

Community Impact Analysis Proposed Light Manufacturing Facility

136 and 140 Airstrip Road, Smithfield Township, Monroe County, PA
Parcel Identification Nos.: 16/7/1/8-1 and 16/7/1/6

Prepared for:
J.G. Petrucci Company, Inc.

Originally Prepared on April 28, 2022
Revised on June 28, 2022

Prepared by:



T&M Associates
11 Tindall Road
Middletown, NJ 07748

Dare RE

Robert Dare, AICP

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Introduction

This report has been prepared in accordance with the requirements of Section 603-15(a) of the Code of Ordinances of Smithfield Township. It summarizes the results of a community impact analysis that was performed on behalf of J.G. Petrucci Company, Inc. (hereinafter referred to as Petrucci Development) in connection with the proposed development of a 131,250-square-foot light manufacturing facility, which is intended for occupancy by Black Buffalo 3D Corporation (Black Buffalo).

The project in question is to be built on a portion of the tract that is located at 136 and 140 Airstrip Road in Smithfield Township, Monroe County, Pennsylvania. The tract, which contains a total of approximately 68 acres, is identified with Parcel Identification Nos.: 16/7/1/8-1 and 16/7/1/6, and is currently developed with several buildings, aircraft hangars, and related structures associated with the decommissioned Stroudsburg–Pocono Airport, as well as its 3,087-foot runway.

While the runway of the decommissioned airport would be removed to accommodate the development of the proposed light manufacturing facility (n.b., the proposed light manufacturing facility would be developed in an area of approximately 20 acres that is generally centered around the western half of the existing runway), none of the existing buildings, aircraft hangars and related structures that currently exist on the tract would be removed. These existing buildings, aircraft hangars and related structures are currently occupied by a range of small businesses and the current proposal includes no plans for their removal.

Given the above, the focus of this report is the community impact that would result from the development of the proposed light manufacturing facility on the tract.

Population Impact

Section 603-15(a)(1)(a) of the Code of Ordinances of Smithfield Township requires that the community impact analysis discuss the probable impact of the proposed project on the number of residents generated by the proposed development.

The focus of the proposed project is the development of a 131,250-square-foot light manufacturing facility. The proposed project does not include the creation of new housing units. Thus, the proposed project will not directly result in growth in the resident population of Smithfield Township.

Public School Impact

Section 603-15(a)(1)(a) of the Code of Ordinances of Smithfield Township requires that the community impact analysis discuss the probable impact of the proposed project on the number of public-school children generated by the proposed development.

As previously noted within the context of population impact, the proposed project does not include the creation of new housing units. Thus, the proposed project will not directly result in growth in the number of public-school children.

Traffic Impact

Section 603-15(a)(1)(b) of the Code of Ordinances of Smithfield Township requires that the community impact analysis discuss the probable impact of the proposed project on vehicular traffic and the ability of the existing road systems to accommodate increases thereto.

To assess the anticipated traffic impacts of the proposed light manufacturing facility, the applicant has submitted a Traffic Impact Study (TIS) as part of the application package. The submitted TIS, which was prepared in April 2022 by John R. Wichner, PE, PTOE of the firm McMahon Associates, Inc., indicates that the proposed light manufacturing facility will generate a total of approximately 168 total “new” trips during a typical weekday, including 44 “new” trips (incl., 40 passenger car trips and 4 truck trips) during the weekday morning peak hour and 44 “new” trips (incl., 40 passenger car trips and 4 truck trips) during the weekday afternoon peak hour.

To accommodate the traffic volumes noted above and mitigate the impacts of the proposed light manufacturing facility on the existing road systems, the TIS recommends the following improvements:

- Provide one ingress and one egress lane at the site driveway (n.b., given the traffic volumes noted above, the driveway would be classified as a Low Volume Driveway per PennDOT criteria); and,
- Provide appropriate corner radius lengths, which shall be verified based on the largest vehicle anticipated to utilize the site driveway.

Public Utility Impact

Section 603-15(a)(1)(c) of the Code of Ordinances of Smithfield Township requires that the community impact analysis discuss the probable impact of the proposed project on public utilities. Therefore, the probable impacts of the proposed project on sanitary sewer, public water, and electric services are discussed in the following subsections.

Sanitary Sewer

With regard to sanitary sewer service, it is noted that service is available through the Smithfield Township Sewer Service Authority. A main is located to the south of the tract and generally within the right-of-way of Airstrip Road. A connection to the existing sanitary line will be provided by the applicant. An application will be submitted to the Smithfield Township Sewer Service Authority for said connection.

Public Water

Public water service in the vicinity of the proposed development tract is provided by Brodhead Creek Regional Authority (BCRA). While the tract is not currently connected to the public water system, Petrucci Development is working with the BCRA to provide a connection. Petrucci Development will fund the connection of the tract to the public water system.

Electric Service

Electric service is provided by Met-Ed. To ensure sufficient capacity, Petrucci Development is working with Met-Ed to upgrade electrical distribution to the tract. These efforts are being funded by Petrucci Development.

Local Service Impact

Section 603-15(a)(1)(c) of the Code of Ordinances of Smithfield Township requires that the community impact analysis discuss the probable impact of the proposed project on the local police and fire departments, as well as local emergency medical services. The probable impact of the proposed project on these services is discussed in the following subsections.

Police

Police services are provided by Troop N of the Pennsylvania State Police, which serves Smithfield Township from its barracks at 2730 Rimrock Drive in Hamilton Township. Given the fact that onsite security measures would be in place, it is anticipated that there will be no substantial impact on police services.

Fire

Marshall's Creek Fire Company is the primary fire department in the vicinity of the proposed development tract. Because the proposed light manufacturing facility would be fitted with a fire alarm and sprinkler system and need to be approved by the local fire chief, it is anticipated that demand on Marshall's Creek Fire Company would not significantly increase as a result of the proposed project.

Emergency Medical Service

Emergency Medical Services in vicinity of the development tract are provided by Bushkill Emergency Corps. It is not anticipated that the proposed light manufacturing facility will result in a significantly increased demand for emergency medical service.

Ecological Impact

Section 603-15(a)(1)(d) of the Code of Ordinances of Smithfield Township requires that the community impact analysis discuss the probable ecological impact of the proposed project.

It is noted that while the proposed development tract contains floodplain areas, wooded areas, and wetlands, the proposed light manufacturing facility would be constructed in the most developable area of the tract away from said encumbrances. In addition, the proposed project has been designed to conform with all applicable regulations of the Pennsylvania Department of Environmental Protection and other relevant authorities. As such, it is not anticipated that the proposed light manufacturing facility will have a significant negative ecological impact. This is further supported by the fact that, as designed, the proposed development tract would have an impervious cover of 26 percent where an impervious cover of 70 percent is permitted by zoning.

Further information on the ecological impact of the proposed development is provided in a Resource Impact and Conservation Analysis, which has been prepared by T&M Associates to address Section 603.E of the Code of Ordinances of Smithfield Township.

Surrounding Development

Section 603-15(a)(1)(e) of the Code of Ordinances of Smithfield Township requires that the community impact analysis discuss the probable impact of the proposed project on the character of the surrounding development.

Accordingly, it is noted that the proposed development tract is located in the M-1 (Industrial) Zone District and currently occupied by the Stroudsburg–Pocono Airport, which has been decommissioned (n.b., the Federal Aviation Administration deactivated and removed the landing area from the National Airspace Database on February 25, 2022). While the proposed light manufacturing facility would be significantly larger than surrounding buildings, it would be in conformance with all bulk and design regulations of the M-1 (Industrial) Zone District with the possible exception of building height, for which a variance to permit between 45 and 50 feet (i.e., ten to 15 feet in excess of the maximum height limitation of 35 feet) may be sought. We note, however, that: the tract is significantly oversized; the proposed light manufacturing facility would be set back in such a way that all setback requirements of the M-1 (Industrial) Zone District would be significantly exceeded; the proposed development tract would have an impervious cover of just 26 percent where an impervious cover of 70 percent is permitted; and,

a building cover of only 16 percent is proposed where a building cover of 35 percent is permitted. These conditions serve to minimize the impact of any exceedance in building height.

Based on the above, it is anticipated that the proposed light manufacturing facility will not have a negative impact on the character of the surrounding development. It is further noted that the proposed light manufacturing facility would have less of an offsite impact than the prior active airport use of the property.

Public Transportation

Section 603-15(a)(1)(f) of the Code of Ordinances of Smithfield Township requires that the community impact analysis discuss the feasibility of providing public transportation, if feasible, provide an implementation plan. In this regard, it is noted that Monroe County Transit Authority (MCTA) is the local public transportation provider. MCTA operates bus service between the Shops at Crossroads off North Ninth Street (PA 611) in Pocono Township and Eagles Glenn Mall off Milford Road (US Route 209) in the Borough of East Stroudsburg along its "Red Route," with the closest scheduled stop located at Eagles Glenn Mall. Said stop is approximately a 2.5-mile walking distance from the development tract along Sterling Lane, Milford Road (Route 209), Airport Road, and Airstrip Road.

Despite the availability of existing bus service in the general area, it is not anticipated that the proposed light manufacturing facility will result in an increase in public transit ridership that is significant enough to provide an extension of the route to the development tract. Indeed, public transit viability is largely dependent upon a high density of jobs and residents in a given area. It is not anticipated that the approximately 70 employees that would work in the proposed light manufacturing facility would result in an increase in public transportation ridership that is significant enough to support an extension of the service. In addition, it is noted that the 40-foot width of the Airstrip Road right-of-way, and the fact that it does not have an outlet (i.e., it is a dead end), may result in operational difficulties caused by transit vehicle type and length.

Anticipated Time to Occupancy

Section 603-15(a)(1)(g) of the Code of Ordinances of Smithfield Township requires that the community impact analysis discuss the anticipated time to occupancy of the proposed development. In this regard, it is noted that there will be no lag in occupancy of the proposed light manufacturing facility, which is being developed for the sole use and occupancy by Black Buffalo.

Pedestrian Connections

Section 603-15(a)(1)(h) of the Code of Ordinances of Smithfield Township requires that the community impact analysis discuss the feasibility of providing pedestrian walking access to and through the proposed development.

Because the proposed development tract will be developed for a non-residential use, and in order to maintain security on the site and protect sensitive wetland areas, it is not feasible to provide pedestrian connections through the tract.

With regard to the feasibility of providing pedestrian connections to the development tract, it is noted that the existing volume of traffic along Airstrip Road facilitates access for pedestrian and bicyclists. Given the predominantly non-residential character of the surrounding area and the anticipated negligible number of pedestrians accessing the tract, it is preferable to not provide dedicated, grade-separated walkways so as to minimize impervious cover and limit disturbance of undeveloped areas with pervious (i.e., porous) cover.