REGIONAL COMPREHENSIVE PLAN

COOLBAUGH TOWNSHIP
BOROUGH OF MOUNT POCONO
TOBYHANNA TOWNSHIP
TUNKHANNOCK TOWNSHIP

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EXECUTIVE SUMMARY

Regional Vision

The Vision for the Region serves as the basis for the other plan elements, including goals and objectives, the Action Plan, Future Land Use Plan, Transportation Plan, Community Facilities and Infrastructure Plan, Natural Resource Protection, and the Economic Development Plan. The Regional Vision is found in Chapter 2 and states that to retain the Coolbaugh, Tobyhanna, Tunkhannock and Mt. Pocono region as one of the world's great places, the quality of life, beauty, diverse natural areas and open spaces that attract people to this Region will be maintained and enhanced. To accomplish this, growth will be managed and controlled and directed to existing centers and existing developments where adequate public infrastructure will be available. Efforts to preserve, protect and acquire critical natural areas and open spaces will continue. A balance will be accommodated between residential growth and economic development in order to provide family sustaining jobs for residents and address fiscal issues in the Region.

Chapter 2 also contains a series of goals and objectives for natural and scenic resources; historic, architectural and cultural resources; land use; economic development; transportation; housing; and community facilities and services. Goals are relatively general aspirations for the Region, indicating desired direction and providing criteria for measuring success of this Plan. Objectives are more specific guidelines for the Region to follow in order to realize the goals.

Goals include protecting and preserving the ecosystems, natural and scenic resources and beauty of the Region; protecting, preserving and enhancing the remaining historic, architectural and cultural resources and their surroundings; preparing a region-wide land use plan to manage, control and guide land use patterns and intensity of development; providing for economic development in the Region in an environmentally responsible manner to enhance the tax base and provide family sustaining jobs for local residents; facilitating the safe movement of vehicles, bicycles, pedestrians, air and rail services; accommodating an adequate supply of housing which meets the needs of all economic groups within the Region; and providing community facilities and services to serve the needs of the residents of the Region.

Action Plan

The Action Plan is found in Chapter 3. This is the most critical element of the Comprehensive Plan as it provides an outline of actions for implementation of the Plan. Actions are organized under several major initiatives, including an inter-governmental cooperative agreement and the formation of a regional planning committee; updating municipal zoning ordinances; updating municipal subdivision and land development ordinances; administrative actions for resource protection and enhancement; administrative actions for preservation of remaining agricultural lands; a variety of planning actions; administrative actions for economic and community development; and administrative actions for transportation enhancement.

Potential major elements of Plan implementation, including capital improvements planning and official maps, are discussed, as well as government programs which can help fund implementation of the Plan.

The Action Program summary indicates the time frame for responsibilities, and potential partners and funding sources for the list of actions.

Future Land Use Plan

Chapter 4 discusses existing land use patterns in the Region and contains a key element of the Comprehensive Plan, the Future Land Use Plan. The Future Land Use Plan establishes policies for guiding future land use within the Region, and serves as a guide on which to base controls such as municipal zoning maps and zoning ordinances. The future land use categories, which are described in detail, include Conservation, Rural, Residential, Village Residential, Borough/Village Center Mixed Use, Neighborhood Commercial, General Commercial, Business Development, Industrial, Military Reservation, and Public. Designated growth areas and future growth areas are also identified.

The chapter on land use also indicates steps which can be taken to preserve and protect resources within tracts of land as development occurs and identifies implementation strategies for the land use plan.

Transportation

Chapter 5 discusses the functional classification of existing roads, traffic volumes and trends in the Region, the modes of travel available within the Region, key traffic generators and congested areas, and the importance of the transportation system within the Region to quality of life, tourism, and economic development.

The Transportation Plan discusses future transportation projects within the Region and a number of transportation management and enhancement strategies.

Community Facilities and Infrastructure

Community facilities and infrastructure are discussed in Chapter 6 including public water supply systems, sewer service areas, suitability for on-site sewage disposal, storm water management, and municipal and regional services.

The Plan stresses coordination of sewer and water facilities and land use planning, cooperative efforts among the municipalities, and continuing to monitor needs of the Region's residents.

Recreation is not discussed in detail because the four municipalities have participated in regional Open Space, Park and Recreation plans. A plan for the reliable supply of water is detailed, as well as infrastructure implementation policies. A discussion is also included on municipal finances.

Natural Resource Protection

The scenic rural character, which still dominates much of this Region, is made up of a variety of natural and cultivated habitats. The natural features of the Region are regularly used for a wide spectrum of recreational activities such as hunting, fishing, boating, and hiking. It is the natural systems that help create scenic beauty on the landscape and provide various recreational opportunities, also functioning as habitats for many different species of wildlife including birds, wild plants, and animals. Some of these species have been deemed rare, threatened, and/or endangered. As growth continues to occur, the integrity of the natural environment with its many benefits can easily be lost without careful planning of growth and development. Careful planning can maintain open space, develop more scenic trails, preserve stream corridors from development, and preserve woodlands, which are important habitats for wildlife. A balance between growth and the conservation of scenic and natural resources can be achieved. The Future Land Use Plan takes into account where natural areas should be preserved while promoting growth in areas where growth can be serviced.

Chapter 7 looks at the different types of natural resources which make up the natural system within the Region. These areas need to be protected in order to maintain the quality of life for the residents and wildlife habitats of the Region. Each individual resource is discussed including goals and objectives on how to preserve, maintain, and conserve these valuable resources for future generations, keeping in mind the overall goal is to "Protect and preserve the ecosystems, natural and scenic resources, and beauty of the Region."

Community Participation

A number of ways of securing public participation were available during the course of the plan preparation. The planning process started with the cooperative effort of a Regional Planning Committee comprised of representatives from the four municipalities and the Monroe County Planning Commission, working with a consultant to gather background data, secure additional public input, and prepare a draft of plan elements. Committee members are listed after the title page of this Plan.

During the course of preparation of the Plan, interviews were conducted with key community leaders identified by the Regional Planning Committee. The results of those interviews are discussed in Chapter 8.

In addition, planning questionnaires were mailed to ten percent of the households in the Region. 531 surveys were received, with a return rate of approximately 27%. The results of the planning questionnaire are discussed in Chapter 9 and presented in detail in Appendix 1.

Public information meetings were held on the initial Regional Vision and Statement of Goals and Objectives and on the draft Future Land Use Plan to secure community input regarding those aspects of the Plan. Once the Committee approved the draft Comprehensive Plan, the Plan was submitted to municipal planning commissions, the County Planning Commission, surrounding municipalities, and the school district for review and comment.

The next step in the adoption process was the conduct of a joint public meeting of the Planning Commissions of the four municipalities to secure public comment. Upon completion of that public meeting, the Planning Commissions made any recommendations for revisions to the Plan and then recommended that the draft plan be submitted to the governing bodies of each municipality for a public hearing and adoption. The governing bodies then held public hearings on the Comprehensive Plan and subsequently adopted the Comprehensive Plan in final form.

Past Trends and Future Needs

Chapter 10 discusses population and housing trends in the Region, population projections for the Region, a summary of major influences on Monroe County, household and acreage requirements to accommodate projected population growth, growth policies for the Region, and potential infill promotion strategies for consideration by municipalities within growth areas. Appendix 2 contains additional population and housing information.

Plan Interrelationships

The interrelationships of the various components of the Plan are discussed in Chapter 12. Chapter 13 addresses the consistency of this Plan with Monroe 2020.

Economic Development Plan

Tax base issues are discussed in the Economic Development Plan in Chapter 14. The Plan also discusses encouraging economic vitality within the Region, encouraging continuity in the design in the Region's commercial corridors, elements in strengthening the existing centers in the Region, and providing a balance among growth, open space conservation, maintaining the quality of life in the Region, and managing traffic. A number of actions to encourage economic development are outlined.

CHAPTER 1

INTRODUCTION

Why a Comprehensive Plan?

The purpose of the Comprehensive Plan is to work proactively to assure that the future of the Coolbaugh, Tobyhanna, Tunkhannock and Mt. Pocono 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 community 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, housing, economic development, natural and scenic resources, municipal services, and historic, architectural 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 joint 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 the 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.

- Prepare a Plan which provides consistent land use proposals along the common municipal boundaries and promotes common goals for the logical development of the area 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 area. 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 Coolbaugh, Tobyhanna, Tunkhannock and Mt. Pocono 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.

CHAPTER 2

REGIONAL VISION
AND
STATEMENT OF GOALS AND OBJECTIVES

REGIONAL VISION

The Coolbaugh, Tobyhanna, Tunkhannock and Mt. Pocono region will remain one of the world's great places: a great place in which to live and work, a great place to visit, and a great natural treasure. We will accomplish this by maintaining and enhancing the quality of life, beauty, diverse natural areas and open spaces that attract people to this region. To retain natural areas and open spaces, the four municipalities will manage and control growth, directing it to existing centers and existing developments where adequate public infrastructure will be available. Efforts to preserve, protect, and acquire critical natural areas and open spaces will continue. A balance will be accommodated between residential growth and economic development in order to provide family sustaining jobs for residents and address fiscal issues in the region. Development which occurs will be appropriate in scale, type and location; emphasize open space conservation; be environmentally responsible; and enhance, rather than degrade, the scenic beauty, the quality of life, and the natural resources of the region. Coolbaugh, Tobyhanna, Tunkhannock and Mt. Pocono will work together to protect and enhance the character of the region's existing villages and settlements; improve community facilities and services and recreational opportunities available to area residents; foster community identity and cohesion; facilitate mobility throughout the region; and link natural areas, recreation resources, and settlements through a system of greenways. We will meet our responsibilities to be stewards of our natural and cultural resources and to protect our quality of life.

GOALS AND OBJECTIVES

Natural and Scenic Resources

Goal: **Protect and preserve the ecosystems, natural and scenic resources and beauty of the region.**

Objectives:

- Protect groundwater and surface water quality and quantity.

- Preserve important natural areas.
- Protect wetlands.
- Protect steep slopes.
- Protect and manage woodlands.
- Assure development is sensitive to natural drainage ways.
- Minimize flood damage.
- Ensure protected lands stay protected.
- Protect air quality.
- Protect lakes, ponds, bogs, barrens and swamps.
- Protect wildlife habitats and rare and endangered species.
- Protect watercourses and their corridors through the establishment of riparian buffers, with particular emphasis on the Tobyhanna, Tunkhannock and Brodhead Creeks.
- Protect hunting and fishing environments and increase access to them.
- Protect scenic areas, scenic road corridors and scenic viewsheds.
- Protect recharge areas for aquifers.
- Protect watersheds and wellhead areas for municipal water supplies.
- Identify critical areas for protection and acquisition as permanent open space and preserve a network of woods, streams, meadows, and hillsides.
- Improve degraded viewsheds.

- Establish an interconnected greenways system within the region.

- Beautify arterial roadways, thereby enhancing the appearance of natural scenery and built-up areas.

- Preserve remaining agricultural land.

- Preserve the Bethlehem Water Authority watershed and adjacent areas; lands between the Lehigh River and protected lands in western Tobyhanna Township; and lands in northeastern Coolbaugh Township, including those of the Buck Hill Water Company.

- Preserve the night sky from excessive light pollution in order to maintain the Region's rural character and allow residents to continue to view the stars at night.

Historic, Architectural and Cultural Resources

Goal: Protect, preserve, and enhance the remaining important historic, architectural, and cultural resources and their surroundings.

Objective:

- Protect and enhance the character of the region's borough, villages, hamlets, and resort areas.

- Encourage the preservation of historic sites in the region.

Land Use

Goal: Prepare a region wide land use plan to manage, control and guide land use patterns and intensity of development.

Objectives:

- Retain the rural character of existing rural areas.

- Minimize encroachments into areas recommended for retention of rural character, natural resource protection, and open space.

- Designate appropriate locations for future development and steer development compatible in scale and character to those areas.

- Coordinate future development with the availability of and planning for the provision of economical and efficient sewage disposal and water supply; roads, and other infrastructure; and availability of community facilities and needed services.

- Accommodate retail and service development sufficient to meet the day-to-day retail and service needs of the region's residents and visitors at appropriate locations.

- Plan for compatible land use along municipal boundaries.

- Establish developer responsibilities for provision of community facilities and infrastructure improvements.

- Allocate land use on a regional rather than municipality by municipality basis, recognizing the right of municipalities to control zoning within their boundaries.

- Maintain community character.

- Provide a balance between residential and non-residential development.

- Provide for infill and appropriate expansion of the existing centers (Mount Pocono area, Blakeslee and the Village of Tobyhanna).

- Require residential development to emphasize open space conservation.

- Control sprawl through the establishment of efficient, compact patterns of land use.

Economic Development

Goal: **Provide for economic development in the region in an environmentally responsible manner to enhance the tax base and provide family sustaining jobs for local residents.**

Objectives:

- Enhance the quality of life.

- Accommodate economic development, such as offices, warehouse/distribution, industry, research and technology businesses, and tourism-based activities

appropriate in type and scale at designated locations that do not detract from the quality of life.

- Encourage appropriate utilization of the region's vacant and underutilized commercial and industrial properties for productive new development.

- Retain the viability of the Borough's "downtown business area."

- Encourage new economic development that respects the importance of the region's land and water resources.

- Encourage economic development where a core of such development exists and adequate transportation, sewer and water facilities will be available.

- Ensure citizens understand economic development and fiscal balance needs and support efforts to expand the economic base.

- Encourage a pattern of concentrated, planned development with safe, efficient, and managed access and relate the scale to needed infrastructure.

- Protect natural resources, which enhance "green" tourism in the region.

Transportation

Goal: Facilitate the safe movement of vehicles, bicycles, pedestrians, air and rail services.

Objectives:

- Upgrade the area transportation system, including roads and public transit.

- Promote trail and greenway planning and construction to provide recreational opportunities and link destinations.

- Encourage roadway maintenance to prevent deterioration and ensure safety of the existing road system.

- Encourage managed access along roads.

- Encourage programs to make roadways more functional and safer for motorists, pedestrians and cyclists.

- Work to provide adequate mobility for the elderly, the physically impaired, and those who do not own or lease an automobile.

- Resolve issues of public transit service in the manner best for the interests of the region.

- Identify improvements needed to serve economic development.

- Require landscaping and retention of desirable vegetation along the region's roads.

- Identify scenic roads and protect their rights-of-way and scenic viewsheds from blighting effects.

Housing

Goal: Accommodate an adequate supply of housing which meets the needs of all economic groups within the region.

Objectives:

- Accommodate a choice in housing types and densities.

- Protect the character of residential neighborhoods.

- Encourage provision of suitable, safe and sound living environments for present and future residents through the establishment of appropriate standards and procedures.

- Encourage maintenance, restoration and infill of existing housing areas.

- Encourage the orderly development of new well-planned residential environments, at appropriately designated areas, which will be compatible with existing land uses and without adverse impacts; respectful of and compatible with the character of the land; and protective of sensitive natural areas.

- Accommodate housing alternatives for senior citizens.

Community Facilities and Services

Goal: Provide community facilities and services to serve the needs of the residents of the region.

Objectives:

- Identify opportunities for regional cooperation and sharing of facilities and services.
- Work together to implement this plan.
- Continue inter-municipal planning efforts.
- Identify and resolve issues of wastewater disposal and work toward coordination of economical, efficient sewage disposal with existing and future development.
- Work to assure provision of sewers is compatible with the other goals of this plan, such as protection of natural resources.
- Work toward safe, reliable water supply for all residents.
- Provide adequate infrastructure for economic development, and identify needed improvements and expansions of the existing infrastructure.
- Require land developers to effectively manage storm water and erosion and sedimentation on their property in accordance with watershed planning efforts and concerns for the environment.
- Encourage environmentally responsible and economical solid waste disposal and recycling.
- Encourage provision of health care facilities and social services to serve the needs of the community.
- Preserve open space and important natural areas.
- Provide additional recreational space, facilities and programs to meet the needs of the region's residents.

- Provide a variety of recreational, educational, cultural, art, and social opportunities for all residents.

- Reach out to residents with activities and voluntary associations that create community cohesion in order to enhance a sense of community and community identity for both newcomers and long-term residents.

- Expand and encourage local area offerings of higher education.

- Require that signage be compatible with desired community character.

- Work with faculty to encourage students to become aware of growth management issues and to participate in classes and extracurricular activities that address these matters.

- Utilize schools and other public facilities for community activities.

- Establish capital investment priorities for recreation facilities and infrastructure improvements.

- Improve capability to provide emergency services (police, fire, ambulance).

CHAPTER 3

ACTION PLAN

Recommended Actions

The following is an outline of actions for implementation of this Comprehensive Plan. Upon the adoption of the Plan, each municipal governing body should assign responsibility for beginning the process of implementation. Some actions can be accomplished individually, but some may require continued cooperation among the municipalities. Short-term actions would be anticipated within two (2) years of plan adoption. Longer-term actions would follow the first two (2) years. In no event shall the adoption or approval of this Plan be considered as obligating any participating municipality to comply with the recommendations as are set forth herein, except as agreed to by all participating municipalities in an intergovernmental agreement.

Intergovernmental Cooperative Agreement and 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.

1. Update Municipal Zoning Ordinances

Consider preparation of a joint zoning ordinance and map for the Borough and the Townships or update individual municipal zoning ordinances and maps as may be necessary. If individual Zoning Ordinances are utilized, coordinate district regulations to be consistent in the Region with regard to uses and densities in implementing the Future Land Use Plan Use Categories. Also strive to achieve consistency between municipal ordinances in other provisions of the Ordinances.

Preparation of a joint zoning ordinance or update of individual ordinances should be a short-term high priority action, begun upon adoption of the Comprehensive Plan and completed within two years of adoption of the Plan. Initial responsibility would be with a joint planning committee or municipal planning commissions upon direction of the governing bodies. It is anticipated that representatives of the four municipalities will meet to review existing ordinances and this Action Plan, and work to reach a consensus on consistent zoning language for the municipalities.

While water quality protection and wellhead protection is an important concern throughout the Region, it is an especially high priority in Mount Pocono where a concentration of users are supplied through a central water system with ground water supplies. Recharge areas need to be protected from contamination and diminution.

A. Update zoning maps and zoning ordinances to reflect the Future Land Use Plan as necessary.

(1) Conservation
(2) Rural
(3) Residential
(4) Village Residential
(5) Borough/Village Center Mixed Use
(6) Neighborhood Commercial
(7) General Commercial
(8) Business Development
(9) Industrial
(10) Public
(11) Military Reservation

In implementing the Residential category, more than one Residential district may be adopted. While one municipality may have more residential districts than another, the municipalities should work together to determine the appropriate consistent language in the similar residential districts.

B. Update zoning ordinances as necessary to reflect the resource protection Goals and Objectives of this Plan. The existing resource protection provisions of municipal zoning ordinances vary and it is possible that the approach taken by each municipality may vary. Options include, but are not limited to, the following. The municipalities may agree to use these approaches or may pursue other options and alternative language collectively or individually.

(1) Consider whether to 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

The approach taken by each municipality may vary. Some municipalities may choose to protect natural resources, but not net them out. Net out may not be used in some districts, such as industrial. **Coolbaugh Township does not now use and does not intend to use Net Out Provisions. It sets the coverage area in each zone predicated on an average of natural feature impediments in the Township. The Township has adopted Natural Features Conservation regulations**

(2) Steep Slope Protection Provisions

(a) Slope Protection Provisions

Control and limit development on steep slopes

- Consider larger lot sizes and stricter impervious restrictions for steep slopes 15-25%
- Discourage development on slopes >15%
- Prohibit or severely restrict development on slopes >25%

(3) Wellhead Protection for Community Water Supplies

(a) Regulate/Restrict potential contaminating uses

(b) Regulate/Restrict potential contaminating substances

(c) Performance standards for uses

(d) Design standards for uses

(e) Operating requirements

(f) Review process for uses

(4) Groundwater Protection

(a) Aquifer protection through design standards, construction guidelines, use restrictions and impervious limits, and permit submission requirements.

(5) Tree and Woodland Protection, Management and Planting

(a) Consider land-clearing limitations for development in both major and minor subdivisions

(b) Encourage tree protection and replacement during development

(c) Encourage use of native species in landscaping

(d) Consider "no touch" or limited clearance buffer zones around the perimeter of new developments

(6) Wetland, Wetland Buffer, Wet Areas, Lake, Water Body, and Hydric Soil Protection

(a) Restrict development in wetlands (in accordance with State and Federal regulations)

(b) Establish consistent wetland classification criteria within the Region

(c) Establish consistent wetland, wet area, lake, and water body by considering buffer (margin) requirements, (e.g. 50 feet or 100 feet)

(d) Consider wetland delineation in hydric soil areas

(e) Restrict on site sewage disposal (to proven and effective treatment techniques **(Do not permit on-site sewage disposal systems in areas confirmed to be wetlands and to remain as wetlands.)**

(7) Floodplain Protection

(a) Encourage development in floodplains to compatible open space uses (e.g. athletic fields, recreational facilities, parks, etc.)

(8) River and Stream Corridor Overlay Zoning, Riparian Buffers

(a) Consider development and limit impervious surfaces

(b) Consider riparian (vegetative) buffers to moderate water temperatures, protect wildlife habitats, control sedimentation, and reduce pollution

(c) Encourage greenways and trails

(d) Encourage conservation easements/donations/dedications

(e) Encourage use of best management practices for stormwater management and agriculture

(f) Encourage stream habitat improvement

- Wetland restoration
- Stream bank restoration/stabilization

(9) Historic Resource Overlay Zoning

(a) Consider the establishment of historical commissions where they do not exist or a joint historical commission

(b) Identify historic resources

(c) Consider establishing criteria for developers to perform historical impact 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

(10) Demolition by Neglect Provisions

(a) Consider providing financial assistance for 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. Consider the creation of a historical fund for the purchase and protection of historical structures or sites.

In conjunction with this, or as an alternative, municipalities COULD consider providing financial assistance for property owners to protect and maintain historic properties or create an historical fund for the purchase and protection of historical structures or sites.

(11) Scenic Road and Scenic Viewshed Overlay Zoning Consider the following:

(a) Greater setbacks from scenic roads

(b) Additional landscaping, trees and screening on site

(c) Standards for siting buildings/building height

(d) Retain existing vegetation when it will not conflict with road safety concerns

(e) Sign limitations

(f) Access management

(12) Outdoor Lighting Standards to control light pollution and protect the night sky

(a) Illumination levels are adequate but not excessive

(b) Impacts on surrounding streets and properties are mitigated

(c) Full-cut off fixtures are used

(d) Glare is controlled

(13) Sign Regulations

(a) Billboard regulation

(b) Consistent and appropriate signage along road corridors

(c) Encourage appropriate signage in existing settlements with the consideration of:

- Sign materials compatible with the building style
- Sign colors complement the building façade
- Hardware for projecting signs is integrated into the building architecture
- 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
- Coordinate with the Wayfinding Initiative being developed for the Pocono Mountains region

(14) Forestry Regulations

(a) Recognize accepted silvicultural practices

(b) Consider forestry management plans

(c) Manage stormwater and erosion and sedimentation control

(d) Construct proper internal roads

(e) Protect public roads

(f) Reforestation

(g) Protection of steep slope forestation

C. Provide for land development techniques designed to protect existing resources and provide open spaces

(1) Conservation Zoning (Growing Greener Concept of Natural Lands Trust) (consider in Conservation, Rural and Residential areas)

See Appendix 4 for language describing ordinance provisions. Each municipality should review its Growing Greener Audit recommendations for acceptability and inclusion within its zoning ordinance.

Consider 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 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 (consider in Conservation, Rural, and Residential areas)

(a) Maximum overall density

(b) Flexibility in lot size

(c) Natural features and resources contained in larger lots so houses can be sited away from them

D. Provide for appropriate development consistent with existing development patterns and enhances streetscapes. Provide incentives for infill in existing settlements in the Region when the necessary supportive infrastructure is available. Discourage development outside of existing settlements by not providing incentives for development outside designated growth areas.

(1) Consider a provision for Traditional Neighborhood Development (Nontraditional Development), Village Extension, and Village Design in Residential, Village Residential, and Borough/ Village Center Mixed Use areas. **If utilized, these methods address the following concepts:**

(a) Create 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 grid pattern

(j) Historic development patterns of towns

(2) In Borough/Village Center Mixed Use and Neighborhood Commercial areas, protect the character of the Borough, Villages, and Hamlets. Have streets, buildings, and public spaces work together to create a sense of place with pedestrian scale. **Ways of accomplishing this include**:

(a) Provide incentives for, 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 this Plan.

(c) Pedestrian amenities may be considered as required improvements for appropriate types developments.

(d) Encourage parking areas to the rear and side of buildings and establish standards for design, buffering and landscaping of new parking facilities.

(e) Encourage 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 voluntarily 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

(i) 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

(3) Establish criteria for buffers where potentially conflicting uses will exist, such as residential – non-residential.

(4) Establish criteria for impact statements (environmental, traffic, services, fiscal, etc.) with requested zoning amendments requiring a zoning district change, to address the impacts of the requested amendment.

(5) Give emphasis to density bonuses for development served by public sewer and public water, rather than development served by package/private systems or individual systems.

E. Update Statements of Community Development Objectives contained in municipal zoning ordinances to be consistent with this Plan

F. Include appropriate roadway access provisions

(1) Access management standards

(a) Appropriate locations

(b) Access point separation

(c) Access to streets of lower functional classification

(d) Internal road systems

(e) Coordinated/Shared ingress and egress

(f) Interconnection of properties – access, parking, loading

(g) Separation from intersections

(h) Coordinated traffic movements

G. Consider corridor overlay zoning along major commercial roads such as Route 940, Route 611, Route 115, and Route 196 to enhance the appearance of these corridors, enhance safety and traffic movement, and maintain economic viability. Enhancements could be provided by:

(1) Coordinate landscaping, signage, lighting, street furniture, paving materials, design of site improvements, building façade and windows displays

(2) Increase pedestrian and vehicular connections to adjoining properties

(3) Increase size and quantity of landscape material

(4) Integrate historic resources

(5) Provide site amenities

(6) Renovate building facades

(7) Minimize curb cuts and unrestricted access

(8) Provide more attractive signage

(9) Locate parking to the rear and side of buildings where appropriate and feasible

(10) Integrate architecture, landscaping and screening

(11) Encourage architectural treatments to soften the visual impacts of large structures

(12) Encourage architecture consistent with community character

(13) Encourage pedestrian oriented design (e.g., sidewalks and benches)

(14) Encourage pedestrian oriented spaces

(15) Screen loading areas, outdoor storage and dumpsters

(16) Provide safe bus stops with shelters, with pedestrian connections to buildings. Review routes, shelter design, and advertising requests against any zoning standards

H. In remaining agricultural areas, consider merits of provisions to: allow farmers to supplement income, allow farm support uses, discourage non-farm uses which could cause conflicts with agricultural practices, require buffering around the perimeter of agricultural areas by non-agricultural uses, and encouraging the restoration of buffers along the inside perimeter of agricultural lands. Establish appropriate controls on intensive agricultural operations and sludge (biosolids).

I. Carefully review the appropriateness of the Transfer of Development Rights technique for use in promoting infill in the existing settlements in the Region. This would allow the transfer of development rights with bonuses from Conservation areas to Residential, Village Residential, and Borough/Village Center Mixed Use areas within Designated Growth Areas, and eventually Future Growth Areas as all infrastructure needs are addressed. Consider the development of a legal instrument by which development rights may be transferable within the Region.

Pursue the mechanics of transferring development rights from Conservation areas to increased intensity of development in areas designated for economic development.

J. Encourage Business Development, Industrial and Commercial areas to be developed through coordinated, attractive business parks and discourage additional strip commercial development.

K. 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.

2. Update Municipal Subdivision and Land Development Ordinances

Update of the Subdivision and Land Development Ordinances as necessary should be a short-term high priority action, begun upon adoption of this Comprehensive Plan and completed within two years of adoption of the Plan. The need for updates will vary with the municipality. Initial responsibility would be with municipal planning commissions or a joint planning committee upon direction of the governing bodies. It is possible that the approach taken by each municipality may vary. Options include, but are not ***restricted*** to the following recommendations. The municipalities may agree to use these approaches or may pursue other options and alternative approaches collectively or individually.

A. Traffic impact studies should be required for proposed large and/or high intensity developments pursuant to criteria established by the municipalities. 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.

B. Establish appropriate standards for driveway design and access to streets for appropriate access management. Plans should be reviewed for access management concerns.

C. Consider stormwater management with less emphasis on detention and more emphasis on infiltration, reducing pollution, and reducing thermal impacts through BMP's.

Assure that developers adequately address stormwater management and erosion and sedimentation control.

Consider the implementation of the recommendations of Act 167 Stormwater Management Plans.

D. Require developers to identify natural, historic, scenic, architectural and cultural resources within their property and incorporate them into the open space system when appropriate and consistent with Open Space and Recreation Plans. Management plans for open space should be required as well as mechanisms assuring the continuation as open space.

E. Require developers to identify the resources within their property, analyze the impacts of the proposed development and mitigate those impacts.

F. Plan data requirements should be expanded to include a specific listing of environmental, scenic, historic and cultural resources.

G. Determine whether to require environmental assessment studies, hydrogeological studies, scenic, historic and cultural resources impact studies and 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, pursuant to criteria established by the municipalities.

H. Development guidelines should be established for development in recharge areas, including limits on impervious cover and limits on on-site sewage disposal.

I. Development guidelines should be established for development near scenic roads and vistas.

J. Include tree plantings along streets as a requirement, including use of native species, in both major and minor developments and both residential and non-residential developments.

K. Include provisions for protection of vegetation during site work.

L. In review of Subdivision and Land Development Plans, requirements for setting aside open space should be used to preserve the Conservation Corridors and provide for greenways identified in regional open space and recreation plans with special emphasis on preserving Tobyhanna Creek and Tunkhannock Creek. Greenway Design Principles in the Plans should be considered.

Requirements for setting aside open space should also be used to protect specially designated undeveloped areas and additional identified natural areas designated in the regional open space and recreation plans.

M. Appropriate road design standards for each functional classification of road should be established. Safe, buffered, and sufficiently set back bike and pedestrian lanes should 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).

N. Consider adopting 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.

O. Require developers to recognize existing trails and to provide for new trails pursuant to Open Space and Recreation Plans. Standards for trails should be included in the Ordinances. Sufficient rights-of-way and easements should be required.

Require developers to provide pedestrian paths.

P. Consider addition of standards for recreation facilities where none exist. Review standards of National Park and Recreation Association for appropriateness.

Q. Rights of access for trails should be secured through easements during the plan review process.

R. Involve fire company and school district personnel in review of subdivision and land development plans, where appropriate.

S. Encourage use of internal road systems and common access along Route 611, Route 940, Route 196, and Route 115 to reduce traffic volumes on, and the number of driveway entrances to, the roads.

T. Require street furniture/pedestrian amenities as required improvements pursuant to municipal streetscape plans.

U. Require appropriate ultimate rights-of-way along roadways.

V. Require appropriate traffic calming techniques as may be needed in the Borough, Villages, and Hamlets. Develop appropriate strategies for such features.

W. Adopt appropriate refinements to implement the Growing Greener Conservation Development Concept (See Appendix 4 for language describing Ordinance provisions)

Each municipality should review its Growing Greener Audit recommendations for acceptability and inclusion into its subdivision and land development ordinance.

If the Conservation Development concept is used, the design procedure is:

- Identify conservation areas
- Locate house sites
- Align streets and trails
- Draw lot lines

X. Streamline procedures for desired businesses which demonstrate a willingness to realize the goals, objectives, and policies of this Comprehensive Plan.

Y. Require or encourage predesign meetings between planning commissions and developers prior to preparation and submission of subdivision and land development plans.

3. Administrative Actions for Resource Protection and Enhancement

A high priority action should be consideration of appointment of municipal Environmental Advisory Councils, where not already appointed, such as in Coolbaugh Township, or a regional Environmental Advisory Council (EAC) within two years of adoption of this Plan, by the governing bodies. The other actions will be on-going, long-term actions initiated by the governing bodies with the assistance of municipal planning commissions and any newly appointed commissions.

A. Consider the appointment of 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 would also continue to:

(1) Identify, evaluate, mark and foster awareness of historic resources

(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 Design Guidelines and Sign Controls for the Historic District(s).

B. 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, such as the Coolbaugh Township Historical Association, Historical Association of Tobyhanna Township, and the Pocono Rail Historical Society.

C. Support the planning of trails to link historic sites and erect informative markers and exhibits at historic resources.

Continue planning for greenways and riparian buffers along the streams in the Region.

Review the adequacy of and need to increase access to hunting and fishing areas within the Region.

D. Encourage protection of identified target areas through conservation easements, fee simple, 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. Areas of particular interest include the Bethlehem Water Authority Watershed and adjacent lands; lands between the Lehigh River and protected lands in western Tobyhanna Township; lands in northeastern Coolbaugh including those of the Buck Hill Water Company; the Knob and land along and south of Forest Hills Run in the Borough of Mount Pocono.

E. Consider creation of municipal Environmental Advisory Councils in addition to Coolbaugh Township's or jointly with Coolbaugh's to work

with governing bodies to preserve key tracts of open space, protect environmental resources in the Region, and implement Regional Open Space and Regional 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.

F. Support efforts of the Monroe County Conservation District, watershed associations, and other agencies to manage stream corridors through cooperative efforts with landowners for riparian buffers, best management practices, and stream bank improvements. Cooperate in securing easements along the streams.

G. Encourage formation of groups within the community to adopt a stream and provide monitoring and oversight along the stream corridor.

H. Encourage landscaping of cleared areas in existing developments.

I. Consider establishing lot clearance limitations for undeveloped parcels.

J. Establish tree planting programs.

K. Maintain the scenic road system in the Region through conservation zoning, the other activities listed in this Section, and Scenic Road and Scenic Viewshed overlay zoning.

L. Implement the Regional Open Space and Recreation Plans through the EAC and charge recreation fees in lieu of land for new development and subdivision when land is not dedicated.

M. Investigate wellhead protection and watershed planning opportunities under the Growing Greener initiative and other programs. Protect community water supplies.

N. Consider implementation of Act 167 Stormwater Management Plans.

O. Support watershed associations such as the Tobyhanna Creek/Tunkhannock Creek Watershed Association and Brodhead Watershed Association.

P. Identify opportunities for expanded public water and sewer service

Q. Work with realtors, bankers, and County agencies to encourage sales of existing occupied and unoccupied dwelling units, including expanding information available to the consumer.

R. Work with the Monroe County Planning Commission to encourage forestland owners to participate in the Forest Legacy Program which is designed to acquire conservation easements on important and threatened forestland.

4. Administrative Actions for Agricultural Preservation of Remaining Agricultural Lands

These are on-going, long-term activities which should be continued/started upon adoption of the Plan. Responsibility is with municipal governing bodies, planning commissions, and authorities.

A. Work with local farmers and the Agricultural Security Area Advisory Committee to encourage participation in the County Agricultural Conservation Easement Purchase Program.

B. Consider merits of Township Purchase of Agricultural Conservation Easements.

C. Consider merits of Transfer of Development Rights (TDR) Program within a municipality or across municipal boundaries (development rights of properties in agricultural areas could be transferred to properties in those areas designated as residential growth areas).

D. Promote the inclusion of farms in Agricultural Security Areas.

E. Support measures to relieve property tax burden for farmers.

F. Limit extension of public sewer and water facilities to agricultural areas.

G. Permit businesses which support agricultural operations and businesses which market or process farm products.

H. Allow farmers to supplement incomes through home businesses, home occupations and farm related businesses.

I. Permit appropriate recreational activities, such as hayrides, corn mazes, and festivals.

J. Promote conservation development (Growing Greener). Typically 50 to 80% of the tract remains in open space and development occurs on the remaining land, allowing for the protection of some farmland.

K. Promote enrollment in Clean and Green preferential tax assessment (Act 319) program.

L. Allow and give incentives to compact development and higher densities where public sewer and water are available in areas designated for development and give disincentives to inefficient development techniques.

M. Support establishment and continuation of farm-related programs and organizations.

5. Planning Actions

The highest planning priority should be creation of a Regional Planning Committee within six months of adoption of this Plan. The appointing responsibility would be with the governing bodies. The preparation and update of other municipal plans, maps, and programs should occur within a four-year period after adoption of this Plan. Authorization would come from the governing bodies and be the responsibility of various municipal commissions and the governing bodies.

A. The Townships and the Borough should create a standing joint planning committee to biannually (or more frequently, as needed) review the Comprehensive Plan, recommend work programs for each year, and discuss subdivision and land development plans of common interest.

B. Trail and Greenway planning should be coordinated with surrounding municipalities, Monroe County, the Regional Open Space Committees, and property owners.

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 joint planning committee in five years, with consideration of trends at that time and development events over those five years.

E. Municipal Act 537 plans and water supply planning should be coordinated with this plan, particularly the Future Land Use Plan. To further the policy of promoting infill development in settlements such as Blakeslee and Tobyhanna, public sewer and water capacity should remain available for these areas as necessary. Mount Pocono has public sewer and water, and appropriate road improvements should be made to accommodate the potential for population growth.

Aggressively enforce Sewage Management Ordinances and State mandates to manage on-lot sewage disposal facilities in the Region and assure the best available technology is used.

Consider increasing the minimum lot size requirements when on-lot sewage disposal will be used.

F. Streetscape Plans for Mount Pocono, Blakeslee and Tobyhanna should be considered, addressing such issues as landscaping, signage, street furniture, lighting, parking locations and design standards, and enhancing gateways to the Borough and Villages.

G. Municipalities should adopt Official Maps designating proposed public facilities, streets, and trails.

H. Municipalities should prepare Capital Improvements Programs for street improvements, recreation and other community facilities, pedestrian circulation improvements, community appearance improvements, and other improvements recommended by this plan.

I. Consideration should be given to establishing pedestrian pathway improvement programs such as completion of gaps in the system and provide for 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 should 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.

J. A plan for the provision of benches and other amenities should be considered along pathway and trail systems.

K. Consider adopting appropriate land use controls to implement any updated Watershed Act 167 Plans. The major implication of these plans will be the need to adopt storm water management parameters and standards consistent with the Plans.

Pursue watershed planning and wellhead protection opportunities available under the PADEP Growing Greener initiative and other programs in

cooperation with the Monroe County Conservation District and other County and State agencies.

L. Maintain a dialog with the School District regarding development activities, school facilities needs, and location of school facilities.

Work with the School District to assure availability of school district facilities to the Region's residents.

M. The municipalities should continuously jointly monitor availability of grants for planning, recreation and other elements and pursue grants.

N. Monitor zoning along municipal boundaries to provide for compatible zoning districts.

O. 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 Regional Open Space and Recreation Plans.

P. Support infill of the existing settlements in the Region through municipal policies, including emphasizing infrastructure improvements in those areas such as road improvements, parks, sewer and water, pathways, drainage facilities, and streetscape improvements; encouraging transit and paratransit service; locating municipal services near those settlements; and encouraging location of community facilities and services such as senior and community centers.

Q. Encourage the Monroe County Municipal Waste Management Authority to plan for solid waste management in a cost effective manner with consideration of municipal concerns.

6. Administrative Actions for Economic and Community Development

These will be on-going, long-term actions begun upon adoption of this Plan. Primary responsibility will lie with groups such as the Plateau Committee of the Pocono Mountains Chamber of Commerce, Monroe County Industrial Development Authority, Redevelopment Authority of Monroe County, and PPL Electric Utilities, with help from governing bodies, municipal staffs and planning commissions.

A. Enhance downtown Mount Pocono and the Villages of Blakeslee and Tobyhanna through streetscape improvements in coordination with PADCED and PENNDOT.

B. Support appropriate commercial development in the Borough/Village Center Mixed Use and Neighborhood Commercial areas.

C. Implement trail, pedestrian pathway, transit and paratransit planning to facilitate access to employment opportunities, community facilities, and the circulation system. Connect to expanded bus and rail service to the region. Facilitate access to the Borough and Villages within the Region.

D. Continue and expand cooperation and dialog between the Townships and the Borough and community entities such as the fire companies, authorities, and the School District 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. Support regional agencies such as the Pocono Mountain Regional Police Department and Pocono Regional Emergency Medical Service.

Continue to work toward improving response time for emergency vehicles.

Investigate a regional volunteer fire department.

E. 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. Expand upon events such as the Mount Pocono Arts and Music Harvest Festival and the sidewalk sale and flea market.

F. Monitor the need to increase availability and sharing of parking facilities; facilitate pedestrian and bicycle circulation; and facilitate transit access in commercial areas in the region through cooperation with area businesses, PENNDOT, and County agencies and authorities. Establish a parking program for the Borough of Mount Pocono.

Require pedestrian pathways within, and for connection of, commercial areas to foster walkability. Assure such pedestrian routes are attractively

designed to encourage use and reduce vehicle trips between commercial uses.

G. Work with potential land developers to achieve appropriate scale, signage, aesthetics, pedestrian amenities, and intensity and types of commercial development when development occurs in the commercial areas of the Region, and provide for the commercial needs of the community. Address design and performance standards, access management, permitted uses, and area and bulk regulations in Zoning Ordinances.

H. Consider the need for adequate housing and property maintenance codes and zoning ordinance provisions to maintain the building stock and properties within the region.

Foster programs which encourage home renovation and rehabilitation in existing neighborhoods.

Continue joint municipal cooperation in addressing the Uniform Construction Code.

I. Continue to allow residential uses in the Borough/Village Center and Neighborhood Commercial areas to provide for a mixed-use environment.

J. Enhance the gateways to the Region and communities and the sense of identity of the communities.

K. 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.

L. Involve the Region's residents and business community in committees to address major issues of concern within the region.

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.

M. Investigate programs to address and provide for the housing needs of the elderly in the community.

N. Jointly monitor availability of grants for economic and community development and pursue such grants.

O. Identify and support activities to promote the Region, promote tourism, retain existing businesses, attract or recruit desired new businesses, and enhance existing businesses in designated areas. Bring the business community and residents together in efforts to do this.

Work to attract suppliers of and businesses related to existing businesses in the Region.

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.

Support activities of the Mount Pocono Downtown Merchants Association and Mount Pocono Association.

Encourage active participation of the Pocono Mountains Vacation Bureau in the Region to support green tourism and cultural tourism.

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.

Take advantage of programs of Monroe County CareerLink to subsidize new employee salaries if on-the-job training is provided.

Inform economic development agencies of areas and buildings zoned and available for commercial and industrial development in the Region.

Participate in regional economic development activities within and beyond Monroe County to encourage economic development and entrepreneurial endeavors, build a more diverse business base, increase high tech/high skilled job opportunities, and create family sustaining jobs in the Region. Work with groups such as Pocono Mountain Industries, PPL Electric Utilities, Northeast Pennsylvania Alliance, University of Scranton Small Business Development Center, the Monroe County Economic Advisory Board and East Stroudsburg University Business Accelerator.

P. Promote and support efforts of community organizations to provide recreational facilities and programs for area residents and services and programs for the elderly and children.

Provide for public areas within the region through provision of open spaces, village greens, recreation facilities, greenways, improved pathways, and indoor facilities.

Emphasize enhancement of the existing settlements in the Region.

Q. 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 systems rather than proliferation of package sewage treatment plants.

R. Continue to zone land available for commercial, office and industrial development in Mixed Use, Commercial, Industrial and Business Development areas.

S. Establish zoning policies for home employment and home occupations.

T. Encourage appropriate adaptive re-use of historic, vacant and underutilized buildings.

U. Maintain and enhance the quality of life and business climate in the Region through other listed actions for resource preservation, transportation enhancements, and economic and community development, in order to retain and attract new businesses. Realize the importance of the availability of a well educated and skilled labor force, available infrastructure, accessibility and facility of circulation, and reasonable taxation and regulation climate.

V. Maintain web sites which will contain information on zoning, the community, upcoming events, and available buildings and land.

W. Work to provide necessary transportation, telecommunications, and sewer and water infrastructure to designated Commercial, Industrial and Business Development areas.

X. Enhance "green" tourism in the Region through protecting the Region's natural resources.

Y. Support continued operation of the Tobyhanna Army Depot. Identify synergies for attraction of new businesses.

Z. Work with Northampton Community College and East Stroudsburg University to provide expanded offerings to the Region's residents.

AA. Work with health care providers to ensure adequate availability of health care facilities within the Region. Monitor the need to supplement facilities within the Region such as the Geisinger Clinic and Mountain Healthcare Center.

BB. Work with telecommunications companies to assure that adequate telecommunications facilities, including fiber optics, are available to businesses within the Region.

CC. Encourage volunteers and community groups in the Region to organize activities for young people.

DD. Investigate the feasibility of extending public sewer into Tunkhannock Township from Tobyhanna Township along Route 115 to promote economic development where identified on the Future Land Use Plan.

EE. 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.

FF. Support efforts to improve the facilities and capabilities at the Pocono Mountains Municipal Airport, including runway expansions, lighting, and use of a precision instrument landing system.

GG. Engage a discussion as to whether the Region is best served by passenger rail service or expansion of freight rail service to support economic development.

HH. Investigate the opportunities for expanded natural gas service in the Region.

II. Encourage nonprofit organizations to apply for Pocono Mountains Vacation Bureau beautification grants to improve curbside appeal.

JJ. Work with the Monroe County Industrial Development Authority to secure funding for infrastructure improvements to support economic development in the Region.

KK. Work together as a Region, with cooperation from the School District and state legislators, to attain a favorable tax structure in the Region, in order to remain attractive to new business development.

LL. Monitor opportunities to establish Keystone Opportunity Zones (KOZ's).

MM. Use Transportation Impact Fees (TIF) to fund needed road improvements within the Region.

7. Administrative Actions for Transportation Enhancement

These actions are primarily the responsibility of the governing bodies, County agencies and PENNDOT, with technical assistance from municipal engineers and traffic engineers. The actions are of high priority, but will be on-going and of both short-term and long-term because of the nature of the projects which will be implemented.

A. Work with PENNDOT to assure adequate maintenance of roads which receive substantial volumes of truck and school bus traffic.

B. Determine whether Transportation Impact Fee ordinances will be used by individual municipalities and/or jointly to address transportation improvements in the Region pursuant to adopted Transportation Capital Improvements Plans.

C. Institute traffic calming techniques as necessary in existing settlements, such as Mount Pocono Borough.

Work with PENNDOT to establish appropriate speed limits, reducing them as necessary, in existing settlements.

D. Enhance the walkability of the Region. Prepare a Pedestrian Pathway Improvement Program and Policies which will improve pedestrian circulation in the Region through extension of the pathway systems;

enhance pedestrian circulation through amenities such as benches; complete gaps in the pathway systems; provide for maintenance and improvement of existing pathways; facilitate pedestrian crossings at street intersections; and make pathways safe through adequate buffering and setbacks from roads.

E. Promote trail and greenway planning and construction.

F. Support efforts to construct a new I-380 interchange at the industrial parks in Coolbaugh Township.

G. Make sure transportation modes are connected 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 where appropriate.

Expand bus service to appropriate locations in the Townships where it can reduce vehicle trips, but not contribute to sprawl. Look to establish park and ride facilities.

If passenger rail service is restored to the Region, work to provide appropriate transit, pedestrian, bicycle, and automobile connections to the service.

Within physical constraints and the need to provide parking facilities, try to accommodate activity centers near transit hubs.

H. Prepare multi-year programs for street maintenance.

I. Provide positive support and/or work with PENNDOT to keep traffic signal timing current.

J. Develop an access management plan in cooperation with PENNDOT to address access to major roads and access design standards. Encourage cooperative efforts of landowners to manage and share access.

K. Require developer-financed road improvements through use of Traffic Impact Fees and subdivision review negotiations.

L. Implement a circulator system through cooperation with MCTA and area businesses, the school district, 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.

M. Work with PENNDOT to widen and improve road shoulders. Require developers to improve shoulders along the frontage of properties which they develop when necessary to address safety concerns.

N. Improve the Route 611-Grange Road intersection.

Revise traffic patterns on Trinity Hill Road as it intersects Route 611.

O. Require appropriate access management and coordination between developments at the interchanges with I-80 and I-380.

Coordinate with PENNDOT and the County in a program to improve interchanges with I-80 and I-380 as may be necessary, including the Route 115-I-80 interchange and Route 940-I-380 interchange. Program appropriate related improvements to the Long Pond Road-Route 940 intersection.

P. Plan for and work with developers to establish bypasses of the Five Points area.

Q. Work with PENNDOT to establish programs for Routes 940, 611, 115, and 196 and intersecting roads, including access management, landscaping and retention of desirable vegetation, design aesthetics, roadway improvements, right-of-way preservation, and trail accommodation.

R. Identify appropriate truck routes within the Region.

S. Monitor the need for Transportation Development Districts.

T. Foster programs such as that at Tobyhanna Army Depot where employees are given to up $100 per month toward commuting costs on public transportation via vans, commuter buses, and public buses. Implement Congestion Management System Strategies in the Region.

U. Provide positive support and/or work with PENNDOT to improve the Five Points intersection design and traffic flow.

V. Participate in the study and decision making to construct an I-80 interchange in the vicinity of Pocono Raceway.

W. Coordinate sanitary sewer and road improvements so sewers are constructed before road improvements are made.

X. Encourage homeowners' associations to improve roads in need of improvements within their developments.

Y. Require property owners to keep street rights-of-way available for required improvements and pedestrian systems.

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 Map

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.

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**

  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.

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 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**

  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.

- **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 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

- **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.

ACTION PROGRAM SUMMARY

SUMMARY OF THE RECOMMENDATION	SHORT RANGE	LONGER RANGE	ON-GOING	RESPONSI-BILITY	POTENTIAL PARTNERS/FUNDING SOURCES
Adopt Intermunicipal Agreement and Appoint Regional Planning Committee	X			Governing Bodies	Monroe County Planning Commission (MCPC)
1. Update zoning maps and zoning ordinances	X			Governing Bodies and Planning Commissions	MCPC, PADCED
A. Achieve consistency with Future Land Use Plan					
(1) Conservation					
(2) Rural					
(3) Residential					
(4) Village Residential					
(5) Borough/Village Center Mixed Use					
(6) Neighborhood Commercial					
(7) General Commercial					
(8) Business Development					
(9) Industrial					
(10)Public					
(11)Military Reservation					
B. Update zoning ordinances as necessary to reflect the resource protection Goals and Objectives of this plan					
(1) Natural Resource Protection Standards Net Out Provisions					
(2) Steep Slope Protection Provisions					
(3) Wellhead Protection for Community Water Supplies					
(4) Groundwater Protection					
(5) Tree and Woodland Protection, Management and Planting					
(6) Wetland, Wetland Buffer, Water Body, and Hydric Soil Protection					
(7) Floodplain Protection					
(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					
(13)Sign Regulations					
(14)Forestry Regulations					
C.. Provide for land development techniques designed to protect existing resources and provide open space					
(1) Conservation Zoning					
(2) Lot Averaging					
D. Provide for appropriate development consistent with existing development patterns and enhancing streetscapes.					
(1) Provide for Traditional Neighborhood Development, Village Extension, and Village Design					
(2) Protect the character of the Borough, Villages, and Hamlets					
(3) Require buffers where have potentially conflicting uses					

SUMMARY OF THE RECOMMENDATION	SHORT RANGE	LONGER RANGE	ON-GOING	RESPONSI-BILITY	POTENTIAL PARTNERS/FUNDING SOURCES
(4) Require impact statements with proposed zoning amendments					
(5) Give emphasis to density bonuses for development served by public sewer & public water					
E. Update Statements of Community Development Objectives					
F. Include appropriate roadway access provisions					
(1) Access management standards					
G. Consider corridor overlay zoning along major commercial roads					
(1) Coordinate landscaping, signage, lighting, street furniture, paving materials, design of site improvements, building façade & windows displays					
(2) Increase pedestrian and vehicular connections to adjoining properties					
(3) Increase size and quantity of landscape material					
(4) Integrate historic resources					
(5) Provide site amenities					
(6) Renovate building facades					
(7) Minimize curb cuts and unrestricted access					
(8) Provide more attractive signage					
(9) Locate parking to the rear and side of buildings					
(10)Integrate architecture, landscaping and screening					
(11)Discourage big box architecture					
(12)Encourage architecture consistent with Pocono Plateau					
(13)Encourage pedestrian oriented design					
(14)Encourage pedestrian oriented spaces					
(15)Screen loading areas, outdoor storage & dumpsters					
(16)Provide safe bus stops					
H. Consider merits of provisions to allow farmers to supplement income, allow farm support uses, discourage non-farm uses, require buffering around ag areas.					
I. Review appropriateness of Transfer of Development Rights					
J.. Encourage Business Development, Industrial and Commercial areas to be developed through coordinated, attractive business parks and discourage additional strip commercial development.					
K. Provide for housing alternatives					
2. Update Municipal Subdivision and Land Development Ordinances	X			Governing Bodies & Planning Commissions	Monroe County Planning Commission
A. Require traffic impact studies for proposed developments.					
B. Establish appropriate standards for driveway design and access to streets.					
C. Consider stormwater management part of the hydrologic cycle.					

SUMMARY OF THE RECOMMENDATION	SHORT RANGE	LONGER RANGE	ON-GOING	RESPONSI-BILITY	POTENTIAL PARTNERS/FUNDING SOURCES
D. Encourage 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.					
E. Require developers to identify resources within their tracts,					
F. Plan data requirements should be expanded to include site resources					
G. Require environmental assessment studies, hydrogeological studies, scenic, historic & cultural resources impact studies, plans for preservation of environmental, historic and cultural resources, and analysis of site's carrying capacity.					
H. Development guidelines should be established for development in recharge areas.					
I. Development guidelines should be established for development near scenic roads and vistas.					
J. Require tree plantings along streets.					
K. Protect vegetation during site work.					
L. Preserve conservation corridors and provide greenways.					
M. Road design standards for each functional classification of road should be established with bicycle and pedestrian lanes.					
N. Review subdivision and land development to determine whether dedication of land or a fee in lieu would be more appropriate.					
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					
P. Consider addition of standards for recreation facilities consistent with NRPA.					
Q. Rights of access for trails should be secured.					
R. Involve fire company and school district personnel in review of subdivision and land development plans.					
S. Encourage use of internal road systems.					
T. Require street furniture/pedestrian amenities.					
U. Require appropriate ultimate rights-of-way along roads.					
V. Require appropriate traffic calming techniques					
W. Adopt appropriate refinements to implement the Growing Greener Conservation Development Concept.					
X. Streamline procedures for desired businesses which demonstrate a willingness to realize the goals, objectives, and policies of this Plan					
Y. Provide for Predesign Meetings					
3. Administrative Actions for Resource Protection and Enhancement				Governing Bodies, Planning Commissions, Environmental Advisory Councils (EAC)	
A. Appoint a regional or municipal historical commission.(where none exist)	X				Pennsylvania Historic Museum Commission

SUMMARY OF THE RECOMMENDATION	SHORT RANGE	LONGER RANGE	ON-GOING	RESPONSI-BILITY	POTENTIAL PARTNERS/FUNDING SOURCES
(1) Identify, evaluate, mark and foster awareness of historic resources			X		Pennsylvania Historic Museum Commission
(2) Investigate participation in Certified Local Government Program	X				Pennsylvania Historic Museum Commission
(3) Inform and involve public			X		Pennsylvania Historic Museum Commission
(4) Encourage retention, restoration, enhancement and appropriate adaptive re-use of historic resources and discourage removal of historic structures			X		Pennsylvania Historic Museum Commission
(5) Conceive programs, events and interpretive signage and exhibits which emphasize the history of region			X		Pennsylvania Historic Museum Commission
(6) Evaluate potential for historic districts			X		Pennsylvania Historic Museum Commission
B. Support activities of individuals and groups which identify, document, evaluate, and protect historic resources			X		Pennsylvania Historic Museum Commission
C. Support planning of trails to link historic sites. Continue planning for greenways. Increase access to hunting and fishing areas in Region	X		X		Land Conservancies, State Game Commission, Monroe County, PADCNR, PENNDOT, landowners
D. Encourage protection of identified target areas.	X		X		" "
E. Consider creation of municipal Environmental Advisory Councils to preserve key tracts of open space, protect environmental resources in the Region and implement open space and Recreation Plans.	X				" "
F. Support efforts of the Monroe County Conservation District, watershed associations, and other agencies to manage stream corridors.			X		" "
G. Encourage formation of groups within the community to adopt a stream.			X		" "
H. Establish tree planting programs.		X			" "
I. Maintain scenic road system in the Region.			X		" "
J. Implement the Regional Open Space and Recreation Plans.	X		X		" "
K. Investigate wellhead protection and watershed planning opportunities.		X			" "
L. Implement Act 167 Stormwater Management Plans.	X		X		" "
M. Support watershed associations.			X		" "
N. Identify opportunities for expanded public water service.			X		Water companies
O. Work with realtors, bankers and County agencies to encourage sales of existing occupied and unoccupied dwelling units.			X		
P. Encourage forestland owners to participate in the Forest Legacy program.			X		MCPC
4. Administrative Actions for Agricultural Preservation of Remaining Agricultural Lands				Governing Bodies, Planning Commissions, Municipal Authorities	
A Work to encourage participation in County Agricultural Conservation Easement Program Purchase	X		X		Farmers

SUMMARY OF THE RECOMMENDATION	SHORT RANGE	LONGER RANGE	ON-GOING	RESPONSI-BILITY	POTENTIAL PARTNERS/FUNDING SOURCES
B. Consider merits of Township Purchase of Agricultural Conservation Easements Rights		X			
C. Consider merits of Transfer of Development Rights Program		X			
D. Promote inclusion of farms in Ag Security Areas	X		X		
E. Support measures to relieve property tax burden for farmers			X		Legislators
F. Limit extension of public sewer and water facilities to agricultural areas			X		Authorities, water companies
G. Permit businesses which support ag operations	X				
H. Allow farmers to supplement incomes	X				
I. Permit appropriate recreational activities	X				
J. Promote conservation development (Growing Greener)	X				
K. Promote enrollment in Clean and Green program			X		
L. Allow and give incentives to compact development and higher densities where public sewer and water are available	X				
M. Support establishment and continuation of farm-related programs & organizations			X		
5. Planning Actions				Governing Bodies, Planning Commissions, Special Purpose Commissions, and Municipal Authorities	
A. Create a standing joint planning committee to biennially review Comprehensive Plan.	X			Governing Bodies	
B. Trail and Greenway planning should be coordinated with surrounding municipalities, Monroe County, Regional Open Space Committees and property owners.	X		X		Monroe County, Local Conservancies, PADCNR, State Game Commission, PENNDOT
C. Annual Meeting of Planning Commission and Governing Body of each municipality to discuss plan implementation.			X		
D. Thoroughly review Plan in five years.		X			
E. Municipal Act 537 plans and water supply planning should be coordinated with this plan. Enforce sewage management ordinance.	X		X		Authorities, water companies
F. Streetscape Plans should be considered.		X			PA DCED
G. Municipalities should adopt Official Maps	X		X		
H. Municipalities should prepare Capital Improvements Programs	X		X		
I. Consider establishing pedestrian pathway improvement programs			X		Developers, PADCED
J. Consider a plan for the provision of benches along pathway and trail systems		X			Developers, PADCED
K. Adopt appropriate land use controls to implement any updated Watershed Act 167 Plans. Pursue watershed planning and wellhead protection opportunities.	X				PADEP, PADCNR
L. Maintain dialog with School District re: development activities, school facilities needs, & location of school facilities			X		School district
M. Municipalities should continuously jointly monitor availability of grants for planning, recreation and other elements and pursue grants	X		X		

SUMMARY OF THE RECOMMENDATION	SHORT RANGE	LONGER RANGE	ON-GOING	RESPONSI-BILITY	POTENTIAL PARTNERS/FUNDING SOURCES
N. Support efforts of Open Space Committees			X		
O. Support infill of existing settlements in Region	X		X		
P. Encourage MCMWMA to plan for waste management in a cost effective manner with consideration of municipal concerns.		X			
6. Administrative Actions for Economic and Community Development				Governing Bodies, Planning Commissions, Municipal Staffs, Regional Economic Development Agencies	
A. Enhance downtown Mt. Pocono and Blakeslee and Tobyhanna through streetscape improvements		X			PADCED, economic development agencies
B. Support appropriate commercial development in Borough/Village Center Mixed Use and Neighborhood Commercial areas			X		
C. Implement trail, pedestrian pathway, transit & paratransit planning	X		X		Monroe Co. agencies, PENNDOT, PADCNR
D. Continue and expand regional cooperation and dialog.			X		
E. Bring together citizens, business community, and school district to plan and organize community-wide activities			X		
F. Monitor need to increase availability and sharing of parking facilities, and facilitate transit access and pedestrian circulation		X			
G. Work with potential land developers to achieve scale, signage, aesthetics, pedestrian amenities and intensity and types of commercial development			X		
H. Consider the need for adequate housing and property maintenance codes, encourage home renovation		X			
I. Continue to allow residential uses in the Borough/Village Center and Neighborhood Commercial areas	X				
J. Enhance the gateways to the Region and sense of identity		X			PADCED, economic development agencies
K. Work with residents to identify programs to help them maintain and enhance their properties			X		
L. Involve the Region's residents and business community in committees to address issue of concern in the Region, identify business needs and concerns			X		
M. Investigate programs to address and provide housing needs of the elderly			X		
N. Jointly monitor availability of grants for economic and community development and pursue grants			X		
O. Identify and support activities to promote the Region, promote tourism, retain existing businesses, and enhance existing businesses			X		

SUMMARY OF THE RECOMMENDATION	SHORT RANGE	LONGER RANGE	ON-GOING	RESPONSI-BILITY	POTENTIAL PARTNERS/FUNDING SOURCES
P. Promote and support efforts of community organizations to provide recreational facilities and programs			X		
Q. Monitor policies on extensions of public water and sewer, encourage public rather than community sewer	X		X		Authorities
R. Continue to zone land available for commercial, office & industrial development	X				
S. Establish zoning policies for home employment & home occupations	X				
T. Encourage appropriate adaptive re-use of historic, vacant & underutilized buildings	X		X		
U. Maintain and enhance the quality of life and business climate	X		X		
V. Maintain web sites which will contain information on zoning, the community, upcoming events & available buildings and land		X	X		
W. Work to provide transportation, tele-communications, and sewer and water infrastructure to designated areas			X		PENNDOT, PADCED, utilities, authorities
X. Enhance "green" tourism in the Region			X		PADCNR
Y. Support continued operation of the Tobyhanna Army Depot, and identify synergies			X		
Z. Work with local colleges to provide expanded offerings to the Region's residents			X		
AA. Work with health care providers to ensure adequate availability of health care facilities			X		
BB. Work with telecommunications companies to assure adequate telecommunications facilities			X		
CC. Encourage volunteers and community groups to organize activities for young people			X		
DD. Investigate the feasibility of extending public sewer into Tunkhannock Twp. from Tobyhanna Twp.	X				
EE. Minimize visual blight along road corridors			X		PENNDOT
FF. Support efforts to improve the facilities & capabilities at the Pocono Mountains Municipal Airport			X		
GG. Engage a discussion as to whether the Region is best served by passenger rail service or expansion of freight rail service			X		
HH. Investigate opportunities for expanded natural gas service			X		
II. Encourage nonprofit organizations to apply for Pocono Mountains Vacation Bureau beautification grants			X		
JJ. Work with Monroe County Industrial Dev. Authority to secure funding for infrastructure improvements			X		
KK. Work together to attain a favorable tax structure			X		Legislators, School District
LL. Monitor opportunities to establish Keystone opportunity zones			X		
MM. Use Transportation Impact Fees to fund road improvements		X			Developers

SUMMARY OF THE RECOMMENDATION	SHORT RANGE	LONGER RANGE	ON-GOING	RESPONSI-BILITY	POTENTIAL PARTNERS/FUNDING SOURCES
7. Administrative Actions for Transportation Enhancement			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		PENNDOT
B. Utilize Transportation Impact Fee ordinances		X			
C. Institute traffic calming techniques. Work with PENNDOT to establish appropriate speed limits.		X			PENNDOT
D. Enhance walkability within the Region.	X		X		PADCNR, PENNDOT, Developers
E. Promote trail and greenway planning and construction.	X		X		PADCNR, Monroe County
F. Support efforts to construct a new I-380 interchange at industrial parks in Coolbaugh Twp.	X		X		PENNDOT, Monroe County
G. Make sure transportation modes are connected to one another. Expand and enhance bus service to appropriate locations in the Townships. Establish park and ride facilities.		X			MCTA
H. Prepare multi-year programs for street maintenance.		X			
I. Work with PENNDOT to keep traffic signal timing current.			X		
J. Develop an access management plan	X				
K. Require developer-financed road improvements			X		
L. Implement a circulator system to increase mobility of elderly, physically impaired		X			MCTA
M. Work with PENNDOT to widen and improve road shoulders			X		
N. Improve Route 611-Grange Road intersection. Revise traffic patterns on Trinity Hill Road at Route 611.	X				PENNDOT
O. Require appropriate access management and coordination between developments at the interchanges with I-80 and I-380. Improve interchanges with I-80 and I-380. Improve Long Pond Road-Route 940 intersection.	X		X		PENNDOT
P. Plan for and work with developers to establish a bypass of the Five Points area	X		X		PMI
Q. Work with PENNDOT to establish programs for Routes 940, 611, 115 and 196 and intersecting roads	X		X		PENNDOT
R. Identify appropriate truck routes		X			
S. Monitor the need for Transportation Development Districts		X			
T. Foster programs where employees are given reimbursement toward commuting costs on public transportation		X			
U. Work with PENNDOT to improve the Five Points intersection design & traffic flow	X		X		PENNDOT
V. Participate in the study and decision making to construct an I-80 interchange in the vicinity of the Pocono Raceway.	X				PENNDOT, Monroe County
W. Coordinate sanitary sewer and road improvements so sewers are constructed before road improvements			X		Authorities

SUMMARY OF THE RECOMMENDATION	SHORT RANGE	LONGER RANGE	ON-GOING	RESPONSI-BILITY	POTENTIAL PARTNERS/FUNDING SOURCES
X. Encourage homeowners' associations to improve roads within their developments			X		
Y. Require property owners to keep street rights-of-way available for required improvements & pedestrian systems			X		

CHAPTER 4

LAND USE AND FUTURE LAND USE PLAN

EXISTING LAND USE

Existing land use patterns have a great influence on the future land use plan, but also affect circulation within the area and demand for community facilities and services.

The base Existing Land Use Map for the Coolbaugh, Mount Pocono, Tobyhanna and Tunkhannock Region was supplied by the Monroe County Planning Commission. The existing land use mapping for both the Borough and the Townships was updated by the municipalities and the consultant.

The categories shown on the Existing Land Use Map include: Residential, Commercial, Communication/Transportation/Utilities, Industrial, Parks and Recreation, Public and Semi-Public, Vacant, Water Area/Wetland, Water Authority Land, Woodland, and Agriculture.

Overall Land Use Pattern

Even though the Coolbaugh, Mount Pocono, Tobyhanna and Tunkhannock Region has experienced substantial population growth and residential development, much of the area still remains rural: the central and northern portions of Coolbaugh Township, where much of the land is included in State Game Land and Gouldsboro and Tobyhanna State Parks; large portions of central Tunkhannock Township owned by the Bethlehem Water Authority and included in Delaware State Forest; and in central and western Tobyhanna Township, in the Pocono Lake Preserve and Caughbaugh Road area. The Borough of Mount Pocono still contains undeveloped areas. It has developed along both a traditional grid pattern and suburban road patterns as development has occurred.

Limited farmland is a mixture of pastureland and cultivated lands. No large concentration of agricultural land is present and farms are scattered in the region, predominantly in Tunkhannock and Tobyhanna Townships. The largest areas of wooded land are found in western Tobyhanna Township, northern Tunkhannock Township and in the extreme northeastern portion of Coolbaugh Township.

Commercial and industrial development has traditionally occurred along the major road corridors in the Region. More recently, industrial and office parks and shopping centers have been planned at Blakeslee, Mount Pocono, and southern Coolbaugh Township.

Much of the residential development has occurred in very large developments. Many of these were initially intended for second home development, but have increasingly been used for primary dwellings. Recently, most new developments have been intended for year-round dwellings. Many of the developments have homeowners' associations which are responsible for road maintenance and services within the developments.

LAND USE CATEGORIES

Residential

Most of the residential development within the Region has been Residential Single-Family Detached. These uses are found throughout the Borough of Mount Pocono and off the Region's road network in the Townships. In Tunkhannock, these uses are found predominately in the southernmost and northernmost portions of the Township. In Tobyhanna, these uses are found along Route 940, Route 115, Locust Ridge Road, and Long Pond Road. In Coolbaugh, these uses are found in the Routes 196 and 611 corridors and around Arrowhead Lakes in the western portion of the Township.

Commercial

Commercial uses have located in the Blakeslee area of Tobyhanna Township along Routes 115 and 940, along Route 940 in the hamlets in Tobyhanna Township, along Routes 611 and 196 in Coolbaugh Township, along Routes 611 and 940 in the Borough of Mount Pocono, and along Route 115 in Tunkhannock Township.

Communications/Transportation/Utilities

Transportation, Communications and Utilities uses exist in all municipalities, but in terms of acreage are not a major land use component.

Industrial

Industrial development in the region has been scattered. Industrial uses in Coolbaugh Township are found along Route 611 near the Tobyhanna Military Depot and in the Pocono Summit area. In Tobyhanna Township such uses are found along Route 940 in the Pocono Summit area and along Route 115 in the Blakeslee area. These uses include small and large manufacturing businesses, warehouses and distribution centers.

Parks and Recreation

Parks and recreation are found scattered throughout the Region and are a major land use. These uses include public and private park and recreation lands and facilities. Such uses include the State Game Lands in Coolbaugh, Tobyhanna and Tunkhannock Townships, Gouldsboro and Tobyhanna State Parks in Coolbaugh Township, and the Delaware State Forest in Tunkhannock Township. Each of the municipalities in the study area also maintains a public park for recreational use (baseball, playgrounds, picnicking). The Long Pond Nature Preserve is also located in Tunkhannock Township. This site is maintained by the Nature Conservancy and is an important natural area.

Public and Semi-public

Public and Semi-public uses are found throughout the municipalities. They include municipal buildings, schools, cemeteries and public lands. In Mount Pocono, the Borough Hall is located on Pocono Boulevard. The Pocono Mountain West High School is located in Tobyhanna Township. The Coolbaugh and Clear Run Elementary Centers are located in Coolbaugh Township; and, the Tobyhanna Elementary Center is located in Tobyhanna Township. The Pocono Mountain Public Library is located in Coolbaugh Township and the Clymer Library is located in Tobyhanna Township. There are fire departments located throughout the Region. Several stations are located in the eastern and central portion where the population is most dense. Two stations are located in the western portion, one in Blakeslee and one in Arrowhead Lake, where there is a higher concentration of housing. There is also one station located in Tunkhannock Township, the southern portion of the study area. The Pocono Mountain Regional Police Department headquarters is located in Tobyhanna Township. The Pocono Mountain Municipal Airport is located in Coolbaugh Township.

Vacant

Vacant areas include lands that are wooded and/or open. This existing land use category is found throughout the three Townships and the Borough. Development of vacant lands which are wooded would result in the loss of that valuable resource within the Region.

Water Area/Wetland

These areas are scattered throughout the Region. They consist of existing rivers, lakes, ponds and streams, as well as significant wetlands identified within the Region.

Water Authority Land

These lands include the Bethlehem City Water Authority and the Buck Hill Water Company lands. Most of these areas are wooded and in their natural state. These lands are found in Tunkhannock and Tobyhanna Townships (Bethlehem City Water) and Coolbaugh Township (Buck Hill Water Company). Development of these lands would result in the loss of critical natural resources and the rural character of the area.

Woodland

Woodland areas are found over a large area within the Region. Large concentration of these uses are located in central and western Tobyhanna and Tunkhannock Townships and northeastern Coolbaugh Township. These lands are in private ownership and could be developed. A loss of a significant portion of these lands will impact natural resources in the area and contribute to a loss of the local character.

Agriculture

Agricultural land is limited. There is one agricultural parcel in Coolbaugh Township, several in Tobyhanna Township and several in Tunkhannock Township.

Trends

Two particular trends in land use are noticeable. The first is the increase in the level of residential housing within the area. In Coolbaugh, Tobyhanna and Tunkhannock Townships, the number of housing units constructed increased 283%, 313% and 280%, respectively from 1990 to 2000. While public sewer and water serve portions of the Region, much development has occurred in newer subdivisions in rural areas utilizing on-site water supply and sewage disposal. Development has taken the form of strip development along existing roads and new subdivisions with internal roads.

The other trend is the development of larger commercial and warehousing uses than have typically occurred in the past. Planned developments have occurred within the Borough along Route 940, and in Coolbaugh Township along Route 611. Similar development is also occurring outside the Region along the Route 611 corridor in Pocono Township. This has included a number of large commercial uses. These developments add to the tax base in the area; however, this development has had an effect on the character of the area and employment is generally limited to moderate wage jobs.

Historically, tourist facilities and recreational areas have been important land use components in the Region, and second home subdivisions were constructed in the Region because of the attractiveness of the Region to visitors and seasonal residents. The resort economy and construction sector have been important components of the regional

economy. The Region has experienced increased construction of permanent residences and conversion of seasonal dwellings to full-time dwellings. Commuters and retirees occupy many of these permanent dwellings. This in turn has created demand for additional commercial facilities to serve the full-time residents and increased demands on the transportation system.

Many of the residential developments in the Region are private developments, with private road systems and services provided to residents via Home Owner Associations. Services can include those also offered by municipalities, such as security and recreation. A dialog between municipalities and Home Owner Associations should be maintained as these residential developments do contain capacity for additional development and contain, in some cases, critical environmentally sensitive areas.

FUTURE LAND USE PLAN

The Future Land Use Plan establishes policies for guiding future land use within the Region 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.

GOAL

Prepare a Region wide land use plan to manage, control and guide land use patterns and intensity of development.

Objectives

- Retain the rural character of existing rural areas.

- Minimize encroachments into areas recommended for retention of rural character, natural resource protection, and open space.

- Designate appropriate locations for future development and steer development compatible in scale and character to those areas.

- Coordinate future development with the availability of, and planning for, the provision of economical and efficient sewage disposal and water supply; roads, and other infrastructure; and availability of community facilities and needed services.

- Accommodate retail and service development sufficient to meet the day-to-day retail and service needs of the Region's residents and visitors at appropriate locations.

- Plan for compatible land use along municipal boundaries.

- Establish developer responsibilities for provision of community facilities and infrastructure improvements.

- Allocate land use on a regional rather than municipality by municipality basis.

- Maintain community character.

- Provide a balance between residential and non-residential development.

- Provide for infill and appropriate expansion of the existing centers (Mount Pocono area, Blakeslee and the Village of Tobyhanna).

- Require residential development to emphasize open space conservation.

- Control sprawl through the establishment of efficient, compact patterns of land use.

Land Use Categories

The following is a summary of the categories shown on the Future Land Use Plan:

Conservation **-** The intent of the Conservation category is to protect and conserve unique plant and animal communities and important and sensitive natural areas within the Region. These areas contain wetlands, aquifers, streams, water bodies and their watersheds; woodlands; and steep slopes which could be severely degraded by development. Conservation areas provide open space and recreation resources for the Region's residents and visitors. It is anticipated that any development in these areas would occur on lots of from two to ten acres, depending on the municipality.

Rural **–** The purpose of the Rural category is to maintain the rural character of areas adjoining Conservation areas and/or containing water courses and their related floodplains, wetlands, and hydric soils. It is also to allow low-density residential development in a rural setting when not restricted by natural features. It is likely any development which occurs would take place on lots of two to four acres, depending upon the municipality. Net-out provisions might be used by some municipalities in the Region

to protect critical natural resources. Coolbaugh Township will not use net-out provisions. Development techniques such as conservation development, cluster development, and lot averaging can be encouraged to protect natural resources and conserve open space.

Residential – These areas are intended for residential development and infill and completion of existing residential areas at densities appropriate to available sewer and water facilities and soil and geologic conditions. Densities could range from 1.5 acres per dwelling unit to 5 dwelling units per acre, depending upon the availability of central sewer and water facilities. Net-out provisions could be used to protect critical natural resources. Development techniques such as conservation development, cluster development, and lot averaging can be encouraged to protect natural resources and conserve open space. Residential areas are intended to experience the most growth in the Region.

Village Residential – The intent of the Village Residential areas is to support development of village centers in the villages where central sewer and water facilities are most likely, adjoining mixed residential-commercial or commercial uses. Densities would range from 1 dwelling unit per acre with on-site sewer and water facilities to 5 dwelling units per acre with central sewer and water facilities.

Borough/Village Center Mixed Use – The purpose of the Borough/Village Center Mixed Use category is to permit the continued mixing of residential and residence-serving commercial uses in developed settlements where such a mix of residential and commercial uses has occurred and to maintain the character of those settlements by limiting the scale and types of uses to those consistent with existing uses. The density in these areas would range from 1 dwelling unit per acre with on-site sewer and water facilities to 5 dwelling units per acre with central sewer and water facilities.

Neighborhood Commercial – The Neighborhood Commercial areas are intended to provide for the development and continuation of neighborhood convenience retail sales and service facilities near concentrations of residential developments. Densities would be a minimum lot size of 1 acre. Buffering requirements are necessary to minimize adverse impacts on residential areas. Performance and design standards, access management provisions and impact analyses and mitigation are necessary to promote attractive roadside development, minimize adverse environmental impacts, and facilitate circulation.

General Commercial – The purpose of the General Commercial areas is to provide for a variety of commercial activities serving residents and visitors, generally along major highways. Minimum lot size would be 1 to 2 acres. Buffering requirements are necessary to minimize adverse impacts on residential areas. Performance and design standards, access management provisions and impact analyses and mitigation are

necessary to promote attractive roadside development, minimize adverse environmental impacts, and facilitate circulation.

Business Development – The intent of Business Development areas is to provide for development of office, light manufacturing, and related activities at appropriate locations along major highways, in proximity to the interstate road system. Integrated office and industrial parks are encouraged. Densities would be at a minimum lot size of 2 to 3 acres. Buffering requirements are necessary to minimize adverse impacts on residential areas. Performance and design standards, access management provisions, and impact analyses and mitigation are necessary to promote attractive roadside development, minimize adverse environmental impacts, and facilitate circulation.

Industrial – The purpose of Industrial areas is to provide for manufacturing and related activities at locations accessible to major transportation facilities with potential for central sewer and water facilities. Integrated office and industrial parks are encouraged. Minimum lot sizes would be 1.5 to 3 acres. Buffering requirements are necessary to minimize adverse impacts on residential areas. Performance and design standards, access management provisions, and impact analyses and mitigation are necessary to promote attractive roadside development, minimize adverse environmental impacts, and facilitate circulation.

Military Reservation **–** The Military Reservation category recognizes the Tobyhanna Army Depot and the potential for continuation of the existing activities at the Depot.

Public– This category recognizes existing and proposed public facilities such as municipal buildings, schools, emergency services facilities, and parks.

Designated Growth Area

Amendments to the Pennsylvania Municipalities Planning Code have introduced the concept of a Designated Growth Area, which is a region within a multi-municipal plan that preferably includes and surrounds 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, provide for the economic and employment needs of the area, and ensure that the area has an adequate tax base.

In the Coolbaugh, Mount Pocono, Tobyhanna and Tunkhannock Region, designated growth areas include some land within the Residential, Village Residential, Borough/Village Center Mixed Use, Neighborhood Commercial, General Commercial, Business Development and Industrial land use categories, as shown on the Future Land

Use Plan. One designated growth area is found in the Route 115 corridor from Long Pond Road to Blakeslee. It also extends eastward along Route 940. Another designated growth area extends along the Route 611 corridor from Mount Pocono to the Tobyhanna Army Depot. It also extends to the Pocono Mountains Corporate Center and westward along Route 940 to the high school. The Residential, Village Residential and Borough/Village Center Mixed Use areas are intended to accommodate residential use and, in the case of the Borough/Village Center Mixed Use, mixed residential and commercial development. The density of development would range from one to five dwelling units per acre depending on the municipality and the availability of public sewer and water facilities. The Borough/Village Center Mixed Use, Neighborhood Commercial, General Commercial, Business Development and Industrial areas will allow for economic development and job formation and contribute to the tax base in the Region. As developers can secure capacity from either local authorities or municipalities, they could serve developments with public water and sewer. Such facilities are available within, or most likely to be available within or to be planned to, the designated growth areas.

Future Growth Area

The amendments to the Municipalities Planning Code also introduce the concept of future growth area, which is an area 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 area includes Residential areas and an Industrial area in the Borough of Mount Pocono. They are considered future growth rather than designated growth because infrastructure issues, particularly improving circulation in the Five Points area, must be resolved before encouraging growth in these areas.

Public Infrastructure Areas

Another concept identified in the recent amendments to the Municipalities Planning Code is a 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 Region has been designated as a public infrastructure area because the municipalities within the area do not guarantee the financing of public infrastructure services to and for developments on behalf of developers. While public sewer and water facilities may be or become available in the designated growth and future growth areas in the future, municipal policies may be that the cost of expanding the necessary infrastructure to developments be borne by the developers, and not by the municipalities.

Considerations for Future Development

As development occurs in the Region, particularly in the Conservation areas, 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.

- 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 be avoided.

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

- Incorporation of resources into development plans should be encouraged.

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

- Planned rather than strip development should be encouraged to internalize traffic movements and reduce trips on adjoining major roads.

Implementation Strategies

- Adopt a consistent approach to natural resource protection that is common to all the municipalities in the Region.

- Adopt the appropriate changes to local zoning ordinances to ensure that land use polices and regulations achieve desired goals and are consistent along municipal borders.

- Cooperate with the County, State agencies, local governments and economic development entities to ensure the implementation of projects that will provide adequate infrastructure improvements.

- Develop programs for the revitalization and reuse of underutilized commercial and industrial areas.

- Coordinate improvement of roads, railroads, sewers and water supplies to areas designated for industrial and commercial development.

- Make efficient and cost-effective use of highway, sewer and water systems that are already in place.

- Ensure improvements to public infrastructure are made concurrently with all new development.

- Discourage development in locations that will not be concurrently provided with adequate transportation, sewer and water.

- Relate higher residential densities to available adequate infrastructure.

- Adopt municipal policies that advocate compact, contiguous development patterns rather than dispersed and sprawling patterns.

- Support only very low intensity uses of land in conservation areas through changes to municipal policies and regulations.

- Adopt municipal policies and regulations advocating effective environmental controls on rural sewage disposal systems.

- Discourage the development of major institutions and employment centers in areas designated for conservation through municipal policies and regulations.

- Assure Act 537 plans are compatible with the multi-municipal comprehensive plan and local zoning ordinances.

- Support commercial development in areas which have public sewage and water, the nearby roads have adequate capacity, safe access is available, the location is convenient for the intended customers and meets the environmental policies of this plan.

- Assure commercial development in rural areas is designed to serve only the needs of the rural community through convenience goods and services.

- Assure that local growth policies are consistent with the municipal zoning ordinances, municipal Act 537 plans, and municipal capital improvements plans.

Relationship of Future Land Use Plan to Surrounding Municipalities

When the Future Land Use Plan for the Region is compared to zoning of surrounding municipalities shown on the Existing Zoning Map, no major conflicts or concerns are evident.

REGIONAL COMPREHENSIVE PLAN

FUTURE LAND USE PLAN

Land Use Category	Objective	Recommended Land Uses*	Recommended Densities*
Conservation	Protect and conserve unique plant and animal communities and important and sensitive natural areas within the Region: These areas contain wetlands, aquifers, streams, water bodies and their watersheds; woodlands; and steep slopes which could be severely degraded by development. Conservation areas will provide open space and recreation resources for the Region's residents and visitors.	State gamelands and forests Parks Conservation uses Environmental centers Camps and lodges Agriculture Outdoor recreation Single family detached dwellings where natural resources will not be compromised	2 to 10 acres minimum per use Net-out provisions may be used by some municipalities to protect critical natural resources. Development techniques such as conservation development, cluster development, and lot averaging can be encouraged to protect natural resources and conserve open space.
Rural	Maintain rural character of areas adjoining Conservation areas and/or containing water courses and their related floodplains, wetlands, and hydric soils. Allow low density residential development in a rural setting when not restricted by natural features.	Single family detached dwellings Agriculture Conservation uses Camps and lodges Outdoor recreation Community facilities Resorts Parks/Open space uses	2 to 4 acres minimum per use. Net-out provisions may be used by some municipalities to protect critical natural resources. Development techniques such as conservation development, cluster development, and lot averaging can be encouraged to protect natural resources and conserve open space.
Residential	Provide for residential development and infill and completion of existing residential areas at densities appropriate to available sewer and water facilities and soil and geologic conditions.	Single family detached dwellings Two family dwellings Apartments Townhouses Mobile home parks Community facilities Agriculture	Densities will range from 1.5 acres per dwelling unit to 5 dwelling units per acre, depending upon availability of central sewer and water facilities. Net-out provisions may be used by some municipalities to protect critical

*Specific uses and densities are dependent upon the municipality and the municipality's zoning district.

Land Use Category	Objective	Recommended Land Uses*	Recommended Densities*
		Camps and lodges Outdoor recreation Parks/Open space uses Indoor recreation and resorts Community recreation	natural resources. Development techniques such as conservation development, cluster development, and lot averaging can be encouraged to protect natural resources and conserve open space.
Village Residential	Support development of village centers in the villages where central sewer and water facilities are most likely, adjoining mixed residential-commercial or commercial uses.	Single family detached dwellings Two family dwellings Apartments Townhouses Community facilities Public recreation	Ranging from 1 dwelling unit per acre with on-site sewer and water facilities to 5 dwelling units per acre with central sewer and water facilities.
Borough/Village Center Mixed Use	Permit continued mixing of residential and residence-serving commercial uses in developed settlements where such a mix of residential and commercial uses has occurred. Maintain the character of those settlements by limiting the scale and types of uses to those consistent with existing uses	Single family detached dwellings Two family dwellings Apartments Townhouses Retail businesses Service establishments Offices Transportation hubs Community facilities Cultural facilities	Ranging from 1 dwelling unit per acre with on-site sewer and water facilities to 5 dwelling units per acre with central sewer and water facilities
Neighborhood Commercial	Provide for the development and continuation of neighborhood convenience retail sales and service facilities near concentrations of residential developments	Retail sales establishments and personal service facilities which serve the day-to-day needs of the Region's residents and visitors. Business and professional offices Community facilities	Minimum lot size of 1 acre Buffering requirements are necessary to minimize adverse impacts on residential areas. Performance and design standards, access management provisions, and impact analyses and mitigation are necessary to promote attractive roadside development, minimize adverse environmental impacts, and facilitate circulation.

*Specific uses and densities are dependent upon the municipality and the municipality's zoning district.

Land Use Category	Objective	Recommended Land Uses*	Recommended Densities*
General Commercial	Provide for a variety of commercial activities serving residents and visitors, generally along major highways.	Retail sales Personal service establishments Offices Automobile-related services Community facilities Cultural facilities Recreation Hotels and motels Transportation hubs	Minimum lot size of 1to 2 acres Buffering requirements are necessary to minimize adverse impacts on residential areas. Performance and design standards, access management provisions, and impact analyses and mitigation are necessary to promote attractive roadside development, minimize adverse environmental impacts, and facilitate circulation.
Business Development	Provide for development of office, light manufacturing and related activities at appropriate locations along major highways, in proximity to the interstate road system. Integrated office and industrial parks are encouraged.	Light manufacturing Offices Conference facilities Medical facilities Research and test laboratories Hotels and motels Restaurants Warehousing	Minimum lot size of 2 to 3 acres Buffering requirements are necessary to minimize adverse impacts on residential areas. Performance and design standards, access management provisions, and impact analyses and mitigation are necessary to promote attractive roadside development, minimize adverse environmental impacts, and facilitate circulation.
Industrial	Provide for manufacturing and related activities at locations accessible to major transportation facilities with potential for central sewer and water facilities. Integrated office and industrial parks are encouraged.	Manufacturing Warehousing Motor and railroad freight terminals Distribution centers Research and testing laboratories Offices Municipal airports and support facilities	Minimum lot size of 1.5 to 3 acres Buffering requirements are necessary to minimize adverse impacts on residential areas. Performance and design standards, access management provisions, and impact analyses and mitigation are necessary to promote attractive roadside development, minimize adverse environmental impacts, and facilitate circulation.

*Specific uses and densities are dependent upon the municipality and the municipality's zoning district.

Land Use Category	Objective	Recommended Land Uses*	Recommended Densities*
Military Reservation	Recognizes the Tobyhanna Army Depot and the potential for continuation of the existing activities at the Depot.		
Public	Recognizes existing and proposed public facilities such as municipal buildings, schools, emergency services facilities, and parks.		

*Specific uses and densities are dependent upon the municipality and the municipality's zoning district.

CHAPTER 5

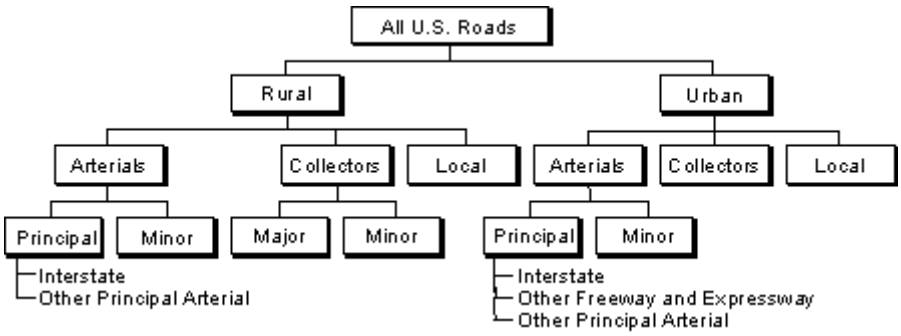
TRANSPORTATION BACKGROUND AND TRANSPORTATION PLAN

Introduction

Considerable traffic growth on the major roadways in the Plan area is expected as resident and visitor populations continue to increase, and the personal automobile remains as the primary mode of transportation. The dominance of the automobile in society has resulted in land use changes and even in changes in family life as more time is devoted to commuting to and from jobs, schools and to various personal and recreational activities. As new residential and commercial subdivisions are proposed, transportation planning must be considered at the onset of the development process. However, an effective transportation plan should not only accommodate existing and increased levels of automobile traffic, but also foster and enhance alternate modes of transportation such as walking, bicycling and ride sharing.

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. The hierarchy of the Highway Functional Classification System is shown below. The functional classification is shown on the Transportation Facilities Map.



Arterials provide the highest level of mobility, at the highest speed, for long, uninterrupted travel. The Interstate Highway System is an arterial network. Arterials

generally have higher design standards than other roads, often with multiple lanes and some degree of access control.

Principal arterials/Interstates include Interstate 80 and Interstate 380.

Major arterials include Routes 611, 940, 115, and 196.

Collectors provide a lower degree of mobility than arterials. They are designed for travel at lower speeds and for shorter distances. Collectors are typically two-lane roads that collect and distribute traffic from the arterial system.

Major Collectors include Routes 423 and 903 and SR 4013.

Minor Collectors include Long Pond Road, Neval Drive – Kuhenbeaker Road, and Fairview Avenue (when operational).

Local roads represent the largest element in the American public road network in terms of mileage. For rural and urban areas, all public road mileage below the collector system is considered local. Local roads provide basic access between residential and commercial properties, connecting with higher order highways.

Key local roads include Locust Ridge Road, Green Road, Echo Lake Road, and Sullivan Trail.

All state-owned roadways within the municipalities of Coolbaugh, Tobyhanna, and Tunkhannock Townships and the Borough of Mount Pocono are classified as "rural". The Transportation Facilities map accompanying this report depicts the state highways and their functional classifications, in addition to the bi-directional average daily traffic (ADT) volumes as reported by the Pennsylvania Department of Transportation. With the exception of Interstates 80 and 380, the highest ADT values were reported in the Borough of Mount Pocono, in the vicinity of the five-point intersection of Routes 611, 940, and 196.

Traffic Volumes

Traffic counts provide the accurate, permanent, and comparable records of traffic volumes. Count data may also be used to measure the degree of traffic saturation on a highway or at an intersection. Both PENNDOT and the Monroe County Planning Commission compile traffic volume data for the major roadways in the Plan area. The following tables present a tabulation of historical average daily traffic volumes in the study area:

Municipality	Road	Location	Average Daily Traffic (1980-83)	Average Daily Traffic (1991-93)	Average Daily Traffic (2000-03)
Coolbaugh Township	S.R. 0191	North of S.R. 1014	1093	715	864
	S.R. 0191	South of S.R. 1014	1196	797	1542
	S.R. 0196	North of S.R. 0423	1247	1378	1374
	S.R. 0196	South of S.R. 0423	609	10737	10619
	S.R. 0196	North of Echo Lake Rd.	--	8059	10619
	S.R. 0196	South of Echo Lake Rd.	--	9071	12203
	S.R. 0423	East of S.R. 0196	1844	1837	1999
	S.R. 0423	West of S.R. 0196	2546	1007	1556
	S.R. 0423	East of S.R. 0611	1352	2014	2717
	S.R. 0423	West of S.R. 0611	--	--	5201
	S.R. 0611	South of S.R. 4013	2183	3308	4392
	S.R. 0611	Near Railroad Underpass	2132	2102	7769
	S.R. 1014	Near S.R. 0191	117	104	153
	S.R. 4011	Near S.R. 0423	177	--	564
	S.R. 4013	Near S.R. 0611	2307	3065	4500
	Echo Lake Rd.	Near S.R. 0196	--	1185	--
	Laurel Dr.	Near S.R. 0611	--	1035	--
	Hemlock Rd.	North of Green Rd.	--	--	1974
	Hemlock Rd.	South of Green Rd.	--	--	2143
	Green Rd.	Near Hemlock Rd.	--	--	864
Mount Pocono Borough	S.R. 0196	Near S.R. 0611	3138	6692	12203
	S.R. 0611	North of S.R. 0940	2571	4063	7770
	S.R. 0611	South of Railroad Line	9445	13633	17424
	S.R. 0940	East of S.R. 0611	4543	6252	7286
	S.R. 0940	West of S.R. 0611	4729	9696	15865
	S.R. 4007	Near S.R. 0611	1366	1598	432
Tobyhanna Township	S.R. 0115	North of S.R. 0940	1379	6286	4676
	S.R. 0115	South of S.R. 0940	1600	7578	6890
	S.R. 0314	Near S.R. 0940	1346	3129	2016
	S.R. 0423	Near Township Line	296	599	795
	S.R. 0423	Near S.R. 0940	1288	3822	--
	S.R. 0940	East of S.R. 0115	1750	7702	7251
	S.R. 0940	West of S.R. 0115	1041	5896	3120
	S.R. 0940	Pocono Lake	1552	3983	6788
	S.R. 0940	East of Interstate 380	4487	14697	16254
	S.R. 4002	Near S.R. 0940	1332	5574	5170
	S.R. 4002	North of S.R. 4004	1286	5667	5170
	S.R. 4002	South of S.R. 4004	948	3097	2812
	S.R. 4004	Near S.R. 0940	260	685	629
	S.R. 4004	East of S.R. 4002	395	2714	1018
	S.R. 4004	West of S.R. 4002	416	998	629
	S.R. 4009	Near S.R. 0940	933	1851	2157
	Stony Hollow Rd.	Near S.R. 0940	399	882	--
Tunkhannock Township	S.R. 0115	South of S.R. 4001	1837	4785	6095
	S.R. 0115	South of S.R. 0903	1553	3846	4361
	S.R. 0115	South of Interstate 80	3063	5725	5411
	S.R. 0903	Near S.R. 0115	1820	4120	4339
	S.R. 4001	South of S.R. 4002	305	728	1577
	S.R. 4002	East of Stony Hollow Rd.	346	747	829
	Stony Hollow Rd.	Near S.R. 4002	274	793	--

All of the average daily traffic volumes listed for the early 1980's and 1990's were reported by the Monroe County Planning Commission. The historical values are based on actual counts and do not necessarily represent *annual* average daily traffic, since seasonal adjustment factors were not applied to the count data. A notable example is in the Borough of Mount Pocono near the five-point intersection of Routes 611, 940, and 196. At this location, several of the volumes reported for the early 1990's included data collected during Labor Day weekend, when traffic volumes in the area would have been well above average.

The average daily traffic volumes for years 2000-2003 were obtained from PENNDOT Geographic Information System data, with the exception of five locations in Coolbaugh Township for which Monroe County Planning Commission data were reported: S.R. 0423 east and west of S.R. 0611, Hemlock Road north and south of Green Road, and Green Road near Hemlock Road.

Bus Services

The Monroe County Transportation Authority (MCTA) provides fixed route and para-transit services in the study area. Martz Trailways, a privately owned company, operates daily commuter buses to New York City. The Plan area points from which Martz offers this service include Blakeslee, Mount Pocono, and Tobyhanna. Star Shuttle is a recently established bus company with limited service between Mount Pocono, Tannersville, Delaware Water Gap, and New York City.

MCTA routes serving the Region Monday through Friday include Blue North, typically serving from Tannersville to Routes 196 and 423, but morning express service to the Tobyhanna Depot; and Blue South, reversing the route. Connections to other routes can be made in Tannersville. 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.

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

<u>Passenger</u>

Plans 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, Mount Pocono, Analomink and East Stroudsburg. Within the Plan area, the railroad route traverses Coolbaugh Township from Gouldsboro Lake to Pocono Summit, crosses the northeast corner of Tobyhanna Township, and then passes through the Borough of Mount Pocono and follows the eastern Borough boundary before entering Paradise Township. 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.

Two former passenger rail stations are located in Coolbaugh Township. The first is at the intersection of Route 423 and Route 4008 (Main Street), and the second is near the Tobyhanna Township line on Route 4009 (Summit Avenue). In the Borough of Mount Pocono, a former station exists on the west side of Route 611 and is presently used as a Martz Trailways terminal for commuter buses to New York City.

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. In Coolbaugh Township, railroad service is an important feature for the Pocono Mountains Corporate Center South, East, and West industrial development areas. In Tobyhanna Township, rail service to the Harvest States Flour Mill accounts for a substantial portion of all rail carloads delivered to businesses along the LCRA line.

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:

Name	Dimensions (Length x Width)	Surface
Runway 5/23	4,000 ft x 100 ft	Asphalt – Good Condition
Runway 13/31	3,948 ft x 60 ft	Asphalt – Good Condition

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.

Key Traffic Generators and Congested Areas

The Pocono International Raceway in Tunkhannock Township hosts two major NASCAR events per year: the Pocono 500 in June and the Pennsylvania 500 in July. The attendance at each event typically exceeds 150,000 patrons, and more than 80,000 vehicle trips are generated during the weekend period. Traffic congestion associated with raceway events occurs on Route 115 both north and south of the raceway as well as on Interstate 80. Capacity constraints exist at the raceway parking lots and entrances during the 6.5 hour ingress period. State and local roads surrounding the raceway function as capacity constraints during the 4.5 hour egress period following a race. To manage the inbound traffic, Route 115 southbound, Route 4002 eastbound from Route 115, and Route 4002 westbound from Stony Hollow Road are all operated in a one-way direction. The one-way traffic patterns are reversed during the egress period. During these periods of one-way operation, the mobility of emergency vehicles is greatly restricted.

The New Ventures Commercial Park in Tobyhanna Township is located on Route 115 at Interchange 284 of Interstate 80, approximately 3.5 miles north of the Pocono International Raceway. The ongoing development of this 285-acre business park is an important aspect of future growth along the section of Route 115 from Interstate 80 to Route 940 in Blakeslee.

The Pocono Mountain School District serves the municipalities in the Plan area, and is the largest of Monroe County's four public school districts. The new Sullivan Trail campus, located on the south side of Route 940 in the eastern portion of Tobyhanna Township, contains the recently opened Pocono Mountain West High School. The high school accommodates approximately 2,000 students, and 80 buses access the school from Route 4004 (Sullivan Trail) daily. A new intermediate school is scheduled to open at the Sullivan Trail campus in 2005, with a capacity of 1,500 students.

School buses follow Route 4002 to travel from Route 940 to Route 4004, as the intersection of Routes 940 and 4002 is signalized. However, queued school buses on westbound Route 940 turning left onto Route 4002 block traffic exiting the adjacent

Interstate 380 off ramp. In addition, Routes 4002 and 4004 are characterized by narrow lanes and no shoulders.

The Tobyhanna Army Depot is located near Interchange 8 of Interstate 380 in Coolbaugh Township. The Depot, which opened in 1953, is the largest, full-service communications-electronics maintenance facility in the Department of Defense. The installation is the largest employer in the region with approximately 3,300 personnel.

A 1.2 million square foot Wal*Mart retail distribution center was opened on a 27-acre site near Route 611, approximately two miles south of the Tobyhanna Army Depot. With 850 employees, the facility is representative of the type of industrial growth planned along the Route 611 corridor in Coolbaugh Township, from Mount Pocono to Tobyhanna Village.

The existing 200-acre Pocono Mountains Corporate Center South (formerly known as the Pocono Mountains Business Park) is located on Route 940 near Route 611, adjacent to the Pocono Mountains Municipal Airport. An additional 850 acres in the surrounding area are planned for similar industrial development. The Pocono Mountains Corporate Center (PMCC) West contains 600 acres near Route 611 and also is adjacent to the Airport. The 250-acre PMCC East is located between Routes 611 and 196.

The *Traffic Impact Study for Pocono Mountains Industries Corporate Center* (Grove Miller Engineering, 2001) states that the proposed industrial development will ultimately generate 23,557 weekday trips. Access to the development will occur from three new intersections on Route 611 and one new intersection on Route 196. Two of the new intersections on Route 611 will be signalized: Tegawitha South/Senda West Site Roadways and Tegawitha North-Remainder Site Roadway. The intersection of Route 611 and Tegawitha North-Phase A Site Roadway will be monitored for future traffic signal installation. The future intersection of Route 196 and Senda West/Senda East Site Roadways will be signalized. The study recommended widening for additional lanes on both the northbound and southbound approaches of Route 196 at the intersection with the Senda West/Senda East access roadways, construction of an exclusive southbound right turn lane at Five Points, traffic signals at both intersections of the I-380/Route 940 interchange, and consideration of the Route 940 and Route 4002, Stillwater Drive future signal timing adjustments.

Sharp increases in traffic volumes occurred on Routes 611, 940 and 196. As a result, congestion at the five-point intersection of these routes in the Borough of Mount Pocono is at an all time high. The intersection is an important activity center of the region. During peak traffic periods, vehicles entering the intersection encounter excessive delays and long queues.

The 1989 Comprehensive Plan for Coolbaugh Township identified Route 611 in the Tobyhanna area, Route 423 south of Tobyhanna, and Route 940 as areas of concern because of turning movements. The entire length of Route 196 was identified as a concern because of excessive access to individual lots, uncontrolled turning movements, and substantial increases in traffic counts.

Increased automobile and truck traffic is expected at the interchange of Interstate 380 and Route 940 (Interchange 3) due to the ongoing industrial development in Tobyhanna and Coolbaugh Townships. Future growth in the vicinity of the Wal*Mart distribution center is expected to affect Interchange 8 of Interstate 380, near the Tobyhanna Army Depot.

Importance of Transportation in the Region

Addressing transportation issues has three critical benefits:

- 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.

- The Route 611-940-I-380 corridor is considered an economic growth corridor of the County. Providing an adequate multi-modal transportation system is necessary to support optimum economic development. Freight rail, the roadway system, and transit systems should be maintained and improved; and, connections should be provided among the systems.

Coolbaugh, Tobyhanna, and Tunkhannock Townships and the Borough of Mount Pocono comprise half of the eight Monroe County municipalities that make up the Pocono Mountain Area Task Force. This task force is one of five which represent the County in the Monroe 2020 Comprehensive Plan. One of the primary infrastructure-oriented goals of the Pocono Mountain Area Task Force is to "serve economic development with existing infrastructure and identify areas and systems needing expansion." Upgrades to roads and public transit are called for, in addition to the resolution of railroad restoration issues. Other important goals include working with PENNDOT to establish roadside landscape buffers and to allocate more resources for improvement and maintenance of transportation systems. These goals are congruent with the transportation recommendations of the Monroe 2020 Comprehensive Plan:

> "Monroe County's challenge is to work with PENNDOT in formulating a county-wide systems 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."

TRANSPORTATION PLAN

Goal: **Facilitate the safe movement of vehicles, bicycles, pedestrians, air and rail services.**

Objectives:

- Upgrade the area transportation system, including roads and public transit.
- Promote trail and greenway planning and construction to provide recreational opportunities and link destinations.
- Encourage roadway maintenance to prevent deterioration and ensure safety of the existing road system.
- Encourage managed access along roads.
- Encourage programs to make roadways functional and safe for motorists, pedestrians, and cyclists.
- Work to provide adequate mobility for the elderly, the physically impaired, and those who do not own or lease an automobile.
- Resolve issues of public transit service in the manner best for the interests of the Region.
- Identify improvements needed to serve economic development.
- Require landscaping and retention of desirable vegetation along the Region's roads.
- Identify scenic roads and protect their rights-of-way and scenic viewsheds from blighting effects.
- Promote safe operations of the airport in support of economic, commercial, industrial and private needs. Promote development of compatible land uses in the vicinity of the airport which will not contain incompatible land uses, encroachments, and flight obstructions.

Future Functional Classification of Roadways

There are no proposed changes to the current functional classification of roadways within the Coolbaugh, Mount Pocono, Tobyhanna and Tunkhannock Region.

Future Projects

Several important transportation improvement projects are planned for the Region. Although these projects are generally in the stages of study or design, they will eventually serve to help mitigate several of the problem areas previously identified.

1. Interstate 80 Interchange at Pocono International Raceway (Tobyhanna/Tunkhannock Townships)
   This multimillion dollar project involves the construction of an interchange on Interstate 80 at Stony Hollow Road or Long Pond Road (Route 4002) to relieve congestion at the existing interchange at Route 115 during race events. The new interchange would be oriented to service traffic to and from the east on Interstate 80. The Region's municipalities will participate in the study and decision making on this project.

2. Five-Points Intersection Improvements (Borough of Mount Pocono)
   This safety and mobility enhancement project is in progress at the intersections of Routes 611, 940 and 196. Improvements include the addition of turning lanes and traffic signals and reconfiguration to accommodate continued traffic growth in the surrounding area.

3. Route 611 Mount Pocono (Borough of Mount Pocono and Paradise Township)
   This project along Route 611 extends from Fairview Avenue in the Borough of Mount Pocono south to Woodland Road in Paradise Township. Proposed improvements include resurfacing, safety upgrades, and guide rail and drainage feature construction.

4. Bridge Projects (Coolbaugh/Tobyhanna Townships and Borough of Mount Pocono)
   Several bridge projects are planned within the Region. In Coolbaugh Township, the existing structure carrying Route 4003 over the Lehigh River (Thornhurst Bridge) will be replaced. Also scheduled for replacement is the Warnertown Bridge, which carries Route 423 over Tobyhanna Creek. On Interstate 80, the eastbound and westbound county line bridges over Tunkhannock Creek in Tobyhanna Township are planned to be replaced. The Pocono Manor Bridge (in the Borough of Mount Pocono) carrying Route 4007 (Fairview Avenue) over the

Lackawanna County Railroad Authority line has been closed since 1986. Plans for its replacement are completed and the project is going out to bid.

Several other areas have been targeted for further study. Of the projects listed below, only the Interstate 80 Corridor Study is included in *Pennsylvania's 2003 Twelve Year Transportation Program.*

1. Route 196 (Coolbaugh Township)
   A needs assessment and corridor study has been proposed to identify alternatives to improve safety and enhance mobility. Expanding residential and industrial developments are important factors in this area.

2. Interstate 380/Route 940 Interchange (Tobyhanna Township)
   A needs assessment for this interchange and its reconstruction has been proposed to improve safety. A high accident rate and increased truck traffic associated with industrial development are two issues of concern to the Township.

3. Interstate 80 Corridor Study (Various Municipalities)
   A detailed study of Interstate 80 in Monroe County will identify and help to prioritize safety improvements throughout the corridor. The study will be conducted by the Safe80 Task Force, a bipartisan group of transportation officials, government representatives, police officers, citizens, and tourism and business officials.

Other projects which will facilitate circulation in the Region include:

1. Improvement of Route 611-Grange Road intersection.

2. Revision of traffic patterns on Trinity Hill Road as it intersects Route 611.

3. Working with developers to establish bypasses of the intersection because of the congestion at the Five Points intersection,. Coolbaugh Township is currently working with Pocono Mountains Industries to accomplish a northern Bypass from Route 611 to Industrial Park Drive and Route 940. The Pocono Mountains Corporate Center's circulation system will be crucial to accomplishing this bypass.

   In Mount Pocono, if development occurs south of the railroad tracks, developers should provide for road segments to the west, which could allow eventual connection from Route 611 to Fairview Avenue and eventually to Route 940.

4. A new I-380 interchange at the industrial parks in Coolbaugh Township.

5. Restricting left turns both into and out of the Burger King access drive along Route 611 at the Five Points intersection.

6. Improving Pine Hill Road between Route 196 and Route 611, including consideration of a second westbound lane, curbing to limit access, and traffic signals at Route 611 and Pine Hill Road and Route 196 and Pine Hill Road. In conjunction with this, Route 196 could be restricted to northbound travel between Route 611 and Pine Hill Road. Improvements will be determined as part of the Five Points project.

7. Completing the connecting road between Routes 196 and 611 through Pocono Mountains Corporate Center East, which has been planned and is to be constructed.

8. Improvement of Echo Lake Road-Route 196 intersection.

9. Improvement of length of Long Pond Road.

10. Completing plans for improvement and expansion of the Pocono Mountains Municipal Airport.

The following improvements should be monitored for need in the future:

1. In the vicinity of the signalized intersection of Routes 115 and 940 (Blakeslee Corners), a three-lane section could be provided on the north leg of Route 115 from the Texaco Station south to the traffic signal. If traffic counts warrant it, a two-way left-turn lane in the area of the church and shopping center driveways would benefit left-turning vehicles in both directions. A separate left turn storage lane at the traffic signal would protect southbound vehicles turning left onto Route 940 eastbound. Full-width shoulders could be maintained and marked for right turns. The westbound left-turn storage lane on Route 940 could be lengthened to provide additional storage.

2. The site driveway for the New Ventures Commercial Park intersects Route 115 just north of Interchange 284 of Interstate 80. A potential conflict exists between the Interstate 80 westbound off-ramp acceleration lane on Route 115 and right-turn traffic entering the commercial park. The yield condition for vehicles entering Route 115 northbound promotes acceleration in an area where right-turning vehicles entering the commercial park would be decelerating. A possible solution to this issue would be to change the yield condition to a stop condition, and include a stop markings at the end of the ramp. Another possible solution is to construct a dedicated right-turn lane into the commercial park.

3. Route 940 could be widened to provide a center turn lane from Route 115 to Route 4002/Stillwater Drive. A substantial number of commercial and residential development driveways intersect Route 940 along this 11-mile segment. Several of these intersections are skewed, thus complicating the execution of certain turning movements. Where possible, driveways could be reconstructed to improve alignment with Route 940.

4. In the plan area, Route 4003 extends north from Route 940 to the Lehigh River. The proximity of the Locust Lakes Village access driveway to the skewed intersection of Routes 940 and 4003 creates potential conflict for intersecting traffic. The segment of Route 4003 north of Locust Ridge Quarry is characterized by narrow lanes, severe curves, and no shoulders. Caughbaugh Road, which extends from Route 115 to Route 4003, is unsurfaced. The area north of the quarry may require resurfacing, shoulder construction, and minor geometric improvements. From the quarry to Route 940, Route 4003 has somewhat better geometry, but still may require shoulder and drainage improvements. Both school buses and quarry trucks utilize this southern segment of Route 4003.

5. Route 423 from Route 940 to the State Game Lands is characterized by poor pavement structure and no shoulders. However, the most notable problem on this segment of Route 423 is the presence of a single-lane stone arch bridge over Upper Tunkhannock Creek, near the Lake Naomi Dam. Additional areas of concern near the signalized intersection of Routes 940 and 423 include 1) the proximity of Old Route 940 to the intersection and 2) the presence of a strain pole on the northwest corner that severely limits the radius for vehicles turning right from Route 423 onto Route 940. Thus, possible improvements in the vicinity of the intersection include bridge replacement, radius improvements, and signal support revisions.

6. The unsignalized intersection of Routes 4002 and 4004 is used by school buses and other traffic associated with the Pocono Mountain School District Sullivan Trail Campus. Although additional pavement was added to improve the right turn radius for buses entering Route 4004, this intersection lacks proper alignment and shoulders on all approaches. The intersection could be widened to include full-width travel lanes, turning lanes as appropriate, and shoulders. The segment of Route 4004 from Route 4002 to the school driveway could be widened to provide 12-foot lanes and appropriate shoulders.

7. Pedestrian accommodations (including sidewalks, crosswalks and signing) can be considered throughout the Mount Pocono commercial area along Route 611 from the five point intersection of Routes 611, 940 and 196 north toward the Coolbaugh Township boundary. The five point intersection could include pedestrian signals, push buttons, sidewalks and crosswalks. Signs and crosswalks have been added

south of Route 940 toward the LCRA railroad overpass. The addition of bicycle lanes could also be considered on Route 611.

8. The former Mount Pocono passenger rail station (presently used as a park-and-ride facility for commuter buses) is located on Fork Street on the west side of Route 611. The existing parking area is crowded, steep and unsurfaced. Access is confusing and no directional signs exist. Also, there are no turning lanes on Route 611 for vehicles entering Fork Street, and bicycle and pedestrian access is limited. If the train station were to reopen if passenger rail service is reestablished in this area, station access, parking layout, and parking availability would need to be evaluated. One option for parking may be to regrade and utilize the vacant area adjacent to Knob Road and Cleveland Avenue on the east side of Route 611. A pedestrian overpass above Route 611 would provide safe access to the railroad station. If the intersection of Route 611 and Knob Road needed to be upgraded, the north end of Fork Street (across from Knob Road) could be used as the primary access to the station.

9. Measures have been taken to prevent through traffic from using Oak Street and Fairview Avenue in order to avoid the five-point intersection of Routes 611, 940 and 196. A sign was installed on Oak Street near Route 940 indicating that the Oak Street Residential District is closed to through traffic. The residential area could be further enhanced by constructing sidewalks and other traffic calming measures throughout the neighborhood. Sidewalks presently exist on Fairview Avenue (Route 4007) near Route 611, however, they are in poor condition.

10. Traffic volumes are expected to increase on Route 611 as a result of proposed industrial developments on both sides of the highway. Three new intersections are being constructed on Route 611 at the access points of the Pocono Mountains Corporate Center. The new intersections were designed to accommodate traffic associated with full development of the corporate center. However, the township should evaluate access management strategies along Route 611 from the Mount Pocono boundary north to Route 423, as this highway segment contains several skewed intersections with local roads. As development occurs, the reconstruction of a number of existing intersections along Route 423 could be considered.

11. The Route 196 corridor from Route 611 to Route 423 has been targeted for further study. A high rate of residential growth has occurred in this area, and industrial development is planned along the section of Route 196 between Green Road and the Mount Pocono municipal boundary. Route 196 could contain a third lane to function as a center left turn lane, full width (6 or 8-foot) shoulders, and sidewalks. Delineation of bicycle lanes could be considered to encourage bicycle travel between the residential areas.

Pedestrian and Bicycle Movement

Pedestrian and bicycle trips in the Region are primarily for recreation and are not used specifically as a transportation method. Trips taken by walking or bicycling within principal development centers would increase with established pedestrian and bicycle routes and with a coordinated land use plan which gives destinations within a reasonable distance.

Continued development in Coolbaugh Township and the Borough of Mount Pocono will increase the potential for bicycle/pedestrian access to these areas either for employment in the planned industrial centers on Route 611 or for the commercial development on Route 940. New developments in these areas will need to provide sidewalks and bikeways for a linkage between residential and employment/commercial areas. Additional site improvements which encourage alternative transportation would be bicycle racks and storage lockers located at the major activity areas.

Opportunities for scenic recreational walking and biking trails exist throughout the Plan area. Mountain bike and horseback riding is permitted along approximately 27 miles of designated routes in State Game Lands No. 127 in Coolbaugh Township. However, such activities are not permitted (except on Sundays) from the last Saturday in September to the third Saturday in January, or before 1:00 P.M. from the second Saturday in April to the last Saturday in May. Use restrictions are imposed for safety reasons during hunting seasons. Public roads crossing State Game Lands are available year round.

The two state parks within the Plan area also offer opportunities for bicycling. In Gouldsboro State Park, Old Route 611 parallels Interstate 380. The woodland trail around Tobyhanna Lake in Tobyhanna State park is also suitable for bicycling.

Proposed Greenway System

A composite Greenway and Open Space Conservation Concepts Plan from the Top of the Mountain and Barrett-Mount Pocono-Paradise Open Space and Recreation Plans is included in this report. Proposed Greenway Links, as well as connections to other regions, are shown. The text of those Plans details the greenway routes and greenway design principles.

Transportation Demand Management

Transportation Demand Management (TDM) is a general term for various strategies that encourage more efficient travel behavior. Some improve the transportation options available to consumers, while others provide an incentive to choose more efficient travel patterns. Some reduce the need for physical travel through mobility substitutes or more efficient land use. TDM strategies can change travel timing, route, destination or mode.

Multiple benefits can result, including reduced traffic congestion, road and parking facility cost savings, user savings, increased safety, increased travel choice, increased equity, reduced pollution, and energy savings. Although most TDM strategies only affect a small portion of total travel, their cumulative impacts can be significant.

Marketing of TDM strategies is very important, as public attitudes can have a major effect on the use of alternative modes of transportation. TDM programs are more effective if users receive positive recognition and encouragement. Effective TDM marketing includes educating public officials and businesses about TDM strategies they can implement; informing potential participants about TDM options they can use; promoting benefits; and, overcoming barriers to the use of alternative modes.

AVAILABLE TRANSPORTATION MANAGEMENT AND ENHANCEMENT STRATEGIES

Immediate Strategies (1-2 years)	**Implementation**	**Tool**
Access Management Provisions	PC/BOS	ZO/SALDO
Capital Improvement Plans and Programs	BOS	CIP
Conservation Easements Acquisition	BOS/LLT	EP
Corridor Access Management Overlay District	PC/BOS	ZO
Impact Analysis of Development	PC/BOS	SALDO
Official Maps	PC/BOS	OM
Residential Street Design Standards	PC/BOS	ZO/SALDO
Slope Management Standards	PC/BOS	ZO/SALDO
Traditional Neighborhood Development	PC/BOS	ZO/SALDO
Traffic Calming Standards and Design	PC/BOS	ZO/SALDO
Transit Design Standards	PC/BOS	ZO/SALDO
Transit Oriented Development	PC/BOS	ZO/SALDO
Vegetation Management Along Roads	PC/BOS	ZO/SALDO

Short-term Strategies (3-5 years)	**Implementation**	**Tool**
Borough and Village Protection Programs	PC/BOS	ZO/SALDO
Parallel Access Road Standards and Design	PC/BOS	ZO/SALDO/OM
Park and Ride Programs	PC/BOS/PENNDOT	PRP
Pedestrian/Bikeway Facilities Road and Trail Right-of-Way	PC/BOS	ZO/SALDO
Preservation	PC/BOS	ZO/SALDO
Riparian Buffers for Greenways	PC/BOS	ZO/SALDO
Traffic Signal Systems	BOS/PENNDOT	

Long-term Strategies (5-10 years)	**Implementation**	**Tool**
Transfer of Development Rights	PC/BOS	ZO/SALDO
Parking Management Programs	PC/BOS	ZO
Traffic Impact Fee Ordinances	PC/BOS/IFAC	CIP
Trip Reduction Ordinances	PC/BOS	ZO

Implementation
PC – Planning Commission
BOS – Board of Supervisors or Council
LLT – Local Land Trust
PENNDOT – Pennsylvania Department of Transportation
IFAC – Impact Fee Advisory Committee

Tool
ZO – Zoning Ordinance
SALDO – Subdivision and Land Development Ordinance
CIP – Capital Improvements Plan
EP – Easement Purchase
OM – Official Map
PRP – Park and Ride Program

Some of these strategies are detailed below, others in additional Chapters of this Plan.

Access Management

Access management is the planning, design and implementation of land use and transportation strategies that control the flow of traffic between the road and surrounding land. Access management problems occur where conflicts between mobility and access result in congestion and safety problems, typically on roads serving high volumes, high-speed traffic, and abutting high trip-generating land uses. As the number of intersecting driveways increases, the safety and efficiency of an important route can decrease. Access management can help increase mobility and safety for non-motorized travel, improve transit service efficiency, and create more efficient land use. Access management issues are apparent on Routes 940 and 611, and similar concerns are emerging on Route 196 and Route 115.

The Highway Occupancy Permit (HOP) is the most common tool used by the Pennsylvania Department of Transportation (PENNDOT) to grant access to state-owned and operated highways. HOP regulations require PENNDOT to issue a driveway permit if the applicant satisfies all safety, traffic flow, and design requirements. In June of 2000, Acts 67 and 68 were signed into law. These new laws amend the Municipalities Planning Code by requiring state government agencies to consider local land use comprehensive plans and zoning ordinances in making certain permit and funding decisions. As a result, PENNDOT now requires applicants to complete the Land Use Questionnaire Form as part of the Highway Occupancy Permit application process.

Beyond PENNDOT's programs, a municipality can regulate access and improve circulation and site design through land development and zoning ordinances. Some planning policies that assist access management include:

- Improve intersection design/spacing and driveway design standards.
- Reduce the number of entrances to roads, and encourage shared access to properties or interconnected properties.
- Consider installation of medians where appropriate.
- Require traffic impact studies for new developments, and master planning for large tracts of land.
- Ensure adequate parking lot/internal circulation design in developments.
- Focus development in villages, urban centers or other growth centers.
- Provide for mixed uses and higher densities than surrounding areas in these growth centers.
- Do not plan narrow, commercial strips along highways.
- Redesign existing strip development areas.
- Limit access to areas designated as open space.
- Limit development along arterial highways in rural settings.
- Plan and design transportation improvements that fit with community character.
- Utilize left and right turn lanes.
- Utilize acceleration and deceleration lanes where appropriate.
- Signalize high volume driveways.
- Prohibit inappropriate turning movements.
- Promote commercial development in depth at the village centers in lieu of roadside strip development.
- Require new development to employ parallel access roads or reverse frontage for residential lots.
- Require common service roads for commercial development.

Transportation Development Districts

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 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.

While the Transportation Development District approach may not be appropriate at the present time, the appropriateness of it along Routes 611, 940, and 196 should be monitored.

Congestion Management System Strategies

Congestion management system strategies have been touched on previously. The major elements are:

- Employee trip reduction plans to increase average vehicle occupancy
- Creation of transportation management associations in which municipalities work with local business community in identifying travel demand reduction measures such as:
  - reducing vehicle concentrations at peak periods by staggering work hours;
  - encouraging commuting by carpool and public transit rather than by single occupancy vehicles;
  - eliminating unnecessary commutes;
  - funding informal para-transit/vanpool operations;
  - hiring a transportation coordinator to organize transportation alternatives;
  - encouraging bicycle and pedestrian travel;
  - increasing bus service and routes; and
  - enhancing bus stops
- Mixed use development to minimize trips

The need for utilizing these strategies should be monitored in the Routes 611 and 940 employment corridors.

Impact Fees and Negotiated Financial Contributions

The Municipalities Planning Code allows municipalities to assess a traffic impact fee provided municipalities have adopted a traffic impact fee ordinance. With a traffic impact fee system in place, a municipality can collect fees to finance improvements to the road system. Currently, no municipality within the Region has a traffic impact fee system. Municipalities should determine whether they wish to initiate such a system. Districts could be considered in Mount Pocono and along the Routes 196, 611, 940, and 115 corridors.

Where traffic impact fee systems are not in place, financial contributions from developers for road improvements should be negotiated. Developer-financed road improvements at existing intersections and along road segments could correct current deficiencies and mitigate traffic increases associated with new development.

Shoulder Improvements

PENNDOT can be asked to improve shoulders when it does work on its road system.

Gateways

Gateways should be considered at the entrances to the Region, and especially at the entrances to Borough of Mount Pocono and the villages of Blakeslee and Tobyhanna. 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 entrances.

Along the length of Pocono Boulevard in Mount Pocono and along portions of Routes 196 and 611 in Coolbaugh Township, Route 940 in Tobyhanna Township, and Route 115 in Tunkhannock and Tobyhanna Townships, municipalities can 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. 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 Mount Pocono and in the villages of Blakeslee and Tobyhanna:

- 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 along Pocono Boulevard and in the villages. The intent of bonuses is to provide incentives to developers, not just regulation, to allow economic use of property.

Scenic Roads

Scenic roads are an important element within the transportation system within the Region; and, maintenance of a system of scenic roads will be encouraged. In rural areas, developers should be encouraged to incorporate natural features and resources into an open space system within developments and to site homes with consideration of the natural features and resources. The County Open Space Plan identifies scenic drives along Routes 115, 191, 940, and 196 and along Sullivan Trail. The Top of the Mountain Open Space and Recreation Plan identifies Scenic Roads as: Route 115, Caughbough Road, Hypsy Gap Road, Long Pond Road from I-80 to Stony Hollow Road, Stony Hollow Road, Sullivan Trail, Long Pond Road from Sullivan Trail to Route 940, Route 423 through State Game Lands and Tobyhanna State Park, Route 212, and Route 191. The Barrett-Mount Pocono-Paradise Open Space and Recreation Plan designates Routes

940 and 196 as scenic roads. Both plans recommend adoption of zoning regulations to protect scenic roads and indicate what those zoning regulations could address.

The townships should discuss whether it would be appropriate to adopt scenic road overlay zoning along scenic roads. 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 also has another benefit. This could lessen traffic volumes and driveway intersections along roads, which are typically not suited for intensive traffic volumes.

Pedestrian Circulation Planning

Pedestrian circulation has been discussed previously, but inter-relationships with the street system should be mentioned. As streets are maintained and improved, walkability should be addressed, including the turning radii at intersections. Limiting radii at intersections to the minimum necessary to allow safe traffic flow can make intersections more pedestrian friendly. Pedestrian crossings at street intersections, particularly along the major trail routes within the Region, should be facilitated through crosswalks, stop signs, limitation of cartway radii, and the use of pedestrian buttons and cycles that signalize street intersections.

In Mount Pocono, consideration should be given to extending sidewalks southward along Route 611 to assure pedestrian access to all transit facilities and any further development, and connect to the greenway system. Along Fairview Avenue, the sidewalk on the south side is in need of maintenance up to Reeder Street. The Borough should consider eventual extension of sidewalks northward on Route 611 to serve commercial development north of Route 940 and connect to the greenway system. Policies should be established for requiring sidewalks within developments and requiring rehabilitation and maintenance of sidewalks.

Given the number of community facilities within and near Tobyhanna Village, such as the Methodist and Catholic churches, municipal center, Township Park, learning center, elementary school, fire company, post office, fishing area, memorial post, and several commercial uses, it would be desirable to establish a pedestrian circulation system such as sidewalks or secondary trails to connect those facilities to the proposed greenway system. Physical constraints will make this difficult; but, the feasibility should be further investigated. Pedestrian enhancements would promote the sense of village, as would a common space such as a village green.

The Route 940-Oak Street-Industrial Park Drive area now is automobile oriented; and, it would be desirable to make this commercial area more pedestrian friendly. This would enable pedestrian movement within the area rather than necessitating all travel by automobile.

The commercial area of Blakeslee could also be made more pedestrian friendly to encourage and permit pedestrian trips. Connections could be made to present and future residential development. A nucleus of destinations exists, including Methodist and Catholic churches, post office, shopping centers, community centers, and restaurants.

Traffic Calming

As development in the area occurs and traffic volumes increase, there could 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 roads on the periphery of the residential areas. The other identified methods of accomplishing this include increased utilization of mass transit, internalized trips within the area, providing increased opportunities for pedestrian and bicycle traffic, supporting efforts to increase automobile occupancy rates and parking lot opportunities, and designing appropriate new road construction projects such as “streetscapes". If those steps are not completely 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)
- Passive speed reduction (installation of signage)
- Streetside design (landscaping changes the appearance of the area and driver attitudes)
- Regional planning efforts (external traffic directed to other routes)
- Opportunities for use of alternative modes (mass transportation, pedestrian, bicycle)

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.

Primary Emphasis on Passive Techniques

Primary emphasis should be given to the passive traffic calming techniques. The use of active traffic calming techniques should be employed only if passive techniques are not successful because of the cost and inconvenience to residents.

Areas where traffic calming could be used would be on Pocono Boulevard and other residential streets in the Borough of Mount Pocono, in residential neighborhoods abutting Routes 611 and 196 in Coolbaugh Township, along and near Route 940 in Tobyhanna Township, and along and near Route 115 in Tobyhanna Township, and other roads in the Region that are experiencing increased volumes of through traffic as drivers attempt to avoid congested areas. Signing could also be placed on these streets to help discourage traffic through residential areas on streets on which motorists do not have to be.

Optimization of Traffic Signalization Along Route 611

In order to increase system capacity and reduce intersection delays, traffic signal timing along Route 611 should be kept current.

As development continues, consideration should be given to implementing a closed loop system to enhance the operation of coordinated signalized intersections in the Route 611 corridor. The system will require hardware (vehicle detectors) in the field as well as a computer, software and communication lines to a municipal office and to the PENNDOT District Office. It will also require a consultant or employee trained to monitor the system. Although the system would allow for real time signal timing adjustments, PENNDOT policy currently allows timing adjustments to be made only by PENNDOT. This inhibits the ultimate effectiveness of a closed loop system. However as these systems become more prevalent, we expect that PENNDOT will respond with a more effective policy.

Parking Management

Parking management includes various strategies that result in more efficient use of parking resources. Parking management can help address a wide range of transportation problems. Some specific parking management strategies include:

- shared parking (multiple users sharing a parking facility)
- overflow parking plans
- consolidation of private parking areas
- appropriate zoning requirements
- enforcement of restrictions
- monitoring needs for public facilities
- discouraging driveway design which eliminates on-street spaces
- provision for bicycle parking
- parking facility design standards

Adequacy of parking in the downtown commercial area of Mount Pocono should be monitored; and, a comprehensive parking inventory and plan should be performed if passenger rail service is restored or parking supply becomes a greater concern in the Borough in the future.

Parking is currently limited at the Borough's transit hub. One way to maximize parking there would be to pave and stripe parking. Physical restraints will limit the parking which can be made available. Some residents of the Region wishing to use passenger rail service to locations outside the Region might find it more convenient to drive to a rail station at Analomink in Stroud Township rather than the Mount Pocono station if passenger rail service is instituted.

Efforts to maximize parking in the Borough, in general, would include investigating Borough acquisition of vacant land for public parking; encouraging sharing of parking facilities by businesses because, at times, businesses along Pocono Boulevard have excess parking; encouraging landowners to construct additional parking on their available land which would not be better used for additional commercial development; and paving and striping of unpaved parking areas.

Circulator Systems

Circulator systems use small buses or vans to provide public mobility. Shuttle services include circulating shuttles that carry passengers for short trips along busy corridors; demand-response para-transit using small buses, vans or shared taxis; special mobility services for people with disabilities; and jitney services using vans or small buses to provide self-financing, privately operated transit service.

Two general areas for circulator systems could be considered in the Region. One area could include the transit hub in Mount Pocono; Route 611 and Route 196; and Route 423, Tobyhanna Village, the Depot and Route 611. Service along Route 940 and Sullivan Trail could be considered. Another area could include Mount Pocono; Route 940 and Pocono Summit, Pocono Pines, Pocono Lake, and Blakeslee; and, commercial development along Route 115 in Tobyhanna and Tunkhannock Townships. Feasibility of the use of circulator systems should be monitored in the future.

Special Event Transportation Management

Special Event Transportation Management encourages the use of alternative travel modes to occasional events that draw large crowds, such as races, festivals, games and fairs. Similar strategies may also be used when construction projects or disasters create transportation problems. These programs can reduce traffic and parking problems, allow participants to avoid the stress of driving and finding a parking space, and improve transportation choice.

Park-and-Ride Facilities

Park-and-ride lots allow commuters to leave their vehicle while ridesharing or taking public transit. Automobile park-and-ride use reduces traffic congestion and parking demand. Park-and-ride facilities could be established in the Townships or major commercial uses in the Borough. Bus or para-transit systems could then connect to the Mount Pocono transit hub. Potential sites for park-and-ride facilities include remote areas of shopping centers or other large commercial facilities, public sites such as the Tunkhannock municipal building area, and new facilities. The feasibility of establishing such facilities should be monitored. Establishment of park and ride facilities is a

particular concern in the Borough because of the limited parking available at the transit hub along Route 611.

Transit Oriented Development (TOD)

Transit Oriented Development refers to residential and commercial areas designed to maximize access by transit and non-motorized transport. Such a neighborhood has a center with a rail or bus station, surrounded by relatively high-density development, with progressively lower-density spreading outwards.

Opportunities for transit oriented development at the transit hub in Mount Pocono are limited because of existing development and physical constraints. If passenger rail service is established, opportunities for TOD should be revisited in the Borough.

Transit Service Improvements

There are many ways to improve transit service, including additional routes, increased service frequency, express bus service, shuttle services, improved information, more bus pullouts and shelters, and various comfort improvements. Each of these can have a role in encouraging a shift from auto to transit. New transit fare payment methods allow faster boarding and eliminate barriers, particularly the need to have exact change. Ways of improving service should be pursued with MCTA.

Telecommuting

Employees are allowed to work from home or another location (such as a neighborhood office) in order to reduce commuter travel. Given the large number of commuters in the Region, employers should be encouraged to promote telecommuting.

CHAPTER 6

COMMUNITY FACILITIES AND INFRASTRUCTURE

INTRODUCTION

Water supply, storm water management, and wastewater disposal tend to be handled on private, small-scaled basis rather than through the municipalities. As new developments are planned and constructed, these items are included as needed, depending on the size of the development. Small developments and development of individual parcels rely on onsite water supply wells for water and septic systems for wastewater. For small-scale development, storm water management is limited to grading around structures and driveways to prevent excessive runoff. Large developments may include a community water supply system, storm sewers, and a wastewater treatment plant. Many of these facilities are operated by community associations or contracted out to private firms.

Public services provided or supported by the municipalities in the study area include education, emergency services (police, ambulance, fire), libraries, limited solid waste disposal/recycling, and the enforcement of zoning, storm water management and land development regulations as well as other local ordinances.

INFRASTRUCTURE

Public Water Supplies Systems

Numerous community and noncommunity water supply wells are mapped throughout the study area. There are 34 community supply wells with pumping capacities that range from 17,000 gpd to 720,000 gpd. These wells are operated by 10 different organizations as itemized below.

LEXINGTON WOODS	2 Wells
LIMEKILN MANOR	1 Well
MUSHROOM FARM	1 Well
PAWC POCONO DISTRICT	11 Wells
PINECREST LAKE WATER COMPANY	1 Well
COMMUNITY ASSOC. OF POCONO FARMS	8 Wells
POCONO PLATEAU PARK	2 Wells
SNOWSHOE CONDOMINIUM ASSOC.	1 Well
STILLWATER LAKES	1 Well
TOBYHANNA ARMY DEPOT	6 Wells
WHITE ROCK MOBILE HOME PARK	1 Well

These wells provide water to 20 service areas in the study area. All but two of the community water service areas are concentrated in the northeastern portion of Coolbaugh Township and the Borough of Mount Pocono. Other community water service areas are located in central Tobyhanna Township and in the southern portion of Tunkhannock Township. The water service system in Tobyhanna Township is operated by the Pine Crest Lake Water Company. The water service area in Tunkhannock Township serves a small residential community located adjacent to Route 115.

In addition to the community water supply wells, there are 163 non-community water supply wells mapped throughout the study area. The non-community wells supply drinking water to a variety of public facilities including schools, camps, resorts/hotels, parks, and restaurants. It should be noted that this information is based on inventoried well data. Additional water supply wells may exist that were installed after the inventory was conducted or that were not include in the inventory.

Pennsylvania American Water Company, PAWC, has over 4200 connections in Coolbaugh Township and over 780 connections in the Borough of Mount Pocono. PAWC policy is to serve future development with existing capacity or develop capacity to serve new development. It serves Tobyhanna Village, down Route 196 to the Borough of Mount Pocono, Pocono Country Place, Pocono Farms East, Pine Hills, Summit Pointe, and the former Pocono Mountains Industrial Park.

Sewer Service Areas

There are ten wastewater treatment plants identified in the study area and are shown on Figure 6, Sewer Plants, Sewer Lines and Soil Suitability for On-Site Sewage Disposal. The wastewater treatment plants discharge the wastewater to surface streams. This results in an increased loss of groundwater where the sewer systems are operating.

Large sewer service networks mapped in the study area are found in three general areas, Borough of Mount Pocono, the Village of Tobyhanna, and the Village of Blakeslee. Smaller systems are located in several other areas throughout the region. These other systems serve various communities but may not have been mapped in the Geographic Information System (GIS) by Monroe County, and therefore, are not shown on the maps included with this document. In general, the sewer service areas coincide with the water service areas as can be noted by the location of the wastewater treatment plants.

Most of Mount Pocono is sewered with the exception of the southeast portion of the Borough, which is primarily forest. The system is operated by the Mount Pocono Municipal Authority. Summit Pointe and the former Pocono Mountains Industrial Park in Coolbaugh Township are also served. The treatment system is located at the southern

end of the Borough and discharges approximately 0.28 million gallons per day of treated sewage water into Forest Run. The design capacity of the plant is 600,000 gallons per day (gpd), permitted at 400,000 gpd, with some capacity already committed. The Borough could receive an increase in permitted capacity from PADEP in the future. While there is physical ability to expand the plant, a limiting factor is the ability to secure permission for additional discharge to Forest Hills Run.

Coolbaugh Township maintains a municipal sewage treatment plant that serves the Village of Tobyhanna. The nominal capacity of the plant` is 50,000 gallons per day, with no available capacity for residential development. The Township is working with PADEP to secure approval to expand the plant by 300,000 to 500,000 gpd to serve commercial and industrial development along Route 611.

A sewer system at the Tobyhanna Military Depot has fewer linear feet of sewer lines and services a smaller area than Mount Pocono. However, due to the density of housing and the use of water at the depot, the sewage treatment plant discharges almost the same quantity of treated sewage water (approximately 0.38 million gallons per day). The wastewater from the depot is discharged into Hummler Run.

The Village of Blakeslee is serviced by two sewage treatment plants. One plant is located on the southern edge of the village and discharges into Tobyhanna Creek. The other plant is located to the west and also discharges into Tobyhanna Creek, further downstream. Another sewage treatment plant is located further north, along Route 115 that is located adjacent to Fawn Ridge Estates. Treatment plant design capacity of the Township is 300,000 gallons per day (gpd), current flow exceeds 150,000 gpd. Some capacity has been reserved, some capacity is available, and there is physical ability to expand the plant.

The Arrowhead Sewer Company operates a wastewater treatment plant located to the north of Arrowhead Lake which discharges into the Lehigh River. The reported discharge from this plant is approximately 0.26 million gallons per day.

The wastewater treatment plant with the highest discharge (0.65 million gallons per day) is located immediately south of Lake Carobeth and serves the A Pocono Country Place community in Coolbaugh Township. The treated wastewater from this plant enters the East Branch Dresser Run.

Other wastewater treatment plants include the plant run by the Pocono Mountain School District along Route 611 in Coolbaugh Township (12,000 gallons per day discharge into Clear Run), the plant located near Interstate 380 northeast of Stillwater Lake in Coolbaugh Township (34,000 gallons per day discharge into Hawke Run), the plant located immediately east of Pine Crest Lake in Tobyhanna Township (14,000 gallons per

day discharge into Beaver Creek), and a 14,000 gallons per day plant at Pocono Mountains Corporate Centre East, operated by Pocono Mountains Industries.

Suitability For On-site Sewage Disposal

The most recent GIS data layer of Monroe County soils was downloaded from the Penn State College of Agriculture, Map Compilation and Digitizing Center (MCDC) in February 2003. MCDC digitized the existing paper soil survey maps for Monroe County and posted the data for download on December 19, 2002. These data are not yet USDA certified.

The MCDC soil data were clipped to study area and compared to the on-site sewage suitability values found in Table 9 of the Monroe County Soil Survey. The soil in the majority of the study area has severe limitations for septic tank absorption field suitability (see Existing and Proposed Sewer Service Areas and Soil Suitability for On-Site Sewage Disposal Map). All of the soil in the Borough of Mount Pocono has severe limitations; and, most of the soil in Coolbaugh and Tobyhanna Townships (over 99%) has severe limitations for on-site sewage disposal. The areas of soil with slight limitations are scattered throughout the two Townships.

About 6-7% of the soil in Tunkhannock Township is classified as having only slight limitations to on-site sewage disposal. The largest single area of suitable soil is located in the northeast portion of the Township, along Interstate 80. This area is currently zoned for residential purposes. The soil along Long Pond Road from Interstate 80 to Long Pond is mostly classified as having only slight limitations for on-site sewage disposal. These areas are also generally used and zoned for residential purposes.

On-site disposal of wastewater is beneficial with respect to maintaining the water budget of an area. Water drawn from the aquifer and discharged to septic systems as wastewater recharges back into the ground. Wastewater that is collected and treated off site and eventually discharged to streams and rivers, flows out of the area, resulting in a net loss of water at the site of development.

Even with on-site discharge, some water is lost through evaporation and transpiration which can range between 30 to 40% of the average annual rainfall amount. Although there are advantages to on site septic systems, there is a risk of degrading the quality of the water supply if the disposal systems are poorly constructed or if harmful substances such as solvents or petroleum products are discharged.

On-site disposal of waste water may still be a viable alternative to central wastewater treatment in some cases. When a new development is proposed that may require the construction of a new sewage treatment plant or significantly increases flow to an

existing plant, alternative analyses could be conducted that include wastewater reduction, potential gray water reuse systems and on-site treatment and disposal such as community sand mounds, spray irrigation or other viable technologies.

Storm Water Management

Act 167 watershed management plans and local storm water ordinances dictate the management of storm water runoff. Subdivision and land development ordinances also require planning and engineering for the proper management of storm water for new developments. The primary goal of these ordinances is the prevention of adverse downstream impacts, such as increased flooding or stream bank erosion, caused by the development. Trends in Stormwater management will soon require developers to implement best management practices for the control of stormwater runoff quantity\quality and will include groundwater recharge provisions as are currently being discussed in the Brodhead and McMichaels Creek Act 167 Update Plan (a portion of the study area is with this watershed).

Monroe County developed storm water plans for the McMichaels, Brodhead and Tobyhanna Creeks watersheds. Upon completion of the plans and approval by the PADEP, the municipalities located in the watersheds were required to adopt ordinances consistent with the plan. Developers are now required to follow the local drainage regulations that incorporate the standards of the watershed plan when preparing their land development plan. Although not all watersheds have been studied, developers in non-studied areas are still required to follow any local drainage regulations adopted under the Municipalities Planning Code.

The majority of the study area is in the Tobyhanna Creek watershed; and, a large portion is in the Lehigh River watershed. Smaller areas are in the watersheds of Wallenpaupack Creek, Brodhead Creek, McMichaels Creek, Pohopoco Creek, and Mud Run.

Currently Act 167 Storm Water Management Plans exist for Wallenpaupack Creek, Tobyhanna Creek, Brodhead Creek and McMichaels Creek. No plans exist for Lehigh River or the Mud Run watersheds. The Brodhead Creek and McMichaels Creek Act 167 watershed management plan is currently being updated. This plan will most affect activities within the Borough of Mount Pocono and eastern edges of Coolbaugh, Tobyhanna and Tunkhannock Townships.

As of March 10, 2003, all construction activity disturbing one acre or more requires a National Pollution Discharge Elimination System (NPDES) permit for storm water discharges. In addition, the general permit requirement addresses storm water discharges from certain “small municipal separate storm sewer systems” (“MS4s”). The federal regulations describe a “small MS4” at 40 CFR §122.26(a) (16). The definition depends

mostly on a municipality's location in an "urbanized area" as determined by the 1990 and 2000 censuses. None of the study area municipalities are found on the current list of urbanized areas at the PADEP stormwater website.

New technologies and best management practices are continually being developed to better manage stormwater runoff. These practice address problems associated with flooding, degradation of water quality and reduction in aquifer recharge. Frequently, detention basins are the only stormwater management facility proposed for a new development. While this is often the simplest and least expensive facility to construct it may not address all the issues associate with stormwater (e.g., water quality, aquifer recharge, etc.). The Act 167 Stormwater Management Plans for watersheds within the study area are the best resources for understanding and managing stormwater in the region. Municipal planners, zoning officers, engineers and executives can integrate the recommendations and model ordinances in these plans with their local regulations.

Municipal officials can also coordinate with adjacent municipalities to initiate preparation of Act 167 Plans for those watersheds for which these plans do not yet exist. Grants and other financial assistance resources can be utilized for these types of projects.

MUNICIPAL AND REGIONAL SERVICES

Public services in the study area include schools, fire and police protection, ambulance service, recreation, and municipal government. There are also several unique facilities in the area that serve the public either directly or indirectly. These facilities are the Pocono Mountains Municipal Airport, the Tobyhanna Military Reservation, and the Pocono International Raceway. In addition, there are large areas of undeveloped public land (game lands, state parks, and state forests) plus several local parks and recreation areas.

Schools

The elementary and secondary students in the study area attend schools operated by the Pocono Mountain School District. The school district boundary is divided into eastern and western portions and extends to beyond the study area where some of the District's schools are located. The schools located within the study area are listed below:

Tobyhanna Elementary Center, Rt. 940, Tobyhanna Township
Coolbaugh Elementary Center, Rt. 611, Coolbaugh Township
Clear Run Elementary Center, Rt. 611, Coolbaugh Township
Clear Run Intermediate School, Rt. 611, Coolbaugh Township
Pocono Mountain West High School, Sullivan Trail Road, Tobyhanna Township
Coolbaugh Learning Center, Main Street, Tobyhanna Village, Coolbaugh Township

The approximate boundary between the east and west portions of the school district runs north/south to east of Route 196 in Coolbaugh Township then cuts west above Mount Pocono to Interstate 380 where it turns south, running along the eastern side of the Interstate. The location of the schools in the study area are shown in Figure 5, Community Services. The east/west school district boundary is for general planning purposes. The district may send students from the eastern side of the boundary to schools on the western side as needed. For example, although Mount Pocono is on the eastern side of the boundary, there are students from the Borough that attend Pocono Mountain West High School.

Students from the study area are also eligible to attend the Pocono Mountain Academy (an alternative High School) in Cresco and two newly opened charter schools.

The Tobyhanna Elementary Center consists of seven grades, kindergarten through sixth grade. The building has a student design capacity of 925 students. The current enrollment is approximately 825 students.

The Coolbaugh Learning Center is limited to kindergarten and first grade students. Its building design capacity is 370 and the current student population is 213. The Coolbaugh Elementary Center consists of second through sixth grade students. Its building design capacity is 925 and has a current population of 213 students.

The Clear Run Elementary Center and the Clear Run Intermediate School form a small campus on the same parcel just north of the airport. The Elementary Center consists of second through sixth grade. The Elementary Center building has a design capacity of 1,075 and a current student population of approximately 1,008. The Intermediate School consists of seventh and eighth grades. The Intermediate School building design capacity is 1,575. The current student population is 1,092. The Intermediate School services students from the three elementary schools and feeds students to the Pocono Mountain West High School.

The high school provides secondary education to students in the western portion of the Pocono Mountain School District. The high school building design capacity is 1,985 and its student population is approximately 2,049 students, 64 students over its design capacity. Currently bids are being solicited for a new junior high school that will house eighth and ninth grade students.

The student population has grown dramatically over the past ten years and this growth trend is expected to continue. The fiscal impacts of this growth are discussed in the municipal finances section of this plan. In 1993 the enrollment was approximately 7,760 students. The student enrollment in the fall of 2003 was approximately 11,240 students across the district, an increase of almost 3,500 students. However, this level of growth is

not projected to continue. In its 2003-2004 budget presentation to the public, the district indicated that student enrollment is expected to increase by about 1,400 over the next ten years.

Emergency Services

Emergency services include the Pocono Mountain Regional Police Department, the Pocono Mountain Regional Emergency Medical Services, and volunteer fire departments.

The Pocono Mountain Regional Police Department has 29 full time police officers that patrol the municipalities in the study area and 6 detectives investigating crimes. The Department also maintains a Special Response Team (SRT) that can respond to situations such as hostage and/or barricaded subjects, officer's down, or other life threatening situation.

The Team consists of 12 police officers from the Departments regular force who have a minimum 2 years law enforcement experience. Members of the SRT have been trained by the FBI and the Military.

The Coolbaugh Volunteer Ambulance Service and the Tobyhanna Volunteer Ambulance Corp. merged (administratively) to form the Pocono Mountain Regional Emergency Medical Services which provides basic and advanced life support for the majority of the study area. The original ambulance facilities in Tobyhanna and Coolbaugh Townships are maintained and used to dispatch emergency squads. The southern portion of Tunkhannock Township is served by West End Ambulance Service and West End Life Support which operate out of Effort, Chestnuthill Township.

Fire fighting is provided by volunteers throughout the study area. Each municipality supports a volunteer fire department and may be served by fire departments beyond their own borders. The fire departments in the study area are:

Tobyhanna Township Volunteer Fire Company, Pocono Pines
Pocono Summit Volunteer Fire Company, Pocono Summit
Pocono Mountain Volunteer Fire Company, Mount Pocono
Coolbaugh Township Volunteer Fire Co., Tobyhanna
Tunkhannock Township Vol. Fire Co., Long Pond

The fire departments maintain fire stations located strategically throughout the study area (see Figure 5, Community Services). Several stations are located in the eastern and central portion where the population is most dense. One station is located in the western portion, in Blakeslee. Only one station is located in Tunkhannock Township, in the

southern portion of the study area, and no stations are located in the northern portion. The Arrowhead development is served primarily by Thornhurst.

Utilities

Utilities in the region are not owned or managed by the municipalities. PPL supplies electricity to the region. Cable TV is provided by Blue Ridge Cable and Gans Communications, L.P. A variety of private Internet service providers also are available to area residents.

Libraries

The region is served by the Pocono Mountain Public Library and the Clymer Library. Mount Pocono and Coolbaugh Township support the Pocono Mountain Public Library which is located in the Coolbaugh Township municipal complex in the Village of Tobyhanna. Tobyhanna and Tunkhannock Townships support the Clymer Library which is located on Firehouse Road in Pocono Pines.

Medical Services

There are no hospitals in the study area. The nearest full service hospitals are Geisinger Hospital in Wilkes-Barre and Pocono Medical Center in East Stroudsburg. A private facility, the Mountain Healthcare Center is located along Route 611 in Coolbaugh Township near the airport. It consists of a 50,000 square foot facility with approximately 25 medical professions. The center provides basic medical care plus some advanced capabilities such as dialysis and MRI.

Another medical facility associated with the Geisinger Hospital is being constructed off Industrial Park Drive north of the Wal*Mart in Mount Pocono. This facility will be 33,000 square feet offering basic medical care and some advance capabilities such as magnetic resonance imaging (MRI). A facility associated with St. Luke's Hospital will occupy the building to be vacated by Geisinger off Route 611 in Mount Pocono.

Private family practice doctors and specialist are also located throughout the study area.

Solid Waste Disposal and Recycling

Solid waste disposal and recycling are provided by private contractors. Residents can also drop off recyclables at the facilities operated by the Monroe County Municipal Waste Management Authority. Recycling drop off facilities are located at the Blakeslee Village Mall, at the Tunkhannock Township Municipal Complex, and at the Coolbaugh

Township maintenance building. Mount Pocono provides curbside pickup of recyclables through its contract with a private waste disposal company.

The municipalities also offer periodic bulk waste disposal services whereby citizens can dispose of large items such as furniture or appliances.

Airport

The Pocono Mountains Municipal Airport is located just one and a half miles north of Mount Pocono on Route 611. The airport has two runaways, 5-23 (4,000 ft.) and 13-31 (3,950 ft.); both are lighted for night operations. Operational 24 hours a day, the Pocono Mountains Municipal Airport is open to the public daily. Use of the airport is generally limited to small single engine and two engine planes.

Parks and Recreation

Each of the municipalities in the study area maintains public parks for recreational use (baseball, playgrounds, picnicking). These parks provide locations for organized sports and other community activities. The Long Pond Nature Preserve is also located in Tunkhannock Township. This site is maintained by the Nature Conservancy and is an important natural area. Park and recreation facilities are inventoried in the regional open space and recreation plans.

There are extensive public game lands located throughout the Region. Two state parks, Gouldsboro State Park and Tobyhanna State Park are located in Coolbaugh Township; and, two state forest tracts are located in Tunkhannock Township.

The state parks offer amenities such as camping, fishing, and hiking trails. The game lands provide public access to undisturbed land for hunting and passive recreation. Snowmobiling and ATV riding are permitted in the state forest in Tunkhannock Township.

These areas protect some of the natural resources of the study area from development. They provide large areas of natural habitat for native species of plants and animals and help protect the region's groundwater by providing recharge area.

Tobyhanna Military Depot

The Tobyhanna Military Depot is a large federally owned and operated facility located in Coolbaugh Township. The depot has 4.1 million square feet of floor space in 143 buildings and two storage igloos. It owns a total of 1,293 acres of land, has an annual operating budget exceeding $237 million, and employs over 3,000 civilians and 30 military personnel.

Pocono International Raceway

The Pocono International Raceway is located in Tunkhannock Township. During the warm weather racing season, this facility draws significant numbers of visitors to the Region who impact local roads, especially Route 115, where the raceway is located. The area immediately around the raceway is rural and not densely populated. If more development takes place in this area, the impacts of the raceway operations (i.e., traffic) may become more severe.

COMMUNITY FACILITIES PLAN

Goal: Provide community facilities and services to serve the needs of the residents of the Region.

Objectives:

- Identify opportunities for regional cooperation and sharing of facilities and services.
- Work together to implement this plan.
- Continue inter-municipal planning efforts.
- Identify and resolve issues of wastewater disposal and work toward coordination of economical, efficient sewage disposal with existing and future development.
- Work to assure provision of sewers is compatible with the other goals of this plan, such as protection of natural resources.
- Work toward safe, reliable water supply for all residents.
- Provide adequate infrastructure for economic development, and identify needed improvements and expansions of the existing infrastructure.
- Require land developers to effectively manage storm water and erosion and sedimentation in accordance with watershed planning efforts and concerns for the environment.
- Encourage environmentally responsible and economical solid waste disposal and recycling.

- Encourage provision of health care facilities and social services to serve the needs of the community.

- Preserve open space and important natural areas.

- Provide additional recreational space, facilities, and programs to meet the needs of the Region's residents.

- Provide a variety of recreational, educational, cultural, art, and social opportunities for all residents.

- Reach out to residents with activities and voluntary associations that create community cohesion in order to enhance a sense of community and community identity for both newcomers and long-term residents.

- Expand and encourage local area offerings of higher education.

- Require that signage be compatible with desired community character.

- Work with faculty to encourage students to become aware of growth management issues and to participate in classes and extracurricular activities that address these matters.

- Utilize schools and other public facilities for community activities.

- Establish capital investment priorities for recreation facilities and infrastructure improvements.

- Improve capability to provide emergency services (police, fire, ambulance).

Coordination of Sewer and Water Facilities and Land Use Planning

One of the objectives of this Plan is to coordinate policies for land use, transportation, and community facilities and services. It is critical that policies on provision of public sanitary sewer and water facilities be coordinated with the Future Land Use Plan. The municipalities should work with sewage and water providers in the Region to assure coordination of policies. If public sanitary sewer and water systems are expanded and sewage treatment plant capacities expanded or sold, they should be expanded or sold to serve the Residential, Village Residential, Borough/Village Center Mixed Use, Neighborhood Commercial, General Commercial, Business Development and Industrial areas shown in designated growth areas and future growth areas on the Future Land Use

Plan. Public sanitary sewer and water facilities, in general, should not be extended into Conservation or Rural areas unless to address pressing health concerns or failing on-lot systems. Extension to Rural areas could be appropriate if such areas are next to Residential, Village Residential, and Borough/Village Center Mixed Use Areas and would not increase development pressure on areas not intended for intensive development.

Emphasis has been placed on preserving stream corridors within the area and maintaining the quality of streams as habitats, water resources and recreational resources. Sewage treatment plant discharges and standards should be consistent with the highest Stream Fishery Standards classification for receiving streams so that the streams will not be degraded by the discharges through the plants. This should be monitored with the owners and operators of the plants.

Cooperative Efforts

The municipalities should continue to review opportunities and/or needs for regional cooperation in the provision of services and facilities as demands for services and costs increase. Municipalities can also work with the school districts in providing facilities and programs to area residents.

Fire companies are finding it more difficult to get adequate numbers of volunteers; and, cooperation among, and management and staffing of, fire companies in the area to address the fire protection needs of the community should be encouraged. Where appropriate, the interconnection of water systems within the region can be encouraged to address emergency situations and provide improved service to area residents. Water planning should also 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.

Other potential opportunities for regional cooperation, which could be investigated over time include purchase or use of equipment, such as road equipment. If new school facilities are proposed by a school district, the municipalities should work with the school district to assure that school facilities are located to be consistent with the Comprehensive Plan. For instance, it would be desirable to consider location of school facilities in areas where development has or is expected to take place, rather than locate school facilities in conservation or rural areas, which are intended to preserve the rural and open space character of the area. Consideration should also be given to locating school facilities so that they will not conflict with economic development initiatives. The feasibility of providing necessary public sewer and water facilities should be considered.

To facilitate implementation of this Comprehensive Plan, and to address the needs and possibilities for cooperation in the future, municipalities should formalize the joint planning process that has begun with the permanent formation of a Joint Municipal Planning Committee. The committee should continue to be comprised of representatives from all municipalities and should meet on a regular basis to review the Comprehensive Plan and to identify what steps should be taken to foster realization of the Plan.

Monitoring of Needs

It is important in a Region like Coolbaugh Township, the Borough of Mount Pocono, Tobyhanna Township, and Tunkhannock Township, to continue to monitor the need and opportunities for additional, expanded, or improved community services and facilities. Municipalities must plan for the efficient and economical provision of services and facilities and determine what efficiencies can be obtained in the provision of services either on an individual basis or in cooperative efforts. It is necessary to monitor needs for specific groups, whether it be the elderly, the youth, or families. Concerns have been raised about the need for additional programs for the elderly and older youths within the community; and, these concerns should be further investigated and discussed. Provision of needed services to, and facilities for, area residents can be coordinated with community agencies within the area and those serving larger geographic areas.

For preparation of this Comprehensive Plan, a committee composed of Townships and Borough residents was created. This concept of using committees composed of area residents to address major issues of concern within the area could be used on other issues.

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.

- 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 county-wide.

- 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.

Recreation

All municipalities in the Region have completed regional Open Space, Park and Recreation Plans which provide inventories of park and recreation facilities; recreation programs; parks and recreation administration; needs assessment; goals and recommendations for open space and conservation; goals and recommendations for active parks and recreation facilities; and goals and recommendations for parks and recreation services.

In the Top of the Mountain Region, efforts to develop regional park facilities have focused on acquisition of a parcel along the Tobyhanna Creek and Tobyhanna Falls in the west, properties along Route 940 in Tobyhanna Township near I-380, and land along Route 611 north of the Pocono Mountains Municipal Airport.

The completion of the Deerfield/Oaks Center in the Borough of Mount Pocono is a priority. The Borough is currently seeking financial assistance from the Mount Pocono Youth Association, local businesses, and other parties to complete this project. The

project will include soccer and baseball fields. The Borough has also decided to seek grant money to buy the "Little Knob."

The Barrett-Mount Pocono Park-Paradise will be developed outside the Borough of Mount Pocono.

Plan for the Reliable Supply of Water

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

Extensive areas of the Region have been designated as Conservation; and, this could help to protect surface waters. These areas include floodplains, wetlands, and adjoining steep slopes. The granting of conservation easements or dedication of land to municipalities

and conservation groups will be encouraged. If land adjoining streams is developed, developers will be encouraged to establish riparian forest buffers. Only limited development will be permitted in conservation areas in order to protect the watersheds of watercourses and water supplies, vulnerable steep slopes, and woodlands.

In the Conservation areas, 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.

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.

The Bethlehem City Watershed is located primarily in Tunkhannock Township. Much of this land is designated Conservation in order to minimize adverse impacts from extensive development in sensitive environmental areas within the watershed. The Nature Conservancy is currently negotiating to obtain a conservation easement on the 9,000 acres which the Bethlehem Water Authority owns in Tunkhannock Township.

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 in Conservation and Rural areas to protect natural resources.

3. Lot averaging provisions in Conservation and Rural areas 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.

    This 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 less emphasis on detention, more emphasis on infiltration, reducing pollution, and reducing thermal impacts through BMPs. Recommendations and ordinances pursuant to Act 167 Stormwater Management Plans should be followed.

    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.

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.

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.

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.

Surface water could potentially be used as a drinking water source in the study area, if needed, and adequate supplies could be made available without affecting water quality and aquatic habitats. The Lehigh River flows through the study area and there are several moderately sized lakes in the study area. Utilizing surface water would require more treatment than groundwater. Feasibility studies would be needed to determine if surface water is a better alternative to groundwater for public or private water sources. None of the identified water supply service areas in the Region use surface water as a water supply.

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. Protecting groundwater quality has been identified as a critical issue for the study area.

The Water Supply and Model Wellhead Protection study indicated that groundwater quality was generally good but identified several localized areas in the study region where groundwater has been impacted:

"1. Tobyhanna Army Depot – The area to the southwest of the Depot is contaminated with TCE (trichloroethylene). Remediation has been initiated by extending public water from the Depot to the severely affected properties; site clean-up is in progress.

"2. Kalins Property – Off Rt. 940 in Pocono Summit (south of 940 and east of Rt. 314) hazardous chemical buried, no off site contamination has been documented.

"3. Mt. Pocono Borough – Intersection of Rts. 196 and 611 – MTBE contamination from leaking underground storage tanks.

"4. Blakeslee Corners – Rts. 115 and 940 – Gas station on the southwest corner had a gas leak several years ago; clean-up was initiated.

"5. Sunoco Station Rts. 115 and I-80 – Small scale release related to leaking tanks; clean-up being initiated.

The PADEP *eMapPA* Application is an on-line GIS which contains a database of environmental information. The *eMapPA* GIS was evaluated to determine if any existing sites are present currently undergoing groundwater cleanup efforts as part of the state's Land Recycling Program. No groundwater cleanup sites were identified in the study area in the *eMapPA* Application. It should be noted that areas of groundwater contamination may be present that have not yet been identified or mapped. 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.

None of the municipalities in the study area is currently proposing new or expanded public water supply systems. As new homes and businesses are built water supply system will be developed. Well head protection areas should be developed for critical water supply areas and ordinances developed for restricting the use and storage of potential contaminants in these areas. Best management practices should be considered for all new developments to recharge stormwater runoff into the aquifer.

Implementation Strategies

- Municipalities should maintain an adequate up-to-date Official Sewage Plan pursuant to Act 537 – the Pennsylvania Sewage Facilities Act. The Plan should be consistent with municipal comprehensive plans and zoning ordinances.

- Municipal sewage plans should be coordinated with the sewage plans/needs of adjacent municipalities.

- Municipalities should monitor the performance of all sewage disposal facilities within its boundaries and require corrective measures, as appropriate.

- Municipalities with areas using on-site sewage disposal should maintain an educational program for users of on-site sewage systems.

- Municipalities should implement measures to ensure the proper long-term operation and maintenance of all sewage disposal systems.

- Municipalities should adopt performance standards for the design, construction, location, and maintenance of individual water supply systems.

- Municipalities should implement water source protection standards such as delineation of critical recharge areas surrounding groundwater sources and groundwater quality monitoring surrounding water sources.

- New development in Residential, Village Residential, Borough/Village Center Mixed Use, Neighborhood Commercial, General Commercial, Business Development, and Industrial areas in designated growth and future growth areas should, generally, be served by public sewer, with the developer being responsible to assure the extension of those facilities to the site and the

provision of appropriate capacities in those cases where such facilities do not exist at the site and sufficient capacity is not available.

- New development in Residential, Village Residential, Borough/Village Center Mixed Use, Neighborhood Commercial, General Commercial, Business Development and Industrial areas in designated growth and future growth areas should, generally, be served by central water supply systems. The supplier and developer should work to realize such supply consistent with the policies of the supplier and municipal subdivision and land development ordinances.

- Municipalities should require the dedication of land, or fees in lieu of, for parks as a condition to subdivision and land development approval.

- Municipalities should review subdivisions and land developments to assure that developers have minimized the potential for flood damage.

MUNICIPAL FINANCES

Budget summaries for each of the four municipalities in the study area have been analyzed and are available at the municipal buildings. Mount Pocono and Tunkhannock budgets are in the $1.5 to $ 1.7 million dollar range while Tobyhanna and Coolbaugh's budgets are in the $6.9 to $7.8 million dollar range. Some of these revenues are retained earnings from prior years. Tobyhanna's budget also includes $570,800 remaining on a PENNVEST loan and $903,500 in its sewer fund.

Each municipality tabulates its budget slightly differently so direct numerical comparisons are not presented. Generalizations are provided below.

The largest source of revenue for the municipalities is the real estate tax followed by other Act 511 taxes that are available to second class townships and boroughs. Other sources of income include fines, fees, state and federal revenue, grants and loans. The Act 511 taxes imposed by the four study area municipalities are summarized below.

Real Property Tax - The real property tax is a tax on the value of the real property (land, buildings, and other improvements) owned by a taxpayer.

Earned Income Tax - The earned income tax is levied only on residents' earned income (such as wages, salaries, or other reimbursements for work). Unearned income, such as interest, dividends, pensions, and social security are exempt from the tax.

Realty Transfer Tax - The realty transfer tax is a tax on the sale of real estate. The maximum levy is one percent of the sales price. If both the municipality and school district levy this tax, both must share the one percent.

Amusement Tax - (Tunkhannock only) The amusement tax is levied on the admissions prices to places of amusement, entertainment, and recreation.

Occupational Privilege Tax - (Mount Pocono only) The occupational privilege tax is a tax on the privilege of working in the jurisdiction.

All citizens in the four municipalities are subject to the 1% earned income tax, half of which goes to the school district. Only property owners pay real estate tax and a transfer tax if they sell their property. The millage rates for the municipalities (in order) are 5.7-Tunkhannock, 8.15-Coolbaugh, 12.19 Tobyhanna and 21-Mount Pocono (source: Tax Rate Summary Information 2003, Pa Department of Community and Economic Development). Real estate taxes provide approximately 20-30% of the municipal revenues except in Mount Pocono where the real estate taxes provide approximately 50% of the borough's revenue.

The earned income tax is the next largest source of revenue for the municipalities followed by the realty transfer tax. Tunkhannock's Amusement Tax generates significant revenue for the township ($145,000 budget figure), mostly from the Pocono Raceway. The amusement tax rate is 1.2% of the admission price. Mount Pocono's occupational privilege tax is budgeted to generate $25,000 for the borough.

The four municipalities collectively budgeted over four million dollars in 2003 for the regional police force. Coolbaugh and Tobyhanna budgeted approximately $1.5 and $1.4 million dollars respectively while Mount Pocono and Tunkhannock budgeted approximately $570 and $560 thousand dollars, respectively. Although, Mount Pocono and Tunkhannock have budgeted less for police than the other two municipalities, their police expenditures represent a higher percentage of their yearly budgets (approximately one third).

Roads and bridges are also a significant expenditure for the municipalities. These expenditures include construction and repairs, maintenance, snow removal, signage and stormwater drainage. The total amount budgeted by the four municipalities for roads and bridges is approximate $3 million dollars. These funds are primarily for local roads. PENNDOT is responsible for maintaining the state roads and interstate highways. Coolbaugh budgeted the most for roads and bridges, approximately $1.5 million dollars followed by Tobyhanna which budgeted approximately $900 thousand dollars. Mount Pocono budgeted approximately $350 thousand dollars and Tunkhannock budgeted

approximately $240 thousand dollars. These figures represent about 15-25% of the municipal budgets.

All of the study area municipalities benefit from the services of volunteer firemen, who donate their time to control fires, maintain equipment and perform fundraising activities. The municipalities budget money to assist the fire companies in their jurisdictions. Coolbaugh and Tobyhanna have three fire stations in their townships and each township budgeted approximately $300 thousand dollars for fire protection. Tunkhannock and Mount Pocono each have only one fire station. Mount Pocono budgeted approximately $30 thousands dollars for fire protection and Tunkhannock budgeted approximately $125 thousand dollars.

Other municipal expenditures include general administration, buildings and grounds, professional fees, parks and recreation, libraries, ambulance service and insurance. Police, roads and fire protection comprise about half of each municipality's budget while all other services and expenditures account for the remainder.

The school district is a separate tax entity and collects both real estate and earned income revenue from residents in the study area. As indicated above, half of the 1% earned income tax goes to the school district. The school district also levies its own real estate tax. The current millage for the school district (2003-2004 year) is 101.53 (source: Pocono Mountain School District 2003-2004 Budget Final Adoption Presentation June 4, 2003). The assessed valuation of the four municipalities in the study area is approximately $488 million dollars resulting in approximately $50 million dollars of real estate tax money being directed to the school district. This is approximately ten times the amount of revenue that the four municipalities collect from real estate taxes.

Over the past ten years the millage rate for the school district has risen from 52.50 mils to 101.53 mils, a 93% increase. During the same time frame the cost per pupil has risen from $5855 (1993) to $10,115 (2003) and enrollment has grown from 7,761 pupils to 11,433 pupils. The growth in student population and cost per pupil is expected to rise and will most likely result in increased property taxes.

In 1994, Burchell-Listokin & Associates developed a fiscal analysis model for the Monroe County Planning Commission that allows a user to determine the fiscal impact a development will have on municipalities, the school district and the county. The model was developed ten years ago using values and variable from that time. These values include market values, assessments and cost per pupil which have changed over the past decade. As indicated above, cost per pupil has grown considerably making the model obsolete. However it can still serve to illustrate the relative fiscal impacts of residential vs. non-residential development.

To illustrate the approximate impact of development on the four study area municipalities three scenarios were modeled: a 20 unit development of three bedroom residential homes, a 50,000 square foot retail commercial development (a small strip mall) and a 200,000 square foot industrial development. The results are summarized below.

[NOTE: A positive value indicates a net increase of annual revenue to the municipality. A negative value indicates an annual cost that exceeds revenue.]

Development	20 unit 3-BR Residential		50,000 sq ft Retail Commercial		200,000 sq ft Industrial	
Entity	Municipality	School	Municipality	School	Municipality	School
Coolbaugh	(+)$2,020	(-)$35,081	(+)$3,413	(+)$31,066	(+)$13,859	(+)$60,751
Mt. Pocono	(-)$3,429	(-)$31,915	(+)$5,195	(+)$19,993	(+)$17,656	(+)$39,097
Tobyhanna	(-)$7,138	(-)$34,850	(+)$4,599	(+)$20,932	(+)$15,334	(+)$40,934
Tunkhannock	(-)$4,416	(-)$37,850	(+)$2,867	(+)$33,484	(+)$11,103	(+)$65,479

Except for Coolbaugh, a 20 unit residential development resulted in a net cost to the municipalities (using 1994 values) and resulted in a substantial cost to the school district in all four municipalities. Because the cost per pupil has grown by over 70% it can be assumed that the fiscal impact on the school district is likely to be significantly higher than the model has calculated

Overall, commercial and industrial development resulted in a net increase of revenue for both the municipalities and school district in this scenario. Revenue potentially generated from commercial and industrial development probably has not increased as dramatically as school district costs over the past ten years.

CHAPTER 7

NATURAL RESOURCE PROTECTION

INTRODUCTION

The following paragraph serves as the introduction to the regional open space plans for this Region:

> Open space is "the most distinguishing feature" of Monroe County, according to the Monroe 2020 Comprehensive Plan, which the County Commissioners adopted in 1999. Two years later, the County Commissioners approved the Monroe County Open Space Plan, which sets the county's conservation priorities and calls for a county that is "forever green" – a county featuring an open space system linked by a network of preserved land and trails. Coolbaugh, Tobyhanna and Tunkhannock Townships and the Borough of Mount Pocono are committed to Monroe County's vision of protecting environmental resources, creating greenways and establishing new parkland.

The scenic rural character, which still dominates much of this Region, is made up of a variety of natural and cultivated habitats. The natural features of the Region are regularly used for a wide spectrum of recreational activities such as hunting, fishing, boating, and hiking. It is the natural systems that help create scenic beauty on the landscape and provide various recreational opportunities, also functioning as habitats for many different species of wildlife including birds, wild plants, and animals. Some of these species have been deemed rare, threatened, and/or endangered. As growth continues to occur, the integrity of the natural environment with its many benefits can easily be lost without careful planning of growth and development. Careful planning can maintain open space, develop more scenic trails, preserve stream corridors from development, and preserve woodlands, which are important habitats for wildlife. A balance between growth and the conservation of scenic and natural resources can be achieved. The Future Land Use Plan takes into account where natural areas should be preserved while promoting growth in areas where growth can be serviced.

This chapter will look at the different types of natural resources, which make up the natural system within the Region. These areas need to be protected in order to maintain the quality of life for the residents and wildlife habitats of the Region. Each individual resource will be discussed including goals and objectives on how to preserve, maintain, and conserve these valuable resources for future generations, keeping in mind the overall goal is to "Protect and preserve the ecosystems, natural and scenic resources, and beauty of the Region."

The sources which helped to identify the various environmentally sensitive areas and which have assisted the analysis of how to protect these resources include:

- Top of the Mountain Open Space and Recreation Plan
- Barrett, Mount Pocono and Paradise Open Space Plan
- Monroe County Natural Areas Inventory
- Monroe County G.I.S. database
- National Inventory of Wetlands
- Federal Emergency Management Agency (FEMA) Maps
- Monroe County Planning Commission
- Monroe 2020 (Comprehensive Plan for Monroe County, PA)
- Monroe County Open Space Plan

Natural resources for the Region are mapped in the Open Space and Recreation Plans; and such mapping is incorporated herein by reference.

NATURAL RESOURCES PLAN

Goal: **Protect and preserve the ecosystems, natural and scenic resources and beauty of the Region.**

Objectives:

- Protect groundwater and surface water quality and quantity.
- Preserve important natural areas.
- Protect wetlands.
- Protect steep slopes.
- Protect and manage woodlands.
- Assure development is sensitive to natural drainage ways.
- Minimize flood damage.
- Ensure protected lands stay protected.
- Protect air quality.
- Protect lakes, ponds, bogs, barrens, and swamps.
- Protect wildlife habitats and rare and endangered species.

- Protect watercourses and their corridors through the establishment of riparian buffers, with particular emphasis on the Tobyhanna and Tunkhannock Creeks.

- Protect hunting and fishing environments and increase access to them.

- Protect scenic areas, scenic road corridors, and scenic viewsheds.

- Protect recharge areas for aquifers.

- Protect watersheds and wellhead areas for municipal water supplies.

- Identify critical areas for protection and acquisition as permanent open space and preserve a network of woods, streams, meadows, and hillsides.

- Improve degraded viewsheds.

- Establish an interconnected greenways system within the Region.

- Beautify arterial roadways, thereby enhancing the appearance of natural scenery and built-up areas.

- Preserve remaining agricultural land.

- Preserve the Bethlehem Water Authority watershed and adjacent areas; lands between the Lehigh River and protected lands in western Tobyhanna Township; and lands in northeastern Coolbaugh Township, including those of the Buck Hill Water Company.

- Preserve the night sky from excessive light pollution in order to maintain the Region's rural character and allow residents to continue to view the stars at night.

FLOODPLAINS AND HYDRIC SOILS

Floodplains

One hundred-year floodplains are from Federal Emergency Management Agency (FEMA) Maps. Detailed studies have not been performed to establish, through calculation, the extent of the 100-year floodplains for all watercourses. Any development proposed in the vicinity of watercourses by developers would require a calculated study of the 100-year floodplain by the developer if such detailed studies have not been performed by FEMA.

Floodplains are areas adjacent to watercourses, which are covered by floodwater during times of flooding. A 100-year floodplain is the area which has a 1% chance of being flooded during any one year, and which is typically used for regulatory purposes. It is best if the floodplains are not developed, because development within the floodplains results in danger to persons and property. If development occurs within the floodplain, it may constrict the area over which floodwaters may flow, resulting in increased flood damage downstream because of resultant increased flood velocities downstream. Outdoor storage of materials within floodplains is not desirable because of the possibility of the materials entering the stream when flooding of the banks occurs.

Care must be taken in disturbing areas along watercourses because increased sedimentation within the stream (increased depositing of soil within the stream) can occur. Increased impervious cover along watercourses typically increases the storm water runoff in the streams. The runoff can erode stream banks and channels. If sedimentation is increased, filling of streambeds can occur, which could cause floodwaters to cover a larger area, meandering of streams, and choking of life within the stream, detracting from the aesthetic value of the stream.

It is desirable to keep pervious surfaces on stream banks, as opposed to impervious surfaces such as paved areas. As surface runoff moves toward streams, water can be absorbed into the ground if the surface is pervious. Increased absorption can result in replenishment of groundwater and also in decreased flood peaks because less water reaches the stream from the surface of the land. Inadequate supply of groundwater can result in an inadequate flow of water to the stream during dry months. The inability to sustain stream flow can mean a greater concentration of pollutants at periods of low flow.

On-site sewage disposal systems should not be located within areas subject to flooding because of the danger of contamination of the stream and the groundwater due to the proximity of the stream and the presence of the high water table. There may not be an adequate distance between the on-site facility and surface water to permit renovation of sewage effluent prior to its reaching the stream. In some instances, soils found in the floodplains are very porous and the movement of sewage effluent is too rapid to allow for the renovation of the effluent prior to reaching the groundwater table or the stream. In other situations, the soil near the surface may be saturated with water or become readily saturated with sewage effluent, resulting in effluent remaining near or rising to the surface of the land. When flooding occurs, sewage effluent could then contaminate the surface water. The efficiency of filter fields of septic tanks can be impaired or destroyed as a result of flooding.

The hydric soils and floodplains found along the tributaries and watercourses within watersheds should be preserved. Serious consideration should be taken to limit development on hydric soils. These floodplains and hydric soils act like a sponge when

floodwaters rise and, when coupled with established wetlands, can filter nutrients and pollutants to protect the surface and ground water that feed the various streams and lakes within the Region.

Lakes in the Region include, among others, North Arrowhead, Lynchwood, Dresser, Echo, Millpond Number One, Brady's, Carobeth, Gouldsboro, Tobyhanna, Pocono Summit and Summit in Coolbaugh Township; Arrowhead and Stillwater Lakes in Coolbaugh and Tobyhanna Townships; Fairview Lake in the Borough of Mount Pocono; Pocono, Guenevere, Tamaque, Naomi, Emerald, Locust, East Anglewood, Sinca, Onocop, and Pine Tree Lakes in Tobyhanna Township; and Grass, Briar Crest Woods and Indian Mountain Lakes in Tunkhannock Township. Long Pond is an important natural resource in the central portion of the Township.

A number of watercourses are located in the Region, such as the Lehigh River, Tunkhannock and Tobyhanna Creeks (High Quality Cold Water Fisheries); and Buck Creek, Devils Hole Creek, Frame Cabin Run, and Cross Keys Run (Exceptional Value). Protection of the exceptional quality of Forest Hills Run in Mount Pocono has been an on-going concern. Land along and south of the creek was designated an important natural area in the Open Space and Recreation Plan. The Pocono Mountain Water Quality Committee is monitoring the water quality of the creek within the Borough.

The following recommendation is made in the Top of the Mountain Open Space and Recreation Plan:

Consider all creeks to be conservation corridors, with special emphasis on preserving Tobyhanna Creek and Tunkhannock Creek.

As used in this document, "greenway" refers to publicly accessible trail corridors. "Conservation corridors" are linear open space where preservation, not public access, is the goal. The Top of the Mountain Region has an abundance of waterway corridors where streamside setbacks, conservation easements, and related approaches should be applied to create conservation corridors. Within these conservation corridors, no soil disturbance should be allowed so that existing and newly restored vegetation can help preserve water quality by filtering stormwater runoff, stabilizing stream banks against erosion and moderating water temperatures.

The Tobyhanna Creek/Tunkhannock Creek watershed is the largest drainage area in the Top of the Mountain Region. A nonprofit volunteer organization formed to protect the watershed through monitoring and education is currently completing a watershed protection plan that outlines actions that would help safeguard the two creeks. Because of their extent and their status as designated High Quality Cold Water Fisheries, these two waterways deserve special attention. The Lehigh River, which borders the Top of the Mountain Region, already has special national and statewide status because the river

is part of the Delaware & Lehigh National and State Heritage Park Corridor. Within the Top of the Mountain Region, the Tobyhanna Creek and the Tunkhannock Creek warrant special consideration. For example, zoning ordinances in Coolbaugh, Tobyhanna and Tunkhannock Township should contain wider than normal streamside setbacks for these two creeks that exceed the setback regulations that apply to other waterways.

Hydric Soils

Hydric soils have been mapped from soils information provided by United States Department of Natural Resources Conservation Service, and indicate areas of potential wetlands.

Hydric soils area developed under conditions that are sufficiently wet to support the growth and regeneration of hydrophytic vegetation are soils that are saturated, flooded, or ponded long enough during the growing season to develop anaerobic conditions (an anaerobic situation is one in which molecular oxygen is absent) in the upper part.

Criteria for identifying hydric soils include somewhat poorly drained soils that have a water table less than 0.5 ft. from the surface for a significant period (usually a week or more) during the growing season; are poorly drained or very poorly drained and have either a water table at less than 1.0 ft. from surface for a significant period during the growing season if permeability is equal to or greater than 6.0"/hr. in all areas within 20", or have a water table at least 1.5 ft. from the surface for a significant period during the growing season if permeability is less than 6.0"/hr. in any layer within 20"; soils that are ponded for long duration (from 7 days to 1 month) or very long duration (greater than 1 month) during the growing season; or soils that are frequently flooded for long duration or very long duration during the growing season.

The areas of hydric soil are generally found in the vicinity of the watercourses within the Region. There also are several isolated areas of hydric soil throughout the Region.

Implementation Strategies include:

- Adopt zoning and subdivision regulations to prohibit development and storage in the 100-year floodplain.
- On-site sewage disposal systems should not be located within areas subject to flooding.
- Promote and support park, greenway, and other proposals in the Open Space and Recreation Plan.
- Any development proposed in the vicinity of watercourses by developers would require a calculated study of the 100-year floodplain by the developer if such detailed studies have not been performed by FEMA.

WETLANDS

The wetlands are from the National Wetlands Inventory, prepared by the Office of Biological Services, U.S. Department of the Interior, Fish and Wildlife Service. The wetlands inventory was prepared by stereoscopic analysis of high altitude aerial photographs, with the wetlands identified on the photographs based on vegetation, visible hydrology, and geography. A detailed on the ground and historical analysis of any site may result in a revision of the wetland boundaries; and, it is possible that small wetlands and those obscured by dense forest cover may not be identified.

Wetlands within the area are generally found along the watercourses such as the various streams. Wetlands are areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, prevalence of vegetation typically adapted for life in saturated soil conditions. During on-site investigation, wetlands can sometimes be identified when they are saturated with permanent or semi-permanent standing water and contain common wetlands plants such as cattails and willows. If wetlands cannot be identified by hydrophytes (plants adopted to life in saturated soil conditions), soils may be investigated to determine whether wetlands are present. Hydric soils mapping can be used to identify potential wetlands sites.

To try to put wetlands into less technical terms, often low lying land that remains wet for considerable periods of the year, land that cannot be farmed because it is too wet or can only be farmed every few years, or low-lying land that can only be developed by filling are likely to be wetlands. These areas store water, which can replenish groundwater and surface water supplies.

Wetlands can be areas rich in plant growth and animal habitat. They often serve as breeding places for many organisms. In addition to providing a home and a source of food for organisms, wetlands can protect water sources and can help keep water sources clean by acting as natural filters and removing pollutants such as bacteria and sediment from water. This occurs as plants growing in and around wetlands trap pollutants.

In general, no developmental activity or placement of fill material may occur within wetlands without obtaining a DEP permit.

Implementation Strategies include:

- Keep the up-to-date copies of the National Wetlands Inventory Maps and other wetlands information for public use and plan reviews with the municipal staff in the municipal building.
- During subdivisions, land developments, and sewage facility reviews, ensure that the sewage disposal systems and wetlands are adequately separated.
- Define and map all wetland areas in the Zoning Ordinance in an overlay district and implement provisions for the protection of significant wetlands in the municipalities.
- Require developers to do wetlands analyses when they develop land.

STEEP SLOPES

Areas with slopes greater than 25% have severe limitations to development. In general, this land is too steep for residential subdivisions. Development of steep slopes can result in hazardous road conditions, costly excavation, erosion and sedimentation, and storm water runoff problems. These slopes are quite prone to erosion, and protection of them is particularly important for water resource protection when watercourses are nearby. Development should be limited, vegetative cover maintained to the greatest extent possible, and erosion controls instituted. Most are located around the various watercourses throughout the Region.

Septic systems for on-lot sewage disposal should not be allowed on steep slopes. The construction and maintenance of these systems are impractical because the downhill flow of the effluent is too rapid and may surface at the base of the slope, causing wet, contaminated seepage spots. It may also pollute ground and surface water supplies, as high quality streams are usually found at the headwaters of streams.

Implementation Strategies

- Limit steep slope development and incorporate appropriate regulations in the subdivision and land development and zoning ordinances to control the development upon such slopes.
- Have developers identify all steep slope areas of 15% to 25% slope and 25% or greater slope on all subdivision and land development plans through regulations in the Subdivision and Land Development Ordinance (SALDO) for each municipality.

WOODLANDS

Wooded areas are scenic amenities and habitats for wildlife and home to native species in the Region. They provide visual relief from developed land areas. In addition, they increase capacities for absorption of storm water runoff, diminishing flood potentials, and decreasing erosion. Wooded areas are especially valuable when on steep slopes, playing the important role of reducing runoff and erosion and sedimentation by binding the soil.

Maintenance of wooded areas on steep slopes is of even greater importance when the steep slopes are near streams. Waterways could be disturbed through sedimentation, and experience greater flood peaks if they are swelled by increased surface runoff. Wooded areas are in some cases in proximity to the watercourses within this Region, and are often located on steep slopes. When wooded areas are retained, the quantity and quality of groundwater can be better maintained than if woods are removed because the natural cover allows for infiltration of rainfall into the groundwater system. Retention of wooded areas will also preserve the home of most of the native species in Monroe County.

Wooded areas also have recreational potential, as well as often times housing an important plant or animal species identified on the National Areas Inventory. By preserving these woodlands, whether for individual lot owners or, when within public recreational facilities, for the population as a whole, everyone will be able to experience the various benefits and amenities of woodlands.

Implementation Strategies

- When development is planned for wooded tracts, site design and development should maximize the preservation of trees; and, appropriate provisions should be made in each municipal SALDO and Zoning Ordinance.
- Each municipality should have information at its municipal office and encourage landowners to improve their woodlands by taking advantage of the Cooperative Forest Management Program offered by the State Bureau of Forestry. This includes having a forest management plan prepared by a professional forester if logging is intended. A list of these professional foresters could also be kept at the office for public use.
- Adopt regulations in the Zoning Ordinance and SALDO to control tree removal and the indiscriminate cutting of trees during subdivision and land development activities.
- Support efforts to protect important woodlands through various means to retain the wooded areas.

SCENIC RESOURCES

Scenic Roads

Scenic, Historic, and Cultural Resources are shown on a composite map from the two regional Open Space and Recreation Plans.

Scenic roads are roads which are particularly pleasant to drive because of the views along the roads. The scenic roads are located throughout the Townships within the Study Area and listed in the Transportation chapter. The majority of these roads are found in the eastern portion of Tunkhannock Township and the western portions of both Coolbaugh and Tobyhanna Townships.

Scenic Vistas

The vistas are points within the area from which there are particularly attractive views. The views are typically of rural areas, open space, stream valleys, lakes, and woodlands of the Region.

The Knob area in Mount Pocono (Mount Pocono overlook) is an exceptional scenic resource and is identified as a unique geologic feature in the Barrett-Mount Pocono-Paradise Open Space and Recreation Plan. Steep slopes in the vicinity of the overlook were designated high priority natural areas in the Plan.

Planning Implications

It will be necessary to determine to what extent preservation of scenic resources will be made a priority within the municipalities. Preservation of scenic resources can be accomplished through broad land use policies such as open space, farmland, stream valley, woodland preservation, and/or through attention to developments as they are proposed. Performance and design standards for developments, including siting of buildings, and conservation and cluster subdivision design, can encourage retention of scenic areas and protection of viewsheds.

IMPORTANT NATURAL AREAS

In order to plan development and ensure protection of critical natural areas, municipal governments, the public, and developers must know the location and importance of the areas identified in the Natural Areas Inventory (NAI) of Monroe County. These areas are known to have outstanding natural resources such as: floral, faunal, and geologic features. This document maps critical natural communities (habitats) and all the known locations of animal and plant species of special concern (endangered, threatened, or rare) in the Region. Selected geologic features of statewide significance are also noted in addition to locations of natural areas that are significant on a countywide scale but cannot be deemed exemplary natural communities because of past disturbances.

Monroe County, municipalities, land trusts, and other conservation organizations can use the NAI to identify potential protection projects and seek funding assistance from state or community grant programs. Landowners may also find the NAI useful in managing and planning for the use of their land, and gives them an opportunity to explore different options, or alternatives that will provide for their needs and still protect species and habitats. Landowners can avoid potential conflicts in areas with species of special concern prior to submitting development plans. They can identify ways of enhancing or protecting these resources and still submit an acceptable plan for their properties. People are encouraged to contact the Pennsylvania Science Office (PSO) of The Nature Conservancy for additional general or site-specific information.

The PSO has used a systematic inventory approach to identify the areas of highest natural integrity in the Region. These areas, comprised of natural communities with their characteristic species, should represent an estimated 85-90% of the biological diversity of an area; the other 10-15% consists of sensitive plant and animal species, which occur both within and outside these natural communities. The natural community and sensitive species data are the basis for judging the biological values of sites within the counties.

The NAI recognizes sites at two primary levels of significance for the protection of biological diversity: 1) sites of statewide importance; and 2) sites of local significance. Sites of statewide importance support species of special concern or exemplary natural communities. Sites in this category that are ranked 1 and 2 may contain some of the best natural areas in the state. Locally significant sites provide locally significant habitat and may be suitable for environmental education, parks, and preserves; however, no species of special concern or exemplary communities have been identified to inhabit these sites. The following discussion summarizes the specific findings within the study area taken from the NAI Summary.

EXCEPTIONAL NATURAL FEATURES

In considering the value of specific sites for the preservation of biological diversity it is important to note that these sites are dependent on the integrity of larger scale systems such as rivers and mountain ridges. A couple of sites in the study area have been identified as an "exceptional natural feature" in the NAI for the study area. Such sites include the Long Pond Ecosystem in Tunkhannock Township and the Two Mile Run Swamp in Tobyhanna Township. Below is a discussion as to why these areas should be preserved and what types of resources are contained on each site.

LONG POND ECOSYSTEM is an area of unique natural beauty with both state and local significance. It encompasses excellent examples of shrub swamp, oak-pine barrens and ridge top dwarf tree forest natural communities. Dozens of plant and animal species of special concern inhabit these communities. The Long Pond area supports the highest concentration of globally rare species and natural communities in Pennsylvania.

Preserving this site as highlighted in this report must be considered as part of the effort to preserve the greater natural beauty of the region.

TWO MILE RUN SWAMP is a diverse wetland complex containing a large, excellent quality Boreal Conifer Swamp dominated by red spruce, tamarack, balsam fir, and two plant species of special concern growing in an acid shrub swamp. The Future Land Use Plan proposes to establish Conservation Districts in the northern and western portions of Coolbaugh Township, the central and western portions of Tobyhanna Township, the eastern and central portions of Tunkhannock Township and the eastern portion of the Borough of Mount Pocono. By preserving these areas through local planning efforts, communities will help to preserve critical natural areas.

The following tables identify the Regional Natural Areas identified and described in the NAI. These tables are broken down to explain the areas that are classified as areas of Statewide Significance and other areas identified as areas of Local Significance.

SITES OF STATEWIDE SIGNIFICANCE

Listed below, by municipality, are the named sites of statewide significance for the protection of biological diversity in approximate order of priority from the most important (rank = 1) to the least (rank = 5). The presence of species of special concern and/or exemplary natural communities has been documented at these sites. More in-depth information on each site including detailed site descriptions and management recommendations where appropriate, topographic maps showing locations of sites, quality ranks, legal status, and last observation dates for species of special concern and natural communities can be found in the report A *Natural Areas Inventory of Monroe County, Pennsylvania.* Additional numbered Natural Areas are evaluated in the Top of the Mountain Region Worksheet for Natural Areas Evaluation in the Open Space and Recreation Plan.

County Ranks'	Site Name (municipality)	Natural Feature and Brief Description
1	LONG POND MACROSITE Tunkhannock Twp.	A bird species listed as S3B, S4N by the Nature Conservancy is believed to be nesting at this site. A fair population of State endangered grass species (SP504) was observed once again in July 1991. An additional population of this species (SP584) was found in 1994 within the Long Pond Macrosite. Three fair populations of a PA endangered plant (SP526) were identified in 1993. The previously identified barrens community (NC533) appears to be doing well. Potential threats to the plant, animal and natural communities on this site include development (e.g., residential and roadways). The most important site in PA for the preservation of biodiversity and one of the top sites in the eastern U.S. because of the concentration of rare species.
2	TWO MILE RUN SWAMP Tobyhanna Twp.	Two plant species of concern were monitored in 1992. The population of a State Rare rush (SP549) is still marginal, and the Pennsylvania Endangered sedge (SP565) population was still ranked as "good." The biggest threat to the sedges is disturbance by ATVs. No threats to the rush population were identified. Large diverse wetland with excellent Boreal Conifer swamp.
3	POCONO LAKE PRESERVE	This site was revisited in 1993. A new population of a State rare plant (SP566) was found south of Pocono Lake. There are no apparent threats to this

	Tobyhanna Twp.	population and no special management is needed.
3	FERN RIDGE BOG Tobyhanna Twp.	This site is a complex of three Acidic Shrub Swamps with 4 occurrences of two different species of special concern.
3	ADAMS SWAMP	Large good to excellent quality Boreal Conifer Swamp.
3	LOST LAKES Tobyhanna Twp.	This site was revisited in June and November of 1991. The kettlehole bog community (NC598a) is intact with three plant species of concern still present at the site (SP510, SP514, and SP569). A northern hardwood forest (NC 598b) was identified at the site in 1991. At the time of the field visit, the site was under serious threat from development and draining of the land for a residential development (Emerald Lakes).
3	SULLIVAN TRAIL/LAKE NAOMI SHRUB SWAMPS Tobyhanna Twp.	A good population of Pennsylvania rare shrub (SP528b) and a marginal population of a State Endangered shrub (SP528a) were revisited at this site in 1997. Deer browse, trash dumping, an abundance of footpaths, and development are potential threats to this bog/northern hardwood forest community. More surveys are needed when shrubs are flowering in order to ascertain the population size.
3	BRADYS SWAMP Coolbaugh Twp.	This site is an excellent quality Acidic Shrub Swamp natural community with 1 G5S3, PR plant and 1 G5, S2 PT plant.
3	BENDER SWAMP Coolbaugh Twp.	Excellent quality Acidic Shrub Swamp natural community and a population of a G5s3, PR plant.
4	CIRCLE BOG Tunkhannock Twp.	Two fair to good quality natural communities; should be protected as part of the Long Pond Macrosite Preserve.
4	BIG MARSH Coolbaugh Twp.	The site is a fair-quality Acidic Shrub Swamp with two plants of special concern, including 1 PE shrub.
4	ESCHENBAUGH SWAMP Coolbaugh Twp.	Good quality Boreal Conifer Swamp natural community with a fair-quality population of a PR Plant.
4	HUCKLEBERRY MARSH Coolbaugh Twp.	The site is a good-quality Acidic Shrub Swamp with a good population of a PR shrub.
4	POND SWAMP Coolbaugh Twp.	Good example of an Acidic Shrub Swamp with an excellent population of a PR shrub and a fair population of a TU plant.
4	STILLWATER LAKE SWAMPS Tobyhanna Twp.	One wetland contains 3 good-quality populations of special concern plants, and another contains a fair-quality population of a PR shrub.
4	SCHOCH BARREN Tunkhannock Twp.	This site is located in the Delaware State Forest and State Game Lands No. 129. A Ridgetop Dwarf Tree Forest Natural Community still exists at the site. The site should be protected from gypsy moth spraying. Long-term maintenance of the barren habitat with fire may be required.
4	WAGNER'S BOG Tobyhanna Twp.	This site is a conservation area owned by the Wagner Forest Park Home Owners Association. A poor population of a State Endangered shrub (SP539b) and a good population of a State rare shrub (SP539a) were found still intact when revisited in 1997. Deer browse is the greatest threat to these two shrub species.
4	TAMAQUE LAKE SWAMP Tobyhanna Twp.	This site was revisited in 1993. A good population of a State rare shrub (SP638) still exists at the site. In addition, two new small populations of a State rare plant (SP567) and a State rare rush (SP568) were identified. The only apparent threat to these acidic shrub swamp/boreal conifer swamp communities and the species they contain is development of the watershed.
4	LAUREL DRIVE BOG Coolbaugh Twp.	This site was revisited in August of 1991. SP527 was not found during the visit. The population of a plant species (SP507) of concern is still present and appears to be healthy. This area was mined in the past. Current threats include beaver activity.
5	PIMPLE HILL BARREN Tunkhannock Twp.	A poor quality population of a shrub species of concern was found at this site in 1998 along edge habitat between a conifer plantation and a heath barren. Additional surveys of this area and the adjacent heath barren are recommended when the shrubs are flowering.
5	BARNEY'S LAKE SWAMP Coolbaugh Twp.	A marginal to good population of a PA rare plant species (SP578) was mapped at the site in 1993. No threats to the species were apparent during the field visit. No special management was recommended.
5	EAST BRANCH SHRUB	An excellent population of a PA threatened shrub (SP573) was mapped at the site in 1991. Threats to the site include powerline right-of-way

	SWAMP Coolbaugh Township	maintenance and beaver activity.
5	HUMMLER RUN Coolbaugh Twp	An animal species of concern (SA576) was found in Hummler Run in 1993. Additional surveys are needed to determine the size of the population. No threats or management recommendations were noted.
5	OAKES SWAMP Coolbaugh Twp..	In 1993, a marginal population of a PA rare shrub (PA548) species was revisited. A new record of State threatened plant (SP579) was also identified at the site. Beaver activity and flooding associated with the construction of a highway were threatening the site at the time of the visit.
5	POCONO LAKE NORTH Tobyhanna and Coolbaugh Twps.	This site is on State Game Lands #127. A marginal to poor population of a PA rare plant species (SP577) was found at the site in 1993. No special management recommendations were noted.
5	POWDER SMOKE RIDGE WETLANDS Coolbaugh Twp.	This site was revisited in 1993 to search for SP521 mentioned in the 1991 report. One new record of an animal species (SA580) of concern and two plant species of concern (SP515 and SP 581) were recorded in nearby wetlands. More surveys are needed to determine the size and quality of SA 580. No obvious threats to the plant species were observed. No special site management is needed. The site boundary has been expanded since the 1991 report to include these new animal and plant populations.
5	SCOTT PROPERTY SITE Tobyhanna Twp.	A poor to marginal Acidic Shrub Swamp Natural Community (NC584) was identified here in 1995. Leatherleaf, rhodora, sphagnum moss and polytrichum mosses dominate the site. Very pronounced mounds at the site suggest that this area was once logged. No obvious threats to the site or management needs were noted.
5	WARNERTOWN WETLANDS Coolbaugh Twp.	Four marginal to poor populations of plant species of concern (SP516 and SP520a,b,c) were identified in this area during 1991 and 1992. This site is a large clearing in which several sources of Tobyhamia Creek join together. The clearing was probably logged several years ago and the forest has never returned. The area consists of several habitat types including marshes, bogs, shrub thickets, and beaver ponds. No obvious threats observed. The site should be kept in its present state.
5	LEHIGH RIVER-ROUTE 115 BRIDGE SITE Tobyhanna Twp.	A good population of a Pennsylvania Rare plant species (SP526) was found growing in an open area on a rocky substrate in the Lehigh River.
5	HALFMOON LAKE Tobyhanna Twp.	Poor-quality Glacial Bog natural community with 1 fair-quality population of a TU plant.
5	LAKE NAOMI Tobyhanna Twp.	A PR submerged aquatic and a TU floating-leaved aquatic growing in muddy substrate at northeastern end of large, man-made lake.
5	RAMOT BOG Tunkhannock Twp. .	Fair Glacial Bog with 1 G4S3 TU species.
' Sites are ranked from 1 to 5 with 1 indicating the highest priority sites for protection based on state or national significance, and 5 indicating the lowest priority of protection. Ranks take into account potential threats, management needs and existing protection. Sites of similar rank are listed alphabetically by quadrangle.		

The presence of a large number of NAI sites, including several priority sites, and the large areas modeled as important natural areas reinforce the conclusion that the natural environment is one of the most significant features of the study area. The Monroe County Open Space Plan is a valuable document that contains practical strategies for protecting and preserving open spaces. The municipalities in the study area should continue their proactive approach towards preserving open space and wherever possible, incorporate open space and natural resource protection provisions in their ordinances.

The potential presence of threatened and endangered species should be considered when new developments are proposed especially if the new development will be located in or near an NAI area. Overlay zoning could be considered for these areas. An overlay zoning

applies regulations to an area in addition to the requirements of the underlying zoning district(s).

Implementation Strategies

- Identify all significant natural areas based on State, Federal and local agency listing of species and sites of special significance.
- Sites should be targeted for protection and/or management of the site and the surrounding lands. Private lands can be protected through a combination of conservation easements and acquisition to encourage current land use or make improvement in land use where needed. Preserve the most significant natural areas as open space.
- Create management plans on public and private lands, which should address species of special concern and natural communities and assess the need for additional acreage to complete the protection.
- Conservation easements or other protection can be pursued.
- Protection of the reservoirs, wetlands, rivers, and creeks of the Region is vital, especially those that protect biodiversity, supply drinking water, and are attractive recreational resources.
- Minimize encroachment on the greenways, parks, and conservation lands throughout the Region.
- Municipal officials can encourage landowners whose land includes waterways to maintain a vegetated buffer zone along the shorelines.
- Scrutinize development proposals for their impact on entire watersheds, not just the immediate impact area.
- Development plans should provide for natural buffers between the development and the core preserve area, be it a barren community, wetland, water body or forest. These buffers should not become islands surrounded by development, but should have corridors, or links, to each other.
- Support grassroots organizations, as they are needed in the Region. These groups can assist with the identification of landowners who wish to protect their land, provide information about easements to landowners, perhaps acquire land, and provide management and stewardship once the land is protected.
- Support environmental education programs.
- Continue to support local conservancies as they have a great deal of expertise in obtaining and managing open space.
- Support farmland conservation plans.
- Support acquisition programs.
- Encourage landowners who intend to develop their property to participate in a sketch plan review, especially if their properties contain important natural areas.

- According to the Pennsylvania Municipalities Planning Code, the municipal zoning ordinances need not preclude development from lands containing important natural area; but, they can allow for and support flexibility and creativity in the design of development near these areas. Conservation development is one example of types of creative development that the municipalities should support at or near these sites.
- Require developers to map out natural area sites on subdivision or land development plans submitted for municipal review. The ordinance could further require the developer to submit a statement listing any probable adverse effect(s) on a species or natural community and proposed mitigation efforts, as well as any irreversible impacts on a species or community.

Each regional Open Space and Recreation Plan contains a chart which describes natural features (steep slopes, groundwater, floodplains, wooded area, shallow depth to bedrock, waterways, natural drainage channels, and hydric soils), potential problems if not protected, and strategies for protection.

CHAPTER 8

KEY COMMUNITY LEADER INTERVIEWS RESULTS

COOLBAUGH, MT. POCONO, TOBYHANNA AND TUNKHANNOCK KEY COMMUNITY LEADER INTERVIEWS

As part of the public participation process, Key Community Leader interviews were conducted based on those leaders identified by each community. The interviews were designed to provide an opportunity for community leaders and residents to participate directly in the regional comprehensive planning effort. Interview topics were developed to poll key leaders on their attitudes, both subjectively and objectively on a variety of subjects. A total of seventeen topic areas were posed to each interviewee. Topics were selected to elicit attitudes toward a series of issues, which included the balance between different land uses, transportation, the preservation of open space, the opportunity for recreation, historic preservation, and environmental protection.

While these interviews cannot be considered a comprehensive measure of attitudes within the region, a wide variety of concerns and suggestions were offered for consideration. They serve as a good sampling, which will allow the Regional Planning Committee to identify patterns in the attitudes and desires of the area's key community leaders. The interview responses can play a role in creating goals for land use, transportation, community facilities, natural resource protection, and public services.

Explanation of Interviews

In summary, most respondents were either long-term area residents or have been involved in the community as a professional or through business for many years. On average, those long-term respondents interviewed have lived in the area for an average of thirty years. Of the topics presented, several were designed to generate responses to more than one issue. The individual interview questions and a short explanation about it follow:

1. *How long have you lived in the area?*

   Since many respondents were long-term residents in the area (and have decided to remain), or were attracted to it, this question was worded to solicit discussion on the respondent's connection with the area.

2. *What do most people like <u>most</u> about living in the Coolbaugh, Mt. Pocono, Tobyhanna and Tunkhannock Region?*

   This topic area was several-fold. The primary discussion was designed to measure opinion as to whether the present land use patterns should be continued. It also opened dialogue as what type of land use pattern should be explored for the area in the future.

3. *What do most people like <u>least</u> about living in the Coolbaugh, Mt. Pocono, Tobyhanna and Tunkhannock Region?*

   This topic sought open dialogue regarding the respondent's current perception of the pace of growth in the area. Growth management issues tend to arise where areas are subject to increasing development pressures and the pace of change is perceived to be too fast. Additionally, this topic sought to elicit discussion on growth management techniques.

4. *What do you think people feel are the most important planning issues that need to be addressed within the next 10 years?*

   This discussion was designed to identify those areas of greatest concern to interview respondents. Issues presented included; the pace of development, taxes, loss of open space, circulation and transportation issues, loss of cultural and historic resources and the need for recreation facilities.

5. *Do you think it is important to improve landscaping, signage, decorative lighting, benches, building façade appearance and similar amenities in Mt. Pocono Borough, and the villages of Blakeslee and Tobyhanna?*

   This discussion sought to identify issues related to revitalization of the Borough and existing villages. The discussion also focused on sense of community and existing development patterns. It also opened dialogue on whether communities should take a lead in promoting such improvements.

6. *Is it important to preserve farmland in the region?*

   In this instance, the topic was designed to elicit respondent's perceptions about continued development of the area and the associated loss of agricultural land. It also opened discussion on whether or not communities should take an active role in preserving this resource.

7. *In some areas of the country, planners are designing developments using alternative concepts of standard single-family subdivisions. Do you think some should be applied to the region?*

   This discussion sought to identify preferences in single-family residential subdivision design. The discussion opened dialogue on a number of alternative subdivision design alternatives and possible community interest.

8. *Do you think it is important to have additional design standards for future commercial development in the region?*

   This topic sought to determine if the current level of design for commercial uses is adequate. If the current level was viewed as inadequate, then what types of design standards would be appropriate and where should they be required.

9. *Which types of industry should be promoted in the region?*

   This discussion focused on potential new industry in the area. The discussion centered on what type, scale or intensity of industry should be promoted.

10. *Do you think expansion of bus service in the region would be an important asset to the region?*

    This topic opened discussion on whether there is a need for new or expanded bus service in the area and where, if any, new or expanded service should be developed or implemented.

11. *Do you think expansion of rail service in the region would be an important asset to the region?*

    This topic opened discussion on whether there is a need for rail service to the area. If so, would residents of the area utilize such a rail service?

12. *What do you think are transportation problems in the region?*

    Discussion was sought on area circulation and transportation needs and concerns. The topics of long-range transportation planning and road improvements were discussed. Dialogue was also opened as to what degree should municipalities be involved in future transportation and road improvement projects of a regional scale.

13. *Do you think the region needs additional commercial establishments (such as retail stores and offices) and industrial establishments (such as warehousing and manufacturing)?*

This topic area was presented to see if there was support for additional commercial or industrial development within the area. The discussion was designed to measure the perception of the adequacy or inadequacy of areas designated for commercial or industrial type land uses.

14. *If additional commercial development occurs in the region, where should it be located?*

This topic area was presented in conjunction with the above discussion on the need for additional commercial and industrial uses. If the interviewee felt that additional commercial land uses were needed, the discussion focused on where those types of land use should be located.

15. *If additional industrial development occurs in the region, where should it be located?*

This topic area was presented in conjunction with the above discussion on commercial uses. Like commercial uses, the discussion sought to identify support for additional industrial development within the area. The dialogue was also sought to open discussion where the interviewee felt these land uses should be developed.

16. *What types of additional residential development do you think should occur in the region and where should it be located?*

This dialogue was opened to assess the need for additional types of residential development. It also sought to open discussion on where, if any, these residential land uses should be located.

17. *Are there any other issues in the region that are important and should be addressed?*

Finally, discussion was opened to the potential for addressing other topic areas not covered in other areas of the interview. The opinion of the respondent was sought as to the importance of other issues and to what degree should the communities explore these issues.

Interview Results

In general, interview respondents stated that it was the scenic and rural character of the area and the small-town atmosphere of the Borough that either attracted people to the region or influenced them to remain in the area. When responding to what people are most dissatisfied with in the area, all of the respondents replied that it was the current pace and intensity of new development, traffic and taxes that most people in the region like least about living there. In addition, a majority of those interviewed stated that because of this current pace and intensity of new development managing residential growth is the most important issue facing the region at present. When asked if it is important to improve landscaping, signage, decorative lighting, and other amenities in the Borough and the villages, a significant number of respondents, a majority from the Borough but a significant number from the Townships, stated that it was important to improve these areas if the region is to develop and promote a sense of community. A quarter of respondents stated they thought that farmland should be preserved. However, respondents were split on the issue of whether or not communities should take an active role in preserving this resource. When asked about alternative designs for residential subdivisions, most respondents preferred either the conservation development (Growing Greener/Growing Smarter) design or the Borough and Village Extension design options.

All of the respondents felt that some form of additional design standards should exist for future commercial development in the region. However, most were split on the level or to what degree such standards should be developed. Responses ranged from landscaping requirements to access management standards. When responding to the types of industry that should be promoted in the region, a majority of respondents felt the region needed more high technology firms followed by research and development and health services industries. When asked about bus and rail service, a majority of respondents felt that what was needed was not new or expanded bus service but additional para-transit services to support the large number of senior citizens in the region. On the issue of rail service, a majority thought the cost of developing this service would be prohibitive as well as encourage additional residential development in the region. When presented with a discussion on transportation problems in the region, most agreed that access management and safety concerns should be addressed in the 196, 940 and 611 corridors. A majority of respondents stated that the Five Points intersection needs improvement. Half of the respondents felt that some improvements would need to be made to the Route 115 and I-80 interchange in the future based on the types of commercial and industrial land uses being developed there. A smaller portion of respondents also felt that improvements to the Route 940 and I-380 interchange would also be necessary based on the types of land uses designated for this area also. In the discussion regarding the location of commercial and industrial development, a majority of respondents felt it should be developed in existing areas and existing industrial parks. Regarding what types of additional residential development should occur in the region, a majority of

respondents felt most people want single-family housing. However, a significant portion of respondents felt there was a need for additional assisted living facilities and nursing homes. Finally, when asked about other issues, a considerable number of those interviewed felt public education regarding planning issues was critical for not only residents but for elected and appointed officials as well.

CHAPTER 9

COOLBAUGH, TOBYHANNA, TUNKHANNOCK, MT. POCONO REGIONAL PLANNING QUESTIONNAIRE

In the course of developing this Comprehensive Plan, planning questionnaires were mailed to ten percent of the households in the Region. The households to receive questionnaires in each municipality were randomly selected. 531 returned surveys were received, for a return rate of approximately 27%. The results of the questionnaire are contained in Appendix I. Totals are given for the entire Region, and each municipality. The following discussion is of the returns for the entire Region.

Most of the residents who responded have lived within their municipality for 11 years or longer, are 45 years old or older, and are retired or work outside Monroe County. Half were full time residents while the other half were part time or not residents at all. Most respondents live or own property in Coolbaugh or Tobyhanna Township. The highlights of the Coolbaugh, Tobyhanna, Tunkhannock Townships and the Borough of Mt. Pocono questionnaire results are given below.

Questionnaire Results Highlights

1. When asked what they liked most about living in their Township or Borough, the most given responses were they liked the rural atmosphere, the quietness, the wildlife, and the open space. People also like the lakes, landscape, recreational atmosphere, and small town atmosphere.

2. When asked what they liked least about living in their Township or Borough, the most given responses were they did not like the taxes, the rate at which development is occurring, the loss of open space throughout the region, traffic, and residential developments.

3. The respondents felt the most important planning issues needing to be addressed within the next 10 years were: managing the residential growth; the preservation of open space; preserving environmentally sensitive areas such as woodlands, wetlands, and steep slopes; and addressing tax base issues.

4. The majority of the respondents to Question 9 would not be willing to have their Township or Borough taxes increased for initiatives listed in Question 9. On most issues, the No's were substantially more than the Yes's. The closest results were for protection of environmental resources and preservation and upkeep of more open space.

5. By a slim margin, respondents said they think it is important to improve landscaping, signage, decorative lighting, benches, building façade appearance and similar amenities in the Borough of Mount Pocono, and the villages of Blakeslee and Tobyhanna; however, 20.7% were not sure.

6. A clear majority of respondents thought the increase in residential development in this region over the last ten years was too high.

7. When asked about commercial development in the area, a clear majority thought that it was important to have additional design standards for signage along road corridors for existing commercial development, as well as, having additional design standards for future commercial development in the region.

8. A large majority of respondents either agreed or strongly agreed it was important to preserve remaining farmland in the region, as means of maintaining open space and the rural character of the region.

9. The preferred type of residential development is the Conservation Developments (Growing Greener concept) where special natural features of a tract are preserved as open space; houses are located to maximize views of open space, and road systems and lot lines are established to conform to open space and house locations.

10. The respondents felt that tourism and cultural attractions, health services, research and development firms, and high technology firms should most strongly be promoted for economic development in this Region.

11. When asked if an expansion of bus service in the region would be an asset, 42.1% said yes, 38.1% said no, and 19.7% were not sure. The majority of the respondents indicated that they would not use such expanded bus service.

12. A clear majority felt that an expansion of rail service in the region would be an important asset. 194 responded they would want to ride to New York, 46 to New Jersey, 39 to Philadelphia, and 30 to Washington.

13. Out of listed transportation projects, the following were projects the majority of respondents to Question 18 indicated they would support: Special use I-80 interchange in vicinity of Pocono Raceway to be open only during the major raceway events; Improvement of Route 940 – I-380 interchange; Five Points intersection improvements; Route 196 corridor improvements; and Route 940 corridor improvements. Most support was for Five Points intersection improvements.

14. Traveling Route 611 (17.7%), lack of sidewalks or walking paths (15.8%), the lack of bikeways (14.0%), traveling Route 196 (13.4%), traveling Route 940 (12.9%), and inadequate public transportation (12.2%) were checked as transportation problems within the study area.

15. A majority of respondents do not favor new commercial area in the Region. If commercial development would occur, the respondents would prefer it to occur (in descending order) next to interchanges with interstates, in the I-380-Rt. 611 – Rt. 940 corridor, along Route 611, in Mt. Pocono, along Route 940, and in the Villages.

16. A majority of the responses were also not in favor of industrial development. If additional industrial development would occur, the respondents would prefer it to occur (in descending order) next to interchanges with interstates, in the I-380-Rt. 611-Rt. 940 corridor, or along Route 611.

17. The clear majority of the respondents to Question 23 were not in favor of additional residential development in the Region, except retirement communities and assisted living facilities. Filling in existing developments in the Township received more support than development in the Borough of Mount Pocono, new single family developments in the Township, new apartment and townhouse developments in the Township, and in the villages in the Townships.

CHAPTER 10

PAST TRENDS AND FUTURE NEEDS

INTRODUCTION

This chapter will look at population and housing trends for Coolbaugh Township, Tunkhannock Township, Tobyhanna Township and Mount Pocono Borough, Monroe County as a whole, and surrounding municipalities. The focus will be on past population and housing trends, projections, and expected increases. Additional population and housing data has been collected and is found in Appendix 2.

The tables found in Appendix 2 include:

Total Population
Population Projections
Housing Units
Age
Persons by Age
Gender
Racial Characteristics
Minority Population
Land Area and Population Density per Square Mile
Highest Education Level
Income
Income, Poverty and Education Characteristics
Employment of Residents
Employment by Industry
Employment by Occupation
Occupied Households and Average Persons Per Occupied Housing Unit
Housing Occupancy, Tenure and Value
Housing Type
Households by Type
Year Householder Moved into Housing Unit and Year Built
Household and Acreage Requirements

Population and Housing Trends

POPULATION

Population growth is an important aspect of demographic information about the Region. Table 1 gives total population for Coolbaugh, Tunkhannock, and Tobyhanna Townships and Mt. Pocono 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 1

TOTAL POPULATION

COOLBAUGH TOWNSHIP, TUNKHANNOCK TOWNSHIP, TOBYHANNA TOWNSHIP, MT. POCONO BOROUGH, MONROE COUNTY AND THE STATE OF PENNSYLVANIA

1980 - 2000

	Coolbaugh Township			Tunkhannock Township			Tobyhanna Township		
Year	Persons	Number Change	Percent Change	Persons	Number Change	Percent Change	Persons	Number Change	Percent Change
1980	3,993	N/A	N/A	980	N/A	N/A	3,302	N/A	N/A
1990	6,756	+2,763	69.2%	2,060	+1,080	110.2%	4,318	1,016	30.8%
2000	15,205	+8,449	125.1%	4,983	+2,923	141.9%	6,152	1,834	42.5%
Total change (80-00)	-	+11,212	181%	-	+4,003	409%	-	+2,850	86.3%

	Mt. Pocono Borough			Monroe County			Pennsylvania		
Year	Persons	Number Change	Percent Change	Persons	Number Change	Percent Change	Persons	Number Change	Percent Change
1980	1,237	N/A	N/A	69,409	N/A	N/A	11,863,895	N/A	N/A
1990	1,795	+558	45.1%	95,709	+26,300	37.89%	11,881,643	+17,748	0.15%
2000	2,742	+947	52.8%	138,687	+42,987	44.9%	12,281,054	+399,411	3.36%
Total change (80-00)	-	+1,505	122%	-	+69,278	99.8%	-	417,159	3.5%

Source: U.S. Census Bureau (1980, 1990, and 2000).

The study area has grown rapidly in the past twenty years, with a total increase of 19,570 persons, from 9,512 to 29,082, from 1980 to 2000. From 1980 to 1990, the population of Coolbaugh Township increased 69.2%, and from 1990 to 2000, it increased 125.1%. Tunkhannock Township increased 110.2% from 1980 to 1990 and 141.9% from 1990 to 2000. Mt. Pocono Borough increased 45.1% from 1980 to 1990, and increased 52.8% from 1990 to 2000. Tobyhanna Township changed the least in total population throughout the twenty-year period and was the only one below the County percent population change from 1990 to 2000. Tobyhanna Township increased 30.8% in population from 1980 to 1990, and increased 42.5% from 1990 to 2000. Monroe County increased 37.9% from 1980 to 1990 and 44.9% from 1990 to 2000. Monroe County, as well as all the municipalities within the study area, are experiencing higher population growth rates compared to the State of Pennsylvania, which only had a 3.36% change.

To compare rates of growth, the population from 1980 to 2000 and percent change from 1990 to 2000 are provided in Table 2 for the Region's municipalities, surrounding municipalities, and Monroe County.

TABLE 2

TOTAL POPULATION

COOLBAUGH TOWNSHIP, TUNKHANNOCK TOWNSHIP, TOBYHANNA TOWNSHIP, AND MT. POCONO BOROUGH, MONROE COUNTY, AND NEARBY MUNICIPALITIES

1980-2000

Municipality	1980	1990	2000	% Change 1990-2000
Barrett Township	3,273	3,216	3,880	20.7%
Chestnuthill Township	4,324	8,798	14,418	63.9%
Coolbaugh Township	**3,993**	**6,756**	**15,205**	**125.1%**
Jackson Township		3,757	5,979	59.1%
Mount Pocono Borough	**1,237**	**1,795**	**2,742**	**52.8%**
Paradise Township	1,983	2,251	2,671	18.7%
Pocono Township	5,233	7,529	9,607	27.6%
Polk Township	3,265	4,517	6,533	44.6%
Price Township	684	1,633	2,649	62.2%
Ross Township	3,466	3,696	5,435	47.1%
Smithfield Township	3,466	4,692	5,672	20.9%
Stroud Township	9,150	10,600	13,978	31.9%
Stroudsburg Borough	5,149	5,312	5,756	8.4%
Tobyhanna Township	**3,302**	**4,318**	**6,152**	**42.5%**
Tunkhannock Township	**980**	**2,060**	**4,983**	**141.9%**
Monroe County	**69,409**	**95,700**	**138,687**	**44.9%**

Source: U.S. Census Bureau 1980, 1990, and 2000.

No municipality experienced higher growth rates than Coolbaugh Township and Tunkhannock Township, with 125.1% and 141.9% changes, respectively. Tobyhanna Township and Mt. Pocono Borough had higher growth rates than most nearby municipalities.

Table 3 indicates total housing units and vacancy rates for Coolbaugh Township, Tunkhannock Township, Tobyhanna Township, Mount Pocono Borough and Monroe County in 1990 and 2000 and the percent change from 1990 to 2000.

TABLE 3

TOTAL HOUSING UNITS AND VACANCY RATES

COOLBAUGH TOWNSHIP, TUNKHANNOCK TOWNSHIP, TOBYHANNA TOWNSHIP, AND MT. POCONO BOROUGH, MONROE COUNTY

1990 - 2000

Municipality	Total Housing Units		Change 1990-2000		Vacancy Rate 2000			
	1990	2000	Number	%	Number Vacant Housing Units	% Vacant Housing Units	Home-owner Vacancy Rate (%)	Rental Vacancy Rate (%)
Coolbaugh Township	2,429	9,376	+6,947	283%	4,275	45.6	3.9	6.3
Tunkhannock Township	719	2,967	+2,248	313%	1,306	44.0	4.1	9.5
Tobyhanna Township	1,630	6,199	+4,569	280%	3,779	61.0	2.9	8.6
Mt. Pocono Borough	668	1,239	+571	85.5%	201	16.2	5.9	6.8
Monroe County	**54,823**	**67,581**	**+12,758**	**23.3%**	**18,127**	**26.8**	**2.4**	**5.5**

Source: U.S. Census 1990 American Factfinder (Quick Tables); Table DP-1 Profile of General Demographic Characteristics: 2000.

The total number of housing units increased at a greater rate than the population increase through the entire study area. For instance, from 1990 to 2000, the increase in housing units in Coolbaugh Township was 283%, while the population increased 125.1%. In Tunkhannock Township, the increase in housing units was 312.7%, while the population increase was 141.9%. In Tobyhanna Township, the increase in housing units was 280.3%, while the population increase was only 42.5%. In the Borough of Mt. Pocono, the increase in housing units was 85.5%, while the population increase was 52.8%.

Table 3 identifies the relatively high number of vacant housing units and vacancy rates in each municipality. Coolbaugh had a 6.3% vacancy rate, Tobyhanna had an 8.6%

vacancy rate, Tunkhannock had a 9.5% vacancy rate, and Mt. Pocono Borough had a vacancy rate of 6.8% for rental units. The County rental vacancy rate was 5.5%, lower than the municipalities within the Region. Homeowner vacancy rates are lower compared to the rental vacancy rates; however, the County overall had a lower homeowner vacancy rate compared to all the municipalities within the study area.

The number of vacant housing units in the Townships is exceptionally high, which reflects seasonal or second homes. 45.6% of the housing units in Coolbaugh, 44.0% of the housing units in Tunkhannock, and 61.0% of the housing units in Tobyhanna were vacant in 2000. In some cases, these types of units are being converted to year-round permanent housing.

Table 4 provides population projections for Coolbaugh, Tunkhannock, Tobyhanna Townships, Mt. Pocono Borough, and Monroe County for the years 2010 and 2020. The projections give an estimated number of people that are forecasted to live in each municipality and the County. A number of variables can affect actual population growth, so the projections cannot be viewed as a guarantee that the projected growth 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 regional impact. The population forecasts predict an increase in the Region from 29,082 persons in 2000 to 57,325 persons in 2020, an increase of 97% over the current population.

TABLE 4

POPULATION PROJECTIONS 1990-2020

COOLBAUGH TOWNSHIP, TUNKHANNOCKX TOWNSHIP, TOBYHANNA TOWNSHIP AND MT. POCONO BOROUGH, MONROE COUNTY

	1990	2000	2010	2020
Coolbaugh Township				
Population Projections	6,756	15,205	23,700	32,100
Percent Change	**125%**	**55.9%**		**35.4%**
Tunkhannock Township				
Population Projections	2,060	4,983	7,990	10,800
Percent Change	**141.9%**	**58.5%**		**36.7%**
Tobyhanna Township				
Population Projections	4,318	6,152	7,990	9,800
Percent Change	**42.5%**	**29.9%**		**22.7%**
Mt. Pocono Borough				
Population Projections	1,795	2,742	3,675	4,625
Percent Change	**52.8%**	**34.0%**		**25.9%**
Monroe County				
Population Projections	95,709	138,687	181,740	224,341
Percent Change	**44.9%**	**31.0%**		**23.4%**

Source: Monroe County Planning Commission Revised Population Projections.

Given the availability of existing subdivided lots and land available for development, people relocating from New York and New Jersey (even if they continue to commute to those areas) as developers continue to market this area, and increased accessibility to the Lehigh Valley and New Jersey because of the extension of Route 33, growth pressures in the Region will remain strong. Less expensive housing in Monroe County makes relocation attractive to many people.

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

HOUSING

Goal and Objectives

Goal: Accommodate an adequate supply of housing which meets the needs of all economic groups within the region.

Objectives:

· Accommodate a choice in housing types and densities.

· Protect the character of existing residential neighborhoods.

· Encourage provision of suitable, safe and sound living environments for present and future residents through the establishment of appropriate standards and procedures.

· Encourage maintenance, restoration, and infill of existing housing areas.

- Encourage the orderly development of new well-planned residential environments, at appropriately designated areas, which will be compatible with existing land uses and without adverse impacts; respectful of and compatible with the character of the land; and protective of sensitive natural areas.

- Accommodate housing alternatives for senior citizens.

Land Area Requirements

The total projected population increase in the Region from 2000 to 2010, using the Monroe County population projections, is 14,273 persons, resulting in 4,933 households.

The land area needed to accommodate 14,273 persons and 4,933 households varies with the density of development. If all development occurred on 12,000 square feet lots, a density of 2.9 houses per acre would result and 1700 acres would be necessary. If all development occurred on 32,000 square feet lots, a density of 1.1 houses per acre would result and 4,485 acres would be necessary. If all development occurred on one-acre lots, a density of 0.8 houses per acre would result and 6,167 acres would be necessary. If all development occurred on two-acre lots, a density of 0.4 houses per acre would result and 12,334 acres would be necessary. All calculations assume twenty percent of developed land would be used for roads, utilities, open spaces and other land uses not included within lots. Land area requirements are shown in the tables below:

HOUSEHOLD AND ACREAGE REQUIREMENTS 2000-2010

	Projected Population Increase 2000-2010	Average Household Size*	Projected Household Increase	Acreage Requirements Assuming 12,000 Sq.Ft. Lots	Acreage Requirements Assuming 32,000 Sq.Ft. Lots	Acreage Requirements Assuming 1 Acre Lots	Acreage Requirements Assuming 2 Acre Lots
Coolbaugh Township	8,495	2.98	2,851	983	2,592	3,564	7,128
Mt. Pocono Borough	933	2.63	355	122	323	444	888
Tobyhanna Township	1,838	2.54	724	250	658	905	1,810
Tunkhannock Township	3,007	3.00	1,003	345	912	1,254	2,508
Region	14,273		4,933	1700	4,485	6,167	12,334

* Assume Average household size value of 2000 Census for each municipality.
Assume 20% of tract will be devoted to uses other than lot areas.
Assume Net densities of 2.9, 1.1, 0.8, and 0.4 dwelling units per acre, respectively.

HOUSEHOLD AND ACREAGE REQUIREMENTS 2010-2020

	Projected Population Increase 2010-2020	Average Household Size*	Projected Household Increase	Acreage Requirements Assuming 12,000 Sq.Ft. Lots	Acreage Requirements Assuming 32,000 Sq.Ft. Lots	Acreage Requirements Assuming 1 Acre Lots	Acreage Requirements Assuming 2 Acre Lots
Coolbaugh Township	8,400	2.98	2,819	972	2,563	3,524	7,048
Mt. Pocono Borough	950	2.63	361	125	328	451	903
Tobyhanna Township	1,810	2.54	713	246	648	891	1,783
Tunkhannock Township	2,810	3.00	937	324	852	1,172	2,343
Region	13,970		4,830	1,667	4,391	6,038	12,077

*Assume Average household size value of 2000 Census for each municipality.
Assume 20% of tract will be devoted to uses other than lot areas.
Assume Net densities of 2.9, 1.1, 0.8, and 0.4 dwelling units per acre, respectively.

According to the Household and Acreage requirements tables above, not including existing acreage already developed for residential uses, the percent of the total municipal acreage that would have to be available for residential development would vary using the various net densities. Using the highest density, 2.9 dwelling units per acre, Coolbaugh Township would have an increase of 0.05% of the Township acreage used for residential purposes from 2000 to 2010, and an additional 1.77% of Township acreage from 2010 to 2020. An additional 1.82% of the Township, above the existing acreage already designated as residential, would occur from 2000 to 2020. In comparison, if the lowest density of 0.4 dwellings per acre was used, the increase from the existing acreage already used for residential purposes within the Township would be 13.0% from 2000 to 2010, and another 12.85% increase from 2010 to 2020. An additional 25.9% of the Township, above the existing acreage already used for residential purposes, would occur from 2000 to 2020.

Tunkhannock Township would see an additional 0.49% of the total Township used for residential purposes if the density of 2.9 dwelling units per acre was used from 2000 to 2010, and an additional 0.50% of the total Township acreage would be used for residential from 2010 to 2020. A total of 0.99% of the Township would be used for residential purposes from 2000 to 2020, above the existing acreage developed as residential. In comparison, if 0.4 dwelling units per acre, the lowest density in this scenario, were applied an additional 3.59% of the Township would be used as residential from 2000 to 2010, and an additional 3.65% of the total Township acreage would be used for residential from 2010 to 2020. An additional 7.24% of the Township would be used for residential purposes from 2000 to 2020.

Tobyhanna Township would have an additional 0.77% of the total Township used if the density of 2.9 dwelling units per acre was used from 2000 to 2010, and an additional 0.76% of the total Township would be used as residential from 2010 to 2020. A total of 1.53% of the Township would be used for residential purposes from 2000 to 2020, above the existing acreage developed as residential. In comparison, if 0.4 dwelling units per acre, the lowest density in this scenario, were applied, an additional 5.60% of the Township would be used as residential from 2000 to 2010, and an additional 5.52% of the total Township acreage would be used for residential from 2010 to 2020. A total of 11.12% of the Township would be used for residential purposes from 2000 to 2020, above existing residential acreage within the Township.

Mt. Pocono Borough would have an additional 15% of the total Borough acreage consumed if the density of 2.9 dwelling units per acre was used from 2000 to 2010, and an additional 14.91% of the total Borough would be used as residential from 2010 to 2020. A total of 29.9% of the Borough would be used for residential purposes from 2000 to 2020, above the existing acreage developed as residential.

Developing at a higher density can limit the amount of acreage needed to be designated as residential uses and help preserve land for other types of uses and opportunities such as open space, park and recreation, commercial and industrial.

Below is the approximate available land within Residential and Rural categories shown on the Future Land Use Plan for the Region, outside of approved subdivisions. Some of this land may not be buildable. The actual density that could be obtained would depend upon the type of development proposed (i.e. cluster development vs. traditional lot development).

Approximate Available Vacant Land within Residential and Rural Areas for the Region shown on Future Land Use Plan Outside of approved subdivisions

Municipalities	Available Land (Acres)
Tobyhanna Twp.	3,700
Tunkhannock Twp.	1,900
Coolbaugh Twp.	3,000
Mt. Pocono Borough	250
Total for Region	**8,850**

In addition to having vacant land outside approved subdivisions being potentially available for development, vacant land within approved residential subdivisions can accommodate some residential growth. The 2002 table on the next page indicates

approximately 11,000 vacant parcels in the Region out of a total of 33,484 parcels. Most of the vacant parcels are small and within approved subdivisions. Approximately 9700 parcels were less than an acre in size, approximately 800 between 1 and 2 acres, and approximately 400 between 2 and 4 acres.

Not all of the vacant parcels can be developed. Limitations are imposed by environmental constraints, small parcel size, and infrastructure limitations.

GROWTH POLICIES

This Plan's strategy for designated growth areas is to allow development of vacant land that is free of environmental restraints and can be adequately served by sewer and water facilities, preferably public sewer and central water, and other infrastructure. Construction in approved subdivisions would continue. Outside of growth areas, development in already planned developments will likely continue, and new conservation subdivision could occur with appropriate infrastructure as long as environmentally sensitive areas are preserved.

The Future Land Use Plan identifies Designated Growth Areas, in which existing utilities and community services are typically established and which are intended to accommodate growth. Infill is new development or redevelopment on vacant lots located within existing developed areas. By encouraging infill, costs could be lower for developers and homeowners due to the accessibility of the existing services and utilities. Future Growth Areas in Mount Pocono can be infill targets when sufficient infrastructure is in place to support development.

A technique for minimizing land consumption is encouraging infill within areas that already have the resources to accommodate higher densities and infrastructure to support growth. There are various ways to promote infill in growth areas, as discussed below. The municipalities could review these for appropriateness within their growth areas.

Vacant Lots: 11378 out 33,484			
FREQUENCY	**CODE**	**RANGE**	**ACRES**
9760	1	less than 1.0004 acres	3752.123100
888	2	1.0013 to 2.0004 acres	1101.371600
393	3	2.0005 to 4.0004 acres	1028.457000
99	4	4.0005 to 7.0004 acres	534.231500
125	5	7.0005 to 20.0004 acres	1492.890500
61	6	20.0005 to 50.0004 acres	1978.374600
52	7	More than 50 acres	6008.231900
11378			**15895.680200**

POTENTIAL INFILL PROMOTION STRATEGIES FOR CONSIDERATION BY MUNICIPALITIES WITHIN GROWTH AREAS

Zoning Strategies

1. Target and map areas for infill development – Designated and Future Growth Areas

2. Zone areas appropriately

3. Determines type of development desired

4. Consider more design flexibility in ordinances to achieve desired end – flexibility in setbacks, yard requirements, lot widths, and lot size

5. Provide density bonuses for public sewer and central water facilities

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

7. Allow for nearby convenience stores and services in designated economic development areas

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

9. Allow well designed, buffered two-family or multifamily housing in designated areas, if appropriate utilities are available.

10. Consider transfer of development rights with bonuses to existing developments from areas targeted for preservation or conservation

Subdivision and Land Development Strategies

11. Streamline procedures and permitting

    - reduce delays and hearings
    - have expeditor

12. Review level of service standards (such as amount of recreation) and design standards (such as road widths) for appropriateness

13. Consider incentives for infill projects:

    - reduced development/permit fees
    - reduced impact fees for infill projects
    - reduced infrastructure connection fees

Public Relations Strategies

14. 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

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

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

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

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

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

19. Real estate transfer tax relief for purchase of properties in existing developments in growth areas

20. Property tax abatement

21. Municipal takeover of private roads

22. Foster programs which encourage home renovation and rehabilitation in existing neighborhoods

23. Assistance in assembling parcels (homeowners associations, realtors, developers)

Municipal Infrastructure Policies

24. Infrastructure improvements [roads (new or improved), parks, utilities (public sewer, central water), streetscape, drainage facilities, pathways] in growth areas

25. Make transit or paratransit service available

26. Make community facilities and services available (senior centers, community centers, etc.)

27. Locate municipal services near existing developed areas

As noted elsewhere in this report, infill will be encouraged in designated growth areas, but not actively encouraged in existing developments outside the designated growth areas. A major quality of life issue in the Region is the ability of homeowners associations, particularly in older developments, to provide adequate roads, services, and amenities to residents.

Managing growth is critical. As noted 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."

Improving the transportation system to serve designated growth areas will require cooperation with Monroe County agencies, regional agencies, and PennDOT. Given the availability of public sewer systems in Mount Pocono Borough, the Blakeslee Area in Tobyhanna Township, and portions of Coolbaugh Township, the capacity to serve continued growth in the growth areas should be monitored and the possibility of providing additional capacity in a cost effective manner studied as necessary.

CHAPTER 11

ENERGY CONSERVATION

There is an inter-relationship 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 best 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. Utilization of the Borough/Village Center Mixed Use concept is an example.

- 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 12

PLAN INTERRELATIONSHIPS

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 central water facilities and public sewer and central water facilities are not planned for areas not intended for intensive development. Growth areas have been designated in the Route 611-Route 940 corridor in Mount Pocono and in areas west in Tobyhanna Township and north in Coolbaugh Township, where public sewer is available or most likely to be available. Likewise, a designated growth area is established in the Route 115-Route 940 corridor from Blakeslee to the east and south. Sewer is also available, or potentially available, in that corridor.

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 work force. 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 a new I-380 interchange at the industrial areas in Coolbaugh Township, 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, such as improvements to the Five Points area. Bypasses of the Five Points area can add to the attractiveness of business parks north of Mount Pocono. Major economic development areas are located in the major road corridors, with access to the Interstate road system, I-80 and I-380.

When development occurs, access management techniques such as those listed on page 5-15 can enhance the mobility, safety, and efficiency of road corridors. By designing residential developments with interior road access the properties can have improved livability and resale value and provide double service of roadways and utility systems. In large developments the parallel access roads can offer desirable opportunity for display of sales models.

Interrelationships of Plan Components

	Land Use and Housing	Sewer and Water	Community Facilities	Transportation	Natural Environment	Economic Development
Land Use and Housing	▪ 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	▪ Growth should occur where have adequate facilities	▪ Consider existing facilities and plans, appropriate discharge standards and methods	▪ Locate with consideration of ability to serve, consistent with land use goals	▪ 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	▪ Include facilities to service residents and growth areas	▪ Major facilities should be adequately served	▪ Consider existing facilities and plans, potential cooperative efforts	▪ Should adequately service facilities in the region ▪ Consider linkages of community facilities	▪ Can provide recreational opportunities	▪ Can provide a tax base to support provision of facilities
Transportation	▪ Growth should occur where have adequate system ▪ Maintain functional operation and safety when growth occurs	▪ Should be coordinated in support of growth areas	▪ Locate major facilities where can be adequately serviced ▪ Concerns for school transportation system ▪ Consider impacts on system from growth	▪ Consider existing facilities and plans, coordinate with County and PennDOT ▪ Plan improvements to the system	▪ Can provide scenic roads and vistas	▪ Access management and necessary road improvements must be considered
Natural Environment	▪ Development should occur where land is suitable and resources will not be harmed	▪ Should not extend to areas where irreparably harm important resources	▪ Can incorporate natural features	▪ Can facilitate access to resources ▪ Design system with consideration of existing environment and resources	▪ Existing natural resources should be protected, enhanced and interpreted	▪ Protect the natural environment
Economic Development	▪ 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	▪ Contribute to quality of life and the attractiveness of the area	▪ Can support economic development ▪ Enhance regional public transportation system ▪ Address system deficiencies to improve business climate	▪ Contribute to quality of life and attractiveness of area to businesses	▪ Support existing business centers ▪ Look for KOZ opportunities

CHAPTER 13

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 Coolbaugh, Mount Pocono, Tobyhanna, Tunkhannock Region is generally consistent with the County Plan.

Monroe 2020 discusses a primary center at Mount Pocono and nearby Coolbaugh Township, including the commercial and residential development of Mt. Pocono, the airport, and the business parks. Blakeslee is considered as having the potential for another growth center because of availability of sanitary sewers in the area, a business park, commercial concentration and residential development.

Routes 611, 115, and 940 are indicated as major corridors within the Region. Route 80 and its interchanges is recognized as another major traffic influence in the Region.

Monroe 2020 indicates that 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.

This regional Comprehensive Plan designates portions of the Borough of Mount Pocono, the Route 611 corridor in Coolbaugh Township, and portions of Tobyhanna Township along Route 940 and I-380 as growth area. The remainder of Mount Pocono is designated as future growth area, primarily because the Borough believes that infrastructure concerns, such as the Five Points intersection, must be addressed before encouraging substantial population growth in the Borough.

This regional Comprehensive Plan also designates a growth area in the Blakeslee area and in the Route 115 corridor from Blakeslee to the raceway in Tunkhannock Township. The concept of the centers in Mount Pocono and Coolbaugh Township and at Blakeslee in Monroe 2020 are recognized in this Plan, as well as the concept of development along the Route 611 corridor and portions of the Route 940 and Route 115 corridors.

The Regional Comprehensive Plan has also stressed the importance of open space, designating much of the region as Conservation, and indicating that most development will occur in the centers and corridors discussed above, and within existing residential subdivisions.

The Regional Comprehensive Planning Committee discussed to what extent infill within existing residential subdivisions outside the growth areas should be encouraged, and initially had drawn up an extensive program for encouraging such infill. The homeowners associations had concerns about proactively encouraging development within existing residential developments, because of economic concerns for the homeowners' associations. Increased development within the subdivisions results in increased financial responsibilities for the homeowners' associations. Thus, this Plan permits development within existing subdivisions, in most all cases designates those areas Residential or Rural, but stresses infill within the designated growth areas and the future growth area in Mount Pocono. Supporting infill and redevelopment in and near centers when appropriate infrastructure is available is consistent with Monroe 2020.

Consistent with Monroe 2020, this regional Plan recognizes the Route 611-Route 940-I-380 corridor as a major economic development area. Provision is made for Industrial, Business Development, General Commercial, and Borough/Village Center Mixed Use within this corridor. The Pocono Mountains Corporate Centers, as well as additional industrial areas along Route 611 in Coolbaugh Township, provide ample capacity for economic development within the Region. Provision is also made for economic development in the Business Development, Industrial, and General Commercial areas along Route 115 in the western portion of the region.

Monroe 2020 is concerned with discouraging strip commercial development along corridors within the County. In the regional 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.

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. The use of planned business parks for development rather than strip development is encouraged. This Comprehensive Plan also endorses enacting zoning provisions to result in such attractive and well planned development.

Monroe 2020 also discusses consolidating, interconnecting and expanding existing sewer and water systems, encouraging residential and economical development to connect to such systems. This could require changes to municipal Act 537 Plans. Growth areas in the Regional Plan have established where public sewer and community 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.

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.

Monroe 2020 strongly endorses the extension of passenger rail service to the Region. The Regional Planning Commission recognizes the need to resolve the issue of passenger rail service but does not endorse such service to the Region. Freight rail service is seen as an economic benefit. Passenger rail service may aid some commuters, but could also bring increased growth pressures within the Region. The Region is now dealing with the effects of tremendous population growth within the Region, and further stimulus of such growth may not be in the Region's best interest until adequate solutions are implemented to address existing regional infrastructure and tax conditions.

CHAPTER 14

ECONOMIC DEVELOPMENT PLAN

INTRODUCTION

The economy of the Region has experienced changes as new business, commercial, and industrial parks have developed and continue to develop within the Routes 611, 940, and 115 corridors. The New Ventures Commercial Park in Tobyhanna Township along Route 115 near the Interstate 80 interchange is a 285 acre business park with capacity for new development. The 1.2 million sq. ft. Wal*Mart retail distribution center is open off Route 611 in Coolbaugh Township. It employs approximately 850 people. There is additional industrial capacity in the areas surrounding the Wal-Mart facility. The Pocono Mountains Corporate Center along Routes 940, 611, and 196 is comprised of the existing 200 acre Pocono Mountains Corporate Center South along Route 940, the 600 acres Pocono Mountains Corporate Center West along Route 611, and the 250 acre Corporate Center East along Routes 611 and 196. The West Center is not yet developed. The East Center is now developing. Commercial development has occurred along Route 940 within and west of Mount Pocono and in the Blakeslee area. The Monroe County Planning Commission has identified the Route 611-940-I-380 corridor as a major economic development area within the County.

The Region has experienced construction of major distribution centers because of the Region's location and transportation network, with freight rail service and access to I-80 and I-380. The Mountain Healthcare Center now has been constructed in the Pocono Mountains Corporate Center East. It would be desirable for the Region to experience a variety of business development within the business parks to provide for a range of skill requirements and salary opportunities. A major concern of the Region's municipalities is the creation of family sustaining jobs, not just minimum wage jobs.

TAX BASE ISSUES

The Tobyhanna Army Depot remains the Region's largest employer with approximately 3,300 employees, but there are periodic Federal government reviews of whether to retain that facility. Tourism has been an important component of the Region's economy, but will not be sufficient to address tax base concerns in the Region. The Pocono International Raceway brings people into the region for race events and has been a major source of amusement tax income. Recent changes will result in a reduction in amusement tax revenue.

As more development has occurred in the Region**,** concerns have increased over the costs associated with that development. One way to address the issue of increased costs

is more cooperative efforts of the municipalities and volunteer organizations to try to control costs of services.

Another approach to addressing increased costs is to try to increase the tax base within the area. Additional industrial development and commercial development in the area can increase the tax base. The Penn State College of Agricultural Sciences Cooperative Extension has published a study entitled, "Fiscal Impacts of Different Land Uses, the Pennsylvania Experience." Eight Pennsylvania Townships were studied to determine the potential fiscal impact of land uses. For residential, commercial, industrial, and farm and open land uses, the ratios of revenues to expenditures were calculated. Residential land, on average, contributed less in revenue to the municipality and school district than it required in expenditures. Much of the negative fiscal impact was because of school expenses. Commercial, industrial, and farm and open land provided more revenue than they required in expenditures. The study also indicates that these results are consistent with other states' experiences. In all but one Township, farm and open land had the best ratio of income to expenses among commercial, industrial, and farm and open land uses.

In the Future Land Use Plan, Business Development, Industrial, and General Commercial areas are found along the Route 115 corridor. These reflect some existing development, but do provide capacity for additional development. Neighborhood commercial areas are shown along Routes 940 and 115 to serve residential development in those corridors.

Additional neighborhood commercial development is indicated at Long Pond and hamlets along Route 940, to serve residents and tourists.

General Commercial land is designated along the Route 196 corridor, to provide areas to serve the residential development in that corridor.

Large areas of industrial land are set aside in the Route 611 corridor extending from the vicinity of the airport to the village of Tobyhanna. Business development areas are located along Route 940 and at Pocono Mountains Corporate Center East. Along with the large General Commercial area found at the Route 940-I-380 interchange, these areas would be the major economic development areas in the eastern portion of the Region.

General commercial areas are also shown along Route 940, reflecting existing development, and some capacity for additional development or reuse of properties. The mixed use Borough/Village Center areas in Mount Pocono, Pocono Summit, and Tobyhanna will allow for a mixing of residential and commercial uses. These commercial uses would serve residents and could also serve tourists.

Encouraging Economic Vitality

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 Routes 611, 940, 196, and 115, and strengthening entry images at entrances to the municipalities. This is not the entire solution, however.

It is important to preserve residential neighborhoods which support the commercial areas and provide a workforce. 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. "A sense of place" is a term used more and more in community planning. To say that there is a sense of place is to say that there is a location which is distinctive, to which people attach meaning, where there is a sense of a physically defined area, and where past and future experiences can be shared with other people.

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, and throughout the Poconos, maintaining a sense of place also involves, and perhaps most importantly involves, protecting the natural environment. The final 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.

Corridor Commercial Development

Encouraging development that enhances the visual character of the road corridors in the Region makes economic sense, as it can help prevent decline of the area in the future. Design principles for commercial and industrial development should be established.

Such design principles would result in continuity in the design of development along the corridor and take into account such factors as signage, screening, landscaping, setbacks, architecture, and streetscape improvements.

Mount Pocono, Blakeslee, and Tobyhanna

Developments outside these centers should be designed to connect to and complement the centers, not detract from them, so the centers will remain viable. Active planning to attract people to existing centers should occur. Creation of village greens should also be encouraged where feasible, even if long-term projects. The greens serve as places for people to meet neighbors, interact, and hold community functions.

Pedestrian scale and additional human interaction can also be fostered by development of the greenway system throughout the Region and connections to that greenway system. It would be desirable to have appropriate bicycler and pedestrian-friendly facilities, including bike racks, sitting places, and plazas at the destination points.

In programs designed to strengthen centers, the following should be key elements:

- **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.

- **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.

- **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. Encourage businesses to work together

-- Encouraging attractive window and interior merchandise displays

-- Maintaining information on the centers

-- Marketing and promoting businesses

-- Conduct 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

Balance

In the report of the Pennsylvania 21st Century Environment Commission, sustainable communities are encouraged. Sustainable communities are those that provide for a good economy while protecting the environment and consider issues of social equity and quality of life.

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, open space, buffers, and stream corridors. The intent of the Plan is to balance 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 Development Goal and Objectives

The following are the economic development goal and objectives for this Plan:

Goal: **Provide for economic development in the region in an environmentally responsible manner to enhance the tax base and provide family sustaining jobs for local residents.**

Objectives:

- Enhance the quality of life.
- Accommodate economic development, such as offices, warehouse/distribution, industry, research and technology businesses, and tourism-based activities appropriate in type and scale at designated locations that do not detract from the quality of life.
- Encourage appropriate utilization of the Region's vacant and underutilized commercial and industrial properties for productive new development.
- Retain the viability of the Borough's "downtown business area."
- Encourage new economic development that respects the importance of the Region's land and water resources.
- Encourage economic development where a core of such development exists and adequate transportation, and sewer and water facilities will be available.
- Ensure citizens understand economic development and fiscal balance needs and support efforts to expand the economic base.
- Encourage a pattern of concentrated, planned development with safe, efficient, and managed access and relate the scale to needed infrastructure.
- Protect natural resources, which enhance "green" tourism in the Region.

The following actions for economic development are contained in the Action Plan:

A. Enhance downtown Mount Pocono and the Villages of Blakeslee and Tobyhanna through streetscape improvements in coordination with PADCED and PENNDOT.

B. Support appropriate commercial development in the Borough/Village Center Mixed Use and Neighborhood Commercial areas.

C. Implement trail, pedestrian pathway, transit, and para-transit planning to facilitate access to employment opportunities, community facilities, and the circulation system. Connect to expanded bus and rail service to the Region. Facilitate access to the Borough and Villages within the Region.

D. 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. Expand upon events such as the Mount Pocono Arts and Music Harvest Festival and the sidewalk sale and flea market.

E. Monitor the need to increase availability and sharing of parking facilities; facilitate pedestrian and bicycle circulation; and facilitate transit access in commercial areas in the Region through cooperation with area businesses, PENNDOT, and County agencies and authorities. Establish a parking program for the Borough of Mount Pocono.

   Require pedestrian pathways within and for connection of commercial areas to foster walkability. Assure such pedestrian routes are attractively designed to encourage use and reduce vehicle trips between commercial uses.

F. Work with potential land developers to achieve appropriate scale, signage, aesthetics, pedestrian amenities, and intensity and types of commercial development when development occurs in the commercial areas of the Region, and provide for the commercial needs of the community. Address design and performance standards, access management, permitted uses, and area and bulk regulations in Zoning Ordinances.

G. Continue to allow residential uses in the Borough/Village Center and Neighborhood Commercial areas to provide for a mixed-use environment.

H. Enhance the gateways to the Region and communities and the sense of identity of the communities.

I. Involve the Region's residents and business community in committees to address major issues of concern within the Region.

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.

J. Jointly monitor availability of grants for economic and community development and pursue such grants.

K. Identify and support activities to promote the Region, promote tourism, retain existing businesses, attract or recruit desired new businesses, and enhance existing businesses in designated areas. Bring the business community and residents together in efforts to do this.

Work to attract suppliers of, and businesses related to, existing businesses in the Region.

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.

Support activities of the Mount Pocono Downtown Merchants Association and Mount Pocono Association.

Encourage active participation of the Pocono Mountains Vacation Bureau in the Region to support green tourism and cultural tourism.

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.

Take advantage of programs of Monroe County CareerLink to subsidize new employee salaries if on-the-job training is provided.

Inform economic development agencies of areas and buildings zoned and available for commercial and industrial development in the Region.

Participate in regional economic development activities within and beyond Monroe County to encourage economic development and entrepreneurial endeavors, build a more diverse business base, increase high tech/high skilled job opportunities, and create family sustaining jobs in the Region. Work with groups such as Pocono Mountain Industries, PPL Electric Utilities, Northeast Pennsylvania Alliance, University of Scranton Small Business Development Center, and East Stroudsburg University Business Accelerator.

L. Provide for public areas within the Region through provision of open spaces, village greens, recreation facilities, greenways, improved pathways, and indoor facilities.

Emphasize enhancement of the Borough and Villages in the Region.

M. Continue to zone land available for commercial, office, and industrial development in Mixed Use, Commercial, Industrial, and Business Development areas.

N. Establish zoning policies for home employment and home occupations.

O. Encourage appropriate adaptive re-use of historic, vacant, and underutilized buildings.

P. Maintain and enhance the quality of life and business climate in the Region through other listed actions for resource preservation, transportation enhancements, and economic and community development, in order to retain and attract new businesses. Realize the importance of the availability of a well educated and skilled labor force, available infrastructure, accessibility and facility of circulation, and reasonable taxation and regulation climate.

Q. Maintain web sites which will contain information on zoning, the community, upcoming events, and available buildings and land.

R. Work to provide necessary transportation, telecommunications, and sewer and water infrastructure to designated Commercial, Industrial, and Business Development areas.

S. Enhance “green” tourism in the Region through protecting the Region’s natural resources.

T. Support continued operation of the Tobyhanna Army Depot. Identify synergies for attraction of new businesses.

U. Work with Northampton Community College and East Stroudsburg University to provide expanded offerings to the Region's residents.

V. Work with telecommunications companies to assure adequate telecommunications facilities, including fiber optics, are available to businesses within the Region.

W. Investigate the feasibility of extending public sewer into Tunkhannock Township from Tobyhanna Township along Route 115 to promote economic development where identified on the Future Land Use Plan.

X. 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 noncompliant signage and driveways and enforce applicable regulations. Establish responsibility in each municipality for addressing this issue.

Y. Support efforts to improve the facilities and capabilities at the Pocono Mountains Municipal Airport, including runway expansions, lighting, and use of a precision instrument landing system.

Z. Engage a discussion as to whether the Region is best served by passenger rail service or expansion of freight rail service to support economic development.

AA. Investigate the opportunities for expanded natural gas service in the Region.

BB. Encourage nonprofit organizations to apply for Pocono Mountains Vacation Bureau beautification grants to improve curbside appeal.

CC. Work with the Monroe County Industrial Development Authority to secure funding for infrastructure improvements to support economic development in the Region.

DD. Work together as a Region, with cooperation from the School District and state legislators, to attain a favorable tax structure in the Region, in order to remain attractive to new business development.

EE. Monitor opportunities to establish Keystone Opportunity Zones (KOZ's).

FF. Use Transportation Impact Fees (TIF) to fund needed road improvements within the Region.

APPENDIX 1

QUESTIONNAIRE RESULTS

APPENDIX 1

QUESTIONNAIRE RESULTS

COOLBAUGH, TOBYHANNA, TUNKHANNOCK, MT. POCONO
REGIONAL COMPREHENSIVE PLAN
QUESTIONNAIRE

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

Coolbaugh Township	219
Tobyhanna Township	
Tunkhannock Township	
Mt. Pocono Borough	

2. How long have you lived or owned property in your Township or Borough?

5 years or less	39
6-10 years	46
11-20 years	84
More than 20 years	49

3. a. Is your residency:

Full time	112
Part time	90
Not at all	5

b. If your residency is part time or not at all, do you expect to become a full time resident within the next 20 years?

Yes	37
No	30
Not Sure	45

4. Where do you work?

At home	6
Elsewhere in the municipality where I live	19
Elsewhere in Monroe County	30
Other Pennsylvania County	33
State of New Jersey	31
New York State	41
Other Out of State	7
Retired	46

5. What is your age?

18-24	0
25-34	8
35-44	45
45-54	61
55-64	55
65 and older	53

6. What do you like most about living in your Township or Borough? (Please rank up to three, 1 through 3, 1 being the one you like the most.)

Total		1	2	3		1	2	3	Total
37	Landscape	11	11	15	Residential developments	0	2	2	4
96	Rural Atmosphere	53	27	16	Safety	2	3	5	10
62	Open Space	24	22	13	Job Opportunities	0	0	1	1
3	People	1	2	0	Quiet	32	22	27	81
10	Schools	2	3	5	Roads	3	1	1	5
30	Recreational Opportunities	6	10	14	Access to Work	4	3	2	9
12	Taxes	2	2	8	Access to Shopping	1	0	5	6
1	Traffic	0	1	0	Small Town Atmosphere	10	17	4	31
5	Housing Quality	2	2	1	Lakes	8	14	10	32
17	Housing Cost	7	5	6	Sewage Facilities	0	1	3	4
3	Emergency Services	0	2	1	Wildlife	19	25	37	81
1	Rate of Development	0	1	0	Pollution	2	1	2	5
2	Loss of Open Space	1	1	0	Community Facilities	2	3	1	6
8	Water Supply	4	4	0	Availability of Public Transportation	0	0	2	2

7. What do you like least about living in your Township or Borough? (Please rank up to three, 1 through 3, 1 being the one you like the least.)

Total		1	2	3		1	2	3	Total
76	Traffic	22	32	22	Recreational Opportunities	0	1	2	3
105	Taxes	73	16	16	Schools	2	3	4	9
41	Residential developments	10	11	20	Pollution	2	2	6	10
8	Safety	3	1	4	Availability of public transportation	7	8	12	27
16	Roads	3	8	5	Sewage Facilities	3	6	6	15
37	Job Opportunities	13	16	8	Water Supply	1	3	5	9
5	People	4	0	1	Community Facilities	1	2	2	5
83	Rate of Development	32	30	21	Access to Work	2	0	4	6
68	Loss of Open Space	16	31	21	Access to Shopping	1	3	5	9
6	Emergency Services	1	0	5	Quiet	1	0	1	2
7	Housing Quality	1	4	2	Wildlife	0	1	2	3
2	Housing Cost	0	1	1	Small Town Atmosphere	0	0	0	0
2	Landscape	0	1	1	Lakes	0	0	1	1
1	Rural Atmosphere	0	1	0					
2	Open Space	0	0	2					

8. What do you think are the most important planning issues needing to be addressed within the next 10 years? (Please check three and rank them 1 through 3, 1 being the most important).

	1	2	3	Total
Managing residential growth	67	35	21	123
Preservation of open space	35	41	16	92
Preserving environmentally sensitive areas such as woodlands, wetlands, and steep slopes	28	28	26	82
Transportation system upgrade	16	9	7	32
Sewage disposal	6	10	7	23
Drinking Water Supply (quantity)	1	9	5	15
Zoning	5	5	8	18
Encouraging economic development	12	11	11	34
Preserving historically significant buildings and structures	1	1	6	8
Water quality protection	4	6	8	18
Tax base	26	18	24	67
Police/Crime Watch	6	10	22	38
Promoting vitality of Village Centers (Mt. Pocono, Blakeslee, and Tobyhanna)	2	6	16	24
Providing recreational facilities	0	4	7	11
Stormwater management	0	0	0	0
Watershed management	1	1	2	4
Emergency services	1	2	3	6

9. Would you be willing to have your Township or Borough taxes increased for one or more of the following?

Protection of environmental resources?	Yes 103	No 98
Farmland preservation/development rights purchase?	Yes 61	No 127
Preservation and upkeep of more open space?	Yes 98	No 102
Preservation of historic resources?	Yes 42	No 143
Road Improvements?	Yes 81	No 110
Public sewer and water improvements?	Yes 65	No 125
Acquisition of City of Bethlehem Watershed land?	Yes 21	No 155
Promoting economic development?	Yes 46	No 142
Acquisition of Buck Hill Falls?	Yes 20	No 158
Municipality take over of private roads?	Yes 39	No 152

10. Do you think it is important to improve landscaping, signage, decorative lighting, benches, building façade appearance and similar amenities in Mt. Pocono Borough, and the villages of Blakeslee and Tobyhanna?

Yes	93
No	77
Not Sure	46

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

Acceptable	71
Too high	139
Too low	5

12. a. Do you think it is important to have additional design standards for commercial signage along road corridors in the region?

Yes	138
No	37
Not Sure	41

b. Do you think it is important to have additional design standards for future commercial development in the region?

Yes	166
No	19
Not Sure	30

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

Strongly Agree	96
Agree	76
Disagree	9
Strongly Disagree	2
Not Sure/Don't Know	22

b. If you agree, or strongly agree, with the above statement, which is the one most important reason for your opinion?

Farmland's value in food production	26
Preserving farmland is a means of maintaining open space	72
Farming is important to the region's economy	25
Preserving farmland helps maintain rural character	60
Not sure/Don't know	9

14. In some areas of the country, planners are designing developments using alternative concepts to standard single family subdivisions. Listed below are these concepts. Which concepts should be applied to the region?
(Please check three and rank them 1 through 3, 1 being the most preferred.)

	1	2	3	Total
Conservation Development (Growing Greener concept) (Special natural features of a tract are preserved as open space; houses are located to maximize views of open space, and road systems and lot lines are established to conform to open space and house locations)	145	15	11	171
Cluster design. (Reducing lot sizes for houses and grouping the amount of lot size reduction into common open space.)	7	27	26	60
Traditional neighborhood development. (Relatively compact development, limited in size and oriented toward pedestrian activity.)	11	45	29	85
Mixed use. (This means creating development that includes a mix of residential and commercial uses or a mix of commercial and industrial uses)	10	22	18	50
Borough and Village Extension. (Extending borough and village development patterns into adjoining areas of the Townships)	5	29	25	59
Don't change the way development is currently designed	22	7	16	45

15. Which of the following should be promoted in the region?
(Please check three and rank them 1 through 3, 1 being the most important.)

	1	2	3	Total
Research and development firms	20	33	17	70
Light Manufacturing	12	12	20	44
Tourism and cultural attractions	59	23	22	104
Health services	44	20	25	89
Legal and Financial services	3	6	5	14
Personal services	3	15	11	29
Agriculture	8	19	10	37
Warehousing and distribution facilities	7	8	13	28
Retail and wholesale trade	3	12	16	31
Businesses coordinating with Army Depot operations	9	21	14	43
High technology firms	26	19	14	59
Medium to Heavy Manufacturing	1	3	6	10
None of the above	18	4	1	23

16. a. Do you think expansion of bus service in the region would be an important asset to the region?

Yes	95
No	75
Not sure	46

b. Would you use such expanded bus service?

Regularly	20
Occasionally	63
Not at all	134

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

Yes	144
No	48
Not sure	23

b. If you would use the rail service, to where would you want to ride?
New York City – 82; New Jersey – 22; Philadelphia – 16; Long Island – 2; Mt. Pocono – 3; Reading – 1; Boston – 1; Washington – 3; Scranton – 2; Stroudsburg – 1; Atlantic City – 2; Allentown – 1; 25 mile radius – 1

18. Do you or would you support the following transportation projects?

Special use I-80 interchange in vicinity of Pocono Raceway to be open only during the major raceway events? (Stony Hollow Rd. in Tobyhanna and Tunkhannock Twps.)	Yes 97	No 85
Improvement of Route 115 – I-80 interchange? (Tobyhanna and Tunkhannock Twps.)	Yes 57	No 102
Improvement of Route 940 – I-380 interchange? (Tobyhanna Township)	Yes 111	No 64
Route 115 corridor improvements? (Tobyhanna and Tunkhannock Townships)	Yes 50	No 102
Five Point intersection improvements? (Mt. Pocono Borough)	Yes 157	No 29
Route 196 corridor improvements? (Mt. Pocono Borough, Coolbaugh Township)	Yes 129	No 57
Route 940 corridor improvements? (Route 115 to Route 611)	Yes 105	No 68
New I-380 Interchange at the industrial parks? (Coolbaugh Township)	Yes 106	No 69

19. Check any of the following which you think are transportation problems in the region.

Inadequate parking	20
Inadequate public transportation	66
Lack of bikeways	61
Lack of sidewalks or walking paths	73
Traveling Route 940	67
Traveling Route 196	101
Traveling Route 115	24
Traveling Route 611	97
Other	21

20. Do you think the region needs additional commercial establishments (such as retail stores and offices) and industrial establishments (such as warehousing and manufacturing)?

a. Additional Commercial Establishments

Yes	100
No	111
Not sure	26

b. Additional Industrial Establishments

Yes	79
No	94
Not sure	35

21. If additional commercial development occurs in the region, where should it be located? (Please rank three, 1 through 3, 1 being the most favored.)

	1	2	3	Total
In Mt. Pocono Borough	25	13	16	54
In the Villages in the Townships (such as Blakeslee, Tobyhanna, Pocono Pines)	27	21	11	59
In the I-380-Rt. 611-Rt. 940 corridor	34	27	11	72
Next to interchanges with interstates	52	18	11	81
Along Route 940	21	25	20	67
Along Route 611	15	14	28	57
Along Route 196	13	14	6	33
Along Route 115	7	13	13	33
Other	10	1	16	27

22. If additional industrial development occurs in the region, where should it be located? (Please rank three, 1 through 3, 1 being the most favored.)

	1	2	3	Total
In Mt. Pocono Borough	16	10	10	36
In the Villages in the Townships	5	8	8	21
In the I-380-Rt. 611-Rt. 940 corridor	44	27	7	78
Next to interchanges with interstates	73	32	11	118
Along Route 940	18	16	20	54
Along Route 611	7	15	14	38
Along Route 196	10	3	13	27
Along Route 115	11	14	14	39
Other	13	5	16	34

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

	Yes	No
In Mt. Pocono Borough	40	145
Filling in existing developments in the Townships	74	112
In new single family developments in the Townships	50	128
In new apartment and townhouse developments in the Townships	35	141
In the villages in the Townships	51	120
In retirement communities and assisted living facilities	133	52

24. Please list any additional comments you have or any other issues in the region it is important to address.

COOLBAUGH, TOBYHANNA, TUNKHANNOCK, MT. POCONO
REGIONAL COMPREHENSIVE PLAN
QUESTIONNAIRE

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

Coolbaugh Township	
Tobyhanna Township	
Tunkhannock Township	
Mt. Pocono Borough	20

2. How long have you lived or owned property in your Township or Borough?

5 years or less	4
6-10 years	3
11-20 years	8
More than 20 years	7

3. a. Is your residency:

Full time	16
Part time	4
Not at all	2

b. If your residency is part time or not at all, do you expect to become a full time resident within the next 20 years?

Yes	0
No	5
Not Sure	2

4. Where do you work?

At home	0
Elsewhere in the municipality where I live	4
Elsewhere in Monroe County	2
Other Pennsylvania County	2
State of New Jersey	4
New York State	0
Other Out of State	2
Retired	8

5. What is your age?

18-24	
25-34	
35-44	3
45-54	6
55-64	5
65 and older	7

6. What do you like most about living in your Township or Borough? (Please rank up to three, 1 through 3, 1 being the one you like the most.)

Total		1	2	3		1	2	3	Total
1	Landscape		1		Residential developments		1		1
9	Rural Atmosphere	4	3	2	Safety				
6	Open Space	1	4	1	Job Opportunities				
2	People			2	Quiet	3	1	3	7
1	Schools			1	Roads				
1	Recreational Opportunities		1		Access to Work	1		1	2
1	Taxes		1		Access to Shopping	2		2	4
	Traffic				Small Town Atmosphere	3	1	1	5
	Housing Quality				Lakes				
5	Housing Cost	1	3	1	Sewage Facilities		1		1
	Emergency Services				Wildlife	3		4	7
	Rate of Development				Pollution				
	Loss of Open Space				Community Facilities				
	Water Supply				Availability of Public Transportation		1	1	2

7. What do you like least about living in your Township or Borough? (Please rank up to three, 1 through 3, 1 being the one you like the least.)

Total		1	2	3		1	2	3	Total
10	Traffic	5	3	2	Recreational Opportunities			1	1
11	Taxes	8	3		Schools			1	1
7	Residential developments	1	3	3	Pollution				
2	Safety			2	Availability of public				
1	Roads		1		transportation		3		3
7	Job Opportunities	4	1	2	Sewage Facilities				
1	People			1	Water Supply				
7	Rate of Development	1	2	4	Community Facilities		1		1
4	Loss of Open Space	2	1	1	Access to Work				
	Emergency Services				Access to Shopping				
	Housing Quality				Quiet				
	Housing Cost				Wildlife				
	Landscape				Small Town Atmosphere				
	Rural Atmosphere				Lakes				
	Open Space								

8. What do you think are the most important planning issues needing to be addressed within the next 10 years? (Please check three and rank them 1 through 3, 1 being the most important).

	1	2	3	Total
Managing residential growth	7	4	2	13
Preservation of open space	3	4	3	10
Preserving environmentally sensitive areas such as woodlands, wetlands, and steep slopes	1	2	2	5
Transportation system upgrade	1	1	2	4
Sewage disposal				
Drinking Water Supply (quantity)				
Zoning			1	1
Encouraging economic development	2	3	2	7
Preserving historically significant buildings and structures	1		1	2
Water quality protection				
Tax base	6	4	1	11
Police/Crime Watch		1	2	3
Promoting vitality of Village Centers (Mt. Pocono, Blakeslee, and Tobyhanna)		1		1
Providing recreational facilities			2	2
Stormwater management				
Watershed management				
Emergency services			2	2

9. Would you be willing to have your Township or Borough taxes increased for one or more of the following?

Protection of environmental resources?	Yes 7	No 14
Farmland preservation/development rights purchase?	Yes 4	No 17
Preservation and upkeep of more open space?	Yes 7	No 13
Preservation of historic resources?	Yes 3	No 15
Road Improvements?	Yes 7	No 13
Public sewer and water improvements?	Yes 3	No 16
Acquisition of City of Bethlehem Watershed land?	Yes 1	No 17
Promoting economic development?	Yes 4	No 16
Acquisition of Buck Hill Falls?	Yes 2	No 16
Municipality take over of private roads?	Yes	No 18

10. Do you think it is important to improve landscaping, signage, decorative lighting, benches, building façade appearance and similar amenities in Mt. Pocono Borough, and the villages of Blakeslee and Tobyhanna?

Yes	8
No	8
Not Sure	5

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

Acceptable	7
Too high	13
Too low	1

12. a. Do you think it is important to have additional design standards for commercial signage along road corridors in the region?

Yes	13
No	7
Not Sure	

b. Do you think it is important to have additional design standards for future commercial development in the region?

Yes	16
No	5
Not Sure	

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

Strongly Agree	7
Agree	10
Disagree	2
Strongly Disagree	
Not Sure/Don't Know	2

b. If you agree, or strongly agree, with the above statement, which is the one most important reason for your opinion?

Farmland's value in food production	2
Preserving farmland is a means of maintaining open space	9
Farming is important to the region's economy	1
Preserving farmland helps maintain rural character	5
Not sure/Don't know	

14. In some areas of the country, planners are designing developments using alternative concepts to standard single family subdivisions. Listed below are these concepts. Which concepts should be applied to the region?
(Please check three and rank them 1 through 3, 1 being the most preferred.)

	1	2	3	Total
Conservation Development (Growing Greener concept) (Special natural features of a tract are preserved as open space; houses are located to maximize views of open space, and road systems and lot lines are established to conform to open space and house locations)	11	4	2	17
Cluster design. (Reducing lot sizes for houses and grouping the amount of lot size reduction into common open space.)		1	5	6
Traditional neighborhood development. (Relatively compact development, limited in size and oriented toward pedestrian activity.)	6	4	2	12
Mixed use. (This means creating development that includes a mix of residential and commercial uses or a mix of commercial and industrial uses)	1	4	2	7
Borough and Village Extension. (Extending borough and village development patterns into adjoining areas of the Townships)	1	2	2	5
Don't change the way development is currently designed	2		2	4

15. Which of the following should be promoted in the region?
(Please check three and rank them 1 through 3, 1 being the most important.)

	1	2	3	Total
Research and development firms	5	2	3	10
Light Manufacturing	2	2		4
Tourism and cultural attractions		5	1	6
Health services		2	1	3
Legal and Financial services				
Personal services	2			2
Agriculture	2		3	5
Warehousing and distribution facilities	2	2		4
Retail and wholesale trade	2	1	1	4
Businesses coordinating with Army Depot operations	1	2	2	5
High technology firms	4		3	7
Medium to Heavy Manufacturing		1	2	3
None of the above	2			2

16. a. Do you think expansion of bus service in the region would be an important asset to the region?

Yes	7
No	9
Not sure	5

b. Would you use such expanded bus service?

Regularly	3
Occasionally	4
Not at all	14

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

Yes	15
No	3
Not sure	3

b. If you would use the rail service, to where would you want to ride?
New York City – 13; Philadelphia – 4; NJ - 4; Scranton - 1

18. Do you or would you support the following transportation projects?

Special use I-80 interchange in vicinity of Pocono Raceway to be open only during the major raceway events? (Stony Hollow Rd. in Tobyhanna and Tunkhannock Twps.)	Yes 7	No 11
Improvement of Route 115 – I-80 interchange? (Tobyhanna and Tunkhannock Twps.)	Yes 10	No 8
Improvement of Route 940 – I-380 interchange? (Tobyhanna Township)	Yes 11	No 6
Route 115 corridor improvements? (Tobyhanna and Tunkhannock Townships)	Yes 10	No 5
Five Point intersection improvements? (Mt. Pocono Borough)	Yes 18	No
Route 196 corridor improvements? (Mt. Pocono Borough, Coolbaugh Township)	Yes 11	No 5
Route 940 corridor improvements? (Route 115 to Route 611)	Yes 13	No 3
New I-380 Interchange at the industrial parks? (Coolbaugh Township)	Yes 9	No 7

19. Check any of the following which you think are transportation problems in the region.

Inadequate parking	2
Inadequate public transportation	7
Lack of bikeways	3
Lack of sidewalks or walking paths	10
Traveling Route 940	5
Traveling Route 196	10
Traveling Route 115	4
Traveling Route 611	13
Other	1

20. Do you think the region needs additional commercial establishments (such as retail stores and offices) and industrial establishments (such as warehousing and manufacturing)?

a. Additional Commercial Establishments

Yes	7
No	11
Not sure	3

b. Additional Industrial Establishments

Yes	11
No	8
Not sure	1

21. If additional commercial development occurs in the region, where should it be located? (Please rank three, 1 through 3, 1 being the most favored.)

	1	2	3	Total
In Mt. Pocono Borough	5		3	8
In the Villages in the Townships (such as Blakeslee, Tobyhanna, Pocono Pines)	2	1	2	5
In the I-380-Rt. 611-Rt. 940 corridor	4	1		5
Next to interchanges with interstates	7	2		9
Along Route 940		3	2	5
Along Route 611	1	1	5	7
Along Route 196				
Along Route 115	2	3		5
Other	1	1		2

22. If additional industrial development occurs in the region, where should it be located? (Please rank three, 1 through 3, 1 being the most favored.)

	1	2	3	Total
In Mt. Pocono Borough	3		1	4
In the Villages in the Townships	1			1
In the I-380-Rt. 611-Rt. 940 corridor	2	2	1	5
Next to interchanges with interstates	8	1	1	10
Along Route 940		3	2	5
Along Route 611			4	4
Along Route 196		1	1	2
Along Route 115	1	2	1	4
Other	1	2	1	4

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

	Yes	No
In Mt. Pocono Borough	3	15
Filling in existing developments in the Townships	7	8
In new single family developments in the Townships	4	11
In new apartment and townhouse developments in the Townships	4	12
In the villages in the Townships	3	12
In retirement communities and assisted living facilities	11	5

24. Please list any additional comments you have or any other issues in the region it is important to address.

COOLBAUGH, TOBYHANNA, TUNKHANNOCK, MT. POCONO
REGIONAL COMPREHENSIVE PLAN
QUESTIONNAIRE

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

Coolbaugh Township	
Tobyhanna Township	223
Tunkhannock Township	
Mt. Pocono Borough	

2. How long have you lived or owned property in your Township or Borough?

5 years or less	40
6-10 years	27
11-20 years	89
More than 20 years	79

3. a. Is your residency:

Full time	86
Part time	114
Not at all	18

b. If your residency is part time or not at all, do you expect to become a full time resident within the next 20 years?

Yes	33
No	59
Not Sure	54

4. Where do you work?

At home	8
Elsewhere in the municipality where I live	18
Elsewhere in Monroe County	18
Other Pennsylvania County	38
State of New Jersey	36
New York State	30
Other Out of State	10
Retired	87

5. What is your age?

18-24	0
25-34	7
35-44	26
45-54	54
55-64	62
65 and older	77

6. What do you like most about living in your Township or Borough? (Please rank up to three, 1 through 3, 1 being the one you like the most.)

Total		1	2	3		1	2	3	Total
37	Landscape	19	5	13	Residential developments	1	2	2	5
111	Rural Atmosphere	63	32	16	Safety	7	4	4	15
74	Open Space	25	25	24	Job Opportunities	0	0	2	2
7	People	2	3	2	Quiet	27	30	25	82
2	Schools	1	1	0	Roads	0	0	3	3
43	Recreational Opportunities	16	14	13	Access to Work	1	2	2	5
9	Taxes	3	2	4	Access to Shopping	0	2	5	7
1	Traffic	1	0	0	Small Town Atmosphere	10	6	8	24
5	Housing Quality	0	4	1	Lakes	20	12	13	45
10	Housing Cost	1	5	4	Sewage Facilities	0	0	1	1
3	Emergency Services	1	2	0	Wildlife	15	21	26	62
4	Rate of Development	1	1	2	Pollution	1	2	2	5
2	Loss of Open Space	0	0	2	Community Facilities	1	2	3	6
3	Water Supply	1	1	1	Availability of Public Transportation	0	1	1	2

7. What do you like least about living in your Township or Borough? (Please rank up to three, 1 through 3, 1 being the one you like the least.)

Total		1	2	3		1	2	3	Total
51	Traffic	16	13	22	Recreational Opportunities	1	2	1	4
116	Taxes	72	28	16	Schools	1	6	2	9
45	Residential developments	13	12	20	Pollution	4	3	3	10
3	Safety	1	1	1	Availability of public transportation	7	5	7	19
14	Roads	5	3	6	Sewage Facilities	11	6	8	25
20	Job Opportunities	10	7	3	Water Supply	2	8	7	17
6	People	3	2	1	Community Facilities	1	0	2	3
90	Rate of Development	33	30	27	Access to Work	1	3	2	6
77	Loss of Open Space	18	31	28	Access to Shopping	2	4	4	10
8	Emergency Services	4	3	1	Quiet	0	0	1	1
4	Housing Quality	1	2	1	Wildlife	2	1	2	5
5	Housing Cost	1	1	3	Small Town Atmosphere	1	0	0	1
1	Landscape	0	0	1	Lakes	0	0	1	1
	Rural Atmosphere	0	0	0					
	Open Space	0	0	0					

8. What do you think are the most important planning issues needing to be addressed within the next 10 years? (Please check three and rank them 1 through 3, 1 being the most important).

	1	2	3	Total
Managing residential growth	65	39	31	132
Preservation of open space	39	36	32	107
Preserving environmentally sensitive areas such as woodlands, wetlands, and steep slopes	25	39	31	95
Transportation system upgrade	8	6	5	19
Sewage disposal	6	12	6	24
Drinking Water Supply (quantity)	2	4	6	12
Zoning	6	2	9	17
Encouraging economic development	6	10	4	20
Preserving historically significant buildings and structures	0	5	4	9
Water quality protection	11	6	10	27
Tax base	22	7	11	40
Police/Crime Watch	1	14	17	43
Promoting vitality of Village Centers (Mt. Pocono, Blakeslee, and Tobyhanna)	3	8	8	19
Providing recreational facilities	5	2	4	11
Stormwater management	0	0	1	1
Watershed management	1	3	4	8
Emergency services	9	3	10	22

9. Would you be willing to have your Township or Borough taxes increased for one or more of the following?

Protection of environmental resources?	Yes 104	No 123
Farmland preservation/development rights purchase?	Yes 48	No 149
Preservation and upkeep of more open space?	Yes 96	No 102
Preservation of historic resources?	Yes 49	No 154
Road Improvements?	Yes 66	No 134
Public sewer and water improvements?	Yes 52	No 148
Acquisition of City of Bethlehem Watershed land?	Yes 24	No 170
Promoting economic development?	Yes 28	No 172
Acquisition of Buck Hill Falls?	Yes 21	No 177
Municipality take over of private roads?	Yes 34	No 167

10. Do you think it is important to improve landscaping, signage, decorative lighting, benches, building façade appearance and similar amenities in Mt. Pocono Borough, and the villages of Blakeslee and Tobyhanna?

Yes	90
No	86
Not Sure	44

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

Acceptable	90
Too high	129
Too low	3

12. a. Do you think it is important to have additional design standards for commercial signage along road corridors in the region?

Yes	147
No	42
Not Sure	30

b. Do you think it is important to have additional design standards for future commercial development in the region?

Yes	166
No	29
Not Sure	25

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

Strongly Agree	96
Agree	91
Disagree	7
Strongly Disagree	2
Not Sure/Don't Know	22

b. If you agree, or strongly agree, with the above statement, which is the one most important reason for your opinion?

Farmland's value in food production	30
Preserving farmland is a means of maintaining open space	99
Farming is important to the region's economy	21
Preserving farmland helps maintain rural character	58
Not sure/Don't know	8

14. In some areas of the country, planners are designing developments using alternative concepts to standard single family subdivisions. Listed below are these concepts. Which concepts should be applied to the region?
(Please check three and rank them 1 through 3, 1 being the most preferred.)

	1	2	3	Total
Conservation Development (Growing Greener concept) (Special natural features of a tract are preserved as open space; houses are located to maximize views of open space, and road systems and lot lines are established to conform to open space and house locations)	142	20	12	174
Cluster design. (Reducing lot sizes for houses and grouping the amount of lot size reduction into common open space.)	8	28	18	54
Traditional neighborhood development. (Relatively compact development, limited in size and oriented toward pedestrian activity.)	12	41	27	80
Mixed use. (This means creating development that includes a mix of residential and commercial uses or a mix of commercial and industrial uses)	8	15	28	51
Borough and Village Extension. (Extending borough and village development patterns into adjoining areas of the Townships)	7	21	19	47
Don't change the way development is currently designed	24	15	29	68

15. Which of the following should be promoted in the region?
(Please check three and rank them 1 through 3, 1 being the most important.)

	1	2	3	Total
Research and development firms	27	26	19	72
Light Manufacturing	7	6	11	24
Tourism and cultural attractions	65	29	19	113
Health services	51	33	18	102
Legal and Financial services	1	7	5	13
Personal services	5	20	11	36
Agriculture	14	15	9	38
Warehousing and distribution facilities	2	4	11	17
Retail and wholesale trade	7	9	9	25
Businesses coordinating with Army Depot operations	4	8	15	27
High technology firms	15	13	19	47
Medium to Heavy Manufacturing	3	5	5	13
None of the above	24	4	6	34

16. a. Do you think expansion of bus service in the region would be an important asset to the region?

Yes	90
No	90
Not sure	39

b. Would you use such expanded bus service?

Regularly	12
Occasionally	60
Not at all	147

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

Yes	113
No	62
Not sure	37

b. If you would use the rail service, to where would you want to ride?
New York City – 77; New Jersey – 13; Philadelphia – 15; Lehigh Valley – 2; Stroudsburg – 3; Scraonton-Wilkes-Barre – 5; The Water Gap – 1; Mt. Pocono – 3; major cities – 1; cultural areas – 1; Hoboken – 1; NY State – 1; Canada – 1

18. Do you or would you support the following transportation projects?

Special use I-80 interchange in vicinity of Pocono Raceway to be open only during the major raceway events? (Stony Hollow Rd. in Tobyhanna and Tunkhannock Twps.)	Yes 106	No 95
Improvement of Route 115 – I-80 interchange? (Tobyhanna and Tunkhannock Twps.)	Yes 68	No 112
Improvement of Route 940 – I-380 interchange? (Tobyhanna Township)	Yes 120	No 103
Route 115 corridor improvements? (Tobyhanna and Tunkhannock Townships)	Yes 51	No 123
Five Point intersection improvements? (Mt. Pocono Borough)	Yes 121	No 67
Route 196 corridor improvements? (Mt. Pocono Borough, Coolbaugh Township)	Yes 64	No 105
Route 940 corridor improvements? (Route 115 to Route 611)	Yes 90	No 98
New I-380 Interchange at the industrial parks? (Coolbaugh Township)	Yes 67	No 107

19. Check any of the following which you think are transportation problems in the region.

Inadequate parking	11
Inadequate public transportation	42
Lack of bikeways	82
Lack of sidewalks or walking paths	76
Traveling Route 940	61
Traveling Route 196	41
Traveling Route 115	35
Traveling Route 611	72
Other	12

20. Do you think the region needs additional commercial establishments (such as retail stores and offices) and industrial establishments (such as warehousing and manufacturing)?

a. Additional Commercial Establishments

Yes	72
No	124
Not sure	24

b. Additional Industrial Establishments

Yes	44
No	135
Not sure	38

21. If additional commercial development occurs in the region, where should it be located? (Please rank three, 1 through 3, 1 being the most favored.)

	1	2	3	Total
In Mt. Pocono Borough	33	17	9	59
In the Villages in the Townships (such as Blakeslee, Tobyhanna, Pocono Pines)	27	12	8	47
In the I-380-Rt. 611-Rt. 940 corridor	35	19	10	64
Next to interchanges with interstates	54	24	13	91
Along Route 940	14	11	23	48
Along Route 611	28	22	18	68
Along Route 196	13	9	11	33
Along Route 115	10	13	21	44
Other	9	2	9	20

22. If additional industrial development occurs in the region, where should it be located? (Please rank three, 1 through 3, 1 being the most favored.)

	1	2	3	Total
In Mt. Pocono Borough	23	12	8	43
In the Villages in the Townships	3	3	9	15
In the I-380-Rt. 611-Rt. 940 corridor	38	26	13	77
Next to interchanges with interstates	73	23	8	104
Along Route 940	7	8	8	23
Along Route 611	22	26	17	65
Along Route 196	12	9	11	32
Along Route 115	10	9	23	42
Other	22	5	16	43

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

	Yes	No
In Mt. Pocono Borough	52	143
Filling in existing developments in the Townships	86	106
In new single family developments in the Townships	60	129
In new apartment and townhouse developments in the Townships	33	160
In the villages in the Townships	49	131
In retirement communities and assisted living facilities	116	88

24. Please list any additional comments you have or any other issues in the region it is important to address.

COOLBAUGH, TOBYHANNA, TUNKHANNOCK, MT. POCONO
REGIONAL COMPREHENSIVE PLAN
QUESTIONNAIRE

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

Coolbaugh Township	
Tobyhanna Township	
Tunkhannock Township	69
Mt. Pocono Borough	

2. How long have you lived or owned property in your Township or Borough?

5 years or less	16
6-10 years	14
11-20 years	25
More than 20 years	16

3. a. Is your residency:

Full time	49
Part time	16
Not at all	5

b. If your residency is part time or not at all, do you expect to become a full time resident within the next 20 years?

Yes	9
No	8
Not Sure	6

4. Where do you work?

At home	1
Elsewhere in the municipality where I live	7
Elsewhere in Monroe County	11
Other Pennsylvania County	11
State of New Jersey	5
New York State	7
Other Out of State	3
Retired	28

5. What is your age?

18-24	1
25-34	2
35-44	16
45-54	17
55-64	20
65 and older	16

6. What do you like most about living in your Township or Borough? (Please rank up to three, 1 through 3, 1 being the one you like the most.)

Total		1	2	3		1	2	3	Total
8	Landscape	1	5	2	Residential developments	0	2	0	2
32	Rural Atmosphere	22	7	3	Safety	1	1	4	6
23	Open Space	13	5	5	Job Opportunities	0	0	0	0
1	People	0	0	1	Quiet	10	13	9	32
3	Schools	0	1	2	Roads	0	0	1	1
5	Recreational Opportunities	4	1	0	Access to Work	1	0	0	1
4	Taxes	1	1	2	Access to Shopping	0	0	0	0
2	Traffic	0	2	0	Small Town Atmosphere	2	4	3	9
2	Housing Quality	1	0	1	Lakes	4	2	2	8
5	Housing Cost	3	2	0	Sewage Facilities	0	0	0	0
0	Emergency Services	0	0	0	Wildlife	4	10	19	33
1	Rate of Development	0	1	0	Pollution	0	0	0	0
1	Loss of Open Space	0	1	0	Community Facilities	0	0	1	1
0	Water Supply	0	0	0	Availability of Public Transportation	0	0	0	0

7. What do you like least about living in your Township or Borough? (Please rank up to three, 1 through 3, 1 being the one you like the least.)

Total		1	2	3		1	2	3	Total
18	Traffic	2	9	7	Recreational Opportunities	0	1	0	1
35	Taxes	21	5	9	Schools	1	1	1	3
15	Residential developments	7	3	5	Pollution	0	0	0	0
0	Safety	0	0	0	Availability of public transportation	3	4	0	7
6	Roads	4	2	2	Sewage Facilities	2	2	2	6
14	Job Opportunities	7	4	3	Water Supply	0	1	1	2
7	People	2	1	4	Community Facilities	0	0	2	2
25	Rate of Development	12	8	5	Access to Work	0	1	1	2
23	Loss of Open Space	6	11	6	Access to Shopping	1	0	1	2
3	Emergency Services	0	1	2	Quiet	0	0	1	1
2	Housing Quality	0	2	0	Wildlife	0	0	0	0
0	Housing Cost	0	0	0	Small Town Atmosphere	0	0	0	0
0	Landscape	0	0	0	Lakes	0	0	0	0
0	Rural Atmosphere	0	0	0					
1	Open Space	0	0	1					

8. What do you think are the most important planning issues needing to be addressed within the next 10 years? (Please check three and rank them 1 through 3, 1 being the most important).

	1	2	3	Total
Managing residential growth	22	12	4	38
Preservation of open space	9	12	14	35
Preserving environmentally sensitive areas such as woodlands, wetlands, and steep slopes	8	11	10	29
Transportation system upgrade	4	1	3	8
Sewage disposal	1	1	2	4
Drinking Water Supply (quantity)	1	2	1	4
Zoning	0	4	5	9
Encouraging economic development	2	3	3	8
Preserving historically significant buildings and structures	0	0	1	1
Water quality protection	2	1	3	6
Tax base	11	7	3	22
Police/Crime Watch	7	2	3	12
Promoting vitality of Village Centers (Mt. Pocono, Blakeslee, and Tobyhanna)	0	3	1	4
Providing recreational facilities	0	1	1	2
Stormwater management	0	0	0	0
Watershed management	1	1	2	4
Emergency services	1	2	3	6

9. Would you be willing to have your Township or Borough taxes increased for one or more of the following?

Protection of environmental resources?	Yes 29	No 33
Farmland preservation/development rights purchase?	Yes 20	No 37
Preservation and upkeep of more open space?	Yes 29	No 34
Preservation of historic resources?	Yes 13	No 42
Road Improvements?	Yes 22	No 38
Public sewer and water improvements?	Yes 21	No 41
Acquisition of City of Bethlehem Watershed land?	Yes 9	No 48
Promoting economic development?	Yes 12	No 47
Acquisition of Buck Hill Falls?	Yes 4	No 53
Municipality take over of private roads?	Yes 15	No 41

10. Do you think it is important to improve landscaping, signage, decorative lighting, benches, building façade appearance and similar amenities in Mt. Pocono Borough, and the villages of Blakeslee and Tobyhanna?

Yes	26
No	29
Not Sure	14

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

Acceptable	13
Too high	55
Too low	2

12. a. Do you think it is important to have additional design standards for commercial signage along road corridors in the region?

Yes	38
No	18
Not Sure	14

b. Do you think it is important to have additional design standards for future commercial development in the region?

Yes	49
No	12
Not Sure	7

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

Strongly Agree	34
Agree	33
Disagree	0
Strongly Disagree	1
Not Sure/Don't Know	2

b. If you agree, or strongly agree, with the above statement, which is the one most important reason for your opinion?

Farmland's value in food production	11
Preserving farmland is a means of maintaining open space	28
Farming is important to the region's economy	13
Preserving farmland helps maintain rural character	27
Not sure/Don't know	1

14. In some areas of the country, planners are designing developments using alternative concepts to standard single family subdivisions. Listed below are these concepts. Which concepts should be applied to the region?
(Please check three and rank them 1 through 3, 1 being the most preferred.)

	1	2	3	Total
Conservation Development (Growing Greener concept) (Special natural features of a tract are preserved as open space; houses are located to maximize views of open space, and road systems and lot lines are established to conform to open space and house locations)	45	4	1	50
Cluster design. (Reducing lot sizes for houses and grouping the amount of lot size reduction into common open space.)	0	8	5	13
Traditional neighborhood development. (Relatively compact development, limited in size and oriented toward pedestrian activity.)	3	7	10	20
Mixed use. (This means creating development that includes a mix of residential and commercial uses or a mix of commercial and industrial uses)	5	8	1	14
Borough and Village Extension. (Extending borough and village development patterns into adjoining areas of the Townships)	1	5	14	20
Don't change the way development is currently designed	10	7	5	22

15. Which of the following should be promoted in the region?
(Please check three and rank them 1 through 3, 1 being the most important.)

	1	2	3	Total
Research and development firms	7	3	4	14
Light Manufacturing	3	6	2	11
Tourism and cultural attractions	13	7	10	30
Health services	13	5	10	28
Legal and Financial services	1	1	0	2
Personal services	3	2	3	8
Agriculture	5	13	6	24
Warehousing and distribution facilities	1	2	2	5
Retail and wholesale trade	1	4	5	10
Businesses coordinating with Army Depot operations	2	2	2	6
High technology firms	2	7	2	11
Medium to Heavy Manufacturing	2	0	4	6
None of the above	14	1	0	15

16. a. Do you think expansion of bus service in the region would be an important asset to the region?

Yes	30
No	27
Not sure	14

b. Would you use such expanded bus service?

Regularly	3
Occasionally	22
Not at all	46

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

Yes	35
No	22
Not sure	12

b. If you would use the rail service, to where would you want to ride?
New York City – 23; Philadelphia – 7; Washington – 2; New Jersey – 7; Scranton–Wilkes-Barre - 4; Lehigh Valley – 2; Long Island – 1; Stroudsburg – 1; Maryland – 1.

18. Do you or would you support the following transportation projects?

Special use I-80 interchange in vicinity of Pocono Raceway to be open only during the major raceway events? (Stony Hollow Rd. in Tobyhanna and Tunkhannock Twps.)	Yes 29	No 32
Improvement of Route 115 – I-80 interchange? (Tobyhanna and Tunkhannock Twps.)	Yes 32	No 27
Improvement of Route 940 – I-380 interchange? (Tobyhanna Township)	Yes 30	No 27
Route 115 corridor improvements? (Tobyhanna and Tunkhannock Townships)	Yes 41	No 19
Five Point intersection improvements? (Mt. Pocono Borough)	Yes 38	No 21
Route 196 corridor improvements? (Mt. Pocono Borough, Coolbaugh Township)	Yes 18	No 35
Route 940 corridor improvements? (Route 115 to Route 611)	Yes 32	No 23
New I-380 Interchange at the industrial parks? (Coolbaugh Township)	Yes 18	No 34

19. Check any of the following which you think are transportation problems in the region.

Inadequate parking	2
Inadequate public transportation	25
Lack of bikeways	15
Lack of sidewalks or walking paths	22
Traveling Route 940	15
Traveling Route 196	2
Traveling Route 115	21
Traveling Route 611	21
Other	8

20. Do you think the region needs additional commercial establishments (such as retail stores and offices) and industrial establishments (such as warehousing and manufacturing)?

a. Additional Commercial Establishments

Yes	23
No	41
Not sure	8

b. Additional Industrial Establishments

Yes	27
No	40
Not sure	3

21. If additional commercial development occurs in the region, where should it be located? (Please rank three, 1 through 3, 1 being the most favored.)

	1	2	3	Total
In Mt. Pocono Borough	12	2	3	17
In the Villages in the Townships (such as Blakeslee, Tobyhanna, Pocono Pines)	9	7	5	21
In the I-380-Rt. 611-Rt. 940 corridor	8	8	3	19
Next to interchanges with interstates	16	11	1	28
Along Route 940	4	7	5	16
Along Route 611	7	7	6	20
Along Route 196	2	3	2	7
Along Route 115	5	2	9	16
Other	8	1	6	15

22. If additional industrial development occurs in the region, where should it be located? (Please rank three, 1 through 3, 1 being the most favored.)

	1	2	3	Total
In Mt. Pocono Borough	12	4	4	20
In the Villages in the Townships	2	3	4	9
In the I-380-Rt. 611-Rt. 940 corridor	12	9	1	22
Next to interchanges with interstates	22	12	1	35
Along Route 940	4	7	5	16
Along Route 611	7	4	7	18
Along Route 196	2	3	6	11
Along Route 115	4	3	5	12
Other	8	1	7	16

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

	Yes	No
In Mt. Pocono Borough	16	41
Filling in existing developments in the Townships	26	35
In new single family developments in the Townships	13	44
In new apartment and townhouse developments in the Townships	9	47
In the villages in the Townships	15	39
In retirement communities and assisted living facilities	41	24

24. Please list any additional comments you have or any other issues in the region it is important to address.

APPENDIX 2

POPULATION AND HOUSING DATA

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TABLE 1

TOTAL POPULATION, 1990-2000

AREA	POPULATION		CHANGE, 1990-2000	
	1990	2000	NUMBER	PERCENT
Coolbaugh Township	6,756	15,205	8,449	125.1
Borough of Mount Pocono	1,795	2,742	947	52.8
Tobyhanna Township	4,318	6,152	1,834	42.5
Tunkhannock Township	2,060	4,983	2,923	141.9
Region	14,929	29,082	14,153	94.8
Monroe County	95,709	138,687	42,978	44.9

Source: U.S. Census

TABLE 2

POPULATION PROJECTIONS

AREA	2000 Census	2010 Population	CHANGE, 2000-2010	
			Number	Percent
Coolbaugh Township	15,205	23,700	8,495	55.9
Borough of Mount Pocono	2,742	3,675	933	34.0
Tobyhanna Township	6,152	7,990	1,838	29.9
Tunkhannock Township	4,983	7,990	3,007	58.5
Region	29,082	43,355	14,273	48.8
AREA	**2010 Population**	**2020 Population**	**CHANGE, 2010-2020**	
			Number	**Percent**
Coolbaugh Township	23,700	32,100	8,400	35.4
Borough of Mount Pocono	3,675	4,625	950	25.9
Tobyhanna Township	7,990	9,800	1,810	22.7
Tunkhannock Township	7,990	10,800	2,810	36.7
Region	43,355	57,325	13,970	32.2

Source: Monroe County Planning Commission

TABLE 3

HOUSING UNITS, 1990-2000

AREA	TOTAL HOUSING UNITS		CHANGE, 1990-2000	
	2000	1990	NUMBER	PERCENT
Coolbaugh Township	9,376	7,057	2,319	32.9
Borough of Mount Pocono	1,239	1,119	120	10.7
Tobyhanna Township	6,199	5,671	528	9.3
Tunkhannock Township	2,967	2,196	771	35.1
Region	19,661	16,163	3,738	23.1
Monroe County	67,581	54,823	12,758	23.3

Source: U.S. Census

TABLE 4

AGE, 2000

AREA	MEDIAN AGE	PERSONS		PERCENT	
		19 & UNDER	65 & OVER	19 & UNDER	65 & OVER
Coolbaugh Township	35.6	5,229	1,603	34.4	10.5
Borough of Mount Pocono*	36.1	755	383	27.5	14.0
Tobyhanna Township	39.8	1,619	905	26.3	14.7
Tunkhannock Township	35.6	1,686	466	33.8	9.4
Region		9,289	3,357		
Monroe County	37.2	41,284	17,036	29.8	12.3

Source: U.S. Census

*18 and Under, Over 65

TABLE 5

PERSONS BY AGE, 2000

	Coolbaugh Township		Tunkhannock Township		Tobyhanna Township		Borough of Mount Pocono	
	2000 Population		2000 Population		2000 Population		2000 Population	
Age	Number	%	Number	%	Number	%	Number	%
Under 5	992	6.5	340	6.8	332	5.4	174	6.3
5-9	1,369	9.0	501	10.1	420	6.8	202	7.4
10-14	1,574	10.4	484	9.7	493	8.0	236	8.6
15-19	1,294	8.5	361	7.2	374	6.1	213	7.8
20-24	648	4.3	192	3.9	267	4.3	145	5.3
25-34	1,571	10.3	554	11.1	685	11.1	339	12.4
35-44	2,747	18.1	1,017	20.4	1,037	16.9	459	16.7
45-54	2,086	13.7	619	12.4	869	14.1	361	13.2
55-59	725	4.8	240	4.8	418	6.8	130	4.7
60-64	596	3.9	209	4.2	352	5.7	100	3.6
65-74	1,063	7.0	328	6.6	585	9.5	217	7.9
75-84	476	3.1	119	2.4	271	4.4	126	4.6
85+	64	0.4	19	0.4	49	0.8	40	1.5
Median Age	35.6		35.6		39.8		36.1	

Source: U.S. Census

TABLE 6

GENDER, 2000

	Total Population	Males		Females	
		Number	Percent	Number	Percent
Coolbaugh Township	15,205	7,514	49.4	7,691	50.6
Tunkhannock Township	4,983	2,528	50.7	2,455	49.3
Tobyhanna Township	6,152	3,048	49.5	3,104	50.5
Borough of Mount Pocono	2,742	1,312	47.8	1,430	52.2
Monroe County	138,687	68,511	49.4%	70,176	50.6%

Source: U.S. Census

TABLE 7

RACIAL CHARACTERISTICS, 1990-2000

	1990			2000		
	All Persons	Non-White Persons		All Persons	Non-White Persons	
		Number	Percent		Number	Percent
Coolbaugh Township	6,756	466	6.9	15,205	4,322	28.4
Tunkhannock Township	2,060	64	3.11	4,983	673	13.5
Tobyhanna Township	4,318	56	1.3	6,152	471	7.66
Borough of Mount Pocono	1,795	90	5.01	2,742	495	18.0
Monroe County	95,709	2,761	2.9	138,687	16,365	11.8

Source: U.S. Census

TABLE 8

MINORITY POPULATION, 2000

AREA	PERCENT OF TOTAL POPULATION			HISPANIC ORIGIN	
	WHITE	BLACK	OTHER	NUMBER	PERCENT
Coolbaugh Township	71.6	15.7	12.7	2,327	15.3
Borough of Mount Pocono	81.9	10.8	7.3	278	10.1
Tobyhanna Township	86.5	7.1	6.4	312	5.1
Tunkhannock Township	86.5	7.1	6.4	472	9.5
Region				3,389	11.7
Monroe County	88.2	6.0	5.8	9,195	6.6

Source: U.S. Census

TABLE 9

LAND AREA AND POPULATION DENSITY PER SQUARE MILE, 1990-2000

Municipality	1990	Persons Per Square Mile	2000	Persons Per Square Mile	Land Area (Square Miles)
Coolbaugh Township	6,756	76.5	15,205	172.2	88.3
Tunkhannock Township	2,060	53.2	4,983	128.8	38.7
Tobyhanna Township	4,318	85.5	6,152	121.8	50.5
Borough of Mount Pocono	1,795	512.9	2,742	783.4	3.5
Monroe County	95,700	157.4	138,687	227.9	608

Source: U.S. Census

TABLE 10

HIGHEST EDUCATION LEVEL, 1990

AREA	PERCENT OF POPULATION AGE 25 AND OLDER		
	LESS THAN HIGH SCHOOL DIPLOMA	HIGH SCHOOL GRADUATES	COLLEGE GRADUATES
Coolbaugh Township	23.9	76.1	21.0
Borough of Mount Pocono	21.5	78.5	22.6
Tobyhanna Township	14.9	85.1	23.6
Tunkhannock Township	23.2	76.8	15.0
Monroe County	22.0	78.0	17.6

Source: U.S. Census

TABLE 11

INCOME, 1989

AREA	MEDIAN INCOME	PERCENT OF FAMILIES BELOW POVERTY LEVEL
Coolbaugh Township	$30,660	8.0
Borough of Mount Pocono	$30,089	3.0
Tobyhanna Township	$33,947	4.5
Tunkhannock Township	$25,000	12.5
Monroe County	$32,465	5.1

Source: U.S. Census

TABLE 12

INCOME, POVERTY AND EDUCATION CHARACTERISTICS, 2000

	Coolbaugh Township	Tunkhannock Township	Tobyhanna Township	Borough of Mount Pocono
Median Household Income (dollars)	$46,684	$42,448	$43,211	$40,224
Percent Individuals With Poverty Status	11.8	13.5	10.5	10.4
Household Income Type (Number of Persons)				
With Earnings	4,128	1,340	1,873	826
With Social Security	1,347	415	804	306
With Supplemental Security Income	158	43	89	57
With Public Assistance Income	183	48	18	24
With Retirement Income	1,165	334	546	241
Percent College Graduates (Bachelor's degree or higher)	16.8	14.9	23.2	20.6
Percent High School Graduates	82.0	85.0	85.6	89.1

Source: U.S. Census

TABLE 13

EMPLOYMENT OF RESIDENTS, 1990

AREA	TOTAL EMPLOYED	PERCENT OF TOTAL EMPLOYED					
		MANAGERIAL	SALES/ SUPPORT	SERVICE	FARMING	CRAFT/ REPAIR	LABOR
Coolbaugh Township	2,768	20.0	27.5	15.3	3.4	15.8	18.0
Borough of Mount Pocono	817	20.8	33.3	17.7	2.9	11.4	13.8
Tobyhanna Township	1,998	24.7	30.4	15.3	1.1	10.9	17.6
Tunkhannock Township	790	15.2	26.8	15.3	1.8	17.1	23.8
Monroe County	45,021	21.5	30.9	14.4	1.4	14.3	17.5

Source: U.S. Census

TABLE 14

EMPLOYMENT BY INDUSTRY, 2000

	Coolbaugh Township		Tunkhannock Township		Tobyhanna Township		Borough of Mount Pocono	
INDUSTRY	**Number**	**%**	**Number**	**%**	**Number**	**%**	**Number**	**%**
Agriculture, forestry, fishing and hunting, and mining	12	0.2	4	0.2	40	1.5	4	0.3
Construction	390	6.1	230	11.5	256	9.7	56	4.6
Manufacturing	820	12.9	201	10.0	195	7.4	134	11.1
Wholesale Trade	215	3.4	58	2.9	108	4.1	44	3.6
Retail Trade	985	15.5	329	16.4	287	10.9	209	17.3
Transportation and warehousing, and utilities	577	9.1	164	8.2	111	4.2	92	7.6
Information	149	2.3	45	2.2	109	4.1	22	1.8
Finance, insurance, real estate, and rental and leasing	414	6.5	180	9.0	237	9.0	101	8.4
Professional, scientific, management, administrative, and waste management services	394	6.2	183	9.1	297	11.3	87	7.2
Educational, health, social services	1,116	17.5	226	11.3	400	15.2	192	15.9
Arts, entertainment, recreation, accommodation and food services	643	10.1	244	12.2	272	10.3	158	13.1
Other services (except public administration)	357	5.6	93	4.6	177	6.7	51	4.2
Public administration	301	4.7	44	2.2	145	5.5	57	4.7

Source: U.S. Census

TABLE 15

EMPLOYMENT BY OCCUPATION, 2000

	Coolbaugh Township		Tunkhannock Township		Tobyhanna Township		Borough of Mount Pocono	
OCCUPATION	**Number**	**%**	**Number**	**%**	**Number**	**%**	**Number**	**%**
Management, professional, and related occupations	1,525	23.9	410	20.5	842	32.0	350	29.0
Service occupations	1,146	18.0	346	17.3	506	19.2	181	15.0
Sales and office occupations	1,890	29.7	567	28.3	603	22.9	396	32.8
Farming, fishing, and forestry occupations	21	0.3	-	-	6	0.2	-	-
Construction, extraction, and maintenance occupations	633	9.9	314	15.7	393	14.9	96	8.0
Production, transportation, and material moving occupations	1,158	18.2	364	18.2	284	10.8	184	15.2

- Represents zero or rounds to zero.

Source: U.S. Census

TABLE 16

HOUSING OCCUPANCY, 2000

AREA	Total Housing Units	Occupied Housing Units	Vacant Housing Units	Vacant Units for Seasonal, Recreational or Occasional Use
Coolbaugh Township	9,376	5,101	4,275	3,704
Borough of Mount Pocono	1,239	1,038	201	105
Tobyhanna Township	6,199	2,420	3,779	3,582
Tunkhannock Township	2,967	1,661	1,306	1,126
Region	19,781	10,220	9,561	8,517

Source: U.S. Census

TABLE 17

OCCUPIED HOUSEHOLDS AND AVERAGE PERSONS PER OCCUPIED HOUSING UNIT, 1990-2000

Municipality	1990				
	Total Households	Owner-Occupied Households	Average Persons Per Household	Renter-Occupied Households	Average Persons Per Household
Coolbaugh Township	2,429	1,888	2.74	541	2.85
Tunkhannock Township	719	604	2.84	115	2.88
Tobyhanna Township	1,630	1,312	2.62	318	2.75
Borough of Mount Pocono	668	453	2.79	215	2.48
Monroe County	49,454	25,905	2.78	8,301	2.41

Municipality	2000				
	Total Households	Owner-Occupied Households	Average Persons Per Household	Renter-Occupied Households	Average Persons Per Household
Coolbaugh Township	9,376	4,171	2.94	930	3.16
Tunkhannock Township	2,967	1,452	3.00	209	2.96
Tobyhanna Township	6,199	2,026	2.53	394	2.59
Borough of Mount Pocono	1,239	670	2.72	368	2.45
Monroe County	67,581	38,734	2.79	10,720	2.48

Source: U.S. Census

TABLE 18

HOUSING OCCUPANCY, TENURE AND VALUE, 2000

	Coolbaugh Township		Tunkhannock Township		Tobyhanna Township		Borough of Mount Pocono	
OCCUPANCY	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Total Housing Units	9,376	100	2,967	100	6,199	100	1,239	100
Occupied	5,101	54.4	1,661	56.0	2,420	39.0	1,038	83.8
Vacant	4,275	45.6	1,306	44.0	3,779	61.0	201	16.2
TENURE	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Occupied Housing Units	5,101	100	1,661	100	2,420	100	1,038	100
Owner-Occupied	4,171	81.2	1,452	87.4	2,026	83.7	670	64.5
Renter Occupied	930	18.2	209	12.6	394	16.3	368	35.5
Median Contract Rent	$767		$741		$752		$677	

Source: U.S. Census

TABLE 19

HOUSING TYPE, 2000

	Coolbaugh Township		Tunkhannock Township		Tobyhanna Township		Borough of Mount Pocono	
TYPE OF UNITS IN STRUCTURE	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Single Family, Detached	8,889	94.8	2,702	91.1	6,030	97.3	817	65.9
Single Family, Attached	42	0.4	13	0.4	36	0.6	58	4.7
2 Unit Structure	61	0.7	21	0.7	14	0.2	56	4.5
3 or 4 Unit Structure	99	1.1	5	0.2	18	0.3	90	7.3
5-9 Unit Structure	23	0.2	-	-	9	0.1	109	8.8
10 to 19 Unit Structure	-	-	-	-	-	-	38	3.1
20 or more Unit Structure	-	-	11	0.4	13	0.2	62	5.0
Mobile Home	262	2.8	215	7.2	79	1.3	9	0.7
Boat, RV, van, etc	-	-	-	-	-	-	-	-
Total Housing Units	**9,376**	**100**	**2,967**	**100**	**6,199**	**100**	**1,239**	**100**

- Represents zero or rounds to zero.
Source: U.S. Census

TABLE 20

HOUSEHOLDS BY TYPE, 2000

Household by Type	Coolbaugh Township		Tunkhannock Township		Tobyhanna Township		Borough of Mount Pocono	
	Number	%	Number	%	Number	%	Number	%
Family households (families)	4,052	79.4	335	20.2	1,748	72.2	712	68.6
With own children under 18 yrs.	2,151	42.2	750	45.2	729	30.1	363	35.0
Married-couple families	3,220	63.1	77	4.6	1,430	59.1	538	51.8
With own children under 18 yrs.	1,622	31.8	256	15.4	540	22.3	251	24.2
Female householder, no husband present	567	11.1	328	19.7	230	9.5	122	11.8
With own children under 18 years	378	7.4	69	4.2	145	6.0	83	8.0
Nonfamily households	1,049	20.6	130	7.8	672	27.8	326	31.4
Householder living alone	834	16.3	581	35.0	551	22.8	264	25.4
Householder 65 yrs and over	298	5.8	1,128	67.9	206	8.5	111	10.7
Households with individuals under 18 yrs.	2,340	45.9	696	41.9	806	33.3	384	37.0
Households with individuals 65 years & over	1,151	22.6	1,333	80.3	647	26.7	278	26.8
Total households	5,101	100	1,661	100	2,420	100	1,038	100

Source: U.S. Census

TABLE 21

YEAR HOUSEHOLDER MOVED INTO HOUSING UNIT AND YEAR BUILT, 2000

	Coolbaugh Township		Tunkhannock Township		Tobyhanna Township		Borough of Mount Pocono	
Year Householder Moved into Unit	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1999-March 2000	1,015	19.9	211	13.3	424	17.5	204	19.7
1995-1998	1,723	33.8	590	35.5	636	26.2	355	34.2
1990-1994	1,231	24.1	432	26.0	471	19.5	180	17.3
1980-1989	846	16.6	318	19.1	440	18.2	175	16.9
1970-1979	127	2.5	82	4.9	267	11.0	72	6.9
1969 or earlier	159	3.1	18	1.1	183	7.6	52	5.0
Year Structure Built								
1999-March 2000	191	2.0	107	3.6	128	2.1	9	0.7
1995-1998	943	10.1	296	10.0	385	6.2	81	6.5
1990-1994	1,592	17.0	606	20.4	1,154	18.6	147	11.9
1980-1989	3,836	40.9	1,107	37.3	2,205	35.6	457	36.9
1970-1979	1,927	20.6	612	20.6	1,333	21.5	188	15.2
1960-1969	365	3.9	134	4.5	506	8.2	73	5.9
1940-1959	231	2.5	71	2.4	272	4.4	192	15.5
1939 or earlier	291	3.1	34	1.1	216	3.5	92	7.4
Total Housing Units	9,376	100	2,967	100	6,199	100	1,239	100

Source: U.S. Census

TABLE 22

HOUSEHOLD AND ACREAGE REQUIREMENTS 2000-2010

	Projected Population Increase 2000-2010	Average Household Size*	Projected Household Increase	Acreage Requirements Assuming 12,000 Sq.Ft. Lots	Acreage Requirements Assuming 32,000 Sq.Ft. Lots	Acreage Requirements Assuming 1 Acre Lots	Acreage Requirements Assuming 2 Acre Lots
Coolbaugh Township	8,495	2.98	2,851	983	2,592	3,564	7,128
Borough of Mount Pocono	933	2.63	355	122	323	444	888
Tobyhanna Township	1,838	2.54	724	250	658	905	1,810
Tunkhannock Township	3,007	3.00	1,003	345	912	1,254	2,508
Region	14,273		4,933	1,700	4,485	6,167	12,334

* Assume Average household size value of 2000 Census for each municipality.
Assume 20% of tract will be devoted to uses other than lot areas.
Assume Net densities of 2.9, 1.1, 0.8, and 0.4 dwelling units per acre, respectively.

TABLE 23

HOUSEHOLD AND ACREAGE REQUIREMENTS 2010-2020

	Projected Population Increase 2010-2020	Average Household Size*	Projected Household Increase	Acreage Requirements Assuming 12,000 Sq.Ft. Lots	Acreage Requirements Assuming 32,000 Sq.Ft. Lots	Acreage Requirements Assuming 1 Acre Lots	Acreage Requirements Assuming 2 Acre Lots
Coolbaugh Township	8,400	2.98	2,819	972	2,563	3,524	7,048
Borough of Mount Pocono	950	2.63	361	125	328	451	903
Tobyhanna Township	1,810	2.54	713	246	648	891	1,783
Tunkhannock Township	2,810	3.00	937	324	852	1,172	2,343
Region	13,970		4,830	1,667	4,391	6,038	12,077

*Assume Average household size value of 2000 Census for each municipality.
Assume 20% of tract will be devoted to uses other than lot areas.
Assume Net densities of 2.9, 1.1, 0.8, and 0.4 dwelling units per acre, respectively.

APPENDIX 3

POCONO MOUNTAIN SCHOOL DISTRICT DATA

Analysis of Assessed Valuations -

Municipality	*03/27/03 Assessed Valuation*
Barrett Township	$ 61,102,740
Coolbaugh Township	224,598,540
Jackson Township	78,267,430
Mount Pocono Borough	35,813,450
Paradise Township	41,893,430
Pocono Township	137,809,780
Tobyhanna Township	161,466,480
Tunkhannock Township	66,857,400
July 2003 Interim Assessments *	10,000,000
Total	***817,809,250***
Gross Mill (x .001)	817,809
Collection Rate Percentage	87.90%
Net Value Per Mill	**$ 718,854**

*Estimated Net Assessed Value Per Monroe County Assessment Office

Source: PMSD 2003-2004 Budget Final Adoption Presentation June 4, 2003
http://www.pmsd.org/PMSD-Final-Budget-2003-04-Full-Version_files/frame.htm#slide0201.htm

POCONO MOUNTAIN SCHOOL DISTRICT
ANALYSIS OF CHANGE IN ASSESSED VALUATION
2003-2004 BUDGET

Municipality	03/27/03 Assessed Valuation	03/23/02 Assessed Valuation	Net Increase (Decrease)
Barrett Township	$ 61,102,740	$ 60,895,400	$ 207,340
Coolbaugh Township	224,598,540	221,367,050	3,231,490
Jackson Township	78,267,430	75,564,880	2,702,550
Mount Pocono Borough	35,813,450	35,727,790	85,660
Paradise Township	41,893,430	40,996,300	897,130
Pocono Township	137,809,780	137,018,530	791,250
Tobyhanna Township	161,466,480	159,272,860	2,193,620
Tunkhannock Township	66,857,400	66,185,530	671,870
July Interim Assessments *	10,000,000	-	10,000,000
Total	***$ 817,809,250***	***$ 797,028,340***	***$ 20,780,910***

** Included the projected increase in assessments to occur prior to the 8/01/03 issuance of bills.*

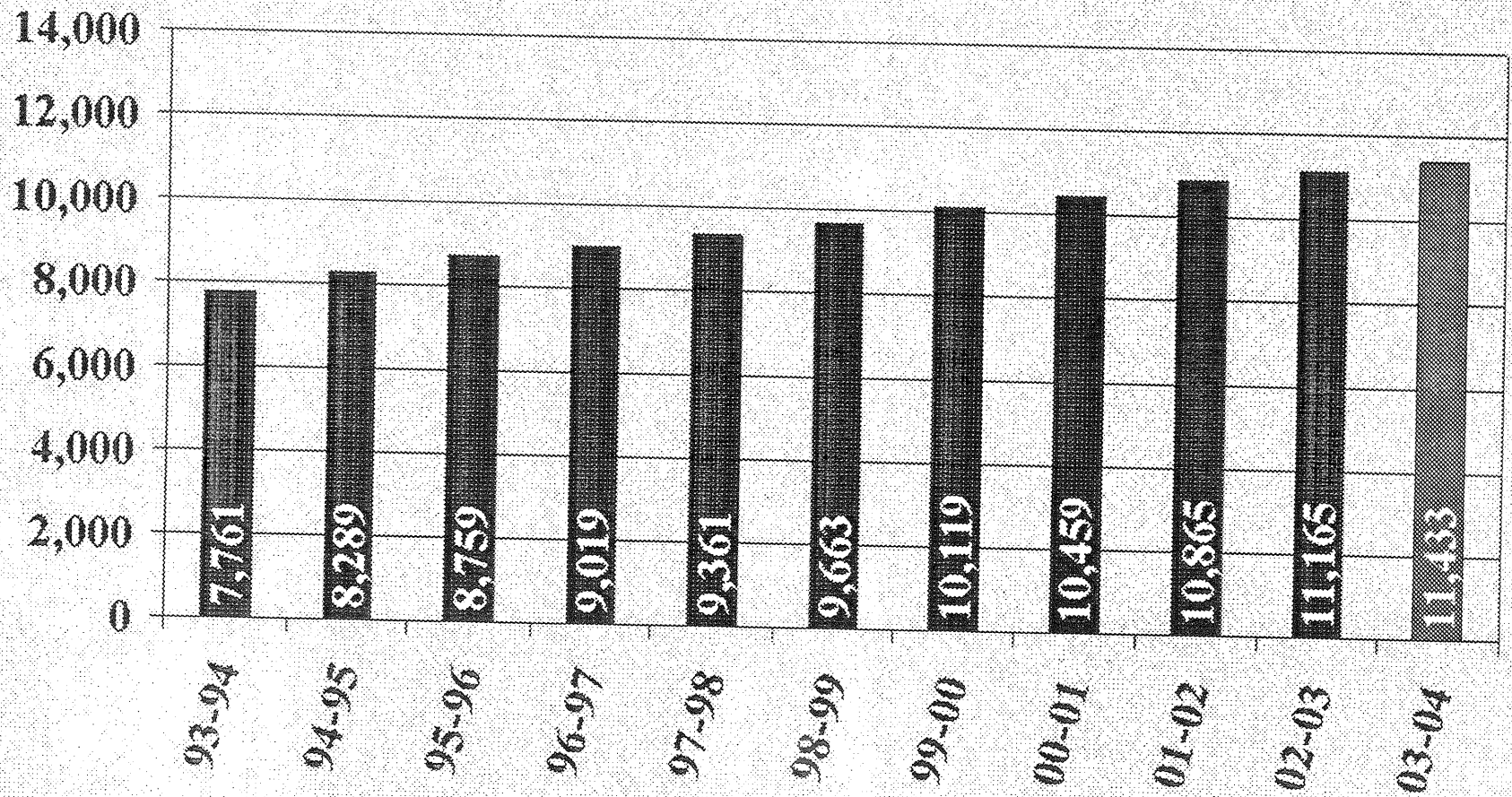
Source: PMSD 2003-2004 Budget Final Adoption Presentation June 4, 2003
http://www.pmsd.org/PMSD-Final-Budget-2003-04-Full-Version_files/frame.htm#slide0201.htm

Analysis of Millage Rates

Fiscal Year	Millage Rate	Millage Increase	Percent Increase
1993 - 1994	52.50	4.50	9.38%
1994 - 1995	57.75	5.25	10.00%
1995 - 1996	62.17	4.42	7.65%
1996 - 1997	67.67	5.50	8.85%
1997 - 1998	68.67	1.00	1.48%
1998 - 1999	70.67	2.00	2.91%
1999 - 2000	75.23	4.56	6.45%
2000 - 2001	81.25	6.02	8.00%
2001 - 2002	87.55	6.30	7.75%
2002 - 2003	93.63	6.08	6.94%
2003 - 2004	101.53	7.90	8.44%

Source: PMSD 2003-2004 Budget Final Adoption Presentation June 4, 2003
http://www.pmsd.org/PMSD-Final-Budget-2003-04-Full-Version_files/frame.htm#slide0201.htm

Enrollment Growth – Ten Year Analysis

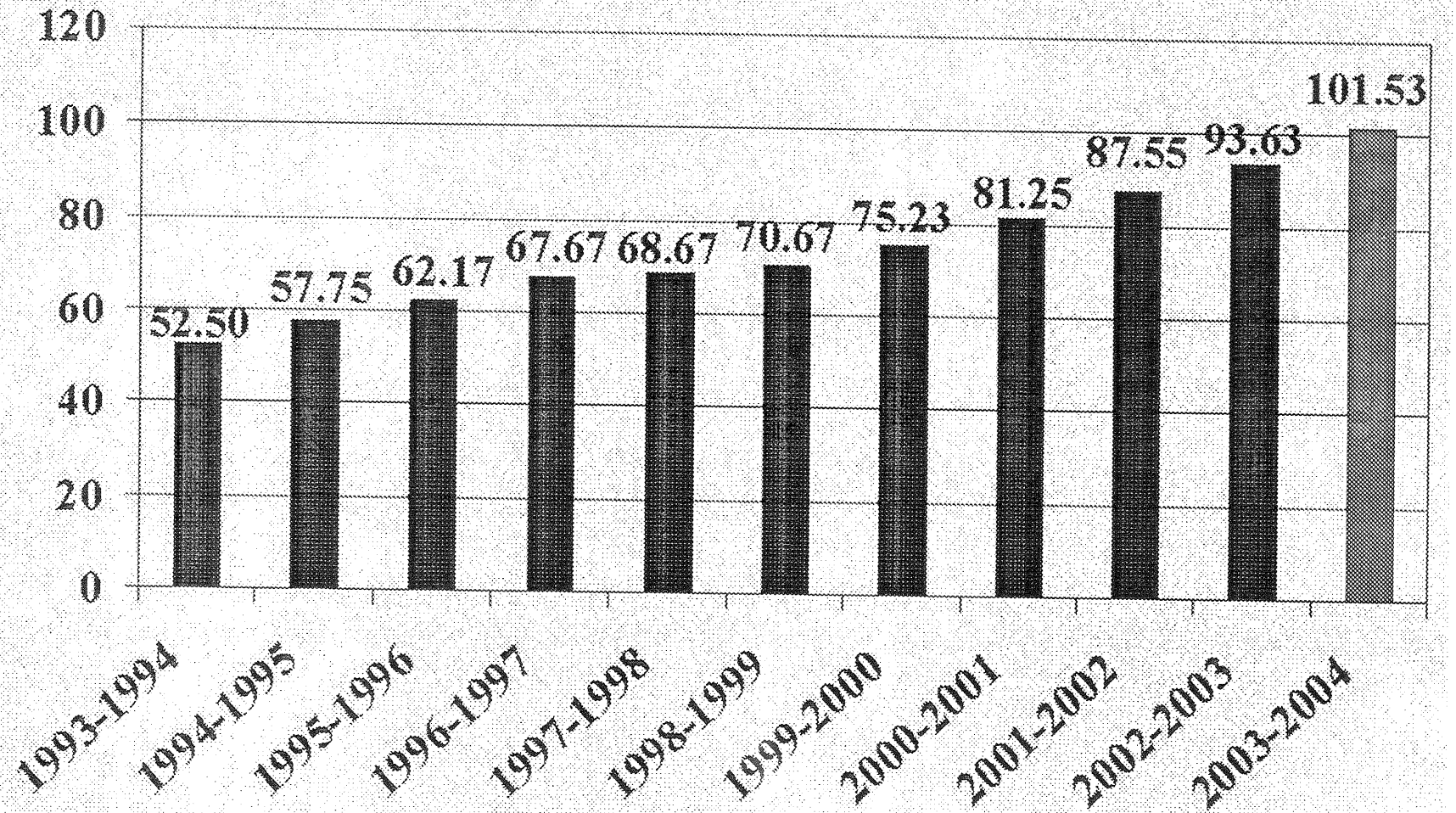


Actual Enrollment as of October 1st Each Fiscal Year.
2003-2004 Amount Estimated.

9

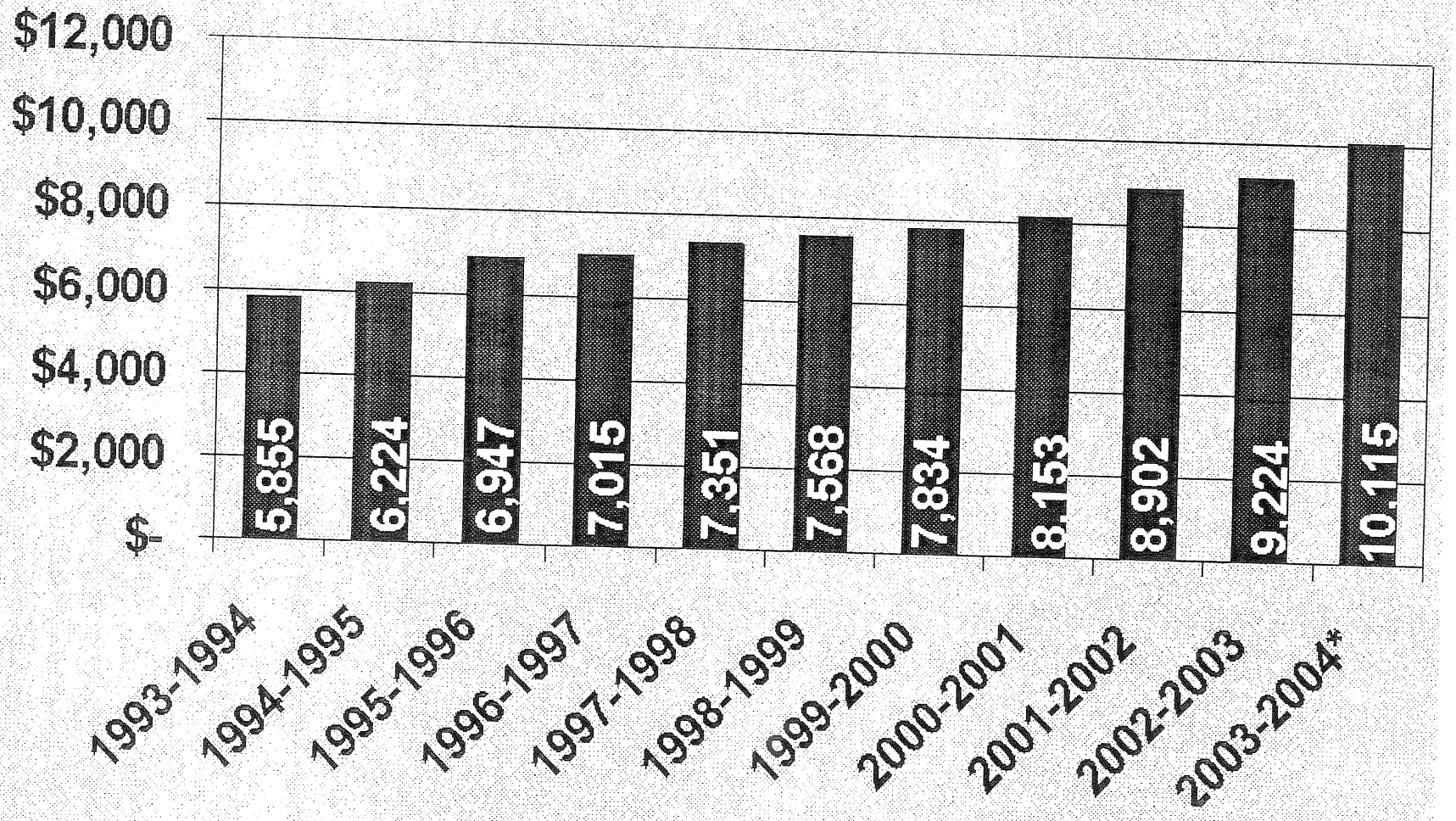
Source: PMSD 2003-2004 Budget Final Adoption Presentation June 4, 2003
http://www.pmsd.org/PMSD-Final-Budget-2003-04-Full-Version_files/frame.htm#slide0201.htm

Millage Rates - Ten Year Analysis



Source: PMSD 2003-2004 Budget Final Adoption Presentation June 4, 2003
http://www.pmsd.org/PMSD-Final-Budget-2003-04-Full-Version_files/frame.htm#slide0201.htm

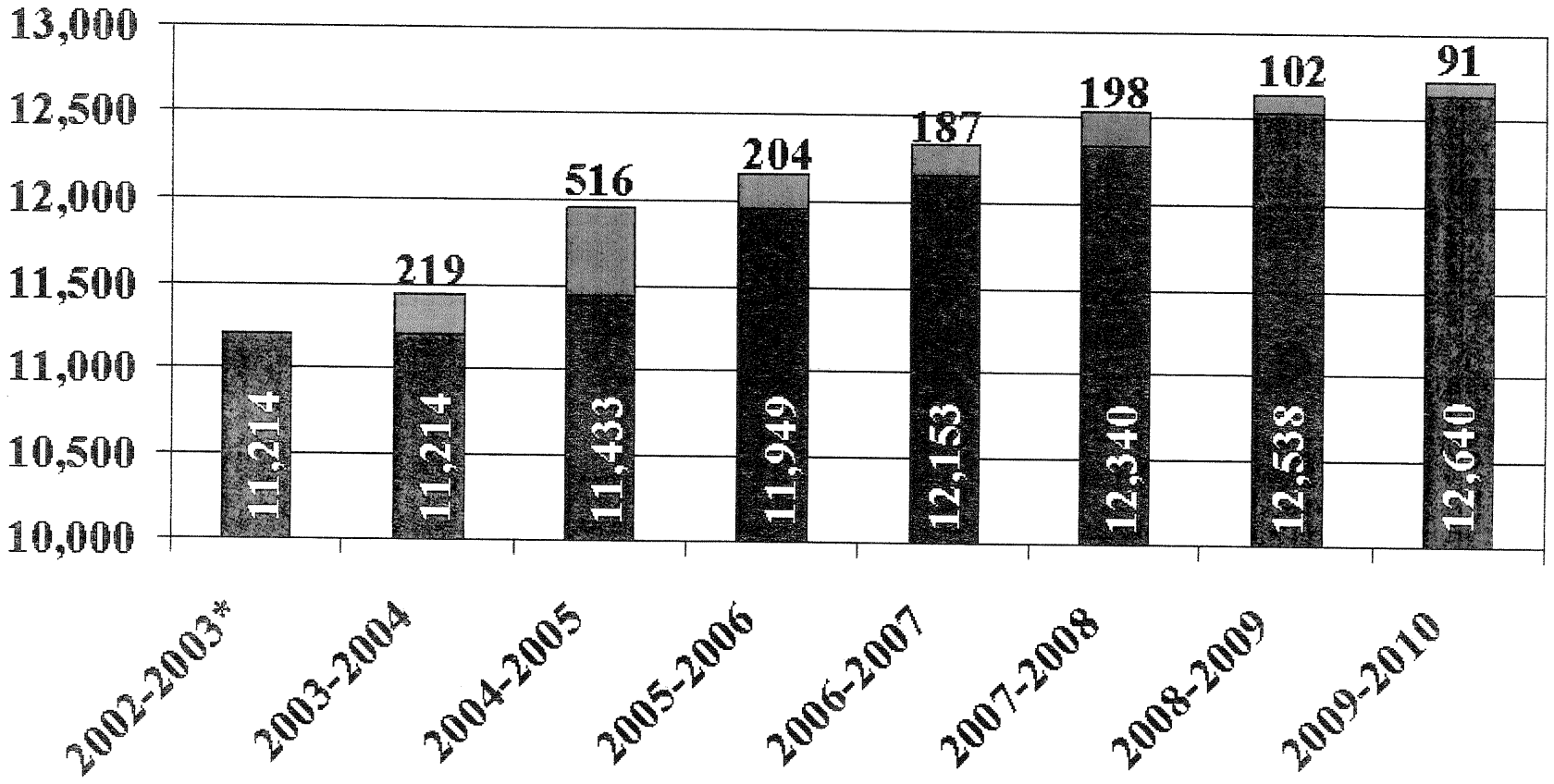
Per Pupil Budgeted Cost Comparison



* Represents a 9.7 % Increase.

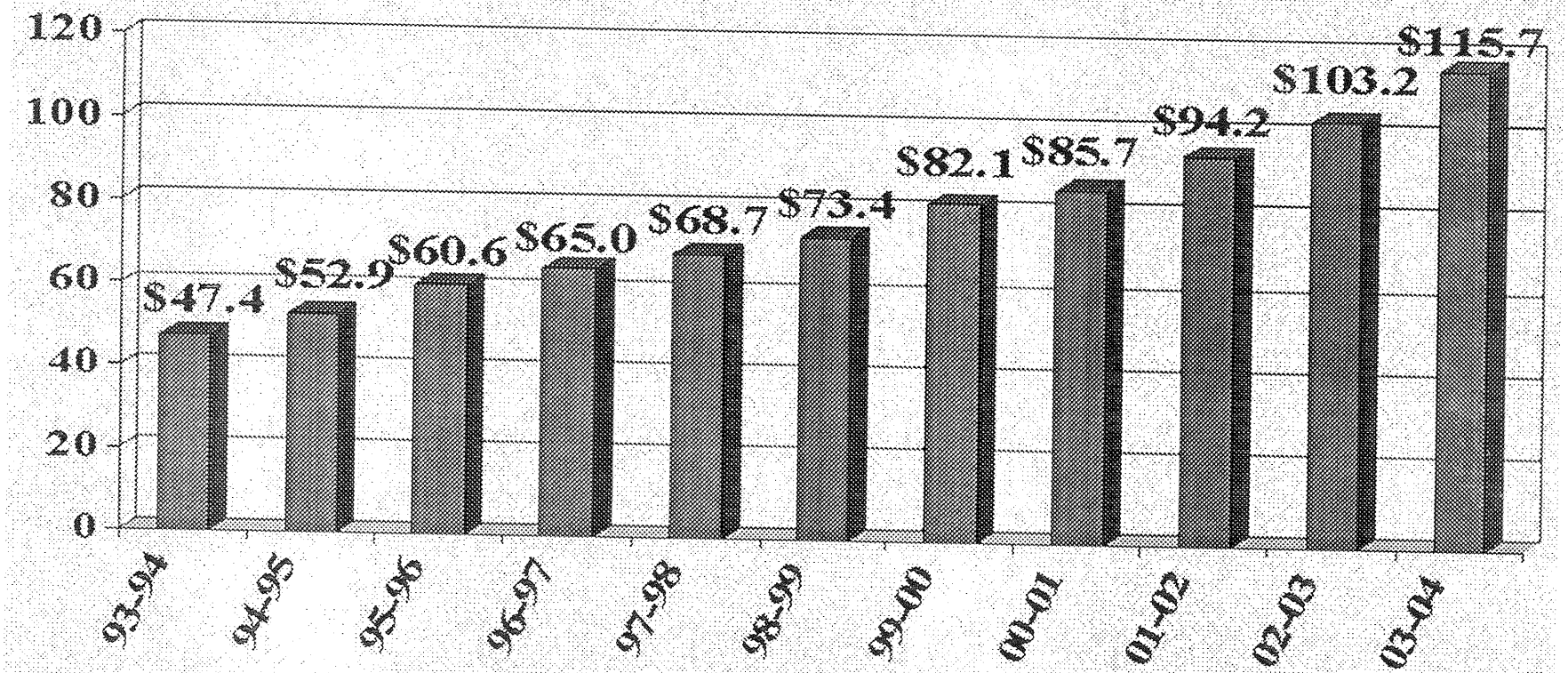
Source: PMSD 2003-2004 Budget Final Adoption Presentation June 4, 2003
http://www.pmsd.org/PMSD-Final-Budget-2003-04-Full-Version_files/frame.htm#slide0201.htm

Projected Enrollments As of October 2003



* Actual as of March 25, 2003

Revenues - Ten Year Analysis



Source: PMSD 2003-2004 Budget Final Adoption Presentation June 4, 2003
http://www.pmsd.org/PMSD-Final-Budget-2003-04-Full-Version_files/frame.htm#slide0201.htm

APPENDIX 4

SUMMARIES OF MUNICIPAL GROWING GREENER AUDITS

GROWING GREENER WORKBOOK MODEL COMPREHENSIVE PLAN LANGUAGE DESCRIBING ORDINANCE IMPROVEMENTS NEEDED TO IMPLEMENT CONSERVATION PLANNING OBJECTIVES

COOLBAUGH TOWNSHIP

MONROE COUNTY, PENNSYLVANIA

GROWING GREENER
ORDINANCE EVALUATION HIGHLIGHTS

COMPREHENSIVE PLAN

- Current plan sets valid goals and objectives for open space preservation.
- Implementation section only briefly mentions cluster development.
- Recommends the adoption of a natural resources ordinance.
- Include more detail about the growing greener concept in the *Land Use and Environmental Protection Plan.*
- Develop *a Map of Potential Conservation Lands.*
- Add *Model Comprehensive Plan Language* from the *Growing Greener* workbook to the *Specific Land Use Control and Environmental Protection Actions* section of the Township plan.
- Incorporate a sample of the four step design process, using illustrations.
- Include a discussion of the *growing greener* design process for multi-family dwelling projects, mobile home parks, and commercial development.

SUBDIVISION AND LAND DEVELOPMENT ORDINANCE

- Section 103 - Purpose
  - Expand to highlight the importance of design flexibility and include language supporting the idea of conservation subdivision design.
    Specifically reference the resource inventory maps and the *Map of Potential Conservation Lands* in the comprehensive plan as the basis for the design of projects.
- Consider mandating sketch plans to assure conservation design early in the process.
- Require more detailed Existing Resources/Site Analysis Plans for subdivision proposals.
- Consider including the Existing Resources/Site Analysis Plan four-step design process into the natural features conservation ordinance.
- Incorporate an on-site visit into every subdivision review.
- Require the four-step design process to identify open space from the outset in relation to the Township *Map of Potential Conservation Lands.*
- Apply the same design process to land developments - multi-family dwelling projects, mobile home parks, and commercial/industrial development.
- Make soils an integral part of the design process.
- Evaluate cul-de-sac streets in terms of length and number of units served and design of turnarounds.
- Consider a reduction in required pavement width for subdivision roads with lower traffic volumes.
- Reduce horizontal curve radii and reverse curves as a means of slowing traffic.
- Prohibit clearing of rights-of-way to the full width.

- Encourage open storm water facilities in lieu of storm sewers.
- Clearly define sidewalk requirements to allow for tree planting along streets.
- Require street trees and protection of existing trees.
- Encourage the use of shared driveways and country lanes.
- Allow the use of flag lots to allow flexible design and efficient use of developed land.

ZONING ORDINANCE

- Consider making conservation design options *uses permitted by right* instead of conditional uses or special exceptions.
- Strengthen the link between the zoning ordinance and natural features conservation ordinance by clarifying how residential density is determined — based on gross or conservation-net land area?
- Do not require overly large minimum parcel sizes for conservation design.
- Set higher open space proportions and allow adequate lot size reductions to assure significant open space areas.
- Provide for long term ownership and maintenance of open space.
- Include *a Menu of Choices* providing a greater variety of conservation design options for landowners.
- Employ density disincentives to actively discourage development without undivided open space.
- Require conservation design within certain overlay districts where the Township feels that open space preservation is essential (for example, along stream corridors), and on parcels abutting public lands or private nature preserves (municipal parks, conservancy lands, etc.).
- Consider density incentives to encourage public access to conservation areas, and to encourage the endowment of maintenance funds for land donated to land trusts.

BOROUGH OF MOUNT POCONO

MONROE COUNTY, PENNSYLVANIA

GROWING GREENER
ORDINANCE EVALUATION HIGHLIGHTS

COMPREHENSIVE PLAN

- Current plan establishes conservation needs and sets clear goals and objectives.
- Include more detail about the *growing greener* concept in *the Land Use and Environmental Protection Plan.*
- Develop a *Map of Potential Conservation Lands.*
- Add *Model Comprehensive Plan Language* from the *Growing Greener* workbook to the *Specific Land Use Control and Environmental Protection Actions* section of the Borough plan.
- Incorporate a sample of the four step design process, using illustrations.
- Include a discussion of the *growing greener* design process for multi-family dwelling projects, mobile home parks, and commercial development.

SUBDIVISION AND LAND DEVELOPMENT ORDINANCE

- Section 102 - Purpose
  - Expand to highlight the importance of design flexibility and include language supporting the idea of conservation subdivision design.
  - Specifically reference the resource inventory maps and the *Map of Potential Conservation Lands* in the comprehensive plan as the basis for the design of projects.
- Consider mandating *sketch plans* to assure conservation design early in the process.
- Require more detailed *Existing Resources/Site Analysis Plans* for subdivision proposals.
- Incorporate an on-site visit into every subdivision review.
- Require the four-step design process to identify open space from the outset in relation to the Borough *Map of Potential Conservation Lands.*
- Apply the same design process to land developments — multi-family dwelling projects, mobile home parks, and commercial/industrial development.
- Make soils an integral part of the design process.
- Evaluate cul-de-sac streets in terms of length and number of units served and design of turnarounds.
- Consider a reduction in required pavement width for subdivision roads with lower traffic volumes.
- Reduce horizontal curve radii and reverse curves as a means of slowing traffic.
- Prohibit clearing of rights-of-way to the full width.
- Allow open storm water facilities in lie of storm sewers.
- Clearly define sidewalk requirements.
- Require street trees and protection of existing trees.
- Encourage the use of shared driveways and *country lanes.*
- Allow the use of *flag lots* to allow flexible design and efficient use of developed land.

ZONING ORDINANCE

- Consider making conservation design options *uses permitted by right* instead of conditional uses or special exceptions.
- Do not require overly large minimum parcel sizes for conservation design.
- Set higher open space proportions and allow adequate lot size reductions to assure significant open space areas.
- Provide for long term ownership and maintenance of open space.
- Include *a Menu of Choices* providing a greater variety of conservation design options for landowners.
- Employ density disincentives to actively discourage development without undivided open space.
- Require conservation design within certain overlay districts where the Borough feels that open space preservation is essential (for example, along stream corridors), and on parcels abutting public lands or private nature preserves (municipal parks, conservancy lands, etc.).
- Consider density incentives to encourage public access to conservation areas, and to encourage the endowment of maintenance funds for land donated to land trusts.

Tobyhanna Township might also consider providing development density bonuses to encourage the public dedication of conservation land$_s$ or at least public access to parts of the conservation land (e.g., existing trails and also new trails, such as along waterways and associated stream corridors) Additional density bonuses to provide endowments for land mists *which may* eventually own and manage the open space are also advisable.

Specific open space design standards and ownership options should be revised and strengthened.

With respect to commercial development patterns, several of the standards, which have been developed to encourage higher density village and hamlet designs, may be helpful in managing commercial development. In addition, we think that at least 75% of the parking should be located to the rear of commercial buildings, This standard could be adopted in the Township's current commercial districts Also commercial development plans should be accompanied by internal circulation plans, not only for vehicles, but also for pedestrians and bicycles. Commercial developments offer opportunities to establish public trail and bicycle paths as there are seldom the privacy concerns that occur in residential developments

We hope that Tobyhanna Township will consider all of the recommendations hi
The most important, in our opinion, are:

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 sidewalks in all new developments

3. Amend the subdivision code to add design standards *fie* the common open space in new conservation subdivisions. Reference the County and Township (completing it as time permits) Potential Conservation Lands Maps as preservation price ties 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

TUNKHANNOCK TOWNSHIP
MONROE COUNTY, PENNSYLVANIA

GROWING GREENER
ORDINANCE EVALUATION HIGHLIGHTS

COMPREHENSIVE PLAN

- Innovative for 1983 by addressing population holding capacity and designating growth areas.
- Discusses the advantages of cluster development, but not included in the zoning ordinance.
- Current plan goals and objectives only tangentially related to conservation design and Monroe 2020 -- should address open space preservation and intermunicipal cooperation.
  Include more detail about the growing greener concept in the comprehensive plan.
- Develop *a Map of Potential Conservation Lands.*
- Add *Model Comprehensive Plan Language* from the *Growing Greener* workbook to the *Implementation Strategies* section of the Township plan.
- Incorporate a sample of the four step design process, using illustrations.
- Include' a discussion of the growing greener design process for multi-family dwelling projects, mobile home parks, and commercial development.

SUBDIVISION AND LAND DEVELOPMENT ORDINANCE

- Section 103 - Purpose
  - Expand to highlight the importance of design flexibility and include language supporting the idea of conservation subdivision design.
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ZONING ORDINANCE

- Consider making conservation design options uses permitted by right instead of conditional uses or special exceptions.
- Do not require overly large minimum parcel sizes for conservation design.
- Set higher open space proportions and allow adequate lot size reductions to assure significant open space areas.
- Provide for long term ownership and maintenance of open space.
- Include a Menu of Choices providing a greater variety of conservation design options for landowners.

- Employ density (^incentives to actively discourage development without undivided open space.
- Require conservation design within certain overlay districts where the Township feels that open space preservation is essential (for example, along stream corridors), and on parcels abutting public lands or private nature preserves (municipal parks, conservancy lands, etc.).
- Consider density incentives to encourage public access to conservation areas, and to encourage the endowment of maintenance funds for land donated to land trusts.

Model Comprehensive Plan Language
Describing Ordinance Improvements

Needed to Implement Conservation Planning Objectives

Outline Of Contents

A. ZONING ORDINANCE REFINEMENTS

1. "Menu" of Options Offering a Variety of Densities and Conservation Requirements
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

Model Comprehensive Plan Language

Describing Ordinance Improvements

Needed to Implement Conservation Planning Objectives

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 houselots 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.

4. "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.

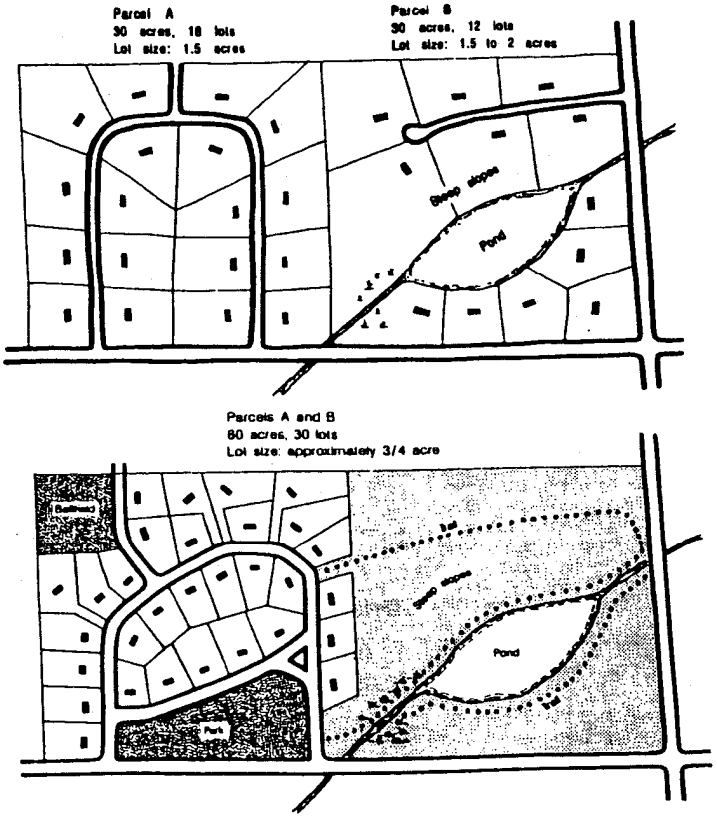

Figure 14-10. These sketches illustrate contrasting approaches to developing two adjoining parcels, each 30 acres in area. Parcel A contains very few site constraints and could easily be developed into the maximum number of lots permitted under local zoning: 18 lots. Parcel B contains some steep slopes, 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 en-tire 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 per-cent) 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 gentlemen'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 abuttors 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 significant, 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.)

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 houselots, 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, floodprone, 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 5

HISTORY

APPENDIX 5

HISTORY

Introduction

Americans have deemed preserving historical resources important since the early 1900's. Many of these resources enhance our understanding of the formation and progression of our country. These resources give citizens a "porthole" back to a time that is much different than today's culture and society. Preserving these resources, whether it be a site, an object, a building or a historic structure in a downtown, it can help connect today's generation to yesterday's way of life. People of all ages can get a better sense an appreciation of how much America has evolved as a society and culture by continuing to preserve historic resources. It is helpful to speak about present conditions in the area with knowledge of the social, cultural and economic history from which these conditions evolved. Historic preservation of sites can help us understand this evolution.

What follows is a brief historical summary that describes how municipalities were established and what factors contributed to influence the Borough and Township's existence today. The discussion of the history of the four municipalities was based upon the collection of resources including: Monroe County Open Space & Recreation Plan; the 1989 Comprehensive Plan for Coolbaugh Township; Tunkhannock Township Comprehensive Plan (1983); and the Pennsylvania Historic and Museum Commission, Bureau for Historic Preservation National Register Listed & Eligible Properties (August 2001) and website.

Early History of Monroe County

The following information was taken from the Monroe County website. This website had information on the history of the County, which is described below.

Monroe County was created on April 1, 1836, from parts of Northampton and Pike Counties and named for President James Monroe. The southern boundary of the county was the ridge of the Blue Mountain; to the east, the Delaware River; and to the west, the Lehigh River formed its natural borders. The county did not have a county seat at that time; however, by July 1837 a county seat was established. County facilities, such as a courthouse, offices and jail were not established at the time of the county's creation. These were built after the selection of a site and the election of county commissioners.

On August 31, 1837, Stroudsburg became the county seat. Stroudsburg, incorporated as a borough on February 6, 1815, was named for Jacob Stroud, a settler. Stroud built a home for his son, which has been restored and is currently operated as a museum by the

Monroe County Historical Association at the intersection of 9th and Main Streets. The new commissioners supervised the erection of the courthouse in 1837, along with a separate building as a jail.

Today, Monroe County is comprised of 16-second class townships and 4 incorporated boroughs with a combined population of approximately 139,000 residents. Three of the boroughs and all of the townships were settled in the 18th century. However, most were not incorporated until the 19th century.

Transportation. In the early days of the County, people traveled by stagecoach, wagon and on water. Then, the railroad arrived in Monroe County in 1856, and a new era of transportation began, changing the landscape and opening opportunities. The first train to come was the Delaware, Lackawanna and Western line, which traveled from Scranton to New York. The first depot was built that same year in Dansbury Manor (now called East Stroudsburg). The railroad led to the creation of new villages and hospitality businesses. It connected Monroe County with large urban centers, increasing market opportunities for Pocono commodities, such as ice.

Tourism thrived as the increased comfort of travel brought more vacationers to the Poconos. The flourishing of hotels near the railroad station formed the nucleus for the separate town of East Stroudsburg, established in 1871.

In 1857, the mail delivery system changed from the four-horse stagecoach to railway. Sidings to the main railroad lines replaced the old plank roads to the tanneries. In 1900, the Delaware, Lackawanna and Western Railroad ran a new fast train from New York to the Poconos called the "Phoebe Snow". This train brought more tourists to Delaware Water Gap and Mount Pocono. Stagecoach routes covered the Poconos. Mules were used to pull trolleys first. Later, steam engines called dummies, and eventually electricity were used.

Other "modern" services followed the introduction of the railroad to Monroe County. A telegraph line was connected to Stroudsburg in 1855. It provided connection with the rapidly moving world outside the upper Delaware Valley. Water was necessary for fighting fires and for drinking. A public water system was completed in Stroudsburg in 1868. Today, the only trolleys still existing are for sightseeing, and some of the old train depots have been turned into museums or restaurants. The existing railroad is used for hauling freight.

Commerce. The first industries in Monroe County grew from its natural resources - lumber and agriculture in the summer, ice in the winter, and tourists year round to enjoy its beauty. Sawmills turned timber into lumber. Bark suitable for tanning hides prompted tannery construction. Gristmills ground agricultural crops. Bricks were made throughout the county. Evergreens became Christmas trees and holiday decorations, while elsewhere

on the mountain, huckleberries, chestnuts, hickory nuts, and maple syrup were harvested. Quarrying operations yielded flagstone, building stone, slate and sand. Icehouses on the lakes thrived until electricity made the need to refrigerate with ice obsolete.

Water from Ross Common Springs was bottled for sale throughout the East. The Crystal Springs Brewery, located near the railroad in East Stroudsburg, bottled mineral water, as well as beer and ale. The bottles necessary to hold the water were produced locally. The East Stroudsburg Glass Company was the longest-lived firm. It produced large bottles cased in wickerwork for protection. By 1900, dairying was the most important farming occupation in every county in Pennsylvania. Monroe County's milk was sent to New York markets via a special night milk run on the Delaware, Lackawanna and Western Railroad.

With the Industrial Revolution, manufacturing began in the late 1800s, and companies put the area's timber supply to use in making products, such as clothespins, shoe pegs, window sashes, brooms, matches, barrel hoops, baskets, pulp and paper, piano stools and other needs. Waste leather scraps from tanning were combined with tanite to make solid emery wheels. Mills and factories prompted development of other businesses to repair and service their iron tools and machinery. As the population grew, so did the need for retail shops and shopping districts to supply goods ranging from foods to clothing to gift items for tourists. Shopping districts thrived in Stroudsburg, East Stroudsburg, and other areas with large varieties to offer consumers and tourists. In 1911, Stroudsburg became the site of the first of J.J. Newberry's nationwide chain of "five and dime stores".

Tourists continued to travel to Monroe County and the Poconos, turning the resort industry into a major source of economic development for the area. Tourism moved farther north onto the Pocono Plateau, taking advantage of forest scenery, the cooler temperature of higher elevations, and available real estate. Resort hotels became resort complexes. As the 20th century progressed, tourists were no longer satisfied to sit on a porch of the hotel. Tennis courts, golf courses, bowling alleys, billiard rooms, swimming pools, and hiking trails were added to hotels in an attempt to attract the tourist.

After World War I, tourists were typically no longer summer visitors. Rather, the introduction of the automobile made tourists much more mobile and they only stayed for a week or a few nights. With the introduction of skiing to the general public, resorts in Monroe County could be enjoyed in the winter as well. Highways, the automobile and tourism promoted yet another type of development - the roadside "strip". Billboards, motels, restaurants, souvenir shops, and gas stations lined the main roads, each competing to attract the motorist. Americans continued to enjoy material success, and the family vacation was no longer only for the wealthy. Monroe County benefited, and Monroe County and the Poconos were firmly established as a popular resort area on the East coast for much of the 20th century.

After World War II, renewed prosperity and improved highway systems brought thousands of tourists to Monroe County and the Pocono resorts. Vacant and undeveloped land in Monroe County was sought after for second homes, ski slopes, and summer resort complexes. The second half of the 20th century saw Monroe County relying heavily on a tourist-based economy. The growth of second home population led to an increase in permanent population, especially among retirement age persons.

DEVELOPMENT OF THE REGION

BOROUGH OF MOUNT POCONO

The Borough of Mount Pocono was originally named "Forks," in recognition of its location at the junction of the Drinker Turnpike (now Route 611) and the Easton and Belmont Turnpike (now Route 196). The settlement became known as Mount Pleasant and later Mount Pocono. The 1973 Comprehensive Plan for Mount Pocono identified a number of factors which were key to the history of development of the Borough:

- The land forms and regional activity which resulted in the fiveway junction of roads.
- The development of the lumber and ice harvesting industry with principal markets in New York City and Philadelphia.
- The laying of railroad lines which connected the region with metropolitan areas.
- The birth of the tourism industry fostered by passenger rail service.

The 1973 Plan goes on to note that:

"Coolbaugh Township, from which Mount Pocono was formed, in the early 1800's was owned by a relatively small number of land owners, each having very extensive tracts primarily used for lumbering, with ice cutting for the New York and Philadelphia markets coming along later in the century.

Early records show settlement at Tobyhanna Mills and along the Easton and Belmont Turnpike (now Route 196) from the cross roads ... northward. A map of Monroe County dated 1860 shows ... three houses and a post office/store at the crossroads. By 1875 ... the present Borough location had a railroad depot, two hotels and a few houses and the post office had moved to a location near the railroad depot.

From the modest beginning of two hotels about 1875 ... it was not surprising to find ten thriving resorts plus a number of guest homes at Mount Pocono, Pa., in the mid 1900's,

with numerous other resorts within easy traveling distance around the community. Tourism had indeed become the chief industry of Mount Pocono."

Although the large hotel and boarding house business waned significantly as the twentieth century progressed, the Poconos were "rediscovered" in the late 1960's when the second home development era began. The development of the interstate highway system into the Poconos more than compensated for the loss of mobility due to the demise of passenger rail service. While most of the development occurred in the municipalities surrounding the Borough, Mount Pocono has undergone change in community character as a result of the second home boom. The increase in commercial activity and the number of housing units since 1970 has been dramatic, and the number of housing units increasing from 478 to 1,119 between 1970 and 1990. Families are settling permanently in the region and the Borough, with many heads of the households commuting outside the area to work.

Since its early development, the Borough has been closely linked to the market forces of metropolitan areas; and this relationship may continue. As noted previously, the Borough lies at the junction of roads that have historically served as the primary travel routes for the region. Route 611 runs south to Stroudsburg and East Stroudsburg and north to Scranton. Route 940 provides access to the west and to the east, connecting with Route 191 which runs to Stroudsburg.

The Monroe County Open Space and Recreation Plan identifies specific sites and locations where historic resources exist in this region. Within the Borough there are concentrations of Historical buildings, clustered mostly off of Fairview Ave. (both northwest and southeast of the road), at the intersection of Rte. 611 and Fairview Avenue, and bordering both sides of PA Rte. 940, which is the northern border of the clustered area of historic buildings.

Name of Historic Resource	Eligible/ Listed	Address	Status Date
Bridge on S.R. 4007	Eligible	S.R. 4007	11/07/1994
Mt. Pocono Municipal Building (former school)	Eligible	Rte. 611 (East side)	10/20/1992

TUNKHANNOCK TOWNSHIP

In 1794, the land that now forms the northwest portion of Monroe County was named Coolbaugh Township, after John Coolbaugh. A portion of this large township was divided in 1830, under the name Tobyhanna, an old Indian name for the principal stream within its boundaries. In 1856, this township was divided a second time, which formed what is now known as Tunkhannock Township.

The first industry in the Township was sawmills, due to the area being heavily wooded in the early 19th century. Jasper Vliet at Long Pond reportedly erected the first sawmill within the plateau area of the county in 1820. Lumbermen came through the area, but only sparsely settling the area. Peter Merwine, his wife and his ten children were among the first reported permanent settlers in the area in 1804, and George Altemose and his family of fourteen children moved from Chestnuthill Township in 1830. Their first homes where made of logs, but were soon replaced by frame dwellings.

Most of the settlers worked in timber-related industries or were farmers. Lumbering, saw milling, and tanning were all carried out on a large scale during this era. The laying of the Delaware, Lackawanna, and Western railroad through the county in 1856 meant the products were marketed all over the eastern United States. The railroad did not go through the Township, so the main form of transportation for the residents and businesses was the Wilkes-Barre and Easton Turnpike, a toll road originally laid out through the County in 1808. Currently, State Route 115 approximates the location of this route.

Hotels and inns were to be established along the old stage roads, because frequent stops were necessary for changing horses and giving the passengers a rest. There were three (3) hotels in Tunkhannock Township in the late 19th century. In 1875, there were approximately 180 people in the Township and 27 dwellings. These dwellings were never concentrated into an established town within the Township. The village of Long Pond was a center for the Township, and in 1883 a post office was established there. Three one-room schoolhouses were built across the Township, but it was still a long walk for most children. These schoolhouses also served as a place of worship because there were no separate church buildings erected within the Township at this time.

Because complete exploitation of the timber resources occurred throughout Monroe County, after 1890 and into the 20th century, the County saw a decrease in population and a slow rate of growth countywide. This presented difficult times for the sawmills and tanneries. There was decline in the local economy, as well as a series of national depressions in the 1890's, that halted development in rural areas like Tunkhannock Township.

In 1957, the Pocono International Raceway was created on former farmland. The nine million dollar automobile racetrack was conceived as a multi-purpose racing facility equal in size to the tracks at Indianapolis and Daytona. Race days in summer have been drawing crowds ever since, affecting the local economy.

Tunkhannock Township has experienced the development of large tracts of land for vacation homes. The second home industry was facilitated by automobile transportation to the Poconos from Metropolitan areas. Tunkhannock Township's first approved subdivision was Stonecrest Park, begun in 1965.

The Township contains one identified pre WWI hotel and resort, located at the intersection of Kuhenbeaker and PA 115. There are two identified pre-WWI public buildings, located along Long Pond and Kuhenbeaker Roads. There is also an area of containing concentrations of historical buildings along Long Pond Road, north of the intersection between Long Pond Road and Interstate 80.

TOBYHANNA TOWNSHIP

Building within the Pocono Historic District

This Township has two (2) Nationally Recognized Historic Districts. The first is Pocono Manor Historic District, also known as Pocono Manor Inn, roughly bounded by PA 314, Lake and Cliff Roads, and Summit Ave., Pocono and Tobyhanna Townships encompassing 25,000 acres, 75 buildings, 4 structures, and 4 objects. The historic significance is that it has stick/Eastlake, shingle style, bungalow/craftsman architectural style during the periods between 1900-1924, 1925-1949. Its historic functions include: landscaping, domestic, recreation, culture, forest, hotel, natural feature, outdoor recreation, single dwelling and sport facility.

Building within the Pocono Historic District.

The second is the Stoddartsville Historic District. This district runs along the Rte. 115 corridor and is located in Carbon County as well as Monroe County. According to this District's application to declare this a historic district, found on the Pennsylvania Historic Museum Commission's website, it consists of houses and cottages, outbuildings and wells, as well as the ruins of mill races, barn ruins, walls and landscape features, and early roads that were once part of an early nineteenth-century milling and transportation center named for its founder, John Stoddart. The district also includes extensive archaeological remains from one of Pennsylvania's most important early water-powered industrial projects, including surviving elements of water-powered mills as well as the best-preserved remains of the "bear trap locks" and wing dams that made the upper Lehigh River navigable. A group of cottages formed the small resort village that succeeded the industrial complex in the District. Because Stoddartsville straddles the Lehigh River, the village and archeological remains lie within both Monroe County's Tobyhanna Township and Luzerne County's Buck Township.

The township also has four pre-WWI hotels and resorts, as identified on the Open Space & Recreation Plan's Scenic, Historic and Cultural Resources map. Also identified are five pre-WWI public buildings, and one log or stone building.

Below is the information for all eligible and registered historic resources in Tobyhanna Township as seen on the Pennsylvania Historical Museum Commission's website.

Name of Historic Resource	Eligible/Registered	Address	Status Date
Beaver Brook Girls Camp	Eligible	P.O. Box 880 Poconos Pine	03/04/1997
Pocono Manor Historic District	Registered	Pocono Manor	04/11/1997
Stoddartsville Historic District	Registered	Rte. 115, Also Luzerne County	11/12/1998

COOLBAUGH TOWNSHIP

Following the Revolutionary War, and after the danger of Indian attacks had subsided, settlement of the County increased, and a timber products economy was established. After an initial beginning in the 1820's near the Delaware water gap, a tourist industry spread throughout the County, eventually reaching the Mount Pocono/Coolbaugh Township area. An extensive ice gathering industry was later established in the area. As transportation to and within the area improved during the late 1880's, the beginning of a private vacation home industry was established. The ice industry has vanished, and the timber products industry is of only minor importance. However, the second home development industry has flourished, especially within the past three decades.

In addition to these general trends, several specialized or specific projects that affect land use have taken place within or near the Township. In the early 1950's, the Tobyhanna Army Depot was constructed in Coolbaugh Township. The PA Game Commission and Department of Environmental Protection acquired large tracts of land to be included within State Game Lands and State Parks, to be retained for outdoor recreation, open space, and timber production. Finally, the completion of the interstate highway system in the area (I-80 and I-380) has increased the accessibility to the Township from much of the Northeast Corridor of the Eastern United States.

The Township has one pre-WWI public building, one log or stone building, and one pre-WWI hotel and/or resort within its municipal borders. Coolbaugh Township also has an established Historical Association.

APPENDIX 6

TRANSPORTATION IMPACT FEES

SUMMARY OF THE STEPS ASSOCIATED WITH IMPLEMENTING A TRAFFIC IMPACT FEE ORDINANCE

	Task	Responsible Entity
1.	Establish Transportation Service Area and appoint advisory committee. *Note: 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.*	Governing Body
2.	Public Notice of Intent to implement a Traffic Impact Fee Ordinance. *Note: This allows for fees to start being collected and starts an 18 month clock, by which time the Ordinance must be adopted.*	Governing Body
3.	Committee oversees preparation of Land Use Assumptions plan, holds public hearing, forwards to Governing Body for adoption.	Impact Fee Advisory Committee
4.	Committee oversees preparation of Roadway Sufficiency Analysis and forwards to Governing Body for approval.	Impact Fee Advisory Committee
5.	Committee oversees preparation of Capital Improvements Plan, holds public hearing, forwards to Governing Body for approval.	Impact Fee Advisory Committee
6.	Impact Fee Ordinance text developed and Ordinance adopted.	Governing Body

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.[1] 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.

[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.

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

APPENDIX 7

NATIONAL AND STATE EFFORTS AND LEGISLATION FOR HISTORIC PRESERVATION

NATIONAL AND STATE EFFORTS AND LEGISLATION FOR HISTORIC PRESERVATION

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.

In 1964, The United States Conference of Mayors undertook a study of historic preservation in the United States. The resulting report, "With Heritage So Rich," revealed a growing public interest in preservation and the need for a unified approach to the protection of historic resources. This report influenced Congress to enact a strong new statute establishing a nationwide preservation policy: The National Historic Preservation Act of 1966.

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.