

Smithfield Township
Monroe County, Pennsylvania

Comprehensive Plan
Update - 2001



Marshall's Falls

Prepared by:

Smithfield Township Comprehensive Plan Committee
Smithfield Township Board of Supervisors

Assisted by:

Shepstone Management Company

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Foreword

This Plan was prepared by the Smithfield Township Comprehensive Plan Committee with the support of the Board of Supervisors. We were also assisted by Monroe County Planning Commission and Shepstone Management Company. We also received tremendous help from the many individuals who took the time to return our resident survey.

This Comprehensive Plan is intended to offer a concise description of Smithfield Township and its needs as of 2001 updating the 1968 Comprehensive Development Plan for Smithfield, Middle Smithfield and Price Townships. Those municipalities continue to be partners in planning.

This update is designed to provide a policy framework for the Township as it looks forward to the twenty-first century. The Township is a relatively small and maturing community but also situated in the middle of great deal of activity with major consequences for the County and the region. Among the purposes of this Plan is taking a long range view of this activity as it impacts upon Smithfield Township and the surrounding region.

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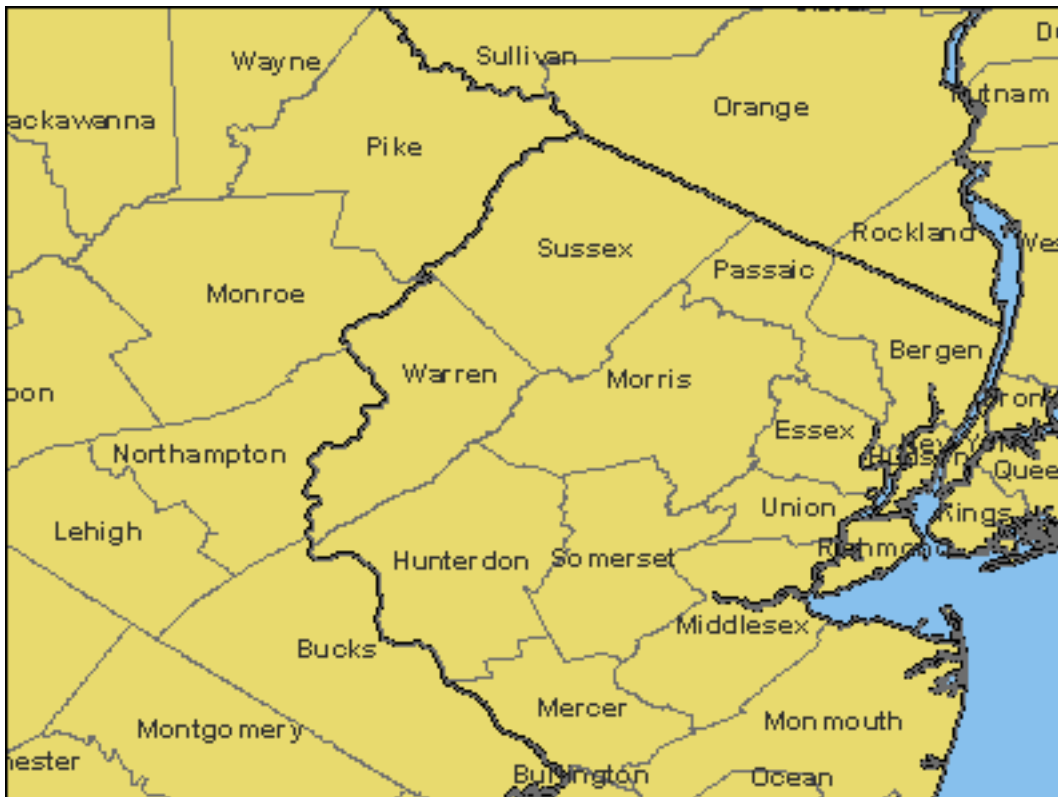
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1.0 Background Studies

1.1 Regional Relationships.

Smithfield Township's growth comes largely from the New York City metropolitan area. It is, in fact, only 67 miles from Manhattan, which is the heart of the nation's largest urban area, the New York - Northern New Jersey - Long Island SMSA. The region had a population of 21,199,000 people in 2000 and Smithfield Township has, by extension, become an integral part of that metropolitan economy. American Demographics, in an article discussing the growth of the Poconos, described the area as "just across the river from New York's outlying suburbs," noting that "many ... residents work in those suburbs" and "in the 1990's, even the suburbs have suburbs."¹



¹ "Winner and Losers" from *American Demographics Desk Reference*, July 1991.

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The New Jersey relationship is crucial to understanding the sources of Smithfield Township's growth. By 1950, urban development had pushed outward from New York City to include most of Morris and Passaic Counties and a few communities along the eastern borders of Sussex and Warren Counties, Sparta and Washington being two examples. However, portions of both Morris and Passaic, including the communities of West Milford, Ringwood, and Kinnelon still had densities of less than 75 persons per square mile, the point at which, based on 1990 U.S. population density, an area was more urban than rural.

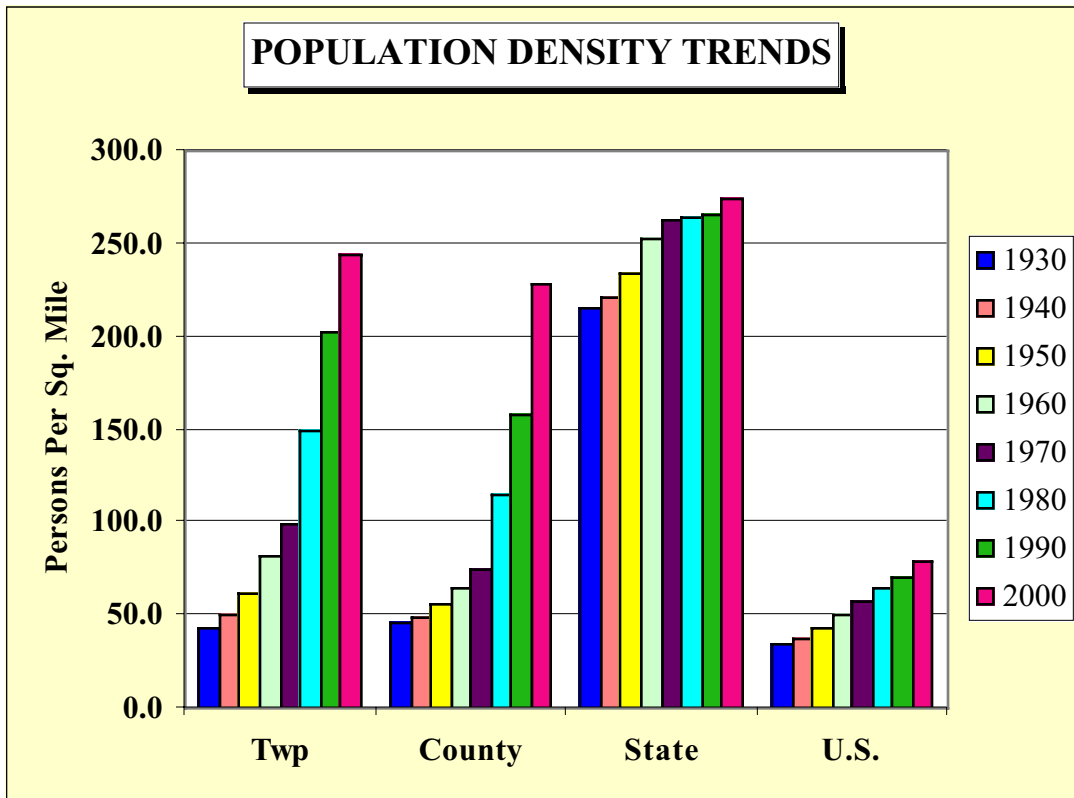
Development at densities of 75 persons per square mile or more had, by 1990, however, encompassed all of Sussex and Warren Counties except that portion along the Delaware Water Gap National Recreation Area where Federal land purchases made it impossible to build and distorted the numbers. This growth also followed I-80 into Monroe County, which had a density of 158 persons per square mile in 1990. It had increased to 229 persons per square mile by 2000, making the County the 23rd most densely populated county in Pennsylvania. Although this is still less than the Pennsylvania average of 274 persons per square mile, the County added 71 persons per square mile in the last decade. Moreover, the U.S. average in 2000 was only 80 persons per square mile.

Smithfield Township's population density in relation to that of Monroe County, Pennsylvania and the U.S. over the period 1950 to 2000 is illustrated in the following table and chart:

**Table I.1.1 Population Density, 1950-2000
(Persons Per Square Mile)**

<u>Year</u>	<u>Twp</u>	<u>County</u>	<u>State</u>	<u>U.S.</u>
1930	43.0	46.6	214.9	34.7
1940	49.6	49.1	220.9	37.2
1950	61.3	55.6	234.2	42.6
1960	81.3	65.2	252.6	50.7
1970	98.5	74.8	263.1	57.5
1980	149.4	114.3	264.7	64.1
1990	202.2	157.6	265.1	70.3
2000	244.5	228.4	274.0	79.6

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While Smithfield is still a relatively small community with a much smaller percentage of second homes than most of the Poconos it has been the gateway to this fastest growing area of the Commonwealth. It has, as a consequence, experienced and will continue to experience, all the effects of the region's growth and visitation. These changes and regional influences were succinctly described in a special 1991 study performed by the National Park Service on those areas adjacent to the Delaware Water Gap National Recreation Area.² This report states the following:

"In the 1970's a wave of development began moving westward into the Poconos along the Interstate 80 transportation corridor. Commuters and retirees were attracted to the area by its close proximity to metropolitan New York/New Jersey, affordable housing, lower taxes, and rural amenities. Development impacts were felt first

² "Inventory and Analysis of Adjacent Land Uses: As of July, 1989"
USDI National Park Service Office of Research and Resource Planning, November, 1991.
Delaware Water Gap National Recreational Area, Bushkill, PA 18324

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in Monroe County (but) in the 1980's the focus shifted to Pike County, with populations moving in both from the south and along the Route 15/23 and Route 206 corridors, which carry traffic into the Poconos from northwestern New Jersey. Current growth rates for the counties adjacent to the National Recreation Area are among the highest in New Jersey and Pennsylvania. Pike and Monroe Counties are presently the two fastest-growing counties in Pennsylvania ... and Sussex County is one of New Jersey's fastest-growing counties ... This growth trend is rapidly changing the region's rural character. Many vacation and seasonal homes are now being converted to year-round residences, permanent residential and commercial developments have rapidly expanded, and land has been changing hands at record levels. In addition, the increasing proliferation of time-share units - officially listed as seasonal dwellings - are actually occupied throughout the year."

The second-home buyers that produced the original explosion of growth were attracted by the recreational opportunities and natural environment but they are also attracted by the lower land and building prices, rural character, quality of life and lower taxes the region offered. Over time, large numbers of second homes have been converted to first homes. Many were planned as eventual permanent residences when they were first constructed or acquired. Retirees and second-home owners are also now being supplemented by first-home buyers. This has, in fact, long been the stronger trend in Smithfield Township. These are households who are relocating from the metropolitan area. Some migrate to the County to both live and work while others reside locally and retain jobs in the City or its outlying regions, creating the "suburbs of suburbs" discussed earlier. It is the same pattern which led to development of the original suburbs, but this time the jobs to which commuters travel are not in the City itself, but rather in those early suburbs (e.g. Morris and Passaic Counties).

Studies of traffic across the the border, for instance, indicate large numbers of commuters are going into Morris County to work. The other commuters mostly go to other parts of New Jersey to work with some heading to New York State. Some commuters may simply be making connections to public transportation in New Jersey and actually traveling on to New York, but the pattern is the same overall. It indicates the region is being integrated into the metropolitan network.

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The following tables summarize the relevant data from these studies.³

Table 1.1.2 - Local Commuter Patterns

Destinations	From Pike Using Rt. 739	From Monroe Using I-80
Morris County	26.70%	45.30%
Other N.J.	3.60%	23.00%*
New York	11.40%	13.60%
Essex County	3.80%	5.90%
Bergen County	4.80%	4.60%
Sussex County	43.90%	3.90%
Passaic County	<u>5.80%</u>	<u>3.70%</u>
	100%	100%

* Note: "Other NJ" includes adjoining Warren County at 12.0%.

Both studies indicated many commuters to the Dover area. Piccatiny Arsenal employees from there are moving to Monroe and Pike County to live but retaining their jobs in Dover, New Jersey.

The patterns of change within the region have largely continued to the present day. Eastern Monroe County's future is inextricably linked to that of Pike County and the New York City metropolitan area. Planning for the future must take this central fact into account, for it affects everything from cultural interests to economic development to future growth.

1.2 Natural and Historic Features.

The following inventory of natural and historic features is largely excerpted from the 1968 Comprehensive Development Plan and the Monroe County Historic Preservation Plan (1980). Both remain relevant today in regard to these features. Additional information from the Natural Resources Inventory of Monroe County

³ Origin & Destination Study, Pike County Planning Commission, 1991.
 Monroe County Commuter Survey Study, Monroe County Planning Commission, 1989.
 Note: Route 739 is in Pike County.

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is also included. The Planning District referenced incorporates the Townships of Price, Smithfield and Middle Smithfield.

1.2.1 Geology.

Price Township, the northwest half of Middle Smithfield Township, and the extreme northwest corner of Smithfield Township, are situated in the Glaciated Low Plateau section of the Appalachian Plateau Province. It is characterized by a nearly horizontal rock strata. Through the course of time the entire region was elevated and streams eroded the surface so that the area now has the appearance of very hilly country. The area northwest of U.S. Route 209, is underlaid by bedrock of the Catskill Continental Group which consists generally of non-marine shale and sandstone. This Group is an important bearer of very good quality water that adequately supplies most of the drilled wells.

The geological divide between the Glaciated Low Plateau section of the Appalachian Plateau Province and the Appalachian Mountain section of the Valley and Ridge Province, is characterized by an incline of the rock strata that abruptly changes from 0° - 5° to 30° - 60°. This divide line lies northwest of and runs parallel to U.S. Route 209, placing almost all of Smithfield Township and the southeastern half of Middle Smithfield Township within the Valley and Ridge Province.

The alternating layers of hard and soft sedimentary rocks in this area were subjected to lateral compression that caused the rock layers to fold like an accordion. Erosion reduced the peaks to a uniform surface. A general uplift followed with renewed erosion that has been washing the soft rocks away and leaving the hard rocks to stand out as ridges. This process has had a marked effect on the present day topography. The Kittatinny Mountain range from the Delaware Water Gap forms the southern border of this section.

This area is underlaid by bedrock of five geological formations. Generally the bedrock consists of shale, sandstone, and to a more limited extent - limestone. In fact, three of these formations comprise the only bedrock that contains limestone within Monroe County. The water

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producing quality of these formations varies from large supplies of excellent water to small supplies of hard water containing sulfates. The bedrock, composed primarily of limestone, is generally more permeable; and water seepage is more rapid than in other formations.

The depth of bedrock below the surface depends on its soil cover which is composed primarily of Glacial Drift. There are generally two types of unconsolidated material deposited by the glaciers and overlaying the bedrock in the District. Glacial Till, the most dominant material in the District, is a heterogeneous mixture of fine clay rock fragments that yield small supplies of good water. The thickness of the till over bedrock varies from 0-200 feet because of the combined earth movement and erosion process as previously discussed. The fine clay content generally implies a low rate of permeability, resulting in drainage problems.

The other type of deposit, Glacial Outwash, consists of clay, sand, "quicksand", and gravel. Quicksand is composed of stratified fine sand that has a tendency to flow when disturbed. These deposits are most common along the flood plains and low terraces along the Delaware River and other major streams in the District. Generally, the depth of sediment varies from 50 to 150 feet, although extensive erosion may create very shallow depths to bedrock in certain areas. Glacial outwash yields very large supplies of good water, and is usually subject to flooding and characterized by soils of rapid permeability.

Geologic limitations for development include; 1) low permeability that can slow the regeneration of ground water supplies, 2) rock outcroppings, shallow depths to bedrock and seasonal high water tables that can make it difficult to locate on-site sewage disposal fields, and 3) "quicksand" conditions in the glacial drift areas that can create soil stability and affect the feasibility of structural foundations.

1.2.2 Topography.

The topography in the eastern two-thirds of Monroe County generally slopes down from the Pocono Plateau in the west to the Delaware River Valley on the southeast edge of the planning area. The terrain is

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characterized by parallel ridges and valleys oriented northeast and southwest. The high ridges vary from 1,000 to 1,400 feet with local relief ranging between 300 and 500 feet. The lowest point in both the County and the planning area is 280' at the Delaware Water Gap where the river cuts through the Kittatinny Mountains.

There are several parts of the Township that contain a preponderance of excessive slopes (20 percent or greater). These areas, depicted on a Physical Features Map assembled by the Monroe County Planning Commission and maintained in their GIS system, present problems for intensive development but offer opportunities for recreation, scenic routes, and low density development. The main concentrations of steep slopes generally parallel the major creek beds including the: (1) Delaware River; (2) Brodhead Creek; (3) Marshalls Creek; (4) Bushkill Creek; (5) Shawnee Creek; and to a lesser extent (6) Cherry Creek. The wide Pond Creek Valley which traverses the planning area on a northeast and southwest axis is bordered on both sides by steep slopes. About 17% of the planning area has slopes of 20% or more.

1.2.3 Soils.

The Monroe County Soil Survey identifies sixty-seven different soil types within the County. These soils have been categorized according to the degree of soil limitation (slight, moderate, and severe) imposed upon various uses. Some 70% of Smithfield Township soils are subject to severe soil conditions that inhibit on-site sewage disposal and building construction. Approximately 30% of Township soils are actually wetlands, floodplains or excessive slopes.

Soils limitations data is also being incorporated in the GIS system the County is making available to the Township. Most of the developable areas suitable for on-site construction based on soils, is located along Cherry Creek, at Minisink Hills, around Marshalls Creek on U.S. Route 209 and in the northwest highlands of the Township. Additional areas are sporadically situated along the Pond Creek Valley near the Stroudsburg-Pocono Airport, the Marshall's Creek Valley and the Shawnee Creek Valley.

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1.2.4 Wetlands.

Wetlands, also mapped through the GIS system, comprise some of the more significant hindrances to development in the Township. There are many areas with fluctuating water tables just below the surface, rising to the surface only during wet periods. Some of the lowlands along the stream valleys are often poorly drained and sometimes water saturated. The importance of identifying these areas is that they form the flood plains for the various watercourses. The soils along these plains are often made up of soft, sandy deposits from the water.

Although there are no significantly large wetlands in the Township, numerous small swamps dot the countryside. Many of these swamps are located at the headwaters of streams and along or near their banks. This is particularly evident along the Pond Creek Valley. Wetlands, nevertheless, are not limited to the lowlands. Early glaciation has scraped out many depressions in which swamps have formed. These swampy depressions can be found throughout the Planning District, but particularly in the northern reaches of Middle Smithfield and Price Townships.

The most predominant and one of the more critical soil limitations throughout the District is the seasonal high water table. This condition of water saturated soils is likely to be found almost anywhere in the Township. About 1,130 acres or 1.7% of the District can be considered swampland.

1.2.4 Lakes and Streams.

There are numerous lakes in the planning area, several of which serve as reservoirs. Most of the larger bodies of water are located in the Pond Creek Valley, although some can be found at higher elevations in the northern part of the District. Although the region was scarred during the Ice Age, few natural lakes were actually created. Many of the swamplands, and wetlands, however, have since been transformed into manmade lakes. The impoundments are primarily used to enhance the vacation attractiveness for seasonal home development in the planning

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area and to provide water oriented recreation facilities for such developments.

The Delaware River Basin forms the eastern boundary of the Township. Major tributaries include Cherry Creek, Brodhead Creek, Marshalls Creek and Bushkill Creek. Other important streams are the Sambo Creek which serves as a primary source of reservoir water for the Stroudsburg Area, and Shawnee Creek and Pond Creek, both of which serve the Pond Creek Valley running northeast and southwest across the District.

While the Delaware River serves as the natural drainage channel for the entire eastern half of Monroe County, the planning area is basically comprised of five drainage basins; 1) Cherry Basin. 2) Brodhead Basin, 3) Marshalls Creek Basin, 4) Shawnee Basin, and 5) Bushkill Basin. Of these five drainage basin, only the Marshalls Creek Basin, which is actually a sub-basin of the Brodhead, and the Shawnee Basin, which is actually a sub-basin of the Delaware, are wholly contained within the planning area. Thus, most long-range planning considerations that relate to the prevention of water pollution and/or flooding and the preservation of an adequate water supply, natural drainage channels, and valley open-space in the planning area must equally anticipate the effects of any such measures on adjoining townships and counties. This is why the Township has regularly participated in regional water quality sampling programs.

Some of the lowlands and wetlands along the watercourses in the planning area are subject to flooding. Severe floods occurred in 1955 and 1957 when the Delaware River and its major tributaries overflowed their banks and there has been flooding along the tributaries periodically since then. Following the 1955 flood, extensive levees were constructed along the Brodhead Creek in the Stroudsburg area. Floodplain areas represent about 5% of Smithfield Township. These flood plains are located along Cherry Creek, Marshalls Creek, Shawnee Creek, the Pond Creek Valley from Stroud Township to just southwest of Marshalls Creek and the Delaware River Valley.

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1.2.5 Climate

The Township is in the cooler part of the temperate zone and is generally characterized by short mild summers and fairly long, moderate winters. The Pocono Plateau to the northwest provides some shielding from the really cold polar masses. The topographical features of the District have a direct influence on the climate. Although the planning area is not rugged enough for a true mountain climate, the ridge and valley influence on air movements affects the temperature extremes, which are generally greater than elsewhere in the same temperate zone. The vertical air movements within the region tend to shorten the growing season by causing freezes later in the Spring and earlier in the Fall.

The mean temperature for the District is 50 degrees Fahrenheit with a maximum mean monthly temperature of 73°F in July and a mean monthly low of 28°F in February. Temperatures of 95 degrees F. occur occasionally and each winter there are usually several days of below 0 degrees F.

Precipitation averages about 48 inches per year and is fairly evenly distributed throughout the year. July is the wettest month with 4.7 inches per year and February is the driest month with 2.9 inches per year. Precipitation is generally more than adequate for local needs. Snowfall averages over 50 inches per year with most of it falling in January and February. The surface runoff in the Spring has occasionally caused flooding problems along the major drainage channels.

1.2.6 Unique Natural Features

The Natural Resources Inventory of Monroe County, which is not considered necessarily complete, identifies three sites within or adjacent to the planning area. These include a Northern Conifer Swamp located near the watershed area along Fawn Road, some significant geologic features near East Stroudsburg and two colonies of a threatened animal species near Laurel Run Road. The "Indian Chair" site overlooking the Brodhead Creek Valley is also an important site to the Township and, of course, the Delaware Water Gap itself is clearly the most important geologic feature

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in the region.

1.2.7 Historical Resources

Note: Much of the following information is excerpted from the Smithfield Township website and the Monroe County Historic Preservation Plan.

Smithfield Township was the first Pennsylvania Township north of the Blue Mountains. It was created, more than 25 years before the United States Declaration of Independence was signed, as a political decision of the Bucks County Commissioners and Court. Part of the Bucks County frontier, what would become Monroe County was a result of the "Walking Purchase." In 1746, the inhabitants of this large area drew up a petition to the Bucks County Commissioners to draw lines for a Smithfield Township, proposing "to begin at the gap in the mountains where the River Delaware runs through and from thence five or six miles northwest and then by a straight line to the Delaware."

Apparently, the County Commissioners did not act on this petition; for, in June, 1748, there was a second petition with somewhat different boundary lines proposed. This time the Bucks County Commissioners, with Court approval, did create a Township that included vast areas of the Poconos. It is said that the extensive acreage owned by John Smith (relationship to Timothy Smith is not known) north of the Blue Mountains gave rise to the name "Smithfield Township".

Earlier colonists of the New Netherlands had traveled south along the Delaware in search of farmland. In 1727, the first permanent settlement in the county occurred when Nicholas PePui located along the Delaware River in what is now Shawnee. The land along the river remained prime agricultural areas from the 18th Century through the mid-20th Century. Many inland farms became resorts in the 19th Century, as the popularity of the area around the Delaware Water Gap increased. The Delaware Valley Railroad (1896-1928) served Smithfield Township, bringing in tourists, and taking fresh produce from farms to the towns of Delaware Water Gap and the Stroudsburgs. Decline of tourism in the early 1900's

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as second home development favored the Pocono Plateau.

Smithfield Township is second only to Hamilton Township in numbers of surviving stone structures in Monroe County. The stone houses reflect styles of various nationalities of the builders - German, English, or Dutch. Frame houses are generally the three bay "Pennsylvania Farmhouse" type, although four bay frame farmhouses are common. Surviving barns all reflect the German bank barn plan. The influx of tourists in the mid-19th Century transformed many farms to boarding houses and hastened the demise of many outbuildings. There are, however, several National and Pennsylvania State Register properties remaining. These include; Worthington Hall (National Register), the Ross Fuller House, the Nicholas De Pui House, Shawnee/Presbyterian Church, the Sittig House, Hauserville Chapel, Yeisley Log House and Stone House.

About one-fifth of Smithfield Township is publicly owned, primarily by the Delaware Water Gap National Recreation Area. A number of historic homes along the Delaware River including three on the State Register of Historic Places were destroyed around 1970 in the creation of the "wild and scenic" DWGNRA. Because of this destruction, area residents are very proud and possessive of their remaining historic properties. Major Smithfield Township historic sites and structures include the following:

<u>Name</u>	<u>Date</u>
Shawnee Village:	
Shawnee Presbyterian Church	1852
Newcombe House	1768/1860
Fort DePui	1727/1785/1907
Transue House	ca. 1880
Shawnee Store & Post Office	1858
George V. Bush House	1818
Shawnee Inn	1804
Ross Fuller House	ca. 1785
Sittig House	1741/1810
Worthington Hall	1904

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Resorts/Boarding Houses:

Buttermilk Falls House	1886
Willow Dell House	ca. 1850
Sunset View Farm	1831/1880
Mountain Manor	19th C.
Titania House	1888
Maple Grove House	1895
Chinese Tea House	1923
Mountain Lakes House	1918

Brick Houses:

Blue Bell Farm	1884
Mosier's Dairy Farm	19th C.

Stone Structures:

Karl-Smith-Imbt Farm	1872
Jacob Ruster House	1863
River Farm House	1790
DePui Farm	ca. 1784
J. Treible-Burnley Home	1849-52

Log Houses:

Green-Moyer House	ca. 1800
Yeisley Log Cabin	1795

Schools and Churches:

Franklin Hill School	1859
Stone Schoolhouse	1880
Mt. Nebo School	19th C.
Hauserville Chapel	1889
St. Paul's Church	1854
St. Mark's Church	1892

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1.3 Existing Land Use

Table 1.3.1 following illustrates Smithfield Township existing land use as of 1999 based on tax assessment data. An Existing Land Use Map generated by the Monroe County Planning Commission has also been prepared as a separate document. This data will be available on a continually updated basis using the Geographic Information System (GIS) that the Township has acquired through the County.:

Table 1.3.1 - Smithfield Township Existing Land Use

<u>Land Use</u>	<u>1999 Acres</u>	<u>1999 %</u>
Single Family Residential	3,906	26.1%
Multi-Family Residential	9	0.1%
Mobile Homes & Parks	375	2.5%
Cultural/Recreational	1,913	12.8%
Agriculture/Forestry	1,693	11.3%
Camps/Hotels/Resorts/Time-Shares	1,143	7.6%
Retail Services/Offices	568	3.8%
Public/Semi-Public	489	3.3%
Industrial/Wholesale	319	2.1%
Undeveloped/Unusable*	4,555	30.4%
Total	14,969	100.0%

* Note: "Undeveloped/unusable" includes all vacant land that does not fit into other major categories. A separate map of vacant parcels prepared in evaluation of Conservation Subdivision options indicated that perhaps 10-15% of this acreage represents vacant lots previously subdivided for residential use, with 80-90% consisting of large unsubdivided vacant parcels. Unusable areas are very limited.

There is no directly comparable existing land use data from earlier years but it is apparent that both commercial and residential acreages have increased. The 1968 inventory suggested as few as 558 acres of residential land. The current total includes large parcels with single houses on them so the data must be used cautiously, but the trend is, nevertheless, fairly apparent and self-explanatory.

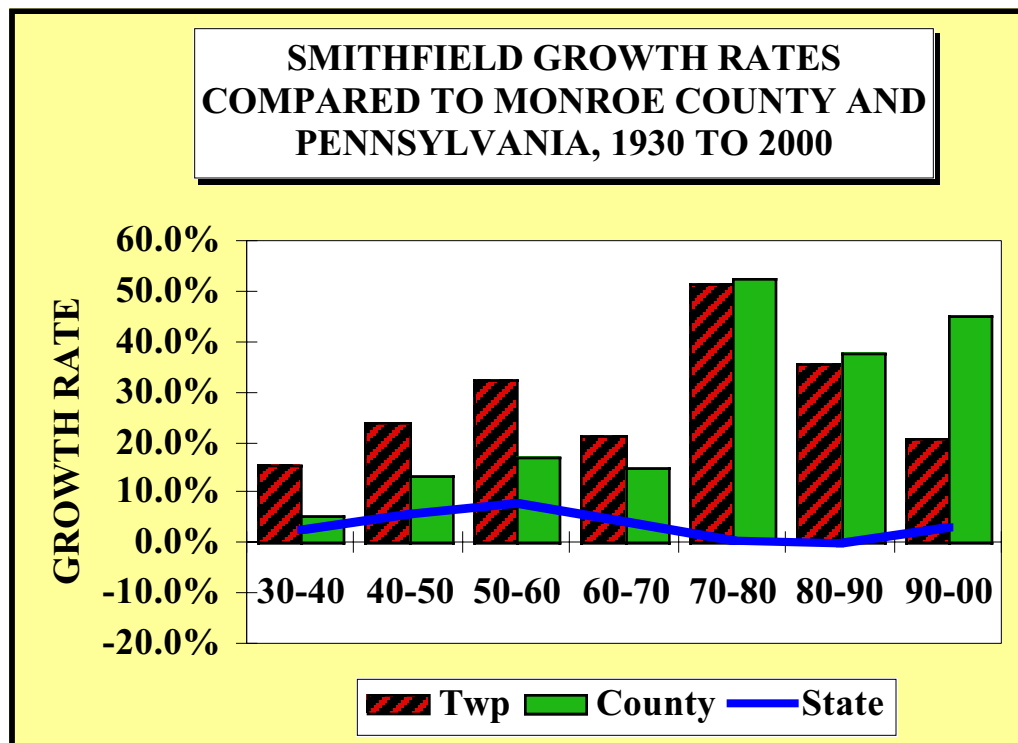
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There is relatively little multi-family housing. Commercial and industrial land is fairly significant. Undeveloped acreage has shrunk from an estimated 80% of the total in 1968 to 30% today although, again, some vacant land is likely included in residential classifications for tax assessment purposes, the source of the current data.

1.4 Population and Economic Base.

1.4.1 Population Trends.

The U.S. Census figures, tallied in Table 1.4.1 below, show 5,672 people lived in Smithfield Township in 2000, an increase of 20.9% over 1990. This was a smaller rate of increase than the 35.4% experienced in the 1980's, and less than the half of the increasing County rate of growth (44.9%). Only 980 persons were added from 1990 to 2000, down from the 1,226 persons gained a decade earlier. This reflects the built up nature of much the Township and the real estate recession of the early 1990's.



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Given this history and the recent rebound in the economies of adjacent New Jersey and New York State from which Smithfield derives its growth, it is reasonable to expect the current trend to continue at about the same level. The Township's population can be expected to grow to some 6,860 persons by 2010 if one extends this rate of growth forward.

Certainly growth will continue at some level and the Poconos have gained population at an overall rate that it is nothing short of phenomenal when compared against the pattern of the Commonwealth as a whole. The Poconos are, indeed, unlike the rest of Pennsylvania and quite different from the rest of the Northeast. They represent not only a vacation area, but also the advancing edge of the New York metropolitan area.⁴

Table 1.4.1 - Smithfield Township Population Trends

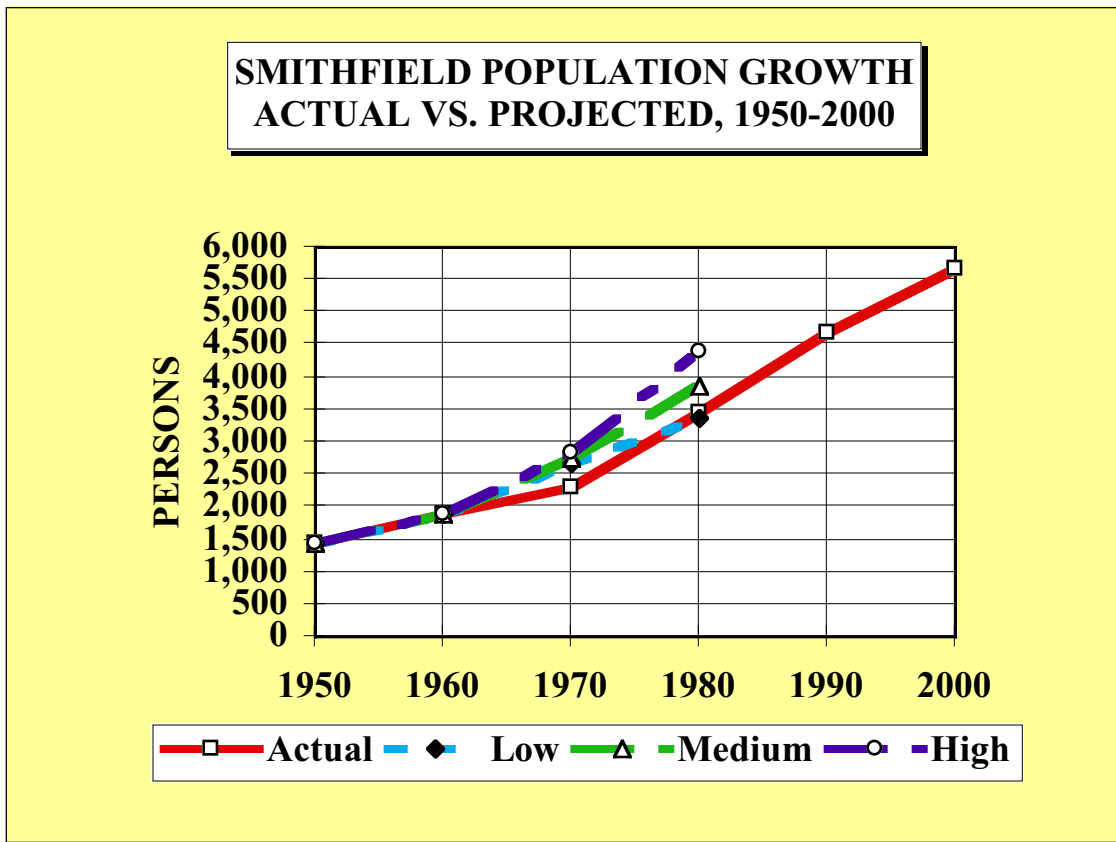
Year	Smithfield		% Chg.	Monroe		% Chg.	PA (000's)	% Chg.
	Twp.	Chg.		County	Chg.			
1930	997		N/A	28,286	N/A	9,631	N/A	
1940	1,150	53	15.3%	29,802	5.4%	9,900	2.8%	
1950	1,423	273	23.7%	33,773	13.3%	10,498	6.0%	
1960	1,887	464	32.6%	39,567	17.2%	11,319	7.8%	
1970	2,285	398	21.1%	45,422	14.8%	11,801	4.3%	
1980	3,466	1,181	51.7%	69,409	52.8%	11,864	0.5%	
1990	4,692	1,226	35.4%	95,709	37.9%	11,882	0.1%	
2000	5,672	907	20.9%	138,687	44.9%	12,281	3.4%	

Source: U.S. Census Estimate

The pattern is one of steady growth as the chart following indicates:

⁴ Regional and State agencies have traditionally underestimated rates of growth in the Poconos and consistently projected future populations which are rapidly outdated by actual events. Woods and Poole Economics, an econometric consulting firm used by the Commonwealth and EDCNP, for example, projected in 1993 that the Smithfield population would reach 5,229 persons in 2000 and 5,794 persons in 2010. It is already readily apparent those numbers will be exceeded by wide margins.

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1.4.2 Age of Household Members.

Smithfield Township is very much like Monroe County as a whole insofar as age of the population is concerned, with 34.2% of the people under 25 years of age. The County proportion, by contrast, was 35.4%. The over 65 years age group represented 12.7% of all Smithfield Township residents compared with 12.3% for the County, giving the Township a slightly higher median age of 38.5 years compared to only 37.2 years for the County. The Township has aged significantly since 1990, the median age gaining a full 4 years.

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**Table 1.4.2 - Smithfield Township
Population by Age, 2000**

<u>Age Cohort</u>	<u>Smithfield Township</u>				<u>Monroe County</u>	
	<u>1990</u>	<u>%</u>	<u>2000</u>	<u>%</u>	<u>2000</u>	<u>%</u>
0 - 4 Years	358	7.6%	8,280	6.0%	8,280	6.0%
5 - 24 Years	1,024	28.1%	1,636	28.9%	40,781	29.4%
25-44 Years	1,485	31.6%	1,607	28.2%	39,964	28.8%
45-54 Years	498	10.6%	891	15.7%	19,858	14.3%
55-64 Years	395	8.4%	522	9.2%	12,768	9.2%
65-74 Years	388	8.3%	393	6.9%	9,916	7.1%
75+ Years	250	5.3%	330	5.8%	7,120	5.1%
Median Age	34.5 Years		38.5 Years		37.2 Years	

1.4.3 Population by Sex.

The female gender makes up the majority of the population in Smithfield Township with 50.1% (2,840 persons) in 2000 as compared to 49.9% (2,832 persons) for the males.

1.4.4 Years of Education.

The 1990 U.S. Census (latest available for this data) indicated 79.5% of the population aged 25 years or more had a high school diploma. Only 23.2% possessed a college degree. The drop-out rate for the Township was 20.6% as of 1990.

1.4.5 Income.

Census data gathered during the 1990 Census (again, the latest available for this data) indicates per capita income for Smithfield Township was \$14,331 compared to \$13,630 for the County as a whole. Median household income in the Township, moreover, was \$36,096 compared to

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\$32,465, a substantial variation. The 1980 to 1990 gain in per capita income for the County (60.9%) did exceed the 58.6% rise in the consumer price index for the same period, but the real income gains were obviously not impressive.

Table 1.4.3 - Smithfield Township Incomes, 1990

	Smithfield Township	Monroe County
Per Capita	\$14,331	\$13,630
Median Household	\$36,096	\$32,465
Median Family	\$41,572	\$36,514

Township households are significantly wealthier than those of the County as a whole. The difference is pronounced in the case of families, however, probably reflecting the earlier movement into the Township of higher income metropolitan residents.

1.4.6 Employment Status.

Smithfield Township had 2,182 employed persons over 16 years of age in 1990 and 1,007 or 46.2% of these persons were females. The unemployment rate as a whole was 7.3% in 1989 and for females it was only 5.5%. There were 296 females, with children, in the labor force and their unemployment rate was only 1.1%, reflecting the fact these persons generally did not enter the labor force without jobs and needed to maintain them to support families. Moreover, they were probably employed mostly in year-round positions which did not experience seasonal layoffs.

Some 56.6% of families had two or more workers with a combined mean income of \$53,365. Some 10.9% of all families had no workers but their average income was, nonetheless, a very high \$34,230, reflecting migration of wealthier households into the community at that time.

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1.4.7 Employment by Occupation.

The table below provides a breakdown of the employed Township population aged 16 years or more in 1990 by occupation.

**Table 1.4.4 - Smithfield Township
Employment by Occupation, 1990**

<u>Industry</u>	<u>Employed Persons 16+</u>
Managerial	18.5%
Sales and Support	31.8%
Service Occupation	16.3%
Farming/Forestry/Fish	3.0%
Precision/Craft/Repair	14.4%
Operator/Laborer	16.0%

1.4.8 Place of Employment.

Current statistics regarding place of employment for Smithfield Township residents were not readily available, but it is clear the vast majority of jobs are outside the Township. Moreover, the proximity of Smithfield to the New York City metropolitan area makes it likely the majority of jobs are outside the County and Commonwealth. The economic future of the Township is inextricably linked to that urban area.

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2.0 Community Development Goals and Objectives

2.1 Community Survey

All Smithfield Township residential landowners, some 1,557 in total, were sent a special community opinion survey to gain public input for this Comprehensive Plan update. A total of 474 persons or 30% returned the questionnaires - an excellent response rate. The survey form included 35 questions requesting opinions on a wide variety of subjects including zoning matters, home occupations, open space protection, commercial development, recreational programs, road maintenance and traffic congestion.

The responses to the survey indicate a wide cross-section of Smithfield residents value the Township's predominately rural atmosphere. They want to see as much of this preserved as possible. Over 57% of respondents said they had originally decided to live in Smithfield because of its rural character and 47% continued to stay for that reason. Seventy-one percent of those answering the question indicated support for Township open space acquisitions. Some 63% also supported the development of additional park and recreation areas, trail systems or preservation of stream corridors and scenic views. These responses offer the Township major incentives to participate in the County's Open Space Program.

The complete survey results are found in Appendix B of this Plan. Some of the most relevant findings from a planning perspective were as follows:

- The most typical survey respondent had lived in the Township and County for 10-14 years (Questions No. 1 and 2).
- Residents said they were originally attracted to the Township mostly by its rural atmosphere, affordable housing and low taxes. They listed rural atmosphere, being close to friends and relatives and nearby work as reasons for continuing to live in the Township, however. The Township is not perceived to be as rural as it once was or to be as much of a bargain in terms of taxes and housing costs. (Question No.'s 3 and 4).
- A large majority of residents felt that the Township had become a less

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desirable place to live (Question No. 5). Loss of open space and the costs of services and taxes were cited most often by residents as what they like least about Smithfield (Question No. 6).

- Drinking water, air and streamwater quality were picked as the most valued aspects of the Township's environment (Question No. 7).
- Residents thought the most important resources to protect through Township action were farms, scenic views from the Delaware Water Gap and scenic hillsides (Question No. 8). They favored securing County, State or Federal funds for Township recreation and park facilities, trail and bikeway development and stream accesses (Question No. 9). A little more than half thought it was right to use Township tax revenue for some of these acquisitions, favoring stream and highway corridors, particularly Gap View Road and Cherry Valley (Question No. 10).
- Survey respondents thought regulation of land development in general was extremely important, giving highest priority to density of development, proximity of commercial development to residences and impacts on streams (Question No. 11).
- Senior citizen housing, single-family first homes and conservation subdivisions were viewed positively but second homes, townhouses, apartment and mobile home parks were met with very little favor (Question No. 12).
- Small office buildings, woodcrafts manufacturing, research facilities and other light manufacturing were also encouraged while shopping centers, large office buildings, corporate parks, motels/hotels, wood processing, metal fabrication, warehouse/distribution facilities, printing companies and trucking terminals were discouraged (Question No. 13). There was little or no need perceived for additional consumer establishments although home improvement centers, medical offices, sit-down restaurants and convenience stores ranked highest.
- Residents were skeptical whether small scale commercial activities with limited traffic impacts should be permitted near residential neighborhoods.

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They thought such uses, if permitted, should be confined to very small scale, well designed enterprises (Question No. 15). Home occupations, nonetheless, were generally viewed favorably with conditions imposed on traffic, noise and other impacts. Only the door to door sales of beauty and health products and independent trucking operations were considered not appropriate as home occupations. Over 10% already had home occupations themselves (Question No. 16).

- When asked whether there was a need to spend more of their tax money on various recreation, and leisure facilities, the majority of residents said there was little or no need for baseball/softball fields, basketball courts, stream launches, boat/fishing accesses, football/soccer fields, golf courses, handball/racquetball/squash courts, swimming pools or tennis courts. Most, however, said there was a need for trail systems, picnic facilities, playgrounds and senior citizens center and a youth center (Question No. 17).
- Residents said they generally favored spending tax money adding, expanding or improving fire protection, township roads, police protection, youth programs, senior programs, trails and bike paths, public water, sewage collection and treatment, library services, recreation programs and public transportation (Question No. 18).
- Most residents answering the survey previously lived in other parts of Monroe County or Pennsylvania with a large population from New Jersey and New York (Question No. 19). The most common lot size is one to two acres but large numbers of residents live on properties of one-half to one acre in size (Question No. 20). The majority of homeowners lived in houses 20+ years old but there were also large number of homes 6 to 20 years old (Question No. 21). There were large numbers of children in these households who were 6 to 12 years old (Question No. 22). Most household members were employed full-time but there were also many retirees (Question No. 23). The majority were employed in Monroe County or other areas of Pennsylvania but about 30% crossed the Delaware River to work in New Jersey or New York (Question No. 24). About 45% of residents commute over 10 miles to work (Question No. 25).

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- Residents did not believe additional park and ride facilities for commuters would be of value. They did favor local train service for commuters but opposed subsidizing such service by a wide margin (Question No. 26).
- The most common age of survey respondents was 45 to 49 years (Question No. 27). The most common occupations of employed residents were professional or managerial in nature (Question No. 28).
- Residents rated the quality of fire protection, ambulance service, utilities, health care, highway maintenance, police protection and sewer and water services as good to high. Land use and other code enforcement was considered poor to fair in quality (Question No. 29).
- A large number of residents said they were frequently inconvenienced by traffic conditions within the Township but the majority found traffic to be either no problem or no great inconvenience. Most problems related to Route 209 or Business 209. The two Rt. 209/Rt. 447 intersections and impacts on back roads and cross roads such as Hollow Road received the most complaints (Question No. 30).
- Virtually every resident thought the Township Spring Clean-Up Program should be continued (Question No. 31). Nearly all also recycled some of their household wastes (Question No. 32). Less than half used the East Stroudsburg drop-off and a majority favored establishment of a Township drop-off or Township-wide recycling/waste pick-up (Question No. 32). A slight majority favored prohibiting burning of leaves (Question No. 33).
- Residents were opposed to joining a regional police force or purchasing additional State Police services and particularly to raising taxes for either purpose (Question No. 34).
- When asked to offer any other comments they wished regarding the Comprehensive Plan, residents provided a large number of pleas to halt residential and commercial development they felt was ruining the Township. They also wanted taxes stabilized or lowered and billboards controlled. A number of other concerns and suggestions were raised as well, most directed at the consequences of growth.

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2.2 General Goals and Objectives

Those goals listed below were developed from workshop discussions with local officials and use of the community survey data discussed above. These goals, viewed in the context of Township characteristics also described above, lead to the specific objectives and plans which follow.

2.2.1 Promote the Township's public health, safety, and general welfare.

- a) Control common-law nuisances attributable to noise, odors, and unsightly uses.
- b) Ensure the availability of public services and promote the availability of private support services.
- c) Request developers to provide recreation areas and open spaces or fees in lieu of dedication for recreational development in conjunction with new projects.

2.2.2 Maintain Smithfield Township's character as a rural/suburban community.

- a) Through the use of land use regulations, direct development toward areas of the Township possessing adequate services and good access and away from areas having significant physical limitations for growth.
- b) Enforce regulations to control the proliferation of signs and billboards. (See Section 3.6.1 of this Plan.)
- c) Employ zoning standards to improve and protect community appearances.
- d) Provide for various types of housing, including multi-family and manufactured housing, using appropriate land use regulations to ensure such housing is built to standards that preserve rural

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character and ensure active recreational facilities for residents are provided by developers.

2.2.3 Prevent the loss of health, life, or property due to fire, floods, or other natural disasters.

- a) Strictly enforce the Federal Flood Plain Program.
- b) Incorporate industry and basic health and safety standards particular to various land uses in supplementary zoning regulations.

2.2.4 Minimize pollution of Township land, water and air.

- a) Maintain an up-to-date sewage facilities plan.
- b) Require developers to address stormwater and erosion sedimentation concerns through incorporation of planning criteria in land use regulations.
- c) Coordinate emergency management planning with County Emergency Management office.

2.2.5 Coordinate programs of various levels of government to meet Township needs.

- a) Maintain a working relationship with County, regional and other organizations which can help the Township in meeting various needs.
- b) Participation in programs which allow the Township to coordinate and spread the cost of governmental activities with adjoining municipalities.

2.2.6 Provide and improve public services.

- a) Identify capital improvements that will serve the needs of the

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Township population and accommodate desirable development including but not limited to emergency services, recreation facilities, library services, roads, etc. and budget for them on a long-term basis.

- b) Seek community facilities grant and loan funds, where appropriate, to supplement local revenues and hasten the provision of essential improvements.

2.2.7 Continually improve the road system.

- a) Develop a highway improvement and maintenance plan and a highway capital improvements program, to be coordinated with PennDOT activities.
- b) Maintain an up-to-date road ordinance setting standards for new road construction as well as roads to be dedicated to the Township.
- c) Identify accident-prone areas, document these and pursue measures to remedy any problems found.
- d) Control street encroachments and access to Township highways.
- e) Control the creation of new driving hazards by applying access, parking, setback, and road standards to evaluate new subdivisions, commercial developments or other projects.
- e) Establish a cooperative program with PennDOT to address safety issues on Routes 209, Business 209, 447, 611 and other State routes and monitor position of local projects on the PennDOT 12-year plan.

2.2.8 Stimulate private economic development to produce a more balanced self-sustaining community with a broad tax base that supports lower tax rates.

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- a) Provide for commercial and industrial development giving consideration to land capability, proximity to the transportation network, and compatibility with adjoining uses.
- b) Evaluate land use regulations with a view toward making housing more economical through use of positive incentives and streamlining of procedures but without compromising density standards.

2.2.9 Acquire and use the most current information about geology, hydrology, topography, and soils, using the County's Geographic Information System (GIS) to influence future land development.

- a) Structure land use regulations to regulate development in areas of steep slopes, poor soils, and other limiting factors which are not mitigated by the provisions of central sewage services or other similar factors.
- b) Require specific documentation of the availability of land area to accommodate on-lot sewage disposal systems where high water table, steep slopes or other unique natural features exist.

2.2.10 Preserve the natural environment and Township open space.

- a) Encourage practices such as open space design development and planned unit development, that preserve open space as much as possible and take advantage of existing services, working with Price, Middle Smithfield and Delaware Water Gap to develop a Regional Open Space Plan. (See Section 3.4.2 of this Plan.)
- b) Request developers to preserve as much forest cover as possible in the layout of new projects and demand landscape buffering of adjoining residences in the case of commercial projects.

2.2.11 Preserve existing historical and natural landmarks and geographic land formations.

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- a) Pursue the identification of historic buildings or other areas of cultural value by working with state agencies and funds and encouraging participation by knowledgeable local persons and groups.

- b) Encourage the adaptive reuse and rehabilitation of these sites, where economically feasible, through regulatory and other positive incentives.

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2.3 Specific Land Use Goals and Objectives.

The following are specific land use objectives and recommendations for improving upon Smithfield Township's existing land use in Smithfield Township:

2.3.1 Provide for the orderly future growth and development of Smithfield Township.

- a) Minimize the removal or disruption of historic uses and structures and preserve the architectural elements of existing buildings of significance (e.g. those identified in the Monroe County - Historic Legacy study) by offering zoning incentives for the preservation and/or adaptive reuse of these structures and other uses traditional to Smithfield Township or integral to its culture.
- b) Create mechanisms that will allow new developments to function as extensions of existing development patterns rather than standing in contrast to them, particularly where bordering East Stroudsburg and Delaware Water Gap.
- c) New planned residential projects should be allowed to incorporate small mixed-use neighborhoods of commercial and higher density residential development around which community activities can evolve (e.g. Shawnee Square), provided these areas are maintained at a modest scale consistent with the rural character of the Township, do not negatively affect neighboring properties and are effectively buffered from highways and other residences.
- e) While home-based businesses should be allowed, they should be carefully reviewed for impacts on adjoining properties (e.g. parking, lighting and traffic) as well as the overall character of the areas in which they are located and there should be strict controls on the conversions of these uses to permanent commercial uses. Separation of such uses for purposes of sale as on-going enterprises should be prohibited.

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- f) Treat non-conforming use changes and expansions as Conditional Uses, provided that all non-conforming uses are ensured an appropriate minimum level of expansion. This is intended to provide more flexibility to accommodate growth under appropriate guidelines while also gaining the ability to require correction of previous site planning deficiencies (e.g. closing off excess accesses, lowering signs or adding landscaping and/or curbs).

- g) Encourage the redevelopment of those existing commercial areas experiencing traffic flow and other design problems. New signalizations, flag lots, elimination of curb cuts, use of joint accesses and private access drives, buffering of activities from the highway with landscaping, reduction of sign heights and sizes, use of ground signs and limitations on the numbers of signs, are all improvements that can be secured through negotiation as projects are expanded or updated and come before the Township for approval. These same features should also be obtained in connection with new developments.

- h) Also, encourage the reuse of abandoned and other previously developed sites where redevelopment offers the potential to not only address a present need but also clean up mistakes from the past. Traffic, environmental and aesthetic problems should be corrected by working cooperatively with property owners to redesign and upgrade projects. Flexible regulatory approaches should be employed in pursuit of win-win solutions for developers and the Township, particularly in those instances where the extension of infrastructure (e.g. central sewer and water services) offers new opportunities for both.

- i) Continue to direct new commercial growth to those areas of the Township with existing and planned infrastructure and easy access to major thoroughfares, employing the use of town center concepts to preserve the character of lands in between such centers.

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- j) Provide for a balanced tax base and community where homes, services and jobs can be secured with minimal travel by encouraging the development of small office buildings, research facilities, small wood manufacturing enterprises (e.g. crafts and furniture) and other light manufacturing.

- k) Encourage the development of alternative means of transportation through further development of public transportation services. The Township also needs to carefully evaluate the impacts of rail commuter service and, more specifically, a local train station (the current proposal is to locate the local station in East Stroudsburg). A train station located in New Jersey or East Stroudsburg could create congestion and growth impacts similar to one located in Delaware Water Gap without the associated convenience to Township residents. Therefore, the Township should not support such a project without considering both the site-specific and community-wide impacts.

2.3.2 Protect the health and safety of residents and visitors through education and enforcement of building code requirements, on-site sewage system regulations and floodplain development standards.

2.3.3 Preserve the character of existing residential streets and rural highways and promote safe, efficient and uncongested circulation of pedestrian and vehicular traffic.

- a) Streets should, whenever possible, be designed in such a manner as to preserve natural topography and tree cover, minimize cut and fill and preserve and enhance views on or off the subject parcel.

- b) Developers should be required to provide for walking, as well as vehicular, connections within developments and with adjacent land uses. These should include trails and bikeways (but not necessarily sidewalks). Such facilities can be provided in some instances by setting the cartway to one side of a right-of-way to allow a trail or bikeway on the other side.

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- c) Street widths and alignments should be carefully scaled to neighborhood size and be patterned after the character of existing residential streets. It is important not to overbuild what will be low-traffic roads and to maintain low density development along existing roads with limited capacities. It is likewise important not to overbuild parking areas. Sidewalks and curbs should be encouraged but required only in those most densely populated sections of the Township.
- d) Maintain a visual sense of place for the Township which reflects its generally rural atmosphere by requiring the protection of scenic buffers along major highways and streams. These buffers are valuable open spaces and should be counted as such. It is also important in this regard to favor interior lots over those laid out along public highway frontages.
- e) Establish partnerships with other municipalities, the County and land conservancies such as the Pocono Land Trust to accept donations of or purchase conservation easements on key tracts which act as scenic buffers or serve as important links in the open space system.

2.3.4 Protect the surface and groundwater supplies from pollution and otherwise protect the quality of the physical environment by continuing water testing programs and other measures designed to monitor water quality and deal with problem situations, if any.

2.3.5 Encourage uses of land and building designs that create harmonious appearances and avoid future blemishes on the landscape and blight.

- a) Require preservation of the landscape in its natural state, insofar as practicable, by using topography, tree cover, and natural drainageways to determine road and lot configurations rather than treating them as elements to be modified to fit some preconceived development scheme.
- b) Require new construction development within historic town

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centers (e.g. Shawnee, Marshalls Creek) be specifically related to the terrain and to the use, scale, architecture and historical context of those existing buildings in the vicinity that have functional or visual relationships to the proposed buildings. These areas should be carefully defined in advance.

- c) Develop and enact new design review and landscaping criteria for major impact uses (e.g. commercial superstores, shopping centers, office parks, industrial/distribution buildings) setting standards that will substantially upgrade the quality of new development in the Township.
- d) Require, as part of the conditional use review process, landscaping in front of and around new commercial uses to provide a separation of these activities from the highway. Also, require buildings be placed along front yards with parking in the rear, mandating use of internal rear alleys or parking lot connections and sidewalks so customers can move freely from one commercial use to another without re-entering onto major streets. Apply these same requirements to the change and/or expansion of existing non-conforming uses.
- e) Require the filing of development plans and obtaining of Township permits in advance of clearing or excavation of significant commercial sites such as shopping centers and require restoration in cases of violations. Regulations should, however, accord some flexibility to smaller individual projects such as offices, and individual retail and service establishments permitted as principal permitted uses. They should further provide for the phasing of larger projects, with bonding to ensure performance, and extensions of infrastructure to sites during the approval process.

2.3.6 Encourage flexibility in development of land to facilitate economical provisions of streets, utilities and parks; preserve the natural and scenic qualities of open lands for public use and enjoyment; and provide varied housing choices.

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- a) Planned residential developments (PRD's) should be retained as an option, and commercial planned unit developments (PUD's) should also be encouraged. The latter, however, should be restricted, through the use of floating zones, to areas where infrastructure exists to accommodate such higher intensity development.⁵ PRD's should provide for no less than 35% open space and PUD's no more than 50% building coverage and 70% impervious surface coverage. However, usable recreation area such as golf course property within PRD's should be counted toward open space. Wetland areas creatively incorporated into recreation uses should similarly be allowed. Commercial uses within PRD's should be restricted to projects of substantial scope.
- b) All open space (landscaped and usable) should, in order of priority, be designed to; 1) establish linkages with other Township (and adjacent municipal) open space and recreation areas, and 2) add to the visual amenities of the area by maximizing its visibility for persons passing the site or overlooking it from nearby properties.
- c) The types of open space required should be a reflection of how passive and active open spaces are now used in the neighborhood or Township, whether they are adequate, and how they may be complemented and linked.
- d) Incorporate requirements for open space design development consideration at the sketch plan stage of subdivision approval, including identification of possible open space linkages.
- e) Encourage, through extensive education and the use of modest density bonuses, the use of conservation subdivision techniques that involve the clustering of housing units as a device to preserve open space in conjunction with new development, particularly

⁵ A "floating zone" is an unmapped zoning district where all the zone requirements are contained in the ordinance and the zone is fixed on the map only when an application for development, meeting the zone requirements, is approved.

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with respect to tracts to be linked with other valuable open spaces.

- f) Continue to provide areas in the Township for large lot residential development as a means of controlling overall density, provided clustering of housing units at a somewhat lower density is still made available as an option with modest density bonuses to encourage this practice.
- g) Improve upon controls governing new multi-family housing to ensure minimal impacts on overall density and Township character but encouraging higher density development in the case of senior housing as a means of addressing a particular need within the Township.

2.3.7 Facilitate communication by requiring that signs be compatible with their surroundings and promote the distinctive identity of the Township, the occupant, services, or type of product provided thereon.

- a) Employ comprehensive sign regulations to discourage excessive sign proliferation and encourage the use of ground signs over pole signs. A preferred sign program should be developed to reward property owners for the use of ground signs, landscaping and other appropriate design features, by giving them the ability to create additional sign area if they use these practices. (See Section 3.6.1 - "Community Character and Community Life.")
- b) Require the streetscapes of significant new commercial developments be designed in detail to avoid repetitious setbacks, driveways, elevations, and landscaping so as to create variety, interest and a more attractive overall commercial environment.

2.3.8 Preserve the beauty of the community and the economic value of the land by actively protecting open space and requiring the preservation of natural and scenic resources, including the surface drainage system, topographic features and wildlife habitats.

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- a) Utilize funding provided through the Monroe County Open Space Initiative and other sources to pursue the protection of valuable open space with emphasis on; a) large undisturbed wildlife habitats with linkages to other open spaces, b) important scenic views, c) actively used recreation areas and d) other open space and trail linkages.

- b) Focus other Township efforts at open space protection on; a) the ridgeline along Route I-80 and above the Minisink Hotel, b) the proposed Stroudsburg to Delaware Water Gap Greenway, c) The Route 209 ridgeline as viewed from that highway and Gap View Road, d) the Upper Fawn Road area e) the Upper Brushy Mountain Road and Reservoir Road area, and f) the protection and enhancement of specific recreational resources and natural attractions such as the two Township Parks, various waterfalls, Appalachian Trail links and River Road.

- c) Improve upon existing Township land use regulations by specifically addressing, through conditional use review criteria, factors such as the preservation of drinking water quality, air quality, stream water quality and wildlife habitats. Also address overall density of development, proximity of commercial development to residences, scenic impacts, preservation of large trees at commercial sites and hillside/ravine development.

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3.0 Smithfield Township Plans

3.1 Natural and Historic Resources Plan.

The following natural and historic resources are worthy of protection by the Township through acquisition, purchase of conservation easements and/or regulation. These include, in order of priority, the following:

3.1.1 Types of Resources That Should Be Protected.

The following specific types of natural and historic resources should be protected within Smithfield Township:

- a) Large undisturbed wildlife habitats with linkages to other open spaces.
- b) Important scenic views.
- c) Actively used recreation areas.
- d) Open space and trail linkages.
- e) Open spaces existing within subdivisions (particularly those natural features of significance).
- f) Riparian buffers along important waterways.
- g) Sensitive ecological areas (steep slopes, wetlands, etc.)
- h) Highway and project buffers (tree canopy, etc.)
- i) Historical and cultural sites.
- j) Observation points.
- k) Important neighborhoods, centers and places.

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- l) Lands remaining in farm or agricultural use.
- m) Water supply recharge zones.

3.1.2 Prime Natural and Historic Resources That Should Be Protected.

The following are prime natural and historic resources that should be protected within Smithfield Township:

- a) **The ridgeline along Route I-80 and above the Minisink Hotel.** This is a very steep area controlled by 4 landowners (Zimmerman, et al) and some of it is enrolled in the Act 319 program. There is some historical significance to the area insofar as the "Indian Chairs" and carvings found there and its role as a World War II flag site. There is a significant spring on the site and it is an important scenic gateway to the Township and the Pocono area as a whole, encompassing some 50-60 acres altogether. There could also be opportunities to link this area with a natural buffer along Paper Mill Road, the Township Park, the Ronson property, the Delaware Water Gap train station and other features in the vicinity.

Immediate threats to this area are limited by its steepness as a whole and the most appropriate method of protecting it may be through acquisition of a conservation easement. It is recommended the Township work with a local land conservancy to explore the potential for a donation of such an easement by the owners. Alternatively, development rights might be purchased through use of public funding available from the County, State or Federal government.

- b) **The proposed "Stroudsburg to Delaware Water Gap Greenway."** This is an area of approximately 200 acres largely owned by Eureka Mining (Morrissey). It is mostly steep, parallels the Brodhead Creek and is somewhat difficult to access as a result. A Monroe County Comprehensive Plan committee has identified it

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as a priority area for open space protection and it offers definite trail development possibilities.

This area includes some developable land along the ridgeline and creek and it is zoned for development as a R-1 residential district. Access from Route 611 may be available and as result there are some threats to this open space. Protective action will require the cooperation of multiple municipalities because the property extends beyond the Township borders. It is, therefore, recommended the Township request County assistance and leadership on this project with a view toward employing Open Space Initiative funding to acquire a conservation easement. This area, too, could benefit from a cooperative effort in conjunction with a local land conservancy to secure a donated easement.

- c) **The Route 209 ridgeline as viewed from that highway and Gap View Road.** This area represents 400-500 acres of property lying along the south (east) side of Route 209 and along the ridge which is viewed from both Route 209 and Gap View Road. It links with expected PennDOT land acquisitions for the Route 209 Bypass, is relatively steep and lacks sewers. Also, access can be difficult as a result. The north (west) side of the highway is either already committed to development or consists of undevelopable floodplains. Potential exists to link this open space with a buffer along Marshall's Creek and the Pearce farm. There are approximately 5 landowners involved.

The potential threats to this open space are limited because the B-1 zoning used in this area requires 5-acre minimum lot sizes and generous setbacks and buffers. Moreover, the Proposed Land Use Plan (see Section 3.2.4.a) provides for the use of commercial planned unit development regulations (PRD's are not provided for in this zone). The slope and difficulty of accessing the area also limit development prospects. Nonetheless, the continued commercialization of Route 209 may make it more economical to use these difficult sites in the future and it is recommended the Township closely reexamine zoning in this area to ensure there are

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provisions that will protect the ridgelines and maintain effective natural landscape buffers. A Transfer of Density Rights ("TDR") provision in the zoning ordinance or similar incentive provisions could also have applicability in this instance. Riparian buffers would also be appropriate and could be created through a combination of regulation and easement purchases using County and/or Federal funds. Selective purchases of key sites and avoiding sewer extensions could also be critical to preventing the destruction of this scenic vista.

- d) **The Upper Fawn Road area.** This area consists of 200-300 acres controlled by the East Stroudsburg Water Authority and additional acreage owned by the Schwartz and Kaul families. It lies on both sides of Upper Fawn Road but the north side is, for the most part, unbuildable. The south side is developable and is not a protected watershed, the Authority having alternative water sources in the form of wells. There are also some structures and old reservoirs in the area of historical interest. The Authority was buying additional land until recently and has offered no indication of plans to develop but the experience of other communities throughout the nation where no longer necessary watershed properties have been sold off to generate real estate income suggests the preservation of these areas as open space cannot be assured.

Other properties in this area (e.g. the 200+/- acre Kaul tract) are prime for development. The present owners have shown no such interest and some of the land is under Act 319 but it is zoned R-1 and sewer lines are located nearby. It is recommended the Water Authority be approached regarding interest in donating or selling conservation easements so as to permanently preserve these open spaces. The private tracts lend themselves to cluster development and PRD options that would preserve the most valuable open spaces and these, too, could be combined with donation of easements for tax advantage to the owners. The TDR approach also has merit for this situation.

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3.1.3 Other Natural and Historic Resources That Should Be Protected.

The following are additional areas of open space that should be protected within Smithfield Township:

- a) The Upper Brushy Mountain Road and Reservoir Road area.
- b) The areas lying between the Smithfield Township Park and proposed land set-asides by PennDOT in connection with the Route 209 Bypass project (potential greenway linkages).
- c) Minisink Park, Waterfront Park and linkages with the Appalachian Trail.
- d) The River Road area along the Delaware River.
- e) Linkages to open spaces within Planned Residential Developments.
- f) Remaining undisturbed lands along Route 611 near Delaware Water Gap.
- g) Various waterfall areas within the Township (Buttermilk Falls, Marshall's Falls, Twin Falls, Shawnee Falls, etc.)
- h) Sensitive habitat sites relating to specific species.
- i) The Delaware Water Gap and environs.

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3.2 Land Use Plan.

3.2.1 Relationship to Land Use Objectives

Smithfield Township's Land Use Plan is built upon a foundation of Community Development Goals and Objective laid out earlier in Section 2.0 of this Plan. These include very specific land use objectives that the Comprehensive Plan Committee spent several meetings developing based on the resident survey results and the land use experience of the Township.

The purpose of these objectives is to set forth, as clearly and succinctly as possible, the rationale for specific land use regulations and to provide criteria for review of projects. Most importantly, they offer the starting point for updating the Township's Zoning Ordinance. They are complemented by the recommendations of the Natural and Historic Resources Plan found in Section 3.1.

3.2.2 Existing Comprehensive Plan

A Comprehensive Development Plan for Smithfield, Middle Smithfield and Price Townships was prepared in 1968 by Raymond & May Associates. That project was directed by the Monroe County Planning Commission and motivated by the then proposed Tocks Island Dam project. The planning area, in fact, was called the "Tocks Island Planning District." The Plan comprised a very extensive analysis and set of recommendations intended to prepare the Townships for dealing with the impacts of a quite different DWGNRA than the one that exists today.

Thirty-three years ago, it was expected that the centerpiece of the DWGNRA would be a 37 mile long reservoir behind a major dam constructed between Smithfield Township and New Jersey. It was also anticipated that Route 209 would be relocated and become a north-south intra-regional highway connecting I-80 and I-84. Recreational facilities proposed for the Smithfield-Middle Smithfield area were projected to produce 3,600,000 visitors per year by 1990.

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Stroudsburg was expected to become a regional urban center with growth radiating outward into Stroud and Smithfield Townships along the major highway network. Suburbanization and transition from seasonal to year-round housing and tourism was the vision of the future for the planning area. Additional commercialization was also a part of that vision.

Smithfield Township, in particular, was expected to take on a suburban character. The Plan suggested there were about 1,700 acres of developable land in the Township that could accommodate another 5,000 or so persons at an average of one dwelling unit per acre or up to 20,000 people at four units per acre. The following land use recommendations specific to Smithfield were offered:

Residential:

Transitional zoning of the Smithfield area was proposed to reflect its role as the connecting link between urban Stroudsburg and the rural-recreational middle portion of the DWGNRA. The Minisink Hills, Marshalls Creek and western border area of the Township adjoining the Stroudsburgs were suggested for higher density single-family subdivisions as well as apartments and townhouses. It was anticipated that highway and sewage improvements would be made to accommodate this growth.

Medium density single and two-family housing was proposed in the center of the planning area (Middle Smithfield). The forested plateaus and ridges in Price Township and along the edges of Smithfield and Middle Smithfield were designated for low density single-family dwellings. Cluster and planned residential development approaches were recommended for the Route 209 and Pond Creek Valley corridor, it being seen as the "logical development corridor between the Stroudsburg Area and the Bushkill Entrance to the National Recreational Area."

Commercial/Industrial:

The 1968 Comprehensive Development Plan recommended that each Township expand its commercial establishments to serve the future resident population as well as the tourist-recreation market within the

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entire planning area. This included encouraging "compact concentrations of commercial development in relation to major highways and intersections." It was also suggested the "encroachment of business establishments into the adjoining residential areas as well as the sporadic growth of shallow strip 'commercial development along major highways' should be discouraged. Finally, it recommended "precluding the development of any regional shopping centers that would compete with the Stroudsburg Area."

Specific suggestions included doing everything possible to retain the large resorts in Marshalls Creek so as to "preserve part of the present rural character of the Pond Creek Valley." It was further recommended that "retail, service and related establishments... be concentrated in the Pond Creek Valley where higher densities are anticipated." Route 209 between Oak Grove and Sellersville Road was a proposed retail-service center, depending on the future location of the then proposed bypass.

Four highway commercial areas were also proposed for Smithfield. These were; 1) the area where Rt. 611 enters Delaware Water Gap; 2) the Business Route 209 area adjoining East Stroudsburg; 3) the Mosier Dairy and Rt. 209/Rt. 447 intersection area and 4) the Marshalls Creek area, including the hamlet, Village Center and Jay Park sections as they now exist. The last of these was expected to be the area of greatest growth in business uses and serve as a "multi-purpose community center." A small existing local commercial area in Shawnee was also recognized.

Industrial growth was not heavily encouraged, except for light manufacturing uses. A single area for these land uses was identified within the planning area, that being the section of Smithfield Township between I-80 and the railroad along the Brodhead Creek that is now zoned M-1 by the Township. Nevertheless, the Plan stated that it was "not intended to exclude the possible development of light manufacturing uses in industrial parks or in conjunction with planned developments located elsewhere." It was recommended each Township develop its own industrial location standards as the need arose. The need to reevaluate as the area developed and the highway network evolved was acknowledged.

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3.2.3 Changing Patterns and New Influences

The 1968 Comprehensive Development Plan accurately projected, for the most part, the development pattern of the planning area. Population, land use, traffic and visitation have all trended pretty much as the Plan suggested. The shape of Smithfield today is much like the Plan envisioned three decades ago. While one could conclude from this that policies it advocated were closely followed, and this is certainly true with respect to zoning, the larger truth is that the plan was realistic at the outset. It reflected the underlying demographic and economic shifts that have inexorably thrust growth upon the region.

The essential fact recognized in the Plan was that Monroe County represented the edge of an expanding metropolitan area with new open spaces, recreational opportunities, less expensive housing costs and lower taxes. These factors, combined with vastly easier access from the completion of I-80 and I-84, made rapid growth inevitable with or without a Tocks Island Dam and regardless of planning and zoning.

Vacationers, families and retirees all sought out this urban frontier either to take advantage of the opportunities or to escape a metropolitan environment grown too busy, too expensive or too crowded for their liking. The Plan took note of the advancing urbanization and made realistic attempts to serve it.

As this urbanization has taken place, however, the metropolitan edge has moved further outward and what was rural is now often suburban in character, with attendant increases in traffic, housing costs, taxes and density of population. Most importantly, the character of the area has changed as open spaces have been developed for new housing and commerce, frustrating many who had moved to the Township for its rural qualities

This frustration is evident in the resident survey comments discussed earlier. There is a strong feeling among many residents that the Township has failed to plan because it has grown beyond their expectations. The reality, however, is that the Township has grown more or less as expected

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and as planned.

This is not to say that things could not have gone better or that the quality of development cannot be improved going forward. Clearly, both are true. However, it is important to focus on the right aspects of development - those matters over which the Township can reasonably expect to have influence. Stopping growth or halting development, as some residents would have it, is not a realistic option.

The Township is still growing and evolving. While it is not the rural recreational community of thirty years ago that attracted so many, it retains many of the landscape features that contributed to its appeal. It also now offers more services, more recreation facilities and more cultural opportunities than ever before, making Smithfield a better community in many respects, despite its increased congestion and change in character. The challenge is to temper the growth and upgrade the quality of development, making the latter pay its way without unnecessarily adding to the cost of living.

Smithfield is presently at the threshold of a new stage in its development. Growth has already been tempered by natural forces. While the Township is gaining population at a faster pace than the Commonwealth, the rate of growth has slowed (see Section 1.4). Population density, at 245 persons per square mile, has nearly reached that of Pennsylvania as a whole. The most developable land has already been used.

Future development will take new forms with more infill and redevelopment. There will be even more interest by commercial enterprises appealing to the resident base that now exists. There will be more interest in higher density types of housing both to appeal to the more suburban market and take advantage of tighter, more difficult-to-develop sites that remain. There will, too, be increased demand by a maturing market for higher quality housing with more amenities in the way of open spaces, recreation and services.

There are a number of additional factors that will influence this growth and change. These include the following:

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Delaware Water Gap Natural Recreation Area

When the Tocks Island Dam was deauthorized, the character of the DWGNRA changed forever. The overall volume of visitation is much less than it would have been with a major lake. The DWGNRA is also now more oriented toward passive types of recreation based on the valley's cultural and natural history. However, a strong second-home industry around the DWGNRA did materialize. Visitation at the southern end has been very high due to this. The development of Shawnee and facilities such as the Great Bear County Club has also contributed. The park is still developing with more trails and accesses being created. The designation of the Middle Delaware Scenic and Recreational River has given it further status as a source of open space and passive recreation.

The combination of this and the crowding of commercial activity around the southern gateway have produced congestion much like that originally expected but, until now, without the benefit of a bypass of Marshall's Creek or the 4-lane highway to take traffic north and south out of the valley. This has created most of the negative impacts Smithfield has experienced from growth within the planning area. The Township has received all the visitation and growth that was expected of it but without the highway infrastructure to deal with it.

Marshalls Creek Bypass:

The Bypass is now finally beginning after three decades of discussion. While it will not be accompanied by the 4-lane highway proposed to connect I-80 and I-84, it will, nonetheless, have a major impact on traffic flows through Smithfield Township. It should funnel traffic from Rt. 402 and Route 209 North out to I-80 much more efficiently and considerably improve conditions on the present Rt. 209, allowing Marshalls Creek to be more like the village center originally anticipated. The proposed Park and Ride in Middle Smithfield should also help reduce traffic through Smithfield. Nonetheless, the Bypass will also make the area more accessible generally and encourage further development both within and beyond the planning area.

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This is one of the reasons that the State and Federal government insisted, and local municipalities agreed, on preparing a Comprehensive Transportation and Land Use Strategy (CTLUMS) for the area most affected by the Bypass. That Strategy is nearing completion, the goal being to "ensure traffic conditions in the Marshalls Creek area remain acceptable through the design year 2018."

Three basic future land development scenarios have been examined under CTLUMS. The "Trend" version assumes continuation of existing growth patterns. The "Accelerated Growth" vision is based on extension of public sewer to new areas and a somewhat faster pace of development. The "Build Out" scenario projects build out of all existing subdivisions and development of one-half of all vacant land with sewer extensions. There are variations offered for the Trend and Accelerated Growth futures based on the institution of additional growth management controls.

Projected employment under the CTLUMS Trend version is expected to grow by 71% to 106% in 2018, as compared to 1993, depending on whether or not new growth management controls are applied. Housing is expected to increase by 75% to 118%. The traffic produced from such expected growth would result in a variety of conditions at key intersections, some of which would constitute satisfactory levels of service and some not.⁶

The models used in the CTLUMS study, however, indicate that the new growth management controls are necessary to achieve acceptable levels of weekend service. Moreover, even these will not be adequate under the Accelerated Growth or Build Out options, which would increase employment by 102% to 141% and housing by 115% to 211%.

The types of new growth management controls recommended include; 1) use of Floor Area Ratio (FAR) standards to control the intensity of commercial development; 2) reduction of permitted densities in outlying

⁶ Table IV-3 of the CTLUMS study indicates overall service levels ranging from LOS C to LOS E under the 2018 Trend (with Growth Management Controls) scenario. LOS C is described as "average traffic delay" and LOS E as "the limit of acceptable delay."

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residential districts; 3) encouraging of lot consolidation in substandard subdivisions and 4) undertaking an access management program to consolidate driveways and encourage pedestrian connections along Route 209.

One of the bases of the CTLUMS recommendation to reduce permitted densities is that the one to two units per acre allowed in most of the planning area is more typical of a suburban development pattern than the "prevailing rural character of the study area." This statement runs directly counter to the 1968 Comprehensive Development Plan vision. It, too, ignores Smithfield's distinct character as contrasted with Price and Middle Smithfield. Smithfield is clearly more suburban in character. It serves as an expansion area for the Stroudsburgs, as the County Comprehensive Plan suggests.

Two units per acre is, also, a commonly permitted density in rural areas with sewer and water. The standard, however, is typically set forth as a minimum lot size of one-half acre. Actual density is a function of the market, which is often oriented toward somewhat larger lots, and the ability to use a given parcel of land to create new building lots. Land is inevitably lost as a result of building limitations and the nature of the layout itself, such that a subdivision of minimum sized lots will always yield fewer lots than theoretically possible using the lot size as a measure of density. Additionally, density is lowered by open space requirements such as the one found in Smithfield's existing Subdivision and Land Development Ordinance (§302.13.D). Smithfield developments over the last two decades have, in fact, produced densities ranging from 0.98 units/acre for conventional subdivisions to 1.58 units/acre for the Shawnee PRD.⁷

Finally, the existence of sewer and water infrastructure and connection requirements to these make it both economically and legally impractical to substantially lower density below two units per acre in these areas. Some modest reductions are, nonetheless, appropriate to address the difficulty of developing the Township's remaining vacant land planning survey results where most respondents indicated they preferred large lot single-family

⁷ See Section 3.2.4(a) footnote.

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forms of subdivision. It is, likewise, appropriate to lower density for subdivisions lacking sewer and water infrastructure and Section 3.2.4(a) of this Plan recommends an 80,000 square foot minimum lot size in these instances, almost twice the current requirement.

The CTLUMS recommended growth management plan for Smithfield takes some of these factors into account. It includes the following measures:

- a) Creation of open space districts through the purchase or other protection of open space parcels identified by the Township (see Section 3.1), particularly along Route 209.
- b) Deduction of environmentally constrained land from density calculations.
- c) Revision of the Township Zoning Ordinance to create a new low-density zone west of Route 209 and simultaneously increase density adjacent to East Stroudsburg.
- d) Revision of commercial district regulations to implement impervious coverage limits of 50% to 70% of lot areas.
- e) Lowering of the threshold for traffic studies from 800 trips per day to 250 trips per day (provided study requirements are proportional to project sizes) and demands that developers pay the cost of any necessary on site improvements.
- f) Study of the feasibility of a new area-wide shuttle service building upon similar service operated by resorts.
- g) Adoption of Route 209 access management standards to coordinate joint driveways, internal circulation and use of parallel service roads. (Some of this already exists.)
- h) Planning education outreach to provide planning and zoning information for local officials.

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There are other land use/traffic issues related to the Bypass. The impact of the Mosier Dairy development and on-going studies of the two I-80 interchanges are among them. There will be ever more pressure to limit future highway construction needs by controlling land use. There are already what appear to be an endless succession of studies about what to do, the fundamental problem being that most of the Monroe and Pike County development taking place serves residents using only one way in and out - the I-80 bridge

Ultimately, the only solution on both a local and regional level is the creation of local jobs, services and attractions that minimize the need for extensive travel. Ironically, this may result in more development, not less, which is a very difficult sell in an area facing major congestion problems. The challenge is to find the right balance of commercial and residential growth and employ mechanisms that allow growth without exacerbating traffic problems. Many of the CTLUMS recommendations fall into these categories.

Other Factors:

There are still other factors that will influence Smithfield's growth. Two of the most important are the Monroe County Open Space Initiative and the proposed commuter rail service. The former will provide access to some funding that can be used to help acquire valuable open spaces contributing to the character of the area or important as linkages to other open spaces.

Train service could reduce travel but the primary beneficiaries will be the State of New Jersey and the individual residents who are able to make use of the service. Smithfield Township as a whole will gain little because most of the persons using such a service will drive to the train station by traveling through Smithfield. A linked bus service into Middle Smithfield and Lehman Townships could help alleviate this problem but train service will also stimulate more residential growth offsetting these gains. It will also worsen the imbalance between residential and commercial/industrial activity that now exists. Train service may well be a good thing for

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Monroe County and even Smithfield Township in terms of resident convenience but the land use impacts on Smithfield are arguably negative.

These various factors have been taken together in developing the land use recommendations that follow.

3.2.4 Proposed Land Use Plan.

The following are the specific recommendations constituting the Smithfield Township Land Use Plan:

a) Density Changes

Smithfield Township must strike the right balance between residential and commercial/industrial growth as it moves forward. It is a maturing community with slowing rates of residential growth but a great desire to improve the quality of future development. As it has developed over the last 30 years its remaining open spaces have become more difficult to develop and more valuable as open space.

Simultaneously, the Township has extended infrastructure and made infill development more practical in several areas. The Bypass project will address the one missing piece of infrastructure anticipated long ago but never realized as the expected growth of the surrounding area materialized. Given this background it is recommended Smithfield Township:

- Lower density on remaining large vacant parcels, generally now zoned R-1 Low Density Residential District, by creating a R-C Residential-Conservation District that would include these parcels. A brief comparison of the proposed R-C District with existing R-1 District follows along with a Proposed Land Use and Zoning Districts Map illustrating the locations of proposed R-C Residential-Conservation Districts:

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THIS IS WHERE THE MAP GOES

TAKE OUT THIS PAGE & REPLACE WITH MAP

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	<u>Existing R-1 District</u>	<u>Proposed R-C District</u>
Minimum Lot Area - No utilities	43,560 sq.ft.	80,000 sq.ft.
Maximum Density - No utilities	1.0 units/acre	0.5 units/acre
Minimum Lot Area - Water only	30,000 sq.ft.	80,000 sq.ft.
Maximum Density - Water only	1.5 units/acre	0.5 units/acre
Minimum Lot Area - Sewer only	30,000 sq.ft.	40,000 sq.ft.
Maximum Density - Sewer only	1.5 units/acre	1.1 units/acre
Minimum Lot Area - Sewer & Water	20,000 sq. ft.	25,000 sq.ft.
Maximum Density - Sewer & Water	2.2 units/acre	1.7 units/acre

The average net effect of this recommended zoning change will be a 39% reduction in density within the areas rezoned R-C Residential-Conservation District. The areas selected for the proposed R-C District mostly consist of large vacant parcels so this reduction in density should create few, if any, new non-conforming lots.

- Lower density in existing R-1 and R-2 Zones by increasing minimum lot areas for lots with only one or neither utility, particularly where water only is provided. The recommended changes (see the "Proposed Schedule of District Regulations" in Appendix A of this Plan) will reduce average density by 18% within the R-1 District and by 47% in the R-2 District. Some additional lots will become non-conforming by virtue of these changes but the modest nature of the changes will minimize this problem and Section 501.1.A of the Zoning Ordinance provides protection for these lot owners.
- Provide a Conservation Subdivision option for residential developers willing to provide additional open space in return for an opportunity to recapture density lost through the above recommended revisions. This option is described in some detail

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in the "Growing Greener Workbook" prepared by the Natural Lands Trust, an excerpt of which follows:

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 house lots 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 to 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 density bonuses for land-conserving design, and may be combined with strong density disincentives to actively discourage land-consuming layouts of large lots.

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 preexisting park lands, state forests, game lands, wildlife refuges, or land trust preserves.

A sliding scale incentive that rewards increasing proportions of

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open space preservation with density bonuses is recommended for Smithfield Township. It might also include a tie-in to the "Map of Potential Conservation Lands" discussed later in this Plan (Section 3.6.1). Because it will be very difficult to secure the highest proportions of open space, a bonus of up to 35% in density is proposed. This formulation is the result of extensive analysis by the Comprehensive Plan Committee of subdivision case examples. The bonus system is designed to be positive in nature, provide flexibility to accommodate varying levels of open space, offer incentives to preserve more open space and, on the whole, lower density from its present levels.

Smithfield Township residential density is being lowered by 0.44 units per acre in the case of R-1 District acreage served with central water and sewer and converted to R-C District. A 35% bonus will bring it back up by 0.61 units per acre (a net increase of 0.15 units per acre) but not all property will be developed in this matter and most projects will not reach the 35% plateau.⁸ Therefore, it is fairly certain that overall density will decrease even where this preferable form of development is used. See Appendix A for the recommended zoning provisions. Modifications to the Township Subdivision and Land Development Ordinance will also be required to deal procedurally with these subdivisions.

- Increase of the minimum open space requirement in the Township's Planned Residential Development (PRD) regulations from 25% to 35%. While the PRD provisions are complicated as a result of onerous State requirements, they have proven to be workable for the Township in dealing with large projects that could be subject to future changes or expansions. Retaining this mechanism, therefore, is warranted with a revision to increase the open space requirement, bearing in mind this is a minimum and a higher percentage can

⁸ An analysis of 14 Smithfield Township subdivisions approved and developed since 1980 indicates they have involved a total of 555 dwellings on 564 acres for an average density of 0.98 units/acre. The Shawnee PRD project was also approved at 1.58 units/acre. These represent less than half the permitted densities and indicate very few, if any, projects ever reach the theoretical maximum density permitted.

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probably be negotiated where warranted.

- Adopt Planned Unit Development (PUD) regulations for neighborhood type commercial development within B-1 Planned Boulevard Districts. This would allow use of a cluster concept within the B-1 zone to offer more flexibility to developers, encourage higher quality but smaller scale commercial development and make better use of B-1 parcels. It will allow the Township to stimulate some commercial development that will help balance the tax base without weakening the B-1 standards as they apply to larger projects. See Appendix A for the recommended provisions.
- Adopt multi-family dwelling standards to deal more effectively with this form of development. Multi-family projects are likely to be a bigger part of the picture locally as the Stroudsburgs advance eastward, the community matures and infill opportunities present themselves to developers. Open space, traffic impacts and landscaping are among the matters that need to be addressed. See Appendix A for the recommended provisions.
- Enact other Monroe County Comprehensive Plan recommendations to the extent set forth in Section 3.6 of this Plan.
- Enact CTLUMS recommendations set forth above with two exceptions. First, it is recommended the proposed R-C District outlined above substitute for the CTLUMS concept of a new R-1 District. The two ideas largely coincide but the R-C proposal is based on the location of actual vacant parcels with respect to infrastructure and the Township's open space objectives. The CTLUMS proposal is more generalized.

Also, the CTLUMS proposal to create a higher density area adjacent to East Stroudsburg is not very practical because there are few vacant parcels of any size within this area where

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increasing density would make a difference. One of the few remaining has been recently approved as a relatively high density subdivision. Other parcels (e.g., the golf course) are now valuable open spaces and buffers where the Township wants to maintain ability to negotiate preservation of the most important features through use of the R-C District. Finally, it must be noted that the system of cross roads in the area is already congested and in need of upgrade. Increasing density in this area might help Rt. 209 but create worse problems in sections such as Franklin Hill Road.

b) District Regulations

Smithfield's existing zoning districts otherwise still make sense for the most part. Portions of the M-1 should be reexamined with a view toward creating overlay regulations that would protect aspects of the proposed Brodhead Greenway. The hillside along the Greenway, the watershed area on Fawn Road and portions of Cherry Valley should also be considered for protection by incorporation into the R-C District or an overlay zone designed to ensure environmentally sensitive areas are protected.

The most important need, however, is with respect to the presentation of the district regulations. The present format is needlessly complex, redundant and difficult to use. A number of activities that should be subject to conditional use review are also classified as principal permitted uses and vice-versa. Several changes are recommended and these may be found on a proposed new Schedule of District Regulations in Appendix A (changes in uses are depicted in red). This Schedule, which includes statements of district intent for each zone, should replace the existing Sections 302 through 306 and existing Schedules I and II, excepting that detailed regulations pertaining to specific uses such as communication facilities should be broken out and incorporated in Part 5 as additional Supplementary Regulations.

Moving some uses to the Conditional Use category can, however,

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create unnecessary administrative problems if not balanced by streamlining measures for smaller impact activities. It is, therefore, recommended the Township adopt provisions providing for "minimal impact uses" and "minimal impact home occupations" to deal with this problem. These may be found in Appendix A. Also needed is a provision specifically providing for minor additions or changes to conditional uses such as resorts as principal permitted or accessory uses once the basic use as a resort or similar activity has been once approved. Similar protection for existing non-conforming uses is needed.

c) **Other Land Use Recommendations**

It is also recommended that several other revisions be made to the Township's land use regulations. Better parking, traffic and landscaping standards are needed. The animal husbandry provisions need to be consolidated and streamlined. Site plan review procedures should be updated and site design guidelines expanded upon to more effectively deal with large scale commercial development and address the types of problems that have occurred along Rt. 209 near I-80 and upset so many residents. Tighter rules on clearing or excavation of land in advance of development are urgently required. Each of these and still other issues are addressed in the recommended ordinance provisions found in Appendix A. These are to be considered part of this Plan even though they will require separate enactment to take the force of law.

It is also recommended that the Township Board of Supervisors work with the Penn State Cooperative Extension Service and the Monroe County Planning Commission to evaluate the potential for creating an Agricultural Security Area in Smithfield's portion of the Cherry Valley and nearby areas of the Township. More than 11% of the Township is in agricultural or forestry use, but how much interest there is among landowners in the protection afforded by such a designation is unclear. Agricultural Security Areas can be beneficial in highlighting the value of farm enterprises and

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working landscapes. They can also help to ensure that government funded projects don't interfere with agricultural endeavors. A review of the possibilities with landowners is, therefore, warranted.

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3.3 Housing Plan.

3.3.1 Number of Persons Per Household.

The number of people living in each household was 2.66 persons in 2000, down slightly from 2.75 persons in 1990. This was also somewhat lower than the County average of 2.73 persons (up from 2.69 persons in 1990).

3.3.2 Housing Growth.

The 1990 U.S. Census indicated Smithfield Township had 3,028 housing units in 2000, an increase of 646 units from 1990. This was somewhat less than the 712 unit increase between 1980 and 1990. This represented a gain of 27.1% and, overall, there was an average increase of some 65 units per year, almost the same as the 63 new housing units each year gained from 1970 through 1990. CTLUMS data indicates that Smithfield residential building permits subsequently ranged from a low of about 20 in 1995 to a high of about 90 in 1998, fairly consistent with earlier growth, if not lower on an average basis.

3.3.3 Housing Values.

The Census count for 1990 revealed a median housing value of \$131,800 for the Township. Countywide, the median was a much lower \$116,500 for these owner-occupied units. Comparable 2000 data is, as yet, unavailable.

3.3.4 Housing Tenure and Vacancy.

There were 2,084 occupied units in 2000. Some 1,533 were owner occupied and 551 were renter occupied. There were also 944 vacant units in the Township, 766 of which were utilized for seasonal, recreational or occasional occupancies. The Township's various recreational communities represent a growing second-home population. Altogether, 25.3% of the housing stock consists of second-homes (up from 19.9% in 1990). Assuming 3.3 persons per second home household, this represents a potential additional peak seasonal population of 2,528 persons, up from

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1,560 in 1990 and representing an increase of 62.1%.⁹

3.3.5 Housing Type and Ownership.

Single family homes in 1990 accounted for 1,568 units and comprised 65.8% of the housing stock in Smithfield Township with 1,533 of those being detached and 35 attached units. This was followed by multi-family units at 316 or 13.3% and mobile homes at a relatively high 498 units or 20.9%.

3.3.6 Contract Rents.

Rents within the Township were relatively high in 1990 compared to other areas of Northeast Pennsylvania, the median Township rent being \$404. Nevertheless, the median rent Countywide in 1990 was a still higher \$432.

3.3.7 Persons Per Room.

There is no evidence of serious overcrowding in the Township. Only 37 or 1.5% of its housing units were occupied by more than 1 person per room.

3.3.8 Recommendations.

The Township needs to ensure that its land use regulations do not unnecessarily raise the cost of moderate income housing by requiring excessive lot sizes or adding too many regulatory oversight costs. This can be accomplished by encouraging the cost-effective Conservation Subdivision design recommended in the Land Use Plan.

The Township also needs to ensure that seasonal housing is built to high standards, recognizing that these units are subject to conversion to permanent housing. This is a process common to second-home communities, which tend to experience high rates of growth in both permanent and second-home populations.

⁹ Previous studies in which project consultants have participated have indicated the average second-home household size in the Poconos is 3.1 to 3.3 persons.

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Finally, the Township needs to continue to provide for mobile homes and multi-family dwellings as lower cost housing options. It should subject these types of housing to high quality standards, however, and regulations for this purpose in regard to multi-family housing are included in Appendix A. Mobile home regulations have already been adopted. The Township provides for these types of uses in its R-2 Moderate Density Residential District. Multi-family housing is also permitted in the B-1 and C-1 zones.

The Township should, too, keep minimum lot sizes at reasonable levels to both reduce land costs and avoid unnecessarily increasing infrastructure expense. Avoiding excessive requirements with respect to curbing, sidewalks (trails are preferable as pedestrian connections), water supplies and large setbacks, is important. Flexibility in administration of land use regulations to accommodate the creation of affordable housing is also warranted. The Township may, for example, want to develop language allowing more "mother-daughter" units, to make affordable housing available for older and younger residents on a temporary basis without violating the law. Sewer hook-up fees that provide some allowance for providing affordable housing (as opposed to units geared more toward the luxury or second-home market) and link rates and fees to actual use may also be worth considering.

These recommendations are consistent with those found in the Monroe County Housing Needs Assessment (1991).

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3.4 Community Facilities Plan.

Smithfield Township's population continues to grow at a fairly steady pace. Providing its present and future residents with essential public services and facilities is the subject of this section. Those demands have accelerated as second-homes have converted to permanent occupancy and new households have continued to migrate to the Township from adjoining New Jersey and New York as well as the Allentown and Philadelphia regions. The following recommendations are offered for meeting these community facility and service needs:

3.4.1 Schools.

The educational needs of the Township are met by the East Stroudsburg Area School District. The District population has been growing very rapidly and is projected to reach as many as 35,000 persons by 2010, in the Monroe County Comprehensive Plan. It already serves some 5,700 students.

District facilities serving the Township include the Smithfield Elementary School, with approximately 435 students in grades K through 5. The Resica Elementary School serves another 700 children and the J.T. Lambert Intermediate School serves 1,250 students in grades 6 through 8. High school students go to the East Stroudsburg South High School (as many as 1,500 students at one point but less since the construction of a second North High School in Lehman Township). The South High School is now undergoing a major reconstruction.

Rapid population growth has forced the District to build the new campus in Lehman Township, Pike County and a new elementary school is anticipated within Smithfield Township in the near future. It will be located in the vicinity of the existing J.T. Lambert School. Such other needs as are expected to develop within the Township can be met with upgrades to existing facilities and the expansions taking place in periphery areas of higher growth.

There are also some private schools serving the area that fulfill a portion

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of the needs. These include Notre Dame Catholic Schools and "A Family of Artists," a specialized arts program operating in East Stroudsburg. Smithfield students are also educated at Evergreen Community School in Mountainhome and church affiliated schools in Roseto and on Craigs Meadow Road. There is, too, a growing population of home-schooled children in the Township.

Vocational-technical education is available at the Monroe County facility in Bartonsville. Higher education programs are available through East Stroudsburg University.

The Township should periodically meet with School District officials to review education needs. This will help School officials better appreciate growth patterns for purposes of its own long-range planning. The District may also desire to secure the reservation of sites for educational and recreational facilities within new developments being planned in the Township. Additionally, both parties need to be continually aware of any developing congestion or safety problems with respect to school transportation. Finally, the East Stroudsburg School District and Township should work together to maximize the utilization of school recreational facilities by opening them to general public use during those times when schools are not in session. This issue will also be addressed in the development of the Regional Open Space Plan discussed below.

3.4.2 Parks and Recreation.

The Smithfield Township Park Commission, a seven-member board, appointed by the Board of Supervisors oversees the Township's park system and makes recommendations to the Board of Supervisors for the operation and maintenance of these facilities. The parks include; 1) the 53 acre Waterfront Park, and 2) the 40 acre Minisink Park.

Waterfront Park constitutes what the National Recreation and Parks Association (NRPA) refers to as a "community park," a facility designed to service population within roughly a 3 mile radius. Community parks are intended to meet the broader recreational needs of several neighborhoods. They typically provide for both active recreation and

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preservation of unique landscapes. They also usually allow for group activities neither desirable nor feasible in neighborhood parks.

The Minisink Park is more akin to a neighborhood park and serves a somewhat smaller area. Such facilities are the basic unit of a park system in meeting the active and/or passive needs of neighborhoods. They help to create a sense of place for persons of all ages living in the service area radius. Minisink Park accomplishes and arguably serves a somewhat broader geographical area.

A comprehensive inventory of the facilities connected with each of these compared to prospective future recreation needs will be addressed in the Regional Open Space Plan that Price, Smithfield, Middle Smithfield and Delaware Water Gap are now jointly developing. Nevertheless, one can draw some general conclusions based on the NRPA standards and the Monroe County Open Space Plan. These both suggest that the minimum level of County and municipal recreation and park service is between 8 to 14 acres of land per thousand citizens. There is no County parkland within Smithfield Township and, therefore, the 89 acres of Township parkland must serve the needs of the 5,672 persons residing in the Township in 2000 according to the Census Bureau.

Moreover, because there are a significant number of second home owners who also make use of the facilities, it is only prudent to look to the high side of the recommended standards (14 acres per 1,000 persons) in evaluating adequacy of services. This suggests the Township needs approximately 82 acres of parkland, about what it offers today. However, if the Township continues to grow as expected (about 2-3% per year) its population in 2010 will require approximately 100-110 acres of parkland and by 2020 it will need 125-135 acres, about 40-50 acres more than it now offers and the equivalent of one more community park. The Township has begun to address this issue by securing a 80% matching grant that can be used to help acquire 21 acres of Delaware Water Gap Borough land adjoining Minisink Park. This will provide a link with the Appalachian Trail and offer both active and passive recreational opportunities. Additional financial assistance is needed to develop this property in cooperation with the Borough.

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Notwithstanding these needs, it must be recognized that the Township does have direct access to the Delaware Water Gap National Recreation Area and is also proximate to a number of school and other municipal park facilities. Also, the YMCA has a well developed regional program and is presently raising funds for a market study for an expansion into Middle Smithfield Township and the redevelopment of its Main Street, Stroudsburg facility.

Most of the Township is fairly conveniently located to one of the existing facilities. Therefore, it is recommended the Township seek to expand upon its existing facilities and further develop them, creating linkages to other recreation facilities and open spaces rather than seeking to develop an entirely new facility. A specific need along this line is the enhancement of the existing community building at Waterfront Park so as to better accommodate indoor youth and senior activities. Some of these issues are addressed in the preceding Open Space Priorities section of this Plan and will be further explored, in detail, in the Regional Open Space Plan.

There is also a responsibility for the County to address some of the multi-municipal recreation needs of the Price, Smithfield, Middle Smithfield and Delaware Water Gap area and those of surrounding East Stroudsburg area communities. The Monroe County Open Space Plan identifies the immediate need for 1,019 acres of additional County parkland and recommends two more County parks for each planning district. County parks are typically about 200 acres in size and one such facility in the four-municipality area would help to alleviate the recreation needs of not only Smithfield but also the other three communities. The County is in the best position to obtain the funding required to develop such a facility as well as to design and locate it to meet Monroe County Comprehensive Plan objectives. It is recommended that the County Comprehensive Plan and County Initiatives Manual be amended to specifically provide for such an additional County Park in one of the four municipalities.

Finally, Section 503(11) of the Pennsylvania Municipalities Planning Code gives the Township the authority to require developers to dedicate or

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reserve land for park and recreation purposes in conjunction with their planning. This authority extends to providing the recreational facilities and fees in lieu of thereof, subject to certain limitations. These include a "formally adopted recreation plan" and an ordinance with "definite standards for determining the proportion of a development to be dedicated and the amount of any fee." Moreover, the Code states that "the amount and location of land to be dedicated or the fees to be paid shall bear a reasonable relationship to the use of the park and recreational facilities by future inhabitants of the development or subdivision."

This authority could serve to help the Township secure important open space and recreation linkages and expand the amount of recreation area available to serve the needs of the residential population in direct proportion to growth. Definitive plans and Subdivision Regulation provisions would be required, however, to accomplish this. The regional open space planning project now underway should address this issue and determine whether such an approach is appropriate. If it is determined to be an appropriate mechanism for the Township, that plan could also serve as the basis for a program and provide guidance as to the necessary Subdivision Regulations revisions. It is not a foregone conclusion that mandatory dedication or fees in lieu of dedication are appropriate, however, and the subject should be approached cautiously because an abuse of the authority or a poorly constructed plan could constitute a taking of land that subjects the Township to litigation.

3.4.3 Township Building.

The Smithfield Township Building should continue for the immediate future to serve as the center for Township government, activities. Longer-term, however, the facility lacks room to expand and the Township needs to be considering relocation to a larger facility with safer access, more parking and more room to accommodate services. The existing building lacks sufficient public meeting space as well as areas for office functions, file storage and the like. It relies, too, upon the informal use of adjoining property that cannot be expected to continue long-term. The Township will require additional area of its own for efficient operation of its road maintenance department.

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The most appropriate location for a new Township Building would be more towards the Marshalls Creek area. Indeed, the Waterfront Park property would be a logical location. This would be convenient for all Township residents, particularly after the Route 209 Bypass is in place to divert excess traffic from this now congested area. It would take away some parkland but the value of the municipal facilities being there from an oversight perspective would more than offset the loss. Road maintenance functions could remain in the existing building (or vice-versa) and provide more room for that operation as well.

It is recommended the Township proceed with the planning of a new municipal complex at Waterfront Park and establish a capital budget for this and other community facility and transportation projects.

3.4.4 Emergency and Medical Services.

The Township is well-served with volunteer fire protection and ambulance services out of Marshalls Creek, Shawnee and Delaware Water Gap as well as the Monroe County Office of Emergency Services. While there do not appear to any serious needs in this regard at the present time that are not already being adequately addressed by the volunteer corps, there are developing needs associated with new commercial activity. Specifically, there is a need to establish additional fire company substations in connection with the proposed development of the Mosier Farm tract at the Marshall Creek I-80 interchange and the construction of the Route 209 Creek Bypass.

There are also a serious problem nationwide in recruiting volunteers for such emergency services and funding increasingly complex equipment. These problems may demand some increased public funding of capital projects over the long-term. Some consideration should also be given to providing financial or other incentives to maintain volunteer levels and ensure the financial solvency of these organizations.

The Pocono Medical Center in adjoining East Stroudsburg provides the Township with easy access to a wide range of health care and medical

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services. Complementary activities by other health care providers in the same vicinity offer additional services and there are no particular unmet needs in this regard.

3.4.5 Sewage Facilities.

Smithfield Township's current Act 537 Plan recommends the expansion of the Smithfield Township Wastewater Treatment Facility to a total design flow of 400,000 gpd with new sewer line extensions to the Lake Valhalla Subdivision, the Ruth Flory subdivision and areas near the intersection of Independence Road and Three Point Garden Road. These have already been largely accomplished through the efforts of the Township Municipal Authority. Other extensions have also been made to serve areas such as Franklin Hill Estates using a pressurized line collection system.

The Township Board of Supervisors has complemented these efforts by implementing an inspection and repair program to identify and correct malfunctioning on-site sewage disposal systems. The Board has also adopted Sanitary, Solid Wastes Disposal and Well Ordinances. The County has enacted a Septage/Sludge Hauler Ordinance to regulate all private septage and sludge haulers. The Township works with the Brodhead Watershed Association to support a water quality monitoring program and identify existing and potential water quality problem areas. Streams are generally classified as either high or exceptional quality.

Although some efforts have been made in each of these directions, other recommendations not yet completely acted upon include; 1) a Natural Features Conservation Ordinance to provide guidelines for future land use management planning in the Township and 2) a Non-Point Source Pollution Ordinance to protect surface water quality and control phosphorous levels in the Township. The latter is addressed to some extent in Chapter 26, Part 2 provisions relating to Storm Water Management and Earth Disturbance and is complemented by NPDES permitting requirements that did not exist when this recommendation was offered. Therefore, new Township regulations would be redundant and probably unnecessary at this point.

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The Monroe County Comprehensive Plan indicates there should be "municipal and County efforts to consolidate, interconnect, and expand existing water and sewer systems and to encourage linkage of new residential and economic development to these systems." It suggests the County should, to avoid the problems associated with both stream discharges and proliferating individual on-lot systems, work with DEP to "test, develop and fund watershed scale approaches to sewage collection and treatment, exploring a variety of methods suited to each watershed in order to accommodate anticipated growth and avert public health problems." Measures discussed include decentralized large soil absorption (LSA) systems and land disposal (spray irrigation). It further states that "Monroe County may be an especially favorable place to try some varieties of land treatment...because of the vast amounts of open space...close to areas of high population and economic growth."

The Monroe County Comprehensive Plan also suggests "the most promising locations" for new economic activity include the Stroudsburg-East Stroudsburg-Smithfield area for "retail and service activity as infill in existing centers" and "industrial and distribution activity," the latter being specific to "sites served by the railroad line but accessible to important roads." It states further that "continued dependence on individual on-lot septic tanks and sand mounds seems impractical....numerous alternatives can be explored. The most straightforward, in the three centers where sewage exists, is expansion of distribution lines and treatment facilities. This is now occurring with the extension of Smithfield's line into Marshalls Creek."

Some of the stated goals of the East Stroudsburg Area Monroe County Comprehensive Plan Task Force are:

- "Locate new development on sites served with existing infrastructure or capable of being served by economically feasible system extensions."
- "Establish preference, to the extent feasible, for redevelopment of existing industrial or commercial sites."

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- "Establish incentives such as tax abatements to encourage redevelopment of obsolete uses."
- "Plan to direct economic development to areas with adequate infrastructure capacity and identify where systems need to be expanded."
- "Seek alternative ways of financing infrastructure such as developer contributions, dedications, and impact fees, to the extent of statutory authority."

Given this background, the following recommendations are offered with respect to future land use and the development of sewage collection and treatment infrastructure to serve it:

- All of the existing B-1 and C-1 zones and, specifically the Jay Park, Mosier Farm, Milford Commons and Marshalls Creek areas are appropriate candidates for infill or redevelopment that would benefit by sewer extensions or the use of the existing sewage infrastructure. While these areas don't necessarily face environmental or health risks at the present time from inadequate sewage treatment, they represent land most appropriately put to commercial use with a view toward keeping the remainder of the Township in lower density uses, thereby achieving a complementary pattern of development that should reduce future burdens and establish viable neighborhoods.
- Those other areas identified in the Act 537 Plan as needing sewer improvements should also be addressed in the next 5-10 years. These include Minisink Woods, as an example.
- Coordinated on-lot management has been difficult to implement and enforce but land application, community subsurface treatment and other alternative treatment methods are appropriate and should be encouraged. Developers should be encouraged to use such methods and allowed to employ required open spaces for these purposes, particularly in the case of spray irrigation systems.

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- Incentives should be created to encourage development or redevelopment of the above specified areas of the Township with a view toward balancing the tax base, financing general sewer costs and steering growth to existing centers. These incentives could take the place of favorable tax treatment, user fee discounts and planned unit development zoning provisions that would trade commercial density for higher quality development vis-a-vis design, landscaping and type. Such incentives, however, have to be carefully constructed to avoid discriminating against existing users and taxpayers. It may also be appropriate to refine the boundaries of B-1/C-1 district areas between Marshalls Creek and Delaware Water Gap to reinforce development of existing centers, spread the cost of infrastructure and take advantage of future reduced traffic levels to accommodate more village-like development.

3.4.6 Library Service.

The Township is served by excellent school and other libraries in adjoining communities. These include the Eastern Monroe County Library in Stroud Township and the branch at Foxmoor Village in Middle Smithfield Township. The library \offers almost 100,000 volumes. It is supported by a very active "Friends of the Library" group that helps to finance its growth to meet the needs of the expanding service population. Public support is also provided. There are no major unmet needs that cannot be met by a continual upgrading of the two existing facilities serving the Township. A wide array of services is also available through the library website.

3.4.7 Solid Wastes.

The Township relies upon private trash haulers who takes the solid wastes to approved landfill facilities outside the Township. The Township Board of Supervisors is studying the feasibility of municipal garbage collection but only intends to pursue the matter if significant cost saving can be secured, which is probably unlikely but worth exploring.

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According to Monroe County Comprehensive Plan, the "County completed a Municipal Waste Management Plan in February, 1998. It was prepared for the County's Municipal Waste Management Authority under Act 101 of 1988 and was an update of an earlier plan adopted by the County in 1991. It provides data and projections on the full range of components in the waste stream and deals with both recycling and disposal, all of the sites for which are designated (under current long-term contracts) at locations outside of Monroe County."

It is also recommended that "municipalities establish joint agreements for collection and processing of recyclables." The Plan indicates the "Authority will monitor waste generation, collection, disposal and processing to ensure the adequacy of the 'system' serving the County" and "will license waste haulers and enforce the County Municipal Waste Management Ordinance." It is further proposed that "the Authority, along with the Council of Governments, develop regional, inter-municipal collection areas for recyclables in the County" and "in conjunction with the private sector."

3.4.8 Water Supplies.

There are various public water supply systems in the Township that service most but not all of the areas of the Township needing such services. Regional water supply needs have been examined in the context of the 1997 Monroe County Water Supply and Model Wellhead Protection Study. The Township's water supply situation and plan is as follows:

- The Birch Acres subdivision is an older high density development with a private water company experiencing many infrastructure and service delivery problems. There was some discussion of the Stroudsburg Municipal Authority taking it over but the number of homes served (45 +/-) is too small to make it economical to finance the estimated \$600,000 cost of repairing the lines and making them suitable for the pressure. The only possible solution is to obtain a grant on the basis of emergency need and/or income to offset the largest portion of the costs. The Township should be

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continually pursuing such potential funding sources, if available.

- The Shawnee Water Company has failed, forcing many users to connect to other systems or drill private wells. No particular further needs exist at this time in regard to this system.
- The East Stroudsburg Water Authority reservoirs are in the Township and will benefit from a Wellhead Protection Ordinance. Signs are also needed alerting residents and visitors to call 911 if they observe spills or other environmental threats to these water supplies. It is also recommended that GIS mapping be used to identify and assist in protecting aquifer recharge areas for these supplies.
- The Stroudsburg Municipal Authority provides water to much of the Township and is in the process of extending service along Route 447 to Route 209. The system has recently been expanded from 1.5 mgpd to 5.5 mgpd and has capacity to service further commercial areas of the Township. This is encouraged.
- The Pennsylvania State Water Plan for the Upper Delaware River Subbasin addresses the Smithfield Township area. It recommends residential water conservation programs, metering, increased treated storage and various actions to develop new supplies, including well development and Delaware River intakes. The Delaware River Basin Commission plays a critical role in these areas. Some of the State Water Plan recommendations are no longer feasible options but, regardless of practicality, it is clear that nothing recommended herein conflicts with the State Water Plan and, therefore, the two documents are generally consistent. It is also hereby acknowledged that lawful activities such as the extraction of minerals may impact water supply sources and such activities are governed by Commonwealth of Pennsylvania statutes regarding mineral extraction that specify replacement and restoration of water supplies affected by such activities. It is further understood that commercial agricultural production may impact water supply sources.

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- A substantial number of homes are still served by on-site wells and the Township maintains a Well Ordinance to deal with these supplies. Keeping this up to date is a continuing need.

3.4.9 Police Services.

Police services are not provided by the Township due to the extraordinarily high cost and the community survey done in connection with this Plan showed little enthusiasm, based on cost, for more than amplifying of State Police services. The Township should continue to pursue this possibility of purchasing additional State Police services, but even this may prove to be too difficult from financial and legal perspectives.

3.5 Transportation.

The road system of any municipality forms the framework for development. Smithfield Township's growth has been heavily shaped by Route I-80, Route 209, Business Route 209, Route 402 and Route 447. This plan addresses the needs of the Township with respect to this highway system and other modes of transportation.

3.5.1 Functional Road Classifications.

Every road and highway in Smithfield Township plays a part in moving people and goods within and through the Township. Some roads are more important than others and, therefore, it is necessary to assess the future role and function of each road as the Township continues to develop.

The following table identifies roads through the Township by the functions which they must play in the future (as opposed to present use) to achieve an efficient flow of traffic in the Township. There are some highways, however, that play special roles outside the normal functional classifications. East Brown Street is a very busy local road that doesn't fit well into any of the categories. It plays a vital role in funneling traffic to the Pocono Medical Center, East Stroudsburg University and associated

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activities even though it collects little local traffic and is too short to be considered an arterial street. It requires special attention in the way of improvements and maintenance that its functional classification alone doesn't indicate.

Smithfield Township Functional Highway System		
ROAD CLASS	FUNCTION	ROADS
ARTERIAL	Carries medium-to-heavy volumes of traffic at moderately high speeds and provides access to major traffic generators	Bus. Rt. 209 I-80 Rt. 209 Rt. 402 Rt. 447 Rt. 611
COLLECTOR	Provides connections between Arterials and Local Roads at comparatively slower speeds and carries moderate volumes of traffic	Airport Road Brushy Mountain Road Craigs Meadow Road Fawn Road Franklin Hill Road Gap View Road Hollow Road Kings Pond Road Marshalls Creek Road Reservoir Road River Road
LOCAL	Provides direct access to abutting properties and channels Local traffic to Collector Roads	All other existing roads

This Plan is designed to be integrated with local and state reconstruction

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programs as well as maintenance efforts to bring about a functional system. The County, it should be noted, can substantially influence Commonwealth Department of Transportation decisions regarding project priorities in the County. The County is also a member of the Northeastern Pennsylvania Rural Transportation Planning Organization, the group responsible for programming regional transportation projects. This Plan should be used as a basis, in turn, for influencing the County in these endeavors. The following actions are recommended:

- a) **The Route 209 Bypass, scheduled for completion in 2005, will have major impacts throughout the Township, many of which demand mitigation efforts.** The most seriously impacted area will be that section of Route 209 between the Bypass and I-80 where substantial new development is now taking place with much more planned. Bypass planning has not sufficiently accounted for this significant short-term increase in traffic. There are likely to be traffic bottlenecks in this vicinity unless there is substantial increase in capacity. This will probably demand further widening of the highway and the Township needs to ensure that new building in this area anticipates this need by imposing appropriate setbacks for new development (see subsection e below).

- b) **The I-80 Marshalls Creek interchange area is undergoing two additional studies at the present time that need to be closely coordinated and expanded in scope to encompass a regional solution.** One of these is a PennDOT "Needs Analysis" for possible future improvements to Route 209 between Route 447 and the Bypass. The other is a PennDOT study of future improvements to the I-80 interchange. There is also a proposal to study the potential for adding two additional lanes to Route 209 between I-80 and Marshalls Creek.

It is important that these studies consider the broader areas of traffic impacts within this section of the Township, including those relating to proposed new development by East Stroudsburg University and others on East Brown Street. Route 402 and Route 447 traffic will also have major effects on this area and solutions

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may have to include improvements to East Brown, Route 447 and I-80. They may also have to involve additional lanes on I-80 or other bypass or loop arrangements. The East Brown and Route 447 traffic is particularly problematic because it is increasing rapidly and the proximity of the Route 447 intersection with the I-80 interchange raises the prospects of traffic backups onto I-80.

The Route 209 Bypass will also contribute to an increase in traffic through this area by stimulating development further up Route 402 and east on Route 209 even if the Township is able to dampen it locally, creating additional bottlenecks in the latter area as weekend traffic arrives and at the I-80 end when it leaves. The problem, from Smithfield's Township's perspective, is that I-80 has not been significantly upgraded over the last 30 years while its use has dramatically changed and it has now become a major suburban commuter corridor while also serving as a recreational gateway and as a major carrier of local traffic. Much of what has taken place in recent years has largely consisted of tinkering with a system that needs comprehensive regional study across state lines with large scale solutions.

Consideration should be given to increasing the capacity of the I-80 Delaware River bridge, the possible need for additional crossings, alternative connections to Route 33, redesign of exit ramps and even highway crossovers that would allow more efficient connections of East Brown and Route 447 traffic to the system. The scope of such studies and solutions is beyond the Township to control but, as the single municipality most heavily impacted by these large-scale traffic movements, the Township should be at the forefront of those calling for broader studies and greater solutions.

- c) **Regardless of which options are ultimately pursued for this area, the impact on East Brown Street is critical in the short-term as well as the long-term.** The proposed Red Barn development could have a very serious impact on an already dangerous situation where emergency vehicles heading to and from medical facilities along East Brown are trapped in Route 447/Route

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209 congestion. East Stroudsburg University is also planning to construct 250 units of student housing in this area. This should be carefully addressed in the review of specific land development plans for these projects. Developers should be required to assume a large portion of the cost associated with such projects, inasmuch as they will significantly exacerbate the situation without mitigation. Also, widening and realignment of East Brown Street is needed along its route and should be included on PennDOT's 12 Year Transportation Improvement Program.

- d) **The Delaware Water Gap I-80 interchange needs attention to deal with the impacts of growth and those associated with the proposed new visitors center as well potential traffic increases associated with drivers seeking alternative access to I-80.** The Township has already requested studies of those impacts associated with the Bypass construction period but the issues are much larger than that and those studies should be enlarged in scope to consider the permanent impacts. They also need to be integrated into the regional traffic studies recommended above.

- e) **The change in scope of the Bypass from one of strictly limited access along all sections of the route to one with several lights to slow down traffic entering onto I-80 will cause localized impacts on traffic and development, necessitating a reexamination of zoning.** Likewise, the redesign of Route 209 will be cutting off certain accesses that now exist by eliminating intersections in locations such as the road to the Township park. This will clearly lower the utility of some properties for commercial development while enhancing others. The Township's B-1 zone should be modified to reflect these changes although the overall size of the zone is appropriate from the standpoint of building around existing centers and balancing the tax base.

Also, standards for development need to incorporate somewhat larger front setbacks that will accommodate future highway widenings. This should be accomplished by allowing property owners to reduce their rear setbacks as an offset, so as not to

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unnecessarily take away from the potential value of the parcels and creating a taking issue. Subdivision standards should also incorporate requirements to provide additional right-of-way where the existing right-of-way is likely to be too narrow for future road use. This should be done reserving highway easements rather than fee simple dedications so preserve maximum flexibility. Again, property owners providing such easements should be given compensating adjustments in regards to other building standards to avoid taking issues.

- f) **The impacts of the Bypass, and particularly from the growth it could stimulate, on the local highway system should be controlled and mitigated by the imposition of highway impact fees that can be used to pay for improvements to the Township road system that result from this growth.** Section 504-A of the Pennsylvania Municipalities Planning Code provides for the development of a Transportation Capital Improvements Plan. While the requirements for developing such a plan and imposing fees are unnecessarily complicated and onerous, they do serve to complement "growing greener" objectives of the Commonwealth and provide a basis for highly traffic impacted communities like Smithfield to deal with transportation needs associated with development. The Township should work together with Middle Smithfield Township to jointly conduct the requisite studies to impose transportation impact fees to pay for future improvements to the local road systems impacted by Bypass-related growth. Such fees, however, should be applied to all development causing impacts, public as well as private, so to ensure an equitable distribution of the burden of paying for needed improvements.
- g) **The proposed construction of a new school in the vicinity of J.T. Lambert and Milford Commons necessitates additional studies of intersection design and signalization in that area.** It is possible that some intersections should be combined but a comprehensive analysis of safety improvements is needed given the increases in traffic that are likely, particularly school bus traffic.

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- h) **Business Route 209 is increasing in traffic and projected to get even busier as East Stroudsburg spreads east and this will require the eventual widening and upgrading of that highway.** The Township should work with PennDOT to include such a project on the latter's 12 Year Plan. It should also anticipate the need for additional right-of-way in this area by applying the same kinds of approaches as are recommended above.
- i) **Route 447 is increasing in traffic and will also get busier as East Stroudsburg spreads east, requiring the eventual widening and upgrading of that highway as well.** The Township should, again, work with PennDOT to include such a project on the latter's 12 Year Plan. Reducing speeds on this highway is also important. Once again, the Township should help to ensure additional right-of-way for improvements in this area by use of the off-setting yard standards recommended above.
- j) **Other roads likely to see increased traffic and needing improvements include Fawn Road, Marshalls Creek Road, Brushy Mountain Road, Reservoir Road, Hollow Road, River Road, Gap View Road, Franklin Hill Road and Craigs Meadow Road. Airport Road and Kings Pond Road have recently been improved.** These will all serve increasingly important collector functions and need to be continually upgraded as growth increases the pressure on their use. The Hollow Road, in particular, needs upgrading. It is too narrow, has many sharp curves and is experiencing dramatic increases in use. Together with River Road, it forms an alternative route to the development taking place in Middle Smithfield, a fact that must be recognized by substantially upgrading. This should be accomplished by PennDOT. The Township should not consider accepting this highway as a Township road (a PennDOT suggestion) until that upgrading has been completed. A similar stance is warranted with respect to Cherry Valley Road. Finally, Mt. Nebo and River Roads need additional paving improvements.

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3.5.2 Other Observations and Recommendations.

- a) There are two stone arch bridges on Township roads, those being on Green Mountain Estates and Post Office Roads and these should be preserved if at all possible.
- b) There are two park and ride facilities in the Township, one at the Information Center and the other being a private facility on Route 447. The former will be enlarged in conjunction with the establishment of a new Welcome Center. The latter needs enlarging and better maintenance. Another facility is planned nearby in Middle Smithfield as part of the Bypass.
- c) There is little public transportation in the Township except that provided by the Monroe County Transportation Authority and Martz to sites on the fringe of the Township. There are no good connections into East Stroudsburg or Stroudsburg for bus riders and this is a problem that should be addressed by the Authority in its planning.
- d) Railroad freight service is available to the Township and could get improved by alternative connections proposed by the County Railroad Authority. Commuter rail service between New York City (actually Hoboken, NJ) and the Poconos is also being advanced with three proposed stops in Monroe County, one of which is proposed for East Stroudsburg. (See Section 3.2.3 for additional discussion of this proposal and its potential impacts on Smithfield Township.)
- e) Air service is available for smaller planes at the Stroudsburg Airport on Airport Road. There is no room for expansion, however, nor any pressing needs to expand.
- f) Development of additional pedestrian and bikeway systems will be important as the Township grows. This should be addressed in the context of both new highway designs and the review of subdivision proposals. Bicycling safety is essential to address. Designated bikeways along East Brown Street, Route 209 and Route 447 should

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be considered to separate bicycle and vehicular traffic. (Also, see Section 2.3.3 of this Plan.)

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3.6 Coordination with Regional and County Planning.

3.6.1 Coordination with Monroe County Comprehensive Plan

Monroe County, in 1996, began a three-year comprehensive planning process, known popularly as "Monroe 2020," that involved municipalities, school districts, business entities and public interest groups. It culminated in June, 1999, with the Monroe County Comprehensive Plan, a thorough analysis, set of goals and recommended program of actions to deal with the County's growth over the next two decades. Smithfield, Middle Smithfield and Price Townships, together with East Stroudsburg Borough, constituted one of four planning areas.

Monroe County Comprehensive Plan research indicated the East Stroudsburg Planning Area had an estimated 1994 year-round population of about 24,000 persons that was expected to grow another 50% by 2020.¹⁰ School tax rates jumped 65% in 4 years and the County Plan suggested continued low-density residential growth would only worsen this situation. Fifteen percent of private-owned land (9,500 acres) was classified as vacant, implying that the area would continue to grow in the same manner and exacerbate the situation unless there was better planning. Several goals and short-term actions involving municipalities were identified. The following is a listing of these along with an indication how this Plan responds to each:¹¹

Land and Water Resources

- **Goal:** Preserve and enhance green spaces characteristic of the planning area.

***Plan Response:** Smithfield will consider updating its landscaping and buffering requirements and adding a conservation subdivision provision to its zoning.*

10 The actual 2000 Census population was 29,704 persons, representing a gain of over 5,000 persons for the last six years alone.

11 This listing is a concise summary and is not intended to be all-inclusive or a direct recital of the County's recommendations. The Monroe County Comprehensive Plan speaks for itself in this regard. It includes recommendations of a non-municipal nature that cannot be appropriately addressed in the context of a township comprehensive plan (e.g. introducing "formal health-related outreach programs in churches, schools..." , etc.). Readers interested in the full details of the County recommendations and those not necessarily involving municipalities should consult the Monroe County Comprehensive Plan.

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- **Goal:** Expand recreational opportunities for residents.

Plan Response: Smithfield Township has two parks and plans include continuing improvement.

- **Goal:** Encourage inter-municipal planning for conservation.

Plan Response: Smithfield, Middle Smithfield, Price and Delaware Water Gap are now preparing a joint Open Space Plan.

- **Goal:** Enable restructuring of approved but undeveloped subdivisions to permit greater open space, more compact development patterns or non-residential uses.

Plan Response: Smithfield will consider a subdivision and land development incentive provision to encourage this.

- **Action:** Establish standards for water well protection.

Plan Response: Smithfield has enacted a Well Ordinance and will consider adopting a Water Supply Protection Ordinance.

- **Action:** Adopt resource conservation plans and ordinances.

Plan Response: Smithfield has included conservation feature protection provisions in its Subdivision Ordinance {§ 302(12)} and Zoning Ordinance {§ 502(7)} but updates are recommended.

- **Action:** Undertake pilot projects to make streams accessible.

Plan Response: Smithfield provides stream accesses at its recreation facilities and additional accesses are recommended.

Economic Development and Fiscal Balance

- **Goal:** Locate new development near existing infrastructure and where

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extensions are economically feasible. The Plan specifically identifies the Stroudsburg-East Stroudsburg-Smithfield areas as a location for retail and service infill. The Township's 5,000 feet sewer connection requirement also simultaneously encourages development in areas where connection is economically feasible due to proximity and discourages it where not feasible, thereby promoting forestry, recreation and similar open space uses of those parcels further away from centers.

***Plan Response:** Smithfield's existing zoning and proposed changes both provide for higher density in areas served, or capable of being served by infrastructure.*

- **Goal:** Solicit modest-size firms compatible with the County's character.

***Plan Response:** The Township does not solicit industry itself but is considering zoning changes that would allow for more of these types of firms.*

- **Goal:** Encourage redevelopment of existing commercial and industrial sites as a preferred form of development.

***Plan Response:** Smithfield will consider zoning and subdivision regulation revisions to provide redevelopment incentives. The use of Local Economic Revitalization Tax Assistance (LERTA) program authority to create tax incentives is also a possibility.*

- **Goal:** Provide a way for schools to offer input on subdivision approvals.

***Plan Response:** Deciding whether or not to approve subdivisions on the basis of school impact is fraught in legal dangers but keeping schools informed of development trends is, nonetheless, important. Smithfield will attempt to do this through regular meetings and a cooperation agreement. It is also Smithfield's strategy to balance the tax base better by encouraging selected types of commercial and industrial development in business districts to off-set the costs of serving residential development.*

- **Action:** Study alternative revenue sources for schools.

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Plan Response: *Second homes are not as prevalent in Smithfield as other areas but still represent about a fifth of the housing stock. An income tax, therefore, would shift that much more of the burden to residents. The lack of income tax reciprocity with New York (as compared to New Jersey where such reciprocity does exist) further complicates matters. A local sales tax would avoid this and be preferable but could make Township enterprises less competitive with adjoining areas and discourage commercial development able to help pay school taxes. A property tax with higher rates on land than improvements, however, could encourage commercial development and infill, and discourage sprawl. This is because holding higher valued properties near centers would become more expensive relative to building in the outskirts. It could also, however, lead to more development in general, given Smithfield's geographic position and infrastructure. Such land-based taxes are found in several areas of Pennsylvania but new legislation is required to authorize Township use of the technique. Smithfield should study the feasibility of such a tax alternative.*

Community Character and Community Life

- **Goal:** Maintain the distinctive character of each municipality.

Plan Response: *Smithfield's character is distinctly mixed use. It has served as the gateway to the Poconos. It is the connecting link between attractions, centers and major highway serving the region. It is also clearly an expansion area for growth of the Stroudsburgs. The emphasis of the Comprehensive Plan, therefore, is on maintaining opportunities for mixed use development while ensuring high-quality. The Township expects to achieve such quality through use of project review authority and employment of standards for buffering, landscaping, signs and the like.*

- **Goal:** Maintain and enhance role of schools as center for community activity.

Plan Response: *Smithfield strongly endorses the use of school facilities for community events and programs extending beyond education needs. This Plan recommends after-school community use of recreational facilities, for*

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example.

- **Goal:** Upgrade the image of the Poconos by emphasizing their wide range of offerings for visitors.

Plan Response: Smithfield is reevaluating its zoning to allow for more than traditional resort uses. It is also considering creating a Residential Conservation zone to promote conservation subdivisions that preserve open space resources that will help meet the increasing demand for passive forms of recreation and tourism.

- **Goal:** Establish activities that bring newcomers and long-term residents together for community purposes.

Plan Response: Smithfield's best opportunities to do this are in making use of Township park facilities for visitor activities, promoting these to both groups using the Township website. This is already taking place to a large extent. The Township will also consider sponsoring annual events that focus on its long history, one of the short-form actions recommended in this regard.

- **Goal:** Promote the historic character of area communities.

Plan Response: This Plan includes a natural resources and historic preservation section that identifies Smithfield's key historic assets and suggests ways to take advantage of them.

- **Action:** Seek and obtain grants for promoting arts and history.

Plan Response: Smithfield intends to pursue such grants.

- **Action:** Establish and enforce consistent sign standards compatible with desired community images.

Plan Response: A model set of sign regulations for municipal consideration has been developed on a Countywide basis with the input of both governmental and private organizations. Smithfield is considering using

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some of these recommendations to improve its sign standards, particularly with regard to sign sizes, numbers and design. The model as a whole is very complex and will benefit from procedural streamlining. The Township will, to achieve consistency with other municipalities, incorporate basic standards of the County model into a simple but effective set of Township sign regulations. It will also pull together what are now several disjointed standards throughout the Township Zoning Ordinance into a single set of sign regulations for Smithfield.

- **Action:** Revise zoning ordinances to establish mechanisms such as sketch plan review to achieve higher quality design.

***Plan Response:** This is the focus of the Land Use Objectives portion of this Plan and the proposed zoning revisions found in the Appendices. Additional plan review criteria and procedures are specified to provide for more thorough review and better design of development plans.*

Public Facilities, Infrastructure and Services

- **Goal:** Identify areas where infrastructure systems need to be expanded.

***Plan Response:** Smithfield has done this through its Official Wastewater Facilities Plan and the Community Facilities section of this Plan.*

- **Goal:** Plan and implement a system for improving traffic flows.

***Plan Response:** The Transportation element of this Plan deals with this need. Smithfield has also participated in the Comprehensive Transportation and Land Use Management (CTLUMS) study of the area affected by the Marshalls Creek Bypass project. That study, too, addresses this need.*

- **Goal:** Establish priorities for funding park and recreation facilities.

***Plan Response:** Recreation needs and priorities are addressed in the Community Facilities section of this Plan. The regional open space planning project in which Smithfield is involved will also deal with this matter.*

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- **Action:** Use Geographic Information System (GIS) technology to make an infrastructure inventory.

Plan Response: This is to be done in cooperation with the County Planning Commission. The Township is also developing its own GIS capabilities.

- **Action:** Support a preferred alternative for the Marshall's Creek Bypass to move it forward.

Plan Response: The Bypass is now scheduled for construction.

- **Action:** Create recreation partnerships with voluntary associations.

Plan Response: This Plan includes a recommendation for the Township to develop such relations with camps, schools and other possible recreation providers. It also recommends consideration of a payments in lieu of dedication requirement on developers to generate funds for park and recreation development.

- **Action:** Seek alternative ways of financing infrastructure from developer contributions, dedications and impact fees, to the extent of statutory authority.

Plan Response: This Plan recommends consideration of both recreation and transportation fees. The Pennsylvania Municipalities Planning Code (MPC), unfortunately and despite conflict with the Commonwealth's anti-sprawl objectives, severely limits the ability of the Township to use them. The obvious intent of these restrictions is to discourage the use of such fees, demonstrating the futility of state planning as a substitute for local efforts. Nevertheless, the Township has no choice but to abide with the MPC. Therefore, it will study whether such fees can be effectively applied following those rules. It will also investigate other measures and endeavor to work with developers to secure needed improvements in connection with individual projects.

- **Action:** Research the potential for groundwater contamination from

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population and economic growth and identify remedial measures.

***Plan Response:** Smithfield Township expects to use its GIS capabilities (and those of the County) to identify groundwater aquifers. It plans to use this information in reviewing project proposals. The Township will also consider enacting a water supply protection ordinance.*

Open Space

The County, as a corollary to Monroe County Comprehensive Plan, adopted an Open Space Plan in June, 2001, with the following recommendations for municipalities:

- **Recommendation:** Use design professionals, especially landscape architects, to review sketch plan developments.

***Plan Response:** Smithfield Township has already used landscape architects to review development plans and is considering incorporating requirements for use of them in preparation of plans.*

- **Recommendation:** Review land development proposals as early as possible to determine if they will affect potential conservation lands, using the “Map of Potential Conservation lands” prepared by the County.

***Plan Response:** The Township is doing this and will, through its joint open space planning with surrounding municipalities, be improving on the mapping and the project review process employed to use it.*

- **Recommendation:** Look for opportunities to establish public trails in non-residential developments.

***Plan Response:** This is being addressed through joint open space planning with surrounding municipalities.*

- **Recommendation:** Continue to work with the County in Potential Conservation Lands mapping, development of Open Space Plans and writing conservation land use regulations.

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Plan Response: This is being addressed through joint open space planning with surrounding municipalities.

- **Recommendation:** Develop a Township “Map of Potential Conservation Lands” and consider its adoption as a separate official map.

Plan Response: This is being addressed through joint open space planning with surrounding municipalities.

- **Recommendation:** Explore opportunities to complete a joint municipal “Map of Potential Conservation Lands” especially where sensitive natural resources cross municipal boundaries and shared conservation approaches are desired.

Plan Response: This is being addressed through joint open space planning with surrounding municipalities.

- **Recommendation:** Make the “Map of Potential conservation Lands” readily available to developers so that they understand how their property relates to the conservation network and before large sums of money are spent developing plans.

Plan Response: This is being done now and will be continued when the joint Open Space Plan is complete. It is also recommended that the Conservation Subdivision provisions addressed in Section 3.2.4(a) of this Plan be linked to the “Map of Potential conservation Lands.”

- **Recommendation:** Locate non-residential zoning districts outside the natural resource areas to the greatest extent possible.

Plan Response: Smithfield's B-1 and C-1 zones are outside these areas for the most part. The M-1 zone, however, includes land that is on the Map of Potential Conservation Lands and suggested for inclusion in the Godfrey Ridge portion of the Brodhead Greenway. It is mostly undevelopable due to steep slopes and floodplain, except for some existing industrial property. The Township will consider reducing the size of this zone or the use of an

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overlay that would further protect these areas if a private easement cannot be secured to preserve the important conservation features as recommended in Section 3.1 of this Plan.

- **Recommendation:** Conduct training sessions for new elected officials and planning commission members, especially those who may not have participated in the Monroe County Comprehensive Plan process.

Plan Response: Smithfield Township will work with the County and the Pennsylvania State University Cooperative Extension Service to conduct such training.

- **Recommendation:** Note the condition of natural resources and identify stewardship needs in open space planning.

Plan Response: This is being addressed through joint open space planning with surrounding municipalities.

- **Recommendation:** Identify additional agricultural security areas that could benefit from Open Space funding.

Plan Response: This is being addressed through joint open space planning with surrounding municipalities.

- **Recommendation:** Identify scenic resources including the delineation of important viewsheds.

Plan Response: This is being addressed through joint open space planning with surrounding municipalities.

- **Recommendation:** Develop the Godfrey Ridge Greenway and trail as a model greenway, implementing recommendations in the Greenway Project Feasibility Study.

Plan Response: This is being addressed through joint open space planning with surrounding municipalities.

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- **Recommendation:** Assess the bicycle compatibility of Township roadways.

Plan Response: This is being addressed through joint open space planning with surrounding municipalities.

3.6.2 Coordination with Regional Planning

As indicated several times already, Smithfield Township is cooperating with Delaware Water Gap Borough and the Townships of Middle Smithfield and Price to develop a joint Open Space Plan. It is also participating with other communities in CTLUMS study. The proposals of this Plan relate to existing and proposed development and plans in contiguous portions of neighboring municipalities as follows:

- Hardwick Township, Warren County, New Jersey

Smithfield borders what was Pahaquarry Township but in 1997 was merged into Hardwick Township. Pahaquarry was an essentially unoccupied municipality in Warren County, New Jersey. The border area includes the Kittatinny Mountain, the Delaware Water Gap, the Middle Delaware National Scenic and Recreational River, the Delaware Water Gap National Recreational Area (DWGNRA), the Worthington State Forest, the Appalachian Trail and a network of complementary trails generally under public control. There is little or no opportunity for land use conflicts except as Route I-80 may be affected by growth traffic from Poconos and western development generally. Single large development such as the Red Barn proposal for the former Mosier Dairy could add to I-80 traffic but are unlikely to directly impact New Jersey residential or commercial areas. The public open spaces, however, will be complemented by the Township's support of the Brodhead (Godfrey Ridge) Greenway project linking the DWGNRA to other open spaces under the County's "Forever Green" initiative.

- Upper Mount Bethel Township

The Kittatinny Mountain ridge separates Smithfield Township from Upper Mount Bethel Township in Northampton County. The border is not

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completely defined but is entirely within the DWGNRA and publicly owned. It includes the Appalachian Trail which, in combination with fire tower roads, is the only access to this area. There are, therefore, no conflicts with Upper Mount Bethel Township plans for this area. Moreover, the proposed linkages of the DWGNRA, Appalachian Trail and the new McDade Trail with other open space and trails via the Brodhead Greenway and related projects would actually open up new recreational opportunities for Upper Mount Bethel residents and visitors.

- Stroud Township

Stroud Township adjoins Smithfield Township along most of the latter's western border. It represents much of what is commonly perceived as "the Stroudsburgs," having absorbed most of the growth outward from the two Boroughs. Most of this border area is zoned residential by both communities with few conflicts in density. Stroud has zoned some of the watershed area on the west side of Fawn Road as R-3, while Smithfield has included it in a R-1 zone. Stroud has also zoned the Cherry Valley area and the northern slopes of the Kittatinny Mountain as S-1 and O-1, respectively, while Smithfield again incorporates them into its R-1 district. The conflicts are not serious, however, because all these areas are in public or semi-public ownership and the R-1 District is Smithfield's lowest density area at present.

If the Township proceeds to create the new Residential Conservation District recommended in this Plan it should include the undeveloped Cherry Valley properties within it as a means of better complementing Stroud's S-1 zone and protecting the character of the area, valued by many as a special resource. The RC Zone is intended for areas that could be possible serviced with central sewage to accommodate conservation subdivisions but the lower density for unsewered areas would also work better for Cherry Valley than the R-1.

There is also a small Stroud Township C-2 zone that adjoins a Smithfield R-2 District at the intersection of Fawn Road and Rt. 447. This is a conflict but the break point between the zones is about right with roughly 1,000 feet of commercial off Rt. 447 before changing to residential as one enters Smithfield. Therefore, no change is warranted.

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- East Stroudsburg Borough

Most of the border between East Stroudsburg Borough and Smithfield Township is also residential on both sides with little or no conflict. There is a Smithfield C-1 District that adjoins a Borough R-1 zone along Route 447 southeast of the mobile home park. This includes the proposed Red Barn development on the former Mosier Dairy site and lands on the south side of Rt. 447 that have been developing for office uses. This is an appropriate transitional use between residential and heavier commercial activities and the conflict, if any, is already being mitigated by patterns of development. Some transitional use provisions in the Zoning Ordinance would ensure this. The transitional uses have developed as a natural outgrowth of the Borough's institutional uses in this area - namely, East Stroudsburg University and Pocono Medical Center. These two uses have encouraged the development of ancillary activities ranging from medical offices to student housing in the border area along East Brown Street. The traffic impacts on this area are critical in the development of the C-1 zone.

The Borough also has an S-1 zone that borders Smithfield's M-1 District between I-80 and the Brodhead Creek. This is somewhat of a conflict but reflects the reality of the landscape and pattern of existing land uses in the area. Smithfield's M-1 District includes an interchange area and relatively flat land along the railroad that is in industrial use to some extent already. Moreover, the Borough's S-1 zone is also bordered by an M-1 zone of its own making on the other end of the S-1 zone. The conflict, therefore, is minimal, although as stated earlier, the Township might want to incorporate some overlay concepts that would protect the Brodhead Creek and provide for the proposed Greenway. The adjoining proposed R-C Zone, of course, also helps.

- Delaware Water Gap Borough

Smithfield Township borders Delaware Water Gap Borough on two sides. The Township's R-1 District adjoins the Borough's S-1 zone on the north and west sides but in areas that are part of the DWGNRA anyway so any conflict is irrelevant for reasons stated above. Other border areas share

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residential and commercial zones of similar construction excepting for the VC-1 zone in the northwest corner of the Borough. This area is adjoined by a Township R-1 District. However, the VC-1 zone is almost entirely golf course. Therefore, there is no real conflict.

- Price Township

Price and Smithfield Townships share a border of less than one mile in length that is zoned residential on both sides at comparable densities. There is, therefore, no conflict in planning between the two municipalities.

- Middle Smithfield Township

Smithfield Township shares its longest border with Middle Smithfield Township and has been dramatically affected by development in that municipality and adjoining Lehman Township, Pike County. That development has funneled extensive traffic through the Marshall's Creek intersection and onto Route 209 as well as Hollow Road, largely causing the need for the Marshall's Creek Bypass. There are, however, no significant conflicts between planning for the two municipalities in the border area. Zones are similar in character along the entire border excepting for the East Stroudsburg water supply watershed area. Middle Smithfield has included this area and its portion of the DWGNRA in its OSC zone while Smithfield has both in an R-1 District. The watershed area, if it were ever to be opened up to development would be allowed much higher density under Smithfield's zoning than Middle Smithfield's. It is recommended Smithfield incorporate this area, too, in its proposed 'Residential Conservation RC District to lower density in the event this should happen.

Clearly, however, the greater conflict is not within the border area. Rather, Middle Smithfield and Lehman residential development has created traffic congestion from visitors to second homes, commuters and shoppers who must travel through Smithfield to get to second homes, jobs, stores and services. The Middle Smithfield Plan proposes the development of neighborhood commercial areas to help alleviate congestion and this, if realized, will help Smithfield by reducing the need for some of these trips. Nevertheless, congestion as a whole will not lessen if high density

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residential development in these areas also continues. It is in Smithfield's interest that Middle Smithfield simultaneously decrease its residential density and provide for more commercial and industrial development. This would place jobs, stores and services closer to residents and reduce the need to travel through Smithfield to Stroudsburg or New Jersey for them. It would also help balance the school tax base for both municipalities.

The stores and services are clearly developing in Middle Smithfield but the jobs are not being created at the same pace. The challenge is to reduce commutation by creating employment opportunities locally. Middle Smithfield's zoning allows for this but incentives may be required to make it happen. The two municipalities should work together with the County to locate new businesses in Middle Smithfield and Marshalls Creek, provided there is also a concurrent lowering of residential density in these areas. Smithfield's RC District will help accomplish this, reducing density by 20% to 46% depending on the availability of sewer and water services.

Given the above, the existing and proposed development of Smithfield Township is generally consistent with the objectives and plans of the Monroe County Comprehensive Plan and compatible with the existing and proposed development and plans of contiguous municipalities.

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4.0 Implementation Strategies.

This Comprehensive Plan should be consistently applied to Township policy decisions on land use, circulation and community facilities. Major municipal actions must, legally, also be reviewed for conformance with the Plan. It is, in this regard, itself an implementation tool that should be reviewed periodically and updated to reflect new problems and concerns.

The zoning ordinance, however, will continue to be the major tool for regulating the use of land in the Township and implementing this Plan. It may permit, prohibit, regulate, restrict, and determine any of the following:

- uses of land and bodies of water
- structure size, height, bulk, location, erection, construction, repair, maintenance, alteration, raising, removal and use
- density of population and development

It, too, needs to be continually reviewed to ensure the ability of the Township to economically develop, accommodate needed services and produce housing affordable to local residents. Performance standards should be expanded upon when necessary to provide maximum flexibility to accommodate development while also protecting health and safety.

It will be beneficial to Smithfield Township to continue partnerships with adjoining municipalities on planning and development matters. The Township will also be well-served by a close working relationship with the Monroe County Planning Commission through its Municipal Partnership Program.¹² Assistance from specialists in law, planning, engineering and other areas will continue to be required in implementing this Plan.

The following is a summary of the major Comprehensive Plan recommendations:

12 Where the chart following indicates Board of Supervisors or Planning Commission responsibility for implementation, these entities may well wish to avail themselves of the assistance of the Municipal Partnership Program.

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Smithfield Township Comprehensive Plan Recommendations				
No.	Recommendation	Priority	Resources Required	Responsibility
Natural Resource, Open Space and Historic Recommendations:				
1	Acquire a conservation easement on approximately 200 acres largely owned by Eureka Mining to support the proposed Brodhead Greenway project and create an open space link between Stroudsburg and the Water Gap. (§3.1.2)	Immediate	Monroe County Open Space Initiative Funding	Monroe County, Adjoining Municipalities, Supervisors & Open Space Committee
2	Work with landowners and a local land conservancy to attempt to secure the donation or purchase of conservation easements on the ridgeline along Route I-80 and above the Minisink Hotel. (§3.1.2)	Immediate	Conservancy Assistance & Monroe County Open Space Initiative Funding	Supervisors & Open Space Committee
3	Develop provisions that will protect the ridgelines and maintain effective natural landscape buffers along Route 209 and the view from Gap View Road. Also, acquire easements on key open spaces. (§3.1.2)	Short-term	Technical Assistance in Ordinance Drafting & Open Space Initiative Funding	Supervisors & Planning Commission
4	Work with the landowner and a local land conservancy to attempt to secure the donation or purchase of a conservation easement on approximately 200-300 acres controlled by the East Stroudsburg Water Authority along Upper Fawn Road area. (§3.1.2)	Long-term	Conservancy Assistance & Monroe County Open Space Initiative Funding	Supervisors & Open Space Committee
5	Consider a Watershed Protection Ordinance for the East Stroudsburg Water Authority reservoirs, placement of signs alerting residents and visitors to call 911 in cases of spills. Use GIS maps to identify and assist in protecting aquifer recharge areas for these supplies. (§3.4.8)	Long-term	Technical Assistance in Ordinance Drafting	Supervisors, Planning Commission & Water Authority

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Smithfield Township Comprehensive Plan Recommendations				
No.	Recommendation	Priority	Resources Required	Responsibility
Land Use Recommendations:				
6	Lower density on remaining large vacant parcels, generally now zoned R-1 Low Density Residential District, by creating a R-C Residential-Conservation District that would include these parcels. (§3.2.4)	Immediate	Technical Assistance in Ordinance Drafting	Supervisors & Planning Commission
7	Lower density in existing R-1 and R-2 Zones by increasing minimum lot areas for lots with only one or neither utility, particularly where water only is provided. (§3.2.4)	Immediate	Technical Assistance in Ordinance Drafting	Supervisors & Planning Commission
8	Provide a Conservation Subdivision option for residential developers willing to provide additional open space in return for an opportunity to recapture density lost through the above recommended revisions. (§3.2.4)	Immediate	Technical Assistance in Ordinance Drafting	Supervisors & Planning Commission
9	Increase the minimum open space requirement in the Township's Planned Residential Development (PRD) regulations from 25% to 35%. (§3.2.4)	Immediate	Technical Assistance in Ordinance Drafting	Supervisors & Planning Commission
10	Adopt Planned Unit Development (PUD) regulations for neighborhood type commercial development within B-1 Planned Boulevard Districts. (§3.2.4)	Immediate	Technical Assistance in Ordinance Drafting	Supervisors & Planning Commission
11	Develop a Schedule of District Regulations easier to use and that moves high impact uses into the conditional use category and vice-versa, adds statements of district intent for each zone and replaces the existing Sections 302 through 306 and Schedules I and II. (§3.2.4)	Immediate	Technical Assistance in Ordinance Drafting	Supervisors & Planning Commission

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Smithfield Township Comprehensive Plan Recommendations				
No.	Recommendation	Priority	Resources Required	Responsibility
Land Use Recommendations (Continued):				
12	Streamline zoning for smaller impact activities by adopting provisions providing for "minimal impact uses" and "minimal impact home occupations." Also, add a provision treating minor additions or changes to conditional uses such as resorts as principal permitted or accessory uses. (§3.2.4)	Immediate	Technical Assistance in Ordinance Drafting	Supervisors & Planning Commission
13	Develop better parking, traffic, landscaping, animal husbandry, site plan review and site design guidelines to more effectively deal with large scale commercial development and limit clearing or excavation of land in advance of development. (§3.2.4)	Immediate	Technical Assistance in Ordinance Drafting	Supervisors & Planning Commission
14	Establish and enforce consistent sign standards compatible with desired community images. (§3.6.1, §3.2.4)	Short-term	Technical Assistance in Ordinance Drafting & Funding for Study	Supervisors, Planning Commission & Adjacent Municipalities
15	Consider M-1 overlay regulations that would protect aspects of the proposed Brodhead Greenway. Also consider including the hillside along the Greenway, the watershed area on Fawn Road and portions of Cherry Valley in the R-C District or an overlay zone designed to ensure environmentally sensitive areas are protected. (§3.6.1, §3.2.4)	Short-term	Technical Assistance in Ordinance Drafting	Supervisors & Planning Commission
16	Adopt multi-family dwelling standards to deal more effectively with this form of development. (§3.2.4)	Short-term	Technical Assistance in Ordinance Drafting	Supervisors & Planning Commission

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Smithfield Township Comprehensive Plan Recommendations				
No.	Recommendation	Priority	Resources Required	Responsibility
Land Use Recommendations (Continued):				
17	Study the feasibility of a new area-wide shuttle service to influence land use development patterns, building upon similar service operated by resorts. (§3.2.3, §3.2.4)	Long-term	Technical Assistance to Conduct Study	Supervisors
18	Revise commercial district regulations to implement impervious coverage standards of 50% to 70%. (§3.2.3, §3.2.4)	Long-term	Technical Assistance in Ordinance Drafting	Supervisors & Planning Commission
19	Develop ordinance provisions providing for the deduction of environmentally constrained land from density calculations. (§3.2.3, §3.2.4)	Long-term	Technical Assistance in Ordinance Drafting	Supervisors & Planning Commission
20	Develop Subdivision Ordinance provisions encouraging lot consolidation in substandard subdivisions. (§3.2.3, §3.6.1, §3.2.4)	Long-term	Technical Assistance in Ordinance Drafting	Supervisors & Planning Commission
21	Develop Floor Area Ratio (FAR) standards to control the intensity of commercial development, lower traffic study requirement thresholds and develop access regulations to limit impacts on highway levels of service. (§3.2.3, §3.2.4)	Long-term	Technical Assistance in Ordinance Drafting	Supervisors & Planning Commission
22	Re-evaluate boundaries of B-1/C-1 district areas between Marshalls Creek and Delaware Water Gap to reinforce development of existing centers, spread the cost of infrastructure and take advantage of future reduced traffic levels to accommodate more village-like development. (§3.4.5, §3.5.1, §3.2.4)	Long-term	Technical Assistance in Ordinance Drafting	Supervisors & Planning Commission

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Smithfield Township Comprehensive Plan Recommendations				
No.	Recommendation	Priority	Resources Required	Responsibility
Land Use Recommendations (Continued):				
23	Conduct training sessions for new elected officials and planning commission members, especially those who may not have participated in the Monroe 2020 process.(§3.6.1, §3.2.4)	Long-term	Technical Assistance with Seminars	Supervisors & Planning Commission
24	Study the feasibility of a property tax with higher rates on land than improvements to encourage commercial development and infill, and discourage sprawl.(§3.6.1)	Long-term	Technical Assistance with Study	Supervisors & Planning Commission
25	Study the feasibility of creating an Agricultural Security Area in the Township.(§3.2.4)	Long-term	Technical Assistance with Study	Supervisors & Planning Commission Monroe County Penn State Extension
Housing Recommendations:				
26	Provide for mobile homes and multi-family dwellings as lower cost housing options, subject to high quality standards.(§3.3.8)	Short-term	Technical Assistance in Ordinance Drafting	Supervisors & Planning Commission
27	Consider developing zoning language allowing more "mother-daughter" units and sewer hook-up fees that provide some allowance for providing affordable housing. (§3.3.8)	Long-term	Technical Assistance in Ordinance Drafting	Supervisors, Planning Commission & Sewer Authority

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Smithfield Township Comprehensive Plan Recommendations				
No.	Recommendation	Priority	Resources Required	Responsibility
Community Facilities Recommendations:				
28	Meet regularly with School District officials to review growth patterns for purposes of long-range planning and reserving sites for educational and recreational facilities within new developments being planned in the Township. (§3.4.1)	Continuing	None	Supervisors, Recreation Commission & East Stroudsburg School District
29	Work with the East Stroudsburg School District to maximize the utilization of school recreational facilities by opening them to general public use during those times when schools are not in session. (§3.4.1)	Immediate	Technical Assistance in Ordinance Drafting	Supervisors, Planning Commission & East Stroudsburg School District
30	Consider requiring developers to dedicate or reserve land for park and recreation purposes in conjunction with their planning or to provide fees in lieu of dedication for recreational development. (§3.4.2)	Short-term	Technical Assistance in Ordinance Drafting	Supervisors, Planning & Recreation Commissions & Open Space Committee
31	Consider providing financial or other incentives to maintain volunteer levels and ensure the financial solvency of emergency services organizations. (§3.4.4)	Short-term	Annual Funding Allocation	Supervisors

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Smithfield Township Comprehensive Plan Recommendations				
No.	Recommendation	Priority	Resources Required	Responsibility
Community Facilities Recommendations (Continued):				
32	Amend the County Comprehensive Plan and Initiatives Manual to specifically provide for an additional County Park in one of the four municipalities within the planning area. (§3.4.2)	Short-term	Capital & Maintenance Funding (Township & County)	Supervisors, Recreation Commission, Open Space Committee & Monroe County
33	Consider a Natural Features Conservation Ordinance to implement recommendations of the Township's Act 537 Plan. (§3.4.5)	Long-term	Technical Assistance in Ordinance Drafting	Supervisors & Planning Commission
34	Expand and further develop Township parks, creating linkages to other recreation facilities and open spaces rather than seeking to develop an entirely new facility. (§3.4.2)	Long-term	Capital & Maintenance Funding	Supervisors, Recreation Commission & Open Space Committee
35	Upgrade the existing community building at Waterfront Park so as to better accommodate indoor youth and senior activities. (§3.4.2)	Long-term	Capital & Maintenance Funding	Supervisors, Recreation Commission & Open Space Committee
36	Plan a new municipal complex at Waterfront Park and establish a capital budget for this and other community facility and transportation projects. (§3.4.3)	Long-term	Capital & Maintenance Funding	Supervisors
37	Treat all of the existing B-1 and C-1 zones and the Jay Park, Mosier Farm, Milford Commons and Marshalls Creek areas as appropriate candidates for infill or redevelopment that would benefit from sewer extensions or the use of the existing sewage infrastructure. (§3.4.5)	Long-term	Engineering, Capital & Maintenance Funding (e.g. PennVest, USDA, etc.)	Supervisors, Planning Commission & Sewer Authority

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Smithfield Township Comprehensive Plan Recommendations				
No.	Recommendation	Priority	Resources Required	Responsibility
Community Facilities Recommendations (Continued):				
38	Create incentives to encourage development or redevelopment of the above specified areas to balance the tax base, finance general sewer costs and steer growth to existing centers. (§3.4.5)	Long-term	Technical Assistance with Ordinances & Financial Incentives	Supervisors, Planning Commission & Sewer Authority
39	Extend service to those other areas identified in the Act 537 Plan as needing sewer improvements in the next 5-10 years (e.g. Minisink Woods). (§3.4.5)	Long-term	Engineering, Capital & Maintenance Funding (e.g. PennVest, USDA, etc.)	Supervisors, Planning Commission & Sewer Authority
40	Encourage developers outside the service areas of the Township system to use land application, community subsurface treatment and other alternative sewage treatment methods and employ required open spaces for these purposes, particularly in the case of spray irrigation systems. (§3.4.5)	Long-term	None	Supervisors & Planning Commission
41	Pursue grant assistance on the basis of emergency need and/or income to offset the largest portion of the costs for improvements to the Birch Acres water supply system. (§3.4.8)	Long-term	Technical Assistance in Grant Writing	Supervisors
Transportation Recommendations:				
42	Undertake an access management program to consolidate driveways and encourage pedestrian connections along Route 209. (§3.2.3, §3.2.4)	Short-term	Technical Assistance in Ordinance Drafting PennDOT Grants	Supervisors, Planning Commission & PennDOT

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Smithfield Township Comprehensive Plan Recommendations				
No.	Recommendation	Priority	Resources Required	Responsibility
Transportation Recommendations (Continued):				
43	Ensure that new building in the area between the Bypass and I-80 is subject to setbacks that allow for future widening and request PennDOT studies of methods and follow-up actions to increase highway capacity in this stretch. (§3.5.1)	Short-term	Technical Assistance in Ordinance Drafting	Supervisors, Planning Commission and PennDOT
44	Encourage PennDOT to expand the scope of the "Safe 80 Committee" and other studies of the I-80 interchange area to encompass a broader regional solution dealing with proposed new development by East Stroudsburg State University and others on East Brown Street. (§3.5.1)	Short-term	None	Supervisors, Planning Commission and PennDOT
45	Encourage PennDOT to more closely study the Delaware Water Gap I-80 interchange to deal with the impacts of growth and the proposed new visitors center as well potential traffic increases associated with drivers seeking alternative access to I-80. (§3.5.1)	Short-term	None	Supervisors, Planning Commission and PennDOT
46	Work with PennDOT to secure reimbursement funding and upgrade Fawn Road, Marshalls Creek Road, Brushy Mountain Road, Reservoir Road, Hollow Road, River Road, Gap View Road and Franklin Hill Road for use as collector roads (some projects underway). (§3.5.1)	Short-term	None	Supervisors, Planning Commission and PennDOT

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Smithfield Township Comprehensive Plan Recommendations				
No.	Recommendation	Priority	Resources Required	Responsibility
Transportation Recommendations (Continued):				
47	Review the B-1 zone in light of redesign of the Route 209 and creation and eliminating of intersections in locations such as the road to the Township park. This will clearly lower the utility of some properties for commercial development while enhancing others. (§3.5.1)	Long-term	Technical Assistance in Ordinance Drafting	Supervisors & Planning Commission
48	Consider the use of highway impact fees to pay for improvements to the Township road system that result from the Bypass and the growth it could stimulate. (§3.5.1)	Long-term	Technical Assistance in Ordinance Drafting and Funding for Joint Transportation Study Required	Supervisors & Planning Commission
49	Work with PennDOT to include upgrade of Route 447 on the PennDOT 12-Year Plan and reduce speeds on this highway. Ensure additional right-of-way for improvements in this area by use of off-setting yard standards recommended for Route 209 and Business 209. (§3.5.1)	Long-term	Technical Assistance in Ordinance Drafting	Supervisors, Planning Commission and PennDOT
50	Work with PennDOT and others to develop additional bikeway and pedestrian travel systems. (§ 3.5.2)	Long-term	PennDOT Transportation Enhancement Grants	Supervisors, Planning Commission and PennDOT

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5.0 Assessment of Plan Impacts.

The various plans provided above are intended to complement and serve one another such that the transportation recommendations also facilitate the future land use recommendations, for example. It is further intended that the adoption of the measures recommended minimize any negative environmental, energy conservation, fiscal, economic development and social consequences on the community from future development. The environmental impacts associated with recommended actions were an integral part of the considerations in developing those recommendations and no further discussion is warranted.

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6.0 Appendices.

The following are offered as Comprehensive Plan Appendices:

A - Recommended Ordinance Revisions

B - Smithfield Township Resident Survey Summary - 1999