developers to purchase the rights to develop one parcel of land and to exercise those rights on another parcel within the township. Such an ordinance would determine the areas from which those rights may be "sent" and those which would "receive" them, either by designating special districts for such purposes or by establishing certain objective criteria to be met in each case.

When most rural lands are already zoned at suburban densities (one-half to two acres per dwelling), the number of potential units that would need to be accommodated within TDR 'receiving districts' becomes extremely high, unless only a small part of the rural area were to be protected in this manner. The experience of TDRs in several Pennsylvania townships is that the "sending districts" (to be preserved) should therefore be relatively modest in scale, so that they will not overwhelm the 'receiving districts' with more dwelling units than they could reasonably handle. For this reason, *in areas zoned for suburban densities (e.g. 0.5 to 2.0 dwellings/acre)*, TDRs are inherently limited to playing only a partial role in conserving a community's undeveloped lands, and they should therefore be viewed as a tool mostly for use on an occasional basis. An exception to this general rule in Pennsylvania is Lancaster County, where numerous townships have -- with the political support of their Amish and Mennonite farmers -- down-zoned much of the agricultural land to base densities of 20 or more acres per dwelling. Once those local political decisions were made, it became relatively easy to draw
"urban growth boundaries" around the remaining parts of those townships and to designate them as TDR "receiving areas".

In West Bradford Township, Chester County, the TDR technique was used successfully in 1997 to protect the scenic and historic Albertson-Yerkes farm at the edge of the historic village of Marshallton, from which the majority of development rights were transferred to a wooded tract several miles away. The success of this transaction was largely due to the general public consensus that preserving the scenic viewshed around Marshallton was extremely important to conserving the Township's rural character, and the broad support which existed among residents for employing this special technique to achieve that objective gave the Supervisors and Planning Commission the backing they needed to adopt this special procedure. Areas that are designated to receive the TDR development rights must be appropriate in terms of general location, accessibility, and public water/.sewer service or soils suitable for community water and sewage treatment systems. To gain greater political acceptability at the local level, it is important that the TDR technique should be combined with detailed design standards to control the appearance of the areas designated to receive the additional development rights, so that they will resemble historic hamlets and villages with traditional streetscapes and neighborhood greens (as advocated in A.5 above), rather than higher-density groupings of attached housing arranged in a suburban manner around cul-de-sacs and large parking lots.

In West Vincent Township, also in Chester County, the Supervisors saw a large proposed golf course subdivision with its own new spray irrigation sewage treatment system as an incredible opportunity to save pristine farmland elsewhere in the municipality. By identifying that project site -- a lovely gentleman's farm already targeted to be bulldozed and developed -- as a TDR "receiving area", West Vincent could, in effect, "turn lemons into lemonade". With conservation uppermost in their minds, officials strongly suggested that the applicant buy a large number of development rights from farmers in other parts of the Township previously identified as TDR "sending areas". In this way the developer could significantly increase the number of units over which it could spread its fixed costs (sewage system, golf course, etc.), while at the same time playing a very major role in conserving many acres of productive farmland elsewhere in the community, where rural preservation was much higher on the municipal agenda.

Common characteristics of these two examples are the outstanding vision and leadership shown by local officials who pro-actively led developers in new directions and had the courage to pursue this course amidst the inevitable objections of abutters in the "receiving areas". Another common thread is the laser-like focus of these officials on preserving certain well-defined, very special areas, for which there existed broad agreement and popular support. Where these two communities succeeded, others had previously failed, often because their TDR "sending area" boundaries had been drawn far too generously, encompassing considerably more acreage than could possibly be saved without creating new developments that would be much larger or denser than local residents could comfortably accept as the price of preserving land elsewhere in their township.
In other words, TDR policies should be pursued -- at least at first -- in a "baby step" fashion producing modest but solid successes, and avoiding large-scale "fantasyland" notions of preserving entire rural landscapes with a TDR "silver bullet". Better to register a respectable gain with a relatively small project than to experience an embarrassing defeat from an idealistic attempt to accomplish too much, too fast. Such was the sad case in Kennett Township, also in Chester County, where local officials tried to preserve 700 acres of farmland by compressing that many acres of development onto a 55-acre site. The tightly-packed model village plan they commissioned an urban design team to produce was vociferously rejected by large numbers of residents who judged the proposed layout containing hundreds of rowhouses, twins, and occasional single-family homes as more appropriate to Philadelphia than to their quiet rural community. Some residents suggested that the Supervisors turn their energies instead into actively promoting conservation subdivision design -- as exemplified in the successful "Ponds at Woodward" project which had preserved a 50-acre orchard and a 10-acre woodland, while not increasing overall density above the two-acre/dwelling standard in that district. A well-balanced approach would include both strategies, in addition to PDRs and landowner stewardship (such as easement donations to land trusts). Unfortunately, the political firestorm ignited by the Township's overly ambitious TDR/village initiative effectively killed any further interest in that approach in that community, at least in the foreseeable future.

Inter-municipal TDRs could alleviate problems typically associated with finding areas of the community where designation of higher-density "receiving areas" is politically acceptable, provided the Municipalities Planning Code were amended to authorize such transfers. However, transferring development rights between jurisdictions would require a much higher degree of cooperation and coordination than typically exists among local governments. Another consideration is that Pennsylvania communities cannot rely upon TDR provisions to meet their conservation objectives, as the MPC prohibits municipalities from mandating this technique.

7. Purchase of Development Rights (PDRs)

As with TDRs, this technique is inherently limited as an area-wide protection tool by suburban zoning densities, which create land values that are beyond the affordability range of most communities. However, PDRs (like TDRs) provide an excellent way for a municipality to conserve an entire parcel on an occasional basis, and for this reason they can become an important element in protecting individual properties of great local significance, from time to time. As with TDRs, PDRs can potentially play critical supporting roles to other techniques that hold more promise as a method for protecting the majority of unbuilt lands in the community, such as conservation subdivision design (see B.5 ). Their advantage is that they protect typically whole properties, while conservation subdivision design (CSD) protects 40-70 percent of each parcel. (However, CSD can protect interconnected networks of open space, while PDRs usually save isolated parcels.)
B. SUBDIVISION ORDINANCE REFINEMENTS

The subdivision and land development ordinance should be specifically amended to include the following six items:

1. **Existing Resources/Site Analysis Maps**

Base maps showing fundamental site information (such as topography, and the boundaries of floodplains and wetlands) have long been required as part of the subdivision review process. In recent years several municipalities have substantially expanded the list of features to include many resources identified in their open space plans. The new kind of base map that has emerged from this evolution, sometimes called an *Existing Resources and Site Analysis Map*, identifies, locates, and describes noteworthy features to be designed around through sensitive subdivision layouts. These resources include many otherwise "buildable" areas such as certain vegetation features (including mature, undegraded woodlands, hedgerows and copses, trees larger than a certain caliper), farmland soils rated prime or of statewide importance, natural areas listed on the *Pennsylvania Natural Diversity Inventory (PNDI)* or which support flora or fauna that is known to be threatened or endangered, unique or special wildlife habitats, historic or cultural features (such as farmhouses, barns, springhouses, stone walls, cellarholes, Indian trails, and old country roads), unusual geologic formations, and scenic views into and out from the property.

Even in conventional large-lot subdivisions a few of these natural and cultural features can occasionally be conserved through sensitive street alignment, and by drawing lot lines so that particularly large trees, for example, are located near lot boundaries and not where houses, driveways, or septic systems would be likely to be sited. However, flexible site design in which lot dimensions can be substantially reduced offers the greatest potential to conserve these special places within new subdivisions. It is recommended that this kind of approach be more strongly and effectively encouraged through updated zoning provisions (such as those which offer a combination of density bonuses for sensitive land-conserving layouts to encourage this conservation design approach -- and also density disincentives to discourage conventional land-consuming layouts).

2. **Pre-Sketch Conference and Site Visit**

Subdivision applicants should be encouraged to meet with officials or their staff informally to discuss ideas for their properties prior to the submission of a Preliminary Plan, and to walk the land with the *Existing Resources/Site Analysis Map* in hand at this formative stage. As state law does not specifically authorize Sketch Plans, these steps should be included within the subdivision procedures section as optional but strongly recommended. Developers interested in expediting the review process will often take advantage of this option, as it helps everyone become better acquainted with the issues earlier in the process. Developers can obtain clearer insights into what local officials are looking for, in terms of conserving particular site features, or wanting to avoid (in terms of impacts) by walking the property with them early in the planning process and identifying the noteworthy features.
3. **Voluntary Sketch Plans**

*Sketch Plans* are simple and inexpensive drawings illustrating conceptual layouts of house lots, streets, and conservation areas. They should ideally be based upon the *Existing Resources/Site Analysis Map*, and comments received from local officials during the pre-sketch conference and on-site visit. As with that conference and visit, municipalities currently lack authority under state law to require that applicants submit Sketch Plans *per se*, because such a requirement would expand the subdivision process from a two-stage procedure (with 90 days each for the Preliminary and Final Plans) to one involving a third stage and additional time. However, some developers have found the sketch plan process to be time well spent, because it helps them to identify and address community concerns prior to spending large sums on detailed engineering typically required for so-called "Preliminary Plans" (where about 90% of the total engineering effort is often expended). The voluntary *Sketch Plan* helps all parties avoid the extremely common situation in which developers first pay to engineer expensive "Preliminary Plans" and then understandably refuse to modify their layouts in any substantial manner. The final nature of the highly-engineered Preliminary Plan, as the first document which local officials see, deeply flaws the subdivision review process by limiting dialogue and information exchange at the very point when it is most needed -- during those first crucial months when the overall layout should be examined and be open to modification.

4. **Two-Stage Preliminary Plans (Conceptual and Detailed)**

Many developers perceive sketch plans as adding to their time and costs (which is generally true only in the short run), and generally forego this opportunity to start the process with an informal sharing of ideas. To ensure that concepts are sketched out and discussed with local officials early in the process, before plans become heavily engineered and "hardened", it is highly recommended that subdivision ordinances be amended to split the 90-day review period authorized under state law for Preliminary Plans into two phases. Those applicants who decide *not* to submit voluntary sketch plans would be required to prepare a *Conceptual Preliminary Plan* during the first 30 days, and a *Detailed Preliminary Plan* during the following 60 days. The former would closely resemble the voluntary sketch plan in its requirements, while the latter would essentially encompass the requirements for the standard "Preliminary Plan". By the end of the first 30 days the Planning Commission or its staff must complete their informal but detailed review, specifying the kinds of modifications needed to bring the proposal into compliance with the applicable zoning and subdivision ordinance requirements. As with standard Preliminary Plan applications, in those instances where additional time is needed, a mutually-agreed extension should be signed by the applicant.

5. **Conservation Subdivision Design**

The term "conservation subdivision design" describes a relatively new breed of residential development where, in addition to wetlands, floodplains and steep slopes, the majority of
flat, dry and otherwise buildable land is protected from clearing, grading and construction by reducing lot sizes in order to achieve full-yield density. Conservation subdivision design offers the single most cost-effective way for municipalities to conserve their natural lands and the other significant resources identified in their Comprehensive Plans. It is seen as a potentially very useful tool for augmenting the land protection efforts possible through state and county funding programs, which are quite limited in scope. This design approach avoids the "taking" issue because developers can -- as of right -- achieve the full density allowed on their properties under the zoning ordinance, and because the land not converted to suburban houselots remains privately owned, typically by homeowner associations (although in some instances developers have preferred to donate those portions of their subdivisions to local land trusts).

Conservation subdivision design differs from "clustering" in three important ways. First, it sets much higher standards for the quantity, quality and configuration of the resulting open space. Where cluster ordinances typically require only 25 or 30 percent open space to be set aside, conservation subdivisions designate at least 40 (and usually 50 or more) percent of the land as permanent, undivided open space. Unlike most cluster provisions, this figure is based only on the acreage that is high, dry, flood-free, and not steeply sloped. In this way important farmland or woodland resources (including terrestrial habitat), and historic or cultural features can usually be included within the minimum required open space.

Second, municipalities can exercise greater influence on the design of new conservation subdivisions. Rather than leaving the outcome purely to chance, this flexible design approach can be strongly encouraged or even required where the Comprehensive Plan has identified the location of noteworthy resources. That encouragement could take the form of strong density disincentives to actively discourage land-consuming layouts of large lots, combined with density bonuses for land-conserving design exceeding the minimum 50% open space requirement. In certain overlay districts where the resources are critically important or particularly sensitive, the ordinance could simply require all plans to follow the principles of conservation subdivision design. Those principles are described below, in #6.

Third, the protected land is also configured so that it will, wherever practicable, contribute to creating an interconnected network of open space throughout the community, linking resource areas in adjoining subdivisions, and/or providing buffers between new development and pre-existing parklands, state forests, game lands, wildlife refuges, or land trust preserves.

6. Four-Step Approach to Designing Land-Conserving Subdivisions

The majority of subdivisions across the Commonwealth are prepared by civil engineers and land surveyors whose professional training and experience has typically not included a strong emphasis on conserving the wide range of natural and cultural features essential the successful design of this new kind of subdivision. Therefore, subdivision ordinances should be updated to explicitly describe the steps involved in designing conservation subdivisions. A
simple-four-step design approach has been devised by Natural Lands Trust as a way of clarifying the process for all parties involved, including the landowner, the developer, and local officials.

The sequence of these four steps is critical and reflects their relative importance, with the first and most significant one being the identification of conservation areas. These include both the unbuildable land (wet, flood-prone, steep) which are classified as "Primary Conservation Areas", as well as noteworthy site features which would typically not be highlighted as elements to be designed around in conventional subdivisions. Among those "Secondary Conservation Areas" would be mature woodlands, hedgerows, large trees, prime farmland, natural meadows, upland habitats, historic buildings, geologic formations, and scenic views (particularly from public roads). In other words, this design approach seeks to conserve those special places that make each community a distinctive and attractive place and, in that regard, is a tool that is uniquely well-adapted to implementing both the letter and the spirit of the municipal open space plans. Identifying these conservation areas is a fairly easy task, once the Existing Resources/Site Analysis Map (described above) has been carefully prepared.

Once the primary and secondary conservation areas have been identified (which comprise the most critical step of the process), house sites are located to enjoy views of, and often direct access to, the protected open space—which enhances their desirability and value. Siting the homes in this manner provides developers with a strong marketing advantage, compared with layouts where homes are boxed in on all sides by other houselots. The third step, aligning streets and trails, is almost a matter of "connecting the dots" for vehicular and pedestrian access, while the fourth and final step of drawing in the lot lines typically involves little more than marking boundaries midway between house locations.

It is virtually impossible to design a truly bad subdivision when following this simple four-step approach. Conservation subdivision design and the four-step approach can be institutionalized in municipal ordinances, providing communities with a ready tool to help them implement their open space conservation objectives even when parcels cannot be protected in their entirety, through donations, purchases, or more sophisticated planning techniques such as TDRs.

(Note: In laying out hamlets, villages, and other forms of traditional neighborhoods such as TDR "receiving areas", Steps Two and Three are reversed, signifying the increased importance of streetscapes, terminal vistas, and public squares in such developments.)
APPENDIX 6

TRANSPORTATION IMPACT FEES
### SUMMARY OF THE STEPS ASSOCIATED WITH IMPLEMENTING A TRAFFIC IMPACT FEE ORDINANCE

<table>
<thead>
<tr>
<th>Task</th>
<th>Responsible Entity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Establish Transportation Service Area and appoint advisory committee.</td>
<td>Governing Body</td>
</tr>
<tr>
<td><strong>Note:</strong> Committee must be at least 7 members, and can be the entire Planning Commission, with ad hoc members if necessary to meet the 40% builder/realtor requirement. Other than this, the committee cannot contain municipal officials or employees.</td>
<td></td>
</tr>
<tr>
<td><strong>Note:</strong> This allows for fees to start being collected and starts an 18 month clock, by which time the Ordinance must be adopted.</td>
<td></td>
</tr>
<tr>
<td>3. Committee oversees preparation of Land Use Assumptions plan, holds public hearing, forwards to Governing Body for adoption.</td>
<td>Impact Fee Advisory Committee</td>
</tr>
<tr>
<td>4. Committee oversees preparation of Roadway Sufficiency Analysis and forwards to Governing Body for approval.</td>
<td>Impact Fee Advisory Committee</td>
</tr>
<tr>
<td>5. Committee oversees preparation of Capital Improvements Plan, holds public hearing, forwards to Governing Body for approval.</td>
<td>Impact Fee Advisory Committee</td>
</tr>
<tr>
<td>6. Impact Fee Ordinance text developed and Ordinance adopted.</td>
<td>Governing Body</td>
</tr>
</tbody>
</table>
TRAFFIC IMPACT FEE BASICS

• Allows collecting dollars for “off site” roadway improvements from developers

• Will ultimately require matching PENNDOT or municipal funds for improvements, based on the proportionate share of traffic

• Municipality sets study area, which may ultimately be broken up into one or more Transportation Service Areas (TSA); some of the study area can be eliminated

• Each TSA must be less than 7 square miles

• First step is to determine the study area and appoint an advisory committee

• Advisory committee to be at least 7 members with 40% representation of the builder/realtor community
  • Must be residents or those doing business in the municipality
  • Cannot be municipal officials or employees

• After committee appointed, study must be done within 18 months, but all development plans filed in that period are subject to the fee

• Background studies include
  • Land Use Assumptions
  • Roadway Sufficiency Analysis
  • Capital Improvements Plan

• Collected monies must be used within certain timeframe, set by Capital Improvements Plan

• Partial cost of the Roadway Sufficiency Analysis can be recouped through the collected fees
TRAFFIC IMPACT FEE ADVISORY COMMITTEE FUNCTIONS

- Develop Land Use Assumptions Report
  - Describe existing land uses
  - Project land use changes within the next 5 to 10 years
  - Project development densities and population growth rates
  - Submit to Monroe County Planning Commission for review
  - Hold public hearing
  - Forward to Governing Body for approval

- Develop Roadway Sufficiency Analysis
  - Identify intersections and/or roads that will be affected by development
  - Collect traffic data
  - Analyze existing conditions [Level of Service (LOS)]
  - Identify preferred LOS
  - Identify existing deficiencies and required improvements
  - Project conditions with “pass-through” trips
  - Identify deficiencies and required improvements
  - Project conditions with new development trips
  - Identify deficiencies and required improvements
  - Forward to Governing Body for approval

- Develop Capital Improvements Plan
  - Identify needed improvements and proportionate costs according to:
    - Needed for existing conditions
    - Needed to accommodate pass-through traffic
    - Needed to accommodate development generated traffic
  - Identify time frame for construction
  - Identify other funding sources (e.g., PENNDOT, Federal funds)
  - Hold public hearing
  - Forward to Governing Body for approval
Adoption Process
for Transportation Impact Fee Ordinance

1. Upon completion of the draft of Land Use Assumptions report, the Advisory Committee must forward copies to the Monroe County Planning Commission, the School District, and each of the adjoining municipalities. Each of these entities has a minimum of thirty (30) days to review the document and submit comments to the municipality.

2. At the conclusion of the review period, the Advisory Committee must conduct a hearing (advertised in compliance with MPC) to present the assumptions and receive comments from municipal residents and the general public. Comments received from the other review entities (those listed above) must be addressed at this hearing.

3. Following the public hearing, the Governing Body must pass a resolution that approves, approves with specific modifications, or disapproves the report. Unless the resolution disapproves the report, it must include a provision stating that the report is adopted as an official policy of the municipality.

4. Upon adoption of the Land Use Assumptions report, the Advisory Committee shall develop a Roadway Sufficiency Analysis to establish the existing level of infrastructure sufficiency and preferred levels of services within the Transportation Service Area (TSA) established by the Land Use Assumptions report. The Roadway Sufficiency Analysis must address every road where there is an anticipated need for improvements due to projected future development. Roads not addressed by the Roadway Sufficiency Analysis are deemed to be unaffected by future development; impact fees collected pursuant to this Analysis may only be spent to improve roads addressed in the Analysis.

5. At the completion of the Roadway Sufficiency Analysis, the Advisory Committee shall submit it to the Governing Body. The Governing Body must pass a resolution that approves, approves with specific modifications, or disapproves the Analysis. No public hearing or review by outside agencies is required at this stage, although the resolution must be presented and voted upon at a duly advertised public meeting, such as any regular Governing Body meeting.

6. Based upon the Land Use Assumptions report and the Roadway Sufficiency Analysis, the Advisory Committee shall identify specific capital projects for inclusion in the municipality’s Transportation Capital Improvements Plan for the Transportation Service Area. The plan must include a projected timetable and budget for the identified projects in addition to the other elements required by the MPC.

7. The completed draft of the Transportation Capital Improvements Plan must be made available for public inspection for a period of not less than ten (10) working days. Following this inspection period, the Advisory Committee must hold at least one (1) public hearing to present the Plan formally to the public and to receive comments from them. This hearing must be advertised as required by the MPC.

8. After the public hearing(s), the Governing Body may make revisions to the draft Plan that are consistent with comments received at the hearing(s). The Governing Body must then adopt the
Plan pursuant to municipal procedures. If the Plan proposes improvements to be funded at least in part by impact fees for Federal aid or state highways, the Plan must be approved by PENNDOT and, if necessary, the U.S. Dept. of Transportation.

9. Once the Plan is adopted, the municipality may establish an Impact Fee Ordinance meeting the requirements of the MPC. The Ordinance must establish the boundaries of the Transportation Service Area and a fee schedule. The draft Ordinance must be available for public inspection for not less than ten (10) working days prior to the adoption date. The collection of fees may be retroactive for a period of up to eighteen (18) months prior to the date of enactment of the Ordinance.

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1 The MPC specifically requires that the Land Use Assumptions report and the Roadway Sufficiency Analysis be approved and adopted by resolution. The MPC provisions addressing the adoption of the Transportation Capital Improvements Plan make no reference to the means of adoption.
APPENDIX 7

NATIONAL AND STATE EFFORTS AND LEGISLATION FOR HISTORIC PRESERVATION
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Federal programs encouraging historic preservation include:

- Maintenance of the National Register of Historic Places.
- Section 106 Review of federally funded or assisted projects that impact historic resources.
- Historic Preservation Tax Credits on federal income tax for qualifying rehabilitation and adaptive reuse of historic buildings used for income-producing purposes.
- The Certified Local Government Program was created to facilitate historic preservation at the local level.

The earliest Federal preservation statute was the Antiquities Act of 1906, which authorized the President to set aside historic landmarks, structures, and objects located on lands controlled by the United States as national monuments. It required permits for archeological activities on Federal lands, and established criminal and civil penalties for violation of the act.

The Historic Sites Act of 1935 was the second major piece of Federal historic preservation legislation. This act declared it national policy to preserve for public use historic sites, buildings, and objects of national significance and directed the Secretary of the Interior to conduct various programs with respect to historic preservation.

National Historic Preservation Act of 1966 (NHPA)

The National Historic Preservation Act (1966) and its subsequent amendments established a legal basis for the protection and preservation of historic and cultural resources. Historic resources are defined as "any prehistoric or historic district, site, building, structures or object included in, or eligible for inclusion in the National Register; the term includes artifacts, records, and remains which are related to such a district, site, building, structure or object."

The Act promoted the use of historic properties to meet the contemporary needs of society. It directed the Federal Government, in cooperation with State and local governments, Native Americans, and the public, to take a leadership role in preservation. First, the Act authorized the Secretary of the Interior to expand and maintain the National Register of Historic Places. This is an inventory of districts, sites, buildings, structures, and objects significant on a national, State, or local level in American history, architecture, archeology, engineering, and culture. Once a property is eligible to be placed on the list, the property, site, or object can be qualified for Federal grants, loans, and tax incentives.

Second, NHPA encourages State and local preservation programs. States may prepare and submit for approval, programs for historic preservation to the Secretary of the Interior. Approval can be granted if they provide for the designation of a State Historic Preservation Officer (SHPO) to administer the State preservation program; establish a State historic preservation review board; and provide for adequate public participation in the State program. The SHPO must identify and inventory historic properties in the State; nominate eligible properties to the National Register; prepare and implement a statewide historic preservation plan; serve as a liaison with Federal agencies on preservation matters; and provide public information, education, and technical assistance. The NHPA also authorized a grant program, supported by the Historic Preservation Fund, to provide monies to States for historic preservation projects and to individuals for the preservation of properties listed in the National Register.

Since 1966, Congress has strengthened national preservation policy further by recognizing the importance of preserving historic aspects of the Nation’s heritage in several other statutes, among them the National Environmental Policy Act and several transportation acts, and by enacting statutes directed toward the protection and preservation of archeological resources. These laws require Federal agencies to consider historic resources in their planning and decision-making and overlap with provisions of NHPA.
Section 106 Review

Section 106 of the NHPA requires Federal agencies to consider the effects of their actions on historic properties and provide the Council an opportunity to comment on Federal projects prior to implementation. Section 106 review encourages, but does not mandate, preservation.

To successfully complete Section 106 review, Federal agencies must:

- Determine if Section 106 of NHPA applies to a given project and, if so, initiate the review;
- Gather information to decide which properties in the project area are listed on or eligible for the National Register of Historic Places;
- Determine how historic properties might be affected;
- Explore alternatives to avoid or reduce harm to historic properties; and
- Reach agreement with the SHPO/tribe (and the Council in some cases) on measures to deal with any adverse effects or obtain advisory comments from the Council, which are sent to the head of the agency.

The Executive Branch has also expressed support for preservation through several Executive Orders. Examples include Executive Order No. 11593 that President Nixon signed in 1971, which instituted procedures Federal agencies must follow in their property management activities. In 1996, President Clinton signed another important Executive Order No. 13006, which put forth support for locating Federal offices and facilities in historic districts and properties in the Nation’s inner cities. Executive Order No. 13006 also directs Federal agencies to use and rehabilitate properties in such areas wherever feasible and reaffirms the commitment to Federal leadership in the preservation of historic properties set forth in NHPA. Another 1996 Executive Order, No. 13007, expresses support for the protection of Native American sacred sites.

Federal Tax Incentives for Historic Buildings

According to the Tax Reform Act of 1986, a property owner is eligible for a 20% tax credit, along with a 27.5 to 31.5% straight-line depreciation for the substantial rehabilitation of historic buildings for commercial, industrial, and rental residential purposes (but not owner-occupied buildings), and a 10% tax credit for the substantial rehabilitation of nonresidential buildings built before 1936. The 10% tax credit is not available for rehabilitations of certified structures.
Two Federal Tax Incentive Programs currently apply to preservation activities in Pennsylvania: the rehabilitation investment tax credit and the charitable contribution deduction.

**Rehabilitation investment tax credits** are the most widely used incentive program. Certain expenses incurred in connection with the rehabilitation of an old building are eligible for a tax credit. Rehabilitation investment tax credits are available to owners and certain long-term leases of incoming-producing properties that are listed on the National Register of Historic Places. There are two rates: 20% for historic buildings and 10% for nonresidential, nonhistoric buildings built before 1936.

The **charitable contribution deduction** is taken in the form of a conservation easement and enables the owner of a "certified historic structure" to receive a one-time tax deduction. A conservation easement usually involves the preservation of a building's facade by restricting the right to alter its appearance.

The Federal Tax Incentive Programs are coordinated through the State Historic Preservation Office, Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission in conjunction with the National Park Service. Federal Historic Preservation Certification Applications are available on-line.

**The National Park Service “Certified Local Government” (CLG) Program**

This program was created in 1980 under the National Historic Preservation Act and administered in the Commonwealth by the Pennsylvania Historical and Museum Commission; the Certified Local Government Program provides additional benefits to municipalities interested in historic preservation. Once certified, the local government is then eligible to:

- Participate directly in the federal historic preservation program;
- Have greater access to Historic Preservation Funds;
- Have greater level of information exchange with the State Historic Preservation Office (SHPO);
- Get technical assistance and training from the SHPO; and
- Have a higher degree of participation in statewide preservation programs and planning.

**Several critical requirements for CLG designation are:**

- Adopt and enforce appropriate legislation for designation and protection of historic properties;
- Establish a qualified historic preservation commission;
• Enact a system for surveying historic properties;
• Enact a public participation component as part of the local program;
• Adequately perform duties and responsibilities delegated through the certification process;
• Continuing in-service historic preservation training for Historical Architecture Review Board (HARB) and Historical Commission members (8 hrs training annually per member);
• Regular attendance at HARB or Historical Commission meetings;
• A good faith effort by the governing body to appoint HARB members with professional qualifications and historic preservation backgrounds;
• Submittal of an annual report of the municipality’s historic preservation activities; and
• Continuing enforcement of the historic district ordinance.

This was established to allow local governments to participate directly in the national historic preservation program and to provide funding to local governments to carry out its historic preservation responsibilities (survey, inventory, designation, and protection of their historic resources). To achieve “certified local government” status in Pennsylvania a municipality applies to the Pennsylvania Historical and Museum Commission’s Bureau for Historic Preservation.

All states are required to set aside 10% of its Federal historic preservation grant funds to CLGs. These grants are presently offered as a ratio of 60% funding from the Pennsylvania Historical and Museum Commission (PHMC) and 40% match from the CLG.

**Pennsylvania State Legislative Response to Historic Preservation: Historical and Museum Commission Act 1945**

Act No. 446, approved June 6, 1945, amending the Administrative Code to consolidate the functions of the Pennsylvania Historical Commission, The State Museum and the State Archives, created the Pennsylvania Historical and Museum Commission. The Pennsylvania Historical and Museum Commission is responsible for the following historic preservation activities in the Commonwealth:

• State Historic Preservation Office for *Determination of Eligibility* and nominations to the National Register, of Historic Places;
• Section 106 Review;
• Administering Historic Preservation Grants; and
• Assisting local governments with the Certified Local Government Program.
The Commission is an independent administrative board, consisting of nine citizens of the Commonwealth appointed by the Governor, the Secretary of Education ex officio, two members of the Senate appointed by the President Pro Tempore and Minority Leader, and two members of the House of Representatives appointed by the Speaker and Minority Leader. The Executive Director, appointed by the Commission to serve at its pleasure, is an ex officio member of the Environmental Quality Board, County Records Committee and the Local Government Records Committee.

As the official agency of the Commonwealth for the conservation of Pennsylvania's historic heritage, the powers and duties of the Commission fall into these principal fields: care of historical manuscripts, public records, and objects of historic interest; museums; archaeology; publications; historic sites and properties; historic preservation; geographic names; and the promotion of public interest in Pennsylvania history.

The Commission is funded partially through an annual legislative appropriation, various grants provided by Federal programs, and private donations. Officially recognized local historical organizations may benefit financially through the Commission’s eligibility to receive matching funds from various federal programs. The PHMC is active in many phases of historic preservation. The PHMC also conducts a landmark identification program, presenting identification plaques to property owners for attachment on structures included in the PA Inventory of Historical Places. The landmark identification program also includes the placement of roadside historical signs at various sites and locations having statewide and national historic significance. Today nearly 1,900 markers are placed along city roads and highways to represent sites of historical significance in Pennsylvania.

An executive order went into place to require the Office of Historic Preservation of the PHMC to approve all proposals involving the demolition of a state building. The Office of Historic Preservation was also directed to develop and implement a program that will assist the public and private sectors in implementing the Commonwealth’s policy to “protect and enhance our irreplaceable resources.” The Office has since implemented a five-point program to achieve the executive order as follows:

1. Registering historically or architecturally significant sites and structures on the National Register of Historic Places and on the Pennsylvania Inventory of Historic Places;
2. Advising and guiding individuals and organizations regarding historic preservation and its funding;
3. Reviewing applications for federal preservation grants;
4. Working for legislation at the state level as an effective tool in historic preservation; and
5. Working with other governmental agencies to review the impact of projects, such as highways, on the Commonwealth’s historic resources.

The Contact information for the Pennsylvania Historical and Museum Commission is as follows:

Commonwealth Keystone Bldg.  
2nd Floor  
400 North Street  
Harrisburg, PA 17120-0093  
(717) 787-3362  
fax: (717) 783-9924  
www.phmc.state.pa.us

Pennsylvania’s Bureau for Historic Preservation (Bureau)

The Bureau is part of the PHMC and serves as the State Historic Preservation Office (SHPO). The PHMC is the Commonwealth’s official history agency and the Executive Director is designated as the State Historic Preservation Officer.

The Bureau provides technical assistance for the preservation, rehabilitation and restoration of historic buildings throughout Pennsylvania. The Bureau reviews architectural plans and specifications and provides comments on historic building projects for state and federal compliance. They also assist in code-related issues and accessibility programs in the form of letters of support for variances to historic buildings. In an effort to inform the general public, public agencies, local governments and other stewards of historic properties, the Bureau assists in the development and distribution of material on applying the Secretary of the Interior’s Standards for Rehabilitation, preservation planning and the appropriate treatment and repair of historic building materials.

The Bureau also administers the Federal Rehabilitation Investment Tax Credit (RITC) program in partnership with the National Park Service. The tax credit program is one of the most successful and cost-effective programs that encourage private investment in rehabilitating historic properties such as office buildings, rental housing, hotels and retail stores. According to PHMC’s website, since its inception in 1976, Pennsylvania has been a national leader in certified tax credit projects, completing over 1,800 projects and generating over $2.5 billion in qualified rehabilitation expenditures. The Bureau provides technical assistance throughout the application process.

The Bureau can provide property owners with publications and technical assistance that discuss the appropriate treatment of historic buildings according to the Secretary of the Interior’s Standards for Rehabilitation.
The Bureau administers the state’s historic preservation program as authorized by the Pennsylvania History Code and the National Historic Preservation Act of 1966 and is guided by advisory boards and The Pennsylvania Historic Preservation Plan. A board of Commissioners, appointed by the Governor, provides oversight of the Commission.

The Pennsylvania General Assembly is in the process of considering legislation to establish a Historic Homesites Grant Program. Once established, this legislation will provide funds to the Pennsylvania Historical and Museum Commission to support rehabilitation grants (up to $6,000) to individuals owning and residing in a historic residential building, as well as to individuals intending to purchase and reside in a historic residential building.

The buildings must serve as the owner's principal residence, be listed in the National Register of Historic Places or be determined to be a contributing building in a listed National Register Historic District, or be located in an Act 167 historic district, or be designated as a historic property under the local ordinance or city code in Pittsburgh and Philadelphia. All work on a historic homesite must conform to the U.S. Secretary of Interior's "Standards for the Treatment of Historic Properties."

The Pennsylvania Historic Preservation Plan

The PHMC is gearing up to create a PA Historic Preservation Plan. Stated below is the agenda and goals of the plan:

1. Educate Pennsylvanians About Our Heritage and Its Value
   • Bring Pennsylvania heritage alive for our children
   • Get the preservation message out
   • Reach out to elected officials and key professionals in the public and private sectors

2. Build Better Communities Through Preservation
   • Strengthen and expand preservation planning at the local and regional levels
   • Expand the use of preservation as an economic development strategy
   • Make technical assistance more available and useful to citizens and local governments

3. Provide Strong Leadership At The State Level
   • Seek increased financial support for historic preservation
   • Lead by example
   • Build strong partnerships
Historic District Designation in Pennsylvania

To establish a designation of a Historic District on the local level requires an assessment of the present status of the community’s historic resources, knowledge of past historic preservation efforts, and a list of goals and objectives to be obtained in the future.

Taking advantage of historic preservation incentives available at the national, state, and local governmental levels, such as grants, income tax credits for historic rehabilitation, low-interest loans, and local tax abatements will help in the success and acceptance of preserving historic buildings in the community.

It is useful to relate local historic preservation efforts to state and national programs, which will provide a broader perspective by identifying national, state, and local historic preservation organizations and government agencies as resources.

Act 167- Establishing Historical Districts

Act 167 was adopted in 1961 and amended in 1963. This Act authorizes counties, cities, boroughs, … and townships to create historic districts within their geographic boundaries; provides for the appointment of Boards of Historical Architectural Review; empowers governing bodies of political subdivisions to protect the distinctive historical character of these districts and to regulate the erection, reconstruction, alteration, restoration, demolition or razing of buildings within the historic districts. It provides the necessary authority for municipalities to adopt and implement historic preservation programs.

Pennsylvania Municipalities Planning Code Act 247

The State Legislature enacted Act 247, the Pennsylvania Municipalities Code, in 1969. The Act, as enabling legislation, authorizes local governments (counties, cities, township, and boroughs) to establish by ordinances, local planning commissions, zoning regulations, and subdivision regulations; and, by resolution, adopt a municipal comprehensive plan. In particular, Article VI, Zoning, Section 605, states:

“The provisions of all zoning ordinances may be classified so that different provisions may be applied to different classes of situations, uses and structures... Where zoning districts are created, all provisions shall be uniform for each class of uses or structures, within each district, except that additional classifications may be made within any district:
...For the regulation, restriction, or prohibition of uses and structures at or near... (vi) places having unique historical or patriotic interest of value...

The combination of Act 167 and Act 247 provides the constitutional authority and legislative framework for local governments to develop, adopt, and implement historic preservation programs, in conjunction with a municipal comprehensive plan based on sound planning and legal principles. The legislative authority is provided, and expert legal and planning advice is available; however, local governments must yet be sold on the necessity and benefits of historic preservation.

**Historic Preservation at the Local Level**

Two state laws provide the legal foundation for municipalities to adopt historic ordinances and regulatory measures.

1. **Act 247 - Pennsylvania Municipalities Planning Code (MPC):** In 2000, two new amendments to the MPC, Acts 67 and 68, strengthened the ability of local government to provide for the protection of historic resources in their comprehensive plans, zoning ordinances, and subdivision ordinances.

   *Multi-municipal Comprehensive Plans may consider the conservation and enhancement of the natural, scenic, historic and aesthetic resources in their municipalities [§1103 (a) (6)].*

   *Zoning ordinances may promote and preserve prime agricultural land, environmentally sensitive areas, and areas of historic significance. [§603 (c) (7)]*

   *Zoning ordinances are required to protect natural and historic features and resources [§603 (g) (2)].*

A Historic Overlay Zoning District, unlike the protection offered through the establishment of an Act 167 Historic District, can include individual sites as well as clusters, as long as the resources are well documented and identified on an historic resources map. An historic overlay district could require new buildings to be similar in type and scale to those already existing. Setbacks should be consistent with the common building setback. Requirements to replicate the existing building line, height, and bulk could help to preserve the existing neighborhood character.

2. **Act 167 - The Historic District Act (1961):** Townships and boroughs may create historic districts within their municipalities to protect the historic character through regulation of the erection, reconstruction, alteration, restoration, demolition or razing of buildings within the district. The Pennsylvania Historical and Museum Commission must
certify districts, including a *determination of eligibility* for the National Register of Historic Places. Therefore, historic districts established through Act 167 are afforded the same protection from federal projects associated with National Register Properties. Act 167 requires appointment of an historic architectural review board, or HARB, to advise the local governing body on the appropriateness of building activity in the district.
APPENDIX 8

EXAMPLE
INTERGOVERNMENTAL COOPERATIVE IMPLEMENTATION AGREEMENT
EXAMPLE

INTERGOVERNMENTAL COOPERATIVE IMPLEMENTATION AGREEMENT

THIS INTERGOVERNMENTAL COOPERATIVE AGREEMENT IMPLEMENTING THE HSPS Regional Comprehensive Plan is created by and among the participants listed below:

Hamilton Township
Pocono Township
Stroud Township
Stroudsburg Borough
Monroe County Planning Commission

* These participants are also referred to as municipalities in this agreement.

SECTION I: AUTHORIZATION AND EFFECTIVE DATE OF ADOPTION

A. This agreement is adopted pursuant to the authority set forth in the Intergovernmental Cooperation Act of December 19, 1966, 53 Pa.C.S.A. and Article XI of the Municipalities Planning Code, as amended.

B. This agreement shall be effective upon approval by the governing body of each of the participants adopting this agreement.

SECTION II: BACKGROUND

Each of the Municipalities has adopted the HSPS Regional Comprehensive Plan as their comprehensive plan pursuant to the requirements of Article III of the Municipalities Planning Code (the "MPC"). Each of the Municipalities has agreed to implement the adopted Plan by revising relevant ordinances (zoning, subdivision regulations, sewage facilities plans, official map) and bringing each into consistency with the adopted Plan.

SECTION III: PURPOSE

A. The HSPS Regional Comprehensive Planning Committee (HSPSPC) is the planning advisory body for a unified and identifiable region with wooded hills, scenic vistas, attractive streams, historic borough and villages, extensive farmland, vulnerable rural areas desired to be conserved, a viable downtown in Stroudsburg, and attractive residential neighborhoods. These features combine to form a unique region with a high quality of life. The goal of the HSPSPC municipalities is to preserve and protect this quality of life from suburban sprawl. To further this aim, the HSPSPC has designated "Growth Areas" in the HSPS Regional Comprehensive Plan of 2004, as amended (the
Plan). New development will be directed to designated Growth Areas where the necessary infrastructure is in place, or most likely to be extended, to support it.

B. It is the desire of the HSPSPC to encourage responsible development that respects the Region's sensitive environmental features and special rural character, enhances the historical quality of the borough and villages, preserves environmental features and agricultural areas, efficiently uses public infrastructure, and strengthens the regional tax base. Through multi-municipal cooperation and planning, the HSPSPC intends to:

1. Protect the unique and cherished historical, cultural and natural resources of the Region.
2. Accommodate the needs of existing and future residents.
3. Implement effective growth management techniques to provide for orderly and well planned development throughout the Region.
4. Address the specific needs and unique conditions of each municipality.
5. Encourage a range of housing options.
6. Direct infrastructure improvements to designated Growth Areas.

C. The purpose of this Intermunicipal Cooperative Implementation Agreement is to achieve the objectives cited in Section B above by implementing the Plan.

D. The further purpose of this Intermunicipal Cooperative Implementation Agreement is to comply with the provisions of Section 1104 of the MPC.

SECTION IV: GOALS, OBJECTIVES, AND POLICIES, AND IMPLEMENTATION ROLES AND RESPONSIBILITIES,

A. The goals, objectives, and policies of the Plan will help guide and shape new growth and development in the four municipalities for the next 10 years. The goals, objectives, and policies set forth in the Plan are reaffirmed by this agreement.

B. By adopting this agreement, the participants hereby define their roles and responsibilities for implementing the Plan. The Plan will be implemented by undertaking actions, as described in this agreement, that are consistent with the Plan.

SECTION V: ADOPTION OF CONFORMING ORDINANCES AND PLANS

Within two years after adoption of the Plan, each Municipality agrees to implement the Plan by adopting, amending, or otherwise conforming its relevant ordinances as necessary so that they are generally consistent with the Plan. These relevant ordinances and plans include the zoning ordinance, the subdivision and land development ordinance, the Sewage Facilities Plan, the official map and other development regulations authorized by the MPC.
SECTION VI: CREATION AND ROLE OF THE HSPS PLANNING COMMITTEE

The HSPS Planning Committee shall serve as the advisory body for municipalities who have agreed to implement the HSPS Regional Comprehensive Plan under the agreement.

A. Membership: Each participating municipality shall have one representative and one alternate on the HSPS PC. The municipal governing body shall appoint its representative and alternate.

B. Organization: The HSPS PC shall establish such rules and procedures regarding but not limited to voting, quorum and withdrawal, as it deems necessary for the conduct of its business. These rules and procedures shall become effective upon acceptance by all of the participating municipalities.

C. Administration and Expenditure of Funds: The HSPS PC may prepare an annual budget and appropriate funds for the operation of the Committee. The HSPS PC may also seek federal, state and county grants to offset the cost of operation and to hire staff, or professional consultants, as deemed necessary. All budgeted and non-budgeted items shall be approved by unanimous consent of all municipalities.

D. Role: The role of the HSPS PC shall be to consider and facilitate planning decisions regarding proposed amendments to the Plan and its land use component as set forth in Section 1104(c) of the MPC. The HSPS PC shall establish and implement such procedures as may be necessary to fulfill this role. The procedures shall become effective upon acceptance by all of the participating municipalities.

E. Annual Report: The HSPS PC shall prepare an annual report in conformance with the requirements of Section 1104 (b) (4) of the MPC. Each annual report shall be sent to the Monroe County Planning Commission (MCPC).

SECTION VII: ROLE OF THE MONROE COUNTY PLANNING COMMISSION

A. Reviews of plans and ordinances: The MCPC will conduct consistency reviews relative to the HSPS Regional Comprehensive Plan pursuant to the provisions of the MPC. In addition, the MCPC will continue to conduct such reviews as are necessary to carry out its responsibilities as the county planning commission. These reviews include all reviews required by the MPC, the PA Sewage Facilities Act and other applicable laws and regulations of the Commonwealth of Pennsylvania. The MCPC will send copies of the reviews to the participants.

B. Reviews of Subdivisions and Land Developments of Regional Significance: Under this agreement, the MCPC will conduct reviews of subdivisions and land developments meeting the criteria set forth in section VIIC. In addition, the MCPC will continue to
conduct such reviews as are necessary to carry out its responsibilities as the county planning commission. The MCPC will send copies of the reviews to the participants.

C. Developments of Regional Significance. For purpose of this agreement, a development of regional significance shall be defined as "any land development that, because of its character, magnitude, or location will have substantial effect upon the health, safety, or welfare of citizens in more than one municipality." Determination of regional significance in the HSPSPC area shall be based on the following guidelines:

1. Any residential land development or subdivision that results in the creation of 75 lots or more, or results in the development of 75 units or more.

2. Any subdivision or land development that has the potential to generate substantial amounts of traffic, or adverse environmental impacts, in a municipality other than the municipality in which the subdivision or land development is located.

3. Any portion of a subdivision of 10 or more lots or land development of 10,000 square feet or more of floor area that falls within 300 feet of a municipal boundary.

4. Any non-residential commercial, retail, office, service, institutional, industrial, sports complex or recreational land development in which the floor area of the building(s) or building addition(s) equals or exceeds 50,000 square feet.

5. Any airport, trucking terminal, or sanitary landfill.

D. General Consistency Guidelines. When evaluating participant plans or ordinances or any amendments thereto for "general consistency", the MCPC shall determine if there is a "reasonable, rational, similar connection or relationship" between the plan, map(s), regulations or ordinance of each participant and the provisions of the Plan. To be generally consistent, any plans, maps, regulations or ordinances submitted to the MCPC shall be in accord with provisions of the Plan regarding the following:

1. the amount, location, density, intensity, character and timing of future land uses;

2. preservation of natural and historic resources such as wetlands, aquifer recharge zones, woodlands, steep slopes, prime agricultural land, flood plains, unique natural areas, historic sites and features;

3. provision of adequate housing opportunities with a variety of housing types and densities;

4. location, timing and character of transportation facilities, community facilities, including water, sewer, storm water, parks, recreation and other utilities.
E. **Annual Report**: The MCPC will prepare an annual report as specified in Section 1104 (b) (4). The MCPC will transmit the report to the participants.

F. **Contract for Services Provided**: The MCPC may contract for services provided under this agreement as deemed appropriate and agreeable to the HSPSPC and the MCPC.

**SECTION VIII: ROLE OF THE MUNICIPALITIES**

A. **Host Municipalities**: Municipalities in which a subdivision or land development application is filed that meets the criteria set forth in Section VIIC of this agreement, shall forward the plans and supplementary material to the other municipalities upon receipt. Copies of professional reviews shall also be forwarded to the other municipalities upon receipt. In taking action on the subdivision or land development, the host municipality shall consider the comments provided by the other municipalities. Municipalities in which a plan or ordinance included within Section V is proposed for adoption, shall send a copy of said plan or ordinance to the other municipalities for review and comment. The host municipality shall consider the comments provided by the other municipalities.

B. **Other Municipalities**: Upon receipt of ordinances, or plans from the host municipality, other municipalities should consider the proposal as it relates to the Plan. Upon receipt of subdivisions and land developments of regional significance, the other municipalities should consider the proposal relative to its effect upon the health, safety or welfare of its citizens. In considering these plans and ordinances, the other municipalities should consider the comments provided by the MCPC. The other municipalities may provide advisory comments and recommendations to the host municipality.

**SECTION IX: MUNICIPAL PLANNING COMMISSIONS**

Each municipality shall retain its own planning commission. Each municipal planning commission will review those subdivisions and land developments that are proposed within its own municipality, and then provide advisory comment to its elected officials. Recommendations of the municipal planning commission should be guided by the Plan and be consistent with its goals, objectives, and policies. The municipal planning commissions shall continue to perform all actions and functions as authorized by the MPC.

**SECTION X: MUNICIPAL ZONING HEARING BOARDS**

Each municipality shall retain its individual zoning hearing boards. These boards shall carry out all functions as set forth in the MPC. In considering applications before it, the municipal zoning hearing board should be guided by the Plan and take actions consistent with its goals, objectives, and policies.
SECTION XI: MUNICIPAL ZONING

Each participating municipality retains the right to adopt and administer its own individual zoning ordinance and map. Two or more participating municipalities may adopt and administer Joint Zoning Ordinances pursuant to the provisions of the Pennsylvania Municipalities Planning Code as amended.

SECTION XII: MUNICIPAL SUBDIVISION AND LAND DEVELOPMENT ORDINANCES

Subdivision and land development powers shall only be exercised by the municipality in which the property where the approval is sought. Under no circumstances shall a subdivision or land development application in one municipality be required to undergo more than one approval process.

SECTION XIII: PLAN AMENDMENT PROCEDURES

Any amendment of the HSPS Regional Comprehensive Plan of 2004 and the redefinition of any designated growth area or future growth area within the plan shall be in accord with the provisions of this section and Article III of the PA Municipalities Planning Code.

The HSPSPC shall implement the procedures established pursuant to Section VI(D) of this agreement. Any and all proposed amendments to the Comprehensive Plan and redefinitions of the above-cited areas shall be effective only upon approval by resolution by each of the municipal governing bodies. In the event that each of the municipal governing bodies do not approve the proposed changes, the municipalities may avail themselves of the dispute resolution provisions of Section XIV.

SECTION XIV: DISPUTE RESOLUTION

A dispute over interpretation of the Plan, an amendment to the Plan, or consistency of ordinances with the Plan may be resolved as follows:

A. The disputing parties agree to first discuss and negotiate in good faith in an attempt to resolve the dispute amicably and informally.

B. If the dispute cannot be settled through direct discussions and good faith negotiations, the disputing parties may utilize the mediation provisions of Sections 602.1 and 908.1 of the MPC as may be relevant.

C. Participating municipalities mutually covenant to make best efforts to resolve disputes as they arise.
SECTION XV: AMENDMENTS TO THE IMPLEMENTATION AGREEMENT

A. Requirements - An amendment to this Implementation Agreement may be made only with the consent of all of the Participants, each of which shall execute the amendment.

B. Consistency with the Plan - No amendment to this Implementation Agreement shall be inconsistent with the Plan. Any amendment that is not generally consistent with the Plan shall be void.

C. Notice of Amendment - A true and complete copy of every amendment of this Implementation Agreement shall be provided to each Participant within ten (10) days of the full execution thereof or its effective date, whichever is sooner.

SECTION XVI: SEVERABILITY

The unenforceability or invalidity of any provision of this Agreement shall not affect the enforceability or validity of any other provision.
APPENDIX 9

RECOMMENDATIONS OF COMPREHENSIVE TRAFFIC STUDY FOR STROUD TOWNSHIP
The results of the capacity analyses for this portion of the Route 611 corridor are summarized in Table 7. With the exception of the Mall Entrance East intersection, all the intersections are failing during at least one of the peak hours for existing conditions. In 2008, all the intersections will be failing even without the proposed commercial development. For the 1998 with development case, all the intersections will fail during the PM peak hour. Without improvements and with development, all the intersections will fail during both peak hours in 2008.

This corridor has already been identified as in need of improvement by the Township in the Stroud Township Comprehensive Plan: 1994-2020. Improvements required to attain acceptable levels of service for this portion of the Route 611 corridor were determined for the future with development and without development scenarios. The necessary improvements to each approach of each intersection for each scenario are identified in Table 8 for comparison purposes.

IV. IMPROVEMENT RECOMMENDATIONS

The recommended improvements have been formulated as a result of this study effort. These improvements are proposed in order to achieve proper traffic flow management with the specific goals of increasing safety and reducing congestion. Improvement recommendations were separated into short, medium, and long term improvements. Table 1 provides a summary of the level of service for existing conditions, existing conditions with short term improvements, future conditions without improvements, future conditions with short term improvements, future conditions with medium term improvements, and future conditions with long term improvements.

A. Short Term Improvements

The short term improvements represent changes that can be made in the 1 to 2 year time frame and that are needed to address imminent growth. Table 3 summarizes the short term improvements. Figure 6 provides a summary of the levels of service, for the morning and afternoon peak hours, for the study intersections with short term improvements. A description of the improvements is given below.

- Intersection 2: Route 191/Wooddale Road

  Sight distance improvements, consisting of embankment removal, should be made to provide adequate sight distance for vehicles looking north from Woodale Road.

- Intersection 3: Route 447/Route 191

  The existing problem at this intersection is left turns from the minor street (Route 191) are operating at LOS F. This intersection currently satisfies five of PennDOT's warrants for
signalization (warrants i, ii, viii, ix, and xi). Signalizing this intersection will allow it to operate at LOS B now and at LOS C in 2008.

- Intersection 5: Route 447/Stokes Avenue

Improvements are recommended to improve safety at this intersection. Paint striping, consisting of a double-yellow center line and white edge lines, should be provided on Stokes Avenue. Shoulder widening, consisting of full depth pavement, should be done on the east side of Route 447 at the intersection to provide an area for northbound through vehicles to bypass northbound left turn vehicles. Sight distance looking north from Stokes Avenue should be improved by trimming and/or removal of trees.

- Intersection 12: Route 191/Stokes Mill Road

Sight distance improvements may be required at this intersection. The intersection should be surveyed to verify sight distance looking south from Stokes Mill Road.

- Intersection 16: Route 611/Phillips Street

The wall located south of Phillips Street along Route 611 should be removed to improve sight distance looking south from Phillips Street.

- Intersection 20: Cranberry Road/Old Mill Run Road

Sight distance improvements are required in both the southwest and northwest quadrants of the intersection. Sight distance looking south is hindered by shrubbery, while sight distance looking north is reduced by a utility pole.

- Intersection 29: Frantz Road/Ramble Bush Road

Trees should be trimmed/removed on both sides of the Ramble Bush Road approach to improve sight distance.

- Intersection 30: Route 33/Route 611

This intersection is currently signalized. The Route 611 northbound left turns are operating at LOS F and the Route 33 approach of the intersection experiences significant queuing. The Route 33 approach will require an additional left turn lane, the northbound approach of Route 611 will require an additional outbound through lane to accommodate the additional left turn lane on the
Route 33 approach, and the southbound approach of Route 611 will require the addition of a right turn lane.

- Intersection 37: Shafer's School House Road/Route 209 4-lane

Both approaches of Shafer's School House Road are currently operating at LOS F. The intersection currently meets signalization warrants ii, ix, and xi and there have been 26 accidents at this intersection over the last five years. Twenty-one of those accidents were angle collisions, which could be classified as correctable by signalization. If signalized, the intersection will operate at LOS B. In addition, the left turn lanes on Route 209 should be extended to provide adequate storage and deceleration lengths to improve safety.

- Intersection 38: Hickory Lane/Hickory Valley Road

The intersection should be restriped to clearly delineate travel paths, chevron signs should be provided to guide vehicles along the through movement, and a Stop Except Right Turn sign should be installed on the eastbound approach of Hickory Valley Road.

- Route 611/Bridge Street

This signalized intersection currently operates at LOS F during both the AM and PM peak hour. In order for the intersection to operate at acceptable levels of service, the following improvements should be made: provide an additional through lane in each direction on Route 611, provide a separate right turn lane on the southbound approach of Route 611, and provide a separate right turn lane on Bridge Street.

- Route 611/Mall Entrances

These two signalized intersections both operate at LOS F during the PM peak hour. Providing two through lanes on all Route 611 approaches will improve the operations to an acceptable level.

- Route 611/Chipperfield Drive

The northbound approach of Route 611 currently operates at LOS F during both peak hours, and the westbound approach of Chipperfield Drive operates at LOS F during the PM peak hour. In order to improve these levels of service, we recommend providing right turn lanes on these approaches and providing an additional through lane in each direction on Route 611.
• Corridor 1: Route 611

It is recommended that Route 611 be widened to five lanes from Phillips Street northward to the Route 33 intersection. Additional widening should be completed at signalized intersections to provide required turn lanes.

To improve traffic flow and safety along this corridor, it is recommended that access management strategies be implemented. These strategies include: Subdivision and Land Development Ordinance provisions to require new driveways to access on only existing and new public streets where possible; frontage widening to accommodate turn lanes at intersections; provisions requiring right-in/right-out only driveways and shared driveways; provisions requiring curbing along frontages to clearly define driveways and control access points; and driveway ordinances to increase controls on location, number, and design of driveways.

B. Medium Term Improvements

The medium term improvements are geared toward addressing traffic problems associated with regional growth in the 3 to 7 year time frame. Table 4 summarizes the medium term improvements. Figure 7 provides a summary of the levels of service, for the morning and afternoon peak hours, for the study intersections with medium term improvements. A description of the recommended improvements is given below.

• Intersection 5: Route 447/Stokes Avenue

In 2008 this intersection will operate at LOS F. The intersection will meet peak hour traffic warrants for signalization with the projected 2008 traffic volumes. If the intersection is signalized, and a northbound left turn lane is added, it will operate at LOS C during both the morning and afternoon peak hours.

• Intersection 9: Route 191/Chipperfield Drive

This intersection will operate at LOS F during the PM peak in 2008, however signalization will be warranted at this intersection. It is recommended that Chipperfield Drive be realigned to intersect Route 191 across from Stokes Avenue, forming a four-leg, signalized intersection.

• Intersection 10: Route 191/Stokes Avenue

This intersection will operate at LOS F in 2008, however signalization will be warranted at this intersection. It is recommended that Chipperfield Drive be realigned to intersect Route 191 across from Stokes Avenue, forming a four-leg, signalized intersection.
• Intersection 11: Route 191 /Clearview Avenue

Clearview Avenue should be extended to intersect Route 191 north of the current intersection (See Figure 7).

• Intersection 26: Route 611/1-80 Ninth Street Off-Ramp

The off-ramp approach of this intersection will operate at LOS F during the afternoon peak hour in 2008. However, the intersection will operate at acceptable levels of service if Route 611 is widened to provide two through lanes in each direction as is recommended. The acceleration lane for the off-ramp should be extended to provide yield condition merging instead of stop condition merging.

• Intersection 27 and 28: Route 209 Business/Pocono Park Drive (East/West)

The Pocono Park Drive approach of this intersection will operate at LOS F during the afternoon peak hour in 2008. It is recommended that Bridge Street be extended to intersect Route 209 Business, thus replacing two intersections with one. The east leg of Pocono Park Drive can be used as right turn lane for those traveling westbound on Route 209 Business who wish to turn onto Bridge Street. The west leg of Pocono Park Drive can be used as a right turn lane for those traveling on Bridge Street who wish to turn onto Route 209 Business westbound. With these two lanes and signalization, the new intersection will operate at LOS B and C during the 2008 AM and PM peak hours respectively.

• Intersection 31: Route 611/Frantz Road

Eliminate this intersection by realigning Frantz Road to intersect with Wigwam Park Road east of the Wigwam Park Road/Route 611 intersection (See Figure 9). The new unsignalized Frantz Road/Wigwam Park Road intersection will operate at LOS A during both the AM and PM peak hours.

• Intersection 32: Route 611/Wigwam Park Road (West)

Bluebird Road should be realigned to intersect Route 611 opposite of Wigwam Park Road (See Figure 9) and install a traffic signal at the intersection. The signalized intersection will operate at LOS B and C during the 2008 AM and PM peak hours respectively. Wigwam Park Road and Phyllis Court (intersection 34) will be connected by Pipher Lane, which runs parallel to Route 611.
• Intersection 33: Route 611/Wigwam Park Road (East)

It is recommended that this intersection be eliminated in conjunction with the improvements proposed in this section for intersections 32 and 34 (See Figure 9).

• Intersection 34: Route 611/Shaffer's School House Road

Phyllis Court should be extended to intersect Route 611 opposite Shaffer's School House Road (See Figure 9). With recommended signalization, this intersection will operate at LOS B and C during the 2008 AM and PM peak hours respectively. Wigwam Park Road (intersection 32) and Phyllis Court will be connected by Pipher Lane, which runs parallel to Route 611.

C. Long Term Improvements

Long term improvements address problems in the 8 year time frame and beyond. Table 5 summarizes the recommended long term improvements. Figure 8 provides a summary of the levels of service, for the morning and afternoon peak hours, for the study intersections with long term improvements. A description of each is given below.

• Intersection 2: Route 191/Woodale Road

The Woodale Road approach of this intersection will fail (LOS F) in 2008. With the projected growth rate this intersection will be close to meeting peak hour warrants for signalization in the future. With the installation of a traffic signal the intersection will operate at LOS B and C during the morning and afternoon peak hours respectively.

• Intersection 6: Route 447/Fawn Road

This intersection currently operates at acceptable levels of service; however the Fawn Road approach will fail (LOS F) during both the morning and afternoon peak periods in 2008. The intersection will meet peak hour traffic warrants for signalization with the projected 2008 traffic volumes. If the intersection is signalized it will operate at LOS B and D in the morning and afternoon peak hours respectively.

• Intersection 13: Route 191/Phillips Street

The Phillips Street approach to this intersection operates at LOS F during the PM peak hour under existing conditions. In 2008, the intersection will operate at an overall LOS E during the AM peak and LOS F during the PM peak, however signalization is warranted. If the intersection was
signalized, it would operate at LOS B during the AM peak and LOS C during the PM peak in 2008.

- Intersection 14: Route 191/Route 611

The Southbound approach of Route 191 is projected to operate at LOS E. It is recommended that a left turn lane be added to this approach. This will improve the LOS for the approach to C.

- Intersection 16: Route 611/Phillips Street

This intersection is projected to operate at LOS F during the afternoon peak hour in 2008, however signalization is warranted. With the installation of a traffic signal and the recommended additional through lane each direction on Route 611, it would operate at LOS B during both peak periods.

- Intersection 35: Route 611/Terrace Drive

Applegate Road should be realigned to intersect Route 611 opposite Terrace Drive and the new four-leg intersection should be signalized. If signalized, the intersection will operate at LOS B during the AM peak hour and LOS C during the PM peak hour in 2008.

- Intersection 36: Route 209 Business/Shafers School House Road

The southbound approach of Shafers School House Road is projected to operate at LOS F during the PM peak hour in 2008. The intersection is projected to meet peak hour signal warrants in 2008. If the intersection were signalized, it would operate at LOS B during both the AM and PM peak hours in 2008.

- Corridor 5/6: Cranberry Road/Chipperfield Drive

The intersection of Cranberry Road, Chipperfield Drive, and Clearview Avenue should be realigned as shown in Figure 9.

- Route 611/Chipperfield Drive/Route 191 Connection

A detailed needs study, including benefit/cost analysis, should be conducted regarding the future connection of a roadway between Route 611, Chipperfield Drive and Route 191. Between Route 611 and Chipperfield Drive, the study should evaluate possible roadway locations as shown in Figure 9, as well as other locations. Between Route 611, Route 191, the study should evaluate Chipperfield Drive and Clearview Drive as possible routes for the future roadway connection, including an evaluation of required improvements to these roadways.
The Township should also further study and evaluate the need for construction of a roadway parallel to Route 611 that will connect the north end of the Pocono Commons shopping facility with the proposed Bridge Street Connector. Connections to this new roadway from Mountain View Road and Oak Ridge Lane on the north end of the residential neighborhoods would provide residents with access to the roadway network via a signalized intersection.

V. IMPLEMENTATION PLAN

An implementation plan for the recommended short, medium, and long term improvements has been developed. The benefits of these improvements have been identified as 1) improved traffic safety and accident reduction, and 2) improved traffic flow and intersection capacity. The improvements were prioritized by a comparison of the benefits derived from and the projected cost of each improvement relative to the other improvements. Project costs were also estimated for each improvement and included in the implementation plan. Tables 6A, 6B, and 6C detail the short, medium, and long term implementation plans respectively.

The recommendations presented in the implementation plan were prioritized by groups of projects. Group A improvements should be the first projects implemented, Group B projects should be the second projects implemented, and Group C should be the last projects implemented. The A, B, and C group prioritization was used instead of assigning a number to each project because many projects are of equal importance relative to the safety and/or operations of the roadway network in the region.

VI. FUNDING

The key to the construction of the improvements presented in the Implementation Plan is the availability of project funding. An investigation was completed to identify potential sources of funding for the recommended improvements. A list of these potential sources is as follows:

- Pennsylvania Department of Transportation (PennDOT)

The process for obtaining funding from PennDOT is administered locally through the Monroe County Planning Commission and PennDOT District 5-0. For a project to be considered for funding, it must be included in the Twelve Year Highway and Bridge Program. The projects included in this program must have demonstrated benefits in one of the following areas: (1) highway or bridge restoration and preservation; (2) safety improvement; or (3) economic growth and development. When a project is included on the Program, it becomes eligible for funding. Additional lobbying is required to ensure that the project remains on the Program and receives funding.
APPENDIX 10

HISTORIC PRESERVATION PLAN
FOR MONROE COUNTY
1980
HISTORIC PRESERVATION PLAN FOR MONROE COUNTY

PRINCIPLES OF HISTORIC PRESERVATION

A Statement on Historic Preservation for Monroe County

1. Preservation of the unique and valuable historic and cultural heritage of the county should be encouraged.

2. Preservation is not an end in and of itself, but a way of incorporating the best of the past into the future.

3. Preservation is primarily accomplished through planning. Community decisions on the importance of their past are not soundly made by surges of interest in a historic property moments before the bulldozer arrives.

4. Preservation does not refer only to creation of museums. "Preservation" includes a wide variety of techniques all of which have their place in maintaining historic qualities in significant buildings.

   a. Maintenance of existing structures is the best method of preservation. Retaining stylistic and structural features original to the building and keeping them in good repair eliminates the need for expensive and extensive work later.

   b. Adaptive re-use (or rehabilitation) is the re-designing of a historic structure to accommodate new uses and activities while preserving those portions or features of the property which are significant to its historic, architectural, and cultural values. This is strongly recommended for Monroe County's stock of historic buildings.

   c. Restoration returns a dilapidated structure to its original appearance and function. This is a desirable undertaking for important buildings in Monroe County.

   d. Reconstruction is the reproduction by new construction of the exact form and detail of a vanished building, structure, or object as it appeared at a specific period of time. This method is not recommended as a preservation strategy in this county.

5. Preservation of historic properties is part of a concern for the environment and the quality of life in this county. Historic buildings are to be reviewed as elements of the environment just as water resources, plant and animal life now are.
6. Preservation is an energy-saving alternative to new construction. Energy saving potential of a historic structure should be weighted in the decision to preserve it.

7. Preservation of visually attractive sites around the county has a direct link to the health of a tourist-based economy.

8. Preservation promotes economic development. Maintenance, restoration, and adaptive re-use projects are more labor intensive than new construction, and they hire more people in the local economy, thus immediately stimulating the local markets.

9. Preservation is an effective tool in revitalizing blighted areas. Preservation of the unique historic, architectural, and cultural features comprise an important part in any program of neighborhood revitalization. "Urban renewal" efforts cannot destroy large sections of a town and expect to re-create a community without the physical surroundings which represent continuity of past, present, and future.

10. Preservation is compatible with new construction when it is of a design quality that does not obscure or overwhelm neighboring buildings of historic significance. New buildings will and should replace old, worn-out, and useless structures.

Neither "old" or "new" carries a value judgement. A decision must include evaluation of preservation before any project that will effect development in Monroe County is carried out.

GOALS AND OBJECTIVES OF HISTORIC PRESERVATION

The Preservation Plan

I. The most historically and culturally important sites and structures in the county should be protected and preserved as examples of the heritage and development of the area.

   A. State or National Register listing should be sought for appropriate sites to provide recognition and limited legal protection to these properties.

      1. Those properties selected as "potential register nominations" as a result of the Monroe County Historic Resources Survey should be nominated to the National Register as soon as possible.

         a. The Monroe County Planning Commission will provide assistance to individuals and municipalities to prepare such nomination forms.

      2. Individuals, municipalities, and the Planning Commission shall notify the Pennsylvania Historic and Museum Commission of additional valuable structures not marked by the Commission.
a. When more accurate information is received on historic properties, their location, or their role in the development of the community, this shall be communicated to the Pennsylvania Historic and Museum Commission and the Monroe County Planning Commission.

B. Properties already listed on the National Register, and those considered eligible for register listing, should be occupied and used.

1. Whenever possible, historic properties should be adapted to appropriate uses, retaining the significant qualities of architecture or history of the building and if possible, its original or similar function.

2. Historic structures that serve multiple purposes, or those that can be adapted to multiple purposes shall have high priority in community preservation efforts.

C. Individual property owners are encouraged to maintain, restore, and rehabilitate their properties from all periods of the county's past in a manner consistent with the original design, materials, and scale.

1. Standards for Historic Preservation Projects are summarized in the appendix of this book. Any person interested in preservation, restoration, or protection of a historic property should consult these basic design guidelines for ideas and suggestions of the best treatment of the property.

2. Appropriate maintenance of structures is recommended over elaborate "reconstruction" efforts.

II. Municipalities, local government, and public agencies should take an active role in preservation in Monroe County.

A. Each municipality should include an historic preservation element within their comprehensive plan.

1. A municipal preservation plan should identify and prioritize historic structures within the community.

2. Historic resources shall be considered in any review of present and future municipal development. The value of the historic resource must be seriously weighed against a conflicting land use before making policy statements.

3. The Monroe County Preservation Plan shall be considered as a guide in preparing municipal preservation plans.

B. Public agencies, local governments, and municipalities owning historic properties should seek appropriate uses for such property.
1. When a public agency or local government needs space to carry out its programs, administration, or other operations, first priority should be to adapt available and appropriate historic buildings to such use.

2. Historic property should be used for a purpose which will generate enough funds to provide for continued maintenance of the property, or the municipality or agency owning such structure shall make a financial commitment to maintenance and preservation of a historic property placed in their care by the public trust.

3. If no appropriate use can be found for a significant historic structure, it should be given reasonable protection from demolition and deterioration.

C. Municipal legislation should be enacted to facilitate historic preservation.

1. Historic Districts should be established where appropriate.
   a. Pennsylvania Act 167 (see page 63) provides the framework for municipal legislation of historic districts.

2. Design guidelines should be established for each historic district.
   a. Design review, to ensure appropriateness of character in all new construction or alterations to existing structures, shall be carried out at the municipal level according to the guidelines established for each historic district.
      1. Design review shall be carried out by a design review board, in conjunction with zoning and building permit review.
   b. The municipality containing a historic district shall carry out municipal improvements in such a district with attention to design characteristics, scale, and materials compatible with the historic area.

3. Zoning and Subdivision regulations should allow historic properties settings appropriate to their historic characteristics.
   a. Rural areas with concentrations of historic farmsteads should consider the location of areas zoned "industrial" "commercial" or "high density residential" in relation to historic farms to preserve an appropriate setting for the historic buildings.
   b. When property containing a historic site or structure is subdivided, subdivision regulations should require larger lot size for the historic resource to insure an appropriate setting.
c. Density, height, and set-back requirements of zoning codes should respect the original setting, scale, and site location of historic properties. Exemptions to the codes may be made if the historic building is judged to be in the public's interest of health and safety.

4. Municipalities should enact maintenance codes as a method of periodically reviewing existing structures for compliance with minimum health and safety standards. "Affirmative maintenance" programs are more effective and less costly than rehabilitation and preservation efforts at a later date.

a. Structures identified and classified by state and/or local government authority as historic buildings may be exempt from maintenance codes requiring materials or design not found on the structure as originally built, but the historic structure must be judged to be in the public's interest of health, safety, and welfare standards.

D. Innovative techniques for preservation involving cooperation of the public and private sector should be encouraged.

1. Municipalities are encouraged to apply their police powers, relative to zoning, establishment of conservancies, and regulation of design features in recognition of the fact that historic structures provide assets to a community, not just an individual owner and the preservation of these assets benefits the public welfare.

2. Housing acquisition and rehabilitation by local authorities for private residences shall not only provide decent living quarters but shall respect the integrity of the structure.

a. Housing rehabilitation shall employ materials original to the historic structure, and refurbish characteristic stylistic elements or details whenever possible.

3. A Monroe County Conservancy should be created to preserve for the public such lands, property, buildings, monuments, and natural features which are significant in Monroe County and should be protected from development or exploitation.

a. Guidelines established by a conservancy shall determine goals and priorities for type and location of properties to be acquired by gift, deed, or purchase of those sites, structures, and areas, including historic resources considered important to Monroe County.

1. Municipal and countywide studies, reports, and plans should be consulted for the inventory of significant sites, structures, and areas.
b. The Monroe County Conservancy shall be empowered to acquire access rights or other easements on a property which remains in private ownership and shall be named the legal repository for such property easements.

c. The Monroe County Conservancy should acquire development rights in rural areas to protect significant historic structures and their associated landscapes.

d. The Monroe County Conservancy should accept facade easements for significant historic structures in both rural and urbanized areas.

III. Citizens of Monroe County should be educated about their local history and made aware of the architectural heritage of the past which remains.

A. An expanded curriculum of local history should be offered within the schools, both public and private, in Monroe County.

B. Local libraries should continue their present policies of offering a variety of materials on local history and architecture.

C. The organizations within the county promoting local history, architecture, geneology, and culture, should be supported in their efforts by individuals and municipalities and county government.