

CHAPTER 2

COMMUNITY DEVELOPMENT GOALS AND OBJECTIVES

VISION FOR AMITY-EXETER-ST. LAWRENCE REGION

The municipalities of Amity, Exeter, and St. Lawrence will actively strive to maintain and enhance the quality of life in the region by preserving remaining rural character through preservation of farmland, woodlands, stream corridors and other open spaces; managing and establishing high standards for future growth; protecting and preserving natural, historic and cultural resources; managing the region's transportation problems, particularly Route 422, and enhancing the safety, mobility and appearance of the region's road corridors; and providing additional recreational, trail and greenway opportunities for area residents. Amity, Exeter and St. Lawrence will cooperatively plan to slow the high residential growth rates of the past and encourage light industrial, office and limited, managed, attractive commercial development to provide a balanced tax base. The three municipalities will establish additional organizational, pedestrian, vehicular and transit connections among the municipalities and to municipalities and destinations outside the region. Area residents will be provided with expanded community facilities and services to serve their needs, and opportunities for regional cooperation will be identified. Amity, Exeter and St. Lawrence will tie growth to the capacity of the region's infrastructure and resources, particularly water supply, to adequately support that growth and direct growth to where adequate public infrastructure exists or can be efficiently and appropriately extended. The municipalities will stress infill among and logical extensions of existing developed areas. We realize growth is inevitable, but we will insist that growth be managed, environment-friendly and recognize the region's heritage and character.

GOALS AND OBJECTIVES

This chapter of the Comprehensive Plan presents the goals and objectives of the Borough and Townships. Goals are general statements indicating the desired direction for municipalities, and reflect a long-term state, which they wish establish or maintain. Objectives are more specific, relatively short-term policy guidelines for municipalities to follow. Goals are achieved through accomplishment of the stated objectives.

Natural and Scenic Resources

Goal: Protect, conserve, sustain and enhance the natural and scenic resources of Amity, Exeter, and St. Lawrence for the benefit and enjoyment of current and future generations.

Objectives:

- Prepare and implement a resource protection and management strategy for the Region.
- Protect water resources within the municipalities and thus the quantity and quality of surface and groundwater. Water courses of particular concern are the Schuylkill River, the Antietam, Manatawny, Monocacy, Limekiln, Heisters, Ironstone, and Owatin Creeks, Trout Run, tributaries to the creeks, wetlands and floodplains along the river and creeks, and steep slopes draining to the water courses.
- Protect groundwater throughout the municipalities, including remaining limestone areas where the potential for pollution and groundwater resources tend to be greatest.
- Protect and improve water quality within the region.
- Encourage recharge of the water table as development occurs.
- Protect and manage woodlands within the municipalities and encourage new planting of trees within developments and reforestation.
- Protect the steep slopes within the municipalities, including Neversink Mountain, Monocacy Hill, Schwarzwald Hill and Guldin Hill; and preserve visible ridgelines which contribute to the scenic character of the region.
- Protect watersheds and wellhead areas for existing and potential community water supplies within Amity, Exeter and St. Lawrence.
- Preserve the scenic viewsheds and scenic road corridors within the region.
- Support water conservation efforts.
- Protect and maintain the rural character in portions of the Townships still possessing that rural character.
- Protect and conserve unique natural areas in the region, such as Neversink Mountain, the Schuylkill River, the Amityville Floodplain, and other identified PNDI sites.
- Conserve, enhance, manage and connect the ecosystems within the Planning Area.

- Strengthen municipal zoning and subdivision ordinance to provide further protection to the region's natural and scenic resources.
- Require developers to utilize appropriate erosion and sedimentation control techniques and minimize and mitigate sinkhole occurrence.
- Utilize existing programs and ordinances and initiate new programs to protect and/or acquire development rights or title to, the key natural resources in the region, such as agricultural areas, woodlands, hills, and greenways and buffers along waterways and wetlands.
- Encourage the design of new development to complement the region's scenic character and cultural heritage.
- Recognize the potential of the Schuylkill River corridor, support the designation of the Schuylkill River as a scenic river and efforts to preserve the River corridor, and foster recreational opportunities along the River.
- Promote alternatives to motor vehicle use to improve air quality.
- Ensure businesses comply with state and federal air quality emission standards.
- Improve the appearance of the Route 422 Corridor through use of design and performance standards and coordinated signage standards and programs.

Historic and Cultural Resources

Goal: Preserve and enhance the historic, architectural and cultural heritage of Amity, Exeter and St. Lawrence.

Objectives:

- Encourage property owners and developers to preserve, protect, rehabilitate and enhance historic resources and their context.
- Discourage demolition by neglect and deterioration of historic resources.
- Foster increased public awareness of the history of and historic resources within the municipalities.
- Support efforts of organizations to identify, mark, register and protect historic resources and work with local and state agencies to protect historic resources.

- Require new development to reflect and consider the history, architecture and development patterns of the municipalities in order to preserve the important historic and architectural resources of the region.
- Determine the role which the municipalities should play in historic preservation through land use ordinance incentives, controls and regulations, and efforts to create historic districts and/or historic overlay zoning.
- Encourage adaptive re-use of historic structures where appropriate.
- Identify existing contemporary sites which could be considered part of the historical or cultural heritage of future generations and preserve these sites for future generations.
- Support cultural events which celebrate the historic and cultural heritage of the region.

Agricultural Resources

Goal: Preserve remaining agricultural areas for agricultural use and support the continuation of agricultural activities in the region.

Objectives:

- Promote the preservation of agricultural areas within the Townships through conservation development, agricultural security areas, purchase and donation of development rights, tax provisions and conservation easements.
- Continue and consider expansion of effective agricultural zoning in the Townships.
- Assure policies regarding public sewer and water do not encourage development pressure on designated agricultural areas.
- Limit economic development in agricultural areas to businesses which support agricultural activities.
- Minimize impacts of non-agricultural uses around the perimeter of agricultural areas.

Open Space and Recreation

Goal: Provide open space within the municipalities through the preservation and acquisition of farmland, river and stream corridors, woodlands and hills, and the development and retention of recreation areas and parks.

Objectives:

- Assure areas desired as open space are not designated as growth areas and restrict infrastructure improvements which would encourage development in the open space areas.
- Designate concentrated growth areas which will reflect infill among and logical extension of existing developed areas.
- Link recreation areas and natural areas within the municipalities through open space, greenway, and trail systems.
- Foster innovative land development techniques which will minimize land consumption and preserve natural resources, open space, and ecosystems.
- When appropriate, require developers to provide open space and recreation areas for active and passive recreation; to coordinate open space systems among adjoining developments; and provide both visual and physical access to the open space system. Otherwise, require fees in lieu to implement recreation, park and open space plans.
- Maintain, expand and enhance of open space and recreation areas.
- Provide for accessible and diverse park and recreation facilities and programs which meet the needs of all Amity, Exeter and St. Lawrence residents.
- Work with surrounding municipalities to link open spaces and recreational facilities in this region with those outside the region.
- Provide both indoor and outdoor and both active and passive recreation facilities.
- Encourage and support cooperative recreational use of facilities among municipal governments, local organizations and school districts.
- Locate recreational facilities with consideration of serving areas not adequately served, and coordinating recreation planning within the region.

Land Use and Housing

Goal: Plan a regional pattern of land use which recognizes the existing character and land use patterns of the municipalities and will be consistent with the goals of preserving the natural, scenic, historic, agricultural and open space resources of the region.

Objectives:

- Manage growth in order to preserve the natural environment and remaining rural character and agricultural areas.
- Designate growth areas which are logical extensions of existing concentrations of development, have appropriate access, can be efficiently served by the circulation system, and can be efficiently served by public sewer and water systems.
- Encourage a compact development pattern which minimizes land consumption and maximizes open space.
- Direct new development in the municipalities to the designated growth areas.
- Discourage development in areas not suitable for on-site sewage disposal which cannot be feasibly sewered.
- Coordinate policies for land use, circulation and community facilities and services to assure they do not have conflicting results.
- Minimize the conflict between non-residential and residential uses through proper allocation of land use and utilization of performance and design standards and buffer yards. Discourage proximity of incompatible land uses within the area and along adjoining municipalities.
- Coordinate future development with the transportation infrastructure to minimize traffic volumes and congestion.
- Allow for a variety of housing densities, development patterns, and attractive residential housing types for all age groups in appropriately designated areas, within the natural and service constraints of the municipalities.
- Encourage land development techniques, such as conservation development, based on land characteristics which will preserve natural resources, agricultural lands, and open space.

- Provide for well-planned development in each municipality which will be consistent with community character.
- Discourage development in areas susceptible to sinkhole development unless adequate mitigation measures are practiced.
- Encourage infill development among existing developments where appropriate because of available infrastructure and lack of environmental constraints.
- Establish a permanent open space system.
- Provide for community facilities to serve the needs of all residents.
- Provide for adequate, safe and sound housing for present and future residents of the region.
- Provide for the maintenance of the character of existing residential areas and housing stock through appropriate land use controls.
- Address the housing needs of the elderly and disabled in the community.
- Provide opportunities for appropriate, environmentally responsible and compatible commercial, office, and industrial activities at appropriate locations, within the context of existing land use patterns, support services, transportation networks, natural constraints, and environmental concerns.
- Manage development in the Route 422, 562 and 662 corridors and require development to employ techniques to prevent the decline of and enhance the aesthetics, safety and mobility of the corridors.
- Consider opportunities for transit oriented development if the Schuylkill Valley Metro becomes a reality.
- Provide for a mix of land uses which will balance growth with the need to preserve open land, manage traffic, maintain the quality of life in the area, and have manageable tax structures.
- Protect and enhance the existing character of St. Lawrence Borough and the villages in the Townships such as Douglassville, Limekiln, Jacksonwald, Amityville, Weavertown, Yellow House, Stonersville and Monocacy.

Circulation

Goal: Achieve a safe and efficient regional circulation system which will enhance pedestrian and bicycle movement, ease vehicular travel within the municipalities, minimize adverse impacts on residential neighborhoods, enhance the safety, mobility and livability of road corridors within the region, and relieve congestion.

Objectives:

- Coordinate land use and road improvement policies to maintain the integrity of existing and future roadways and support the reduction of vehicular trips.
- Preserve and improve the capacity of the existing roads within the area as future development occurs through cooperative efforts with developers and PennDOT as applicable.
- Monitor impacts on roadway capacity from new development and require developers to address projected increased traffic volumes in the road system by improving the existing system.
- Support the development of the Schuylkill Valley Metro system.
- Work to accomplish completion of the Route 422 By-pass from the Pottstown By-pass to the West Shore Bypass in the most efficient and cost effective manner.
- Promote coordinated access management programs along the road corridors within the area, to minimize the number of access points to the road system.
- Establish coordinated design, performance and signage standards for regional road corridors.
- Preserve the scenic road corridors within the region.
- Improve and expand bus and paratransit service in the region to connect residential areas, employment areas, commercial areas, and community facilities.
- Work with BARTA to enhance its bus system to attract riders.
- Provide maintenance of the existing road system as necessary.
- Work with State, County, and other municipal officials to address areas of traffic concern within and adjoining the region.

- Develop, expand, and link pedestrian and bicycle systems, including sidewalks, shared bikeways, paved shoulders, trails and greenways.
- Plan for a system of roads within future growth areas and existing developed areas to provide for convenient local circulation and access to primary routes of travel, such as consideration of a connection between Route 562 and Route 422 and linkages between subdivisions.
- Address existing deficiencies and safety concerns in the circulation system with landowners, PennDOT and developers as appropriate.
- Implement means of relieving congestion on area roadways, particularly Route 422, such as increased use of public transportation, improved traffic management and signalization policies, and relationships of workplaces and residence-serving businesses with residences.
- Improve intersections and turning movements along Routes 562, 662, and 422.
- Facilitate pedestrian and bicycle access to community facilities, including schools and recreation facilities.
- Develop policies to discourage the use of streets in residential areas as shortcuts for externally generated through traffic.
- Improve the safety of Route 422.
- Examine opportunities for transit-oriented development near stations of the Schuylkill Valley Metro.
- Expand multi-modal facilities in the region.
- Eliminate excess signage and traffic distractions.
- Work with businesses to implement congestion management strategies.

Community Facilities and Services

Goal: Provide essential facilities and services necessary to meet the existing and future needs of area residents, protect the environment and the health and safety of area residents, and support managed, concentrated development.

Objectives:

- Evaluate the need and opportunity for additional, expanded or improved community services and facilities and plan for the efficient and economical provision of those services and facilities.
- Ensure that required infrastructure is constructed by developers.
- Identify opportunities and/or needs for regionalization and/or sharing of services, equipment and facilities and determine what efficiencies can be obtained in the provision of services to the region's residents.
- Protect water supplies in the region and require development to demonstrate adequate capacity that will not adversely affect other water supplies.
- Work with the School Districts to assure adequate, local school facilities are available to area residents and new facilities are located to be consistent with the goals and objectives of this plan.
- Identify opportunities for cooperation among municipalities and school districts in providing facilities and programs to area residents.
- Develop an energy conservation plan.
- Require developers to adequately manage stormwater runoff and erosion and sedimentation in manners consistent with the protection of natural resources in the region.
- Plan for a safe, clean water supply which will adequately serve the region in the future.
- Provide a variety of recreation facilities and programs for area residents.
- Support water conservation measures.
- Assure that the scale of development in the region is consistent with the capacity of the region's infrastructure.

- Provide for adequate enforcement of municipal regulations and ensure regulations are up-to-date.
- Plan for coordinated, adequate emergency management services in the region.
- Support recycling and waste reduction programs and development of an effective, environmentally sound long range waste management system.
- Minimize adverse landfill impacts on the community and maximum future benefits from reuse of the landfill to the community.
- Coordinate public sewer and water planning with land use policies and establish growth areas where public sewer and water facilities are available.
- Restrict the extension of public sewer and water facilities to areas proposed to remain rural and in open space.
- Encourage cooperation among fire companies in the area to address the fire protection needs of the community.

Economic Development

Goal: Provide for additional light industrial, office and commercial development to enhance the region's tax base, provided such development occurs at designated appropriate locations, does not adversely affect the built and natural environment and the region's infrastructure, is compatible, attractive, and environment-friendly.

Objectives:

- Provide land for and encourage additional environmentally responsible industrial and office development in the Route 422-Railroad corridor and along Route 662.
- Provide for managed, limited, attractive, additional commercial development in the Route 422 corridor.
- Encourage appropriate adaptive re-use of vacant and underutilized commercial and industrial properties.
- Encourage the retention and expansion of existing desirable businesses in the region.

- Encourage the continuation of agriculture as a component of the economy of the Townships.
- Work with the business community to identify ways of improving the region's business climate.
- Coordinate the location of businesses and transportation systems to limit traffic impacts on residential areas.
- Direct new business development to areas where it can be served by public sewer and water facilities.
- Encourage the enhancement of the aesthetics of the Route 422 corridor.
- Identify desired new businesses for the region.
- Assure commercial, office and industrial properties are properly maintained.
- Review the merits of tax abatement programs to attract businesses to the region.
- Retain, enhance and promote the historic and cultural heritage of the region as a means to promote tourism.
- Support agencies promoting economic development in the region.

Planning

Goal: Recognize that this Comprehensive Plan is just the beginning of a process to achieve the vision, goals, and objectives found in this plan, and assure the plan will be an integral element in the decision making of Township and Borough officials and commissions.

Objectives:

- Continue the process wherein the three municipalities work together to address planning issues and review development and traffic plans of common interest.
- Work with surrounding communities, conservation agencies, Berks County, regional planning organizations and PennDOT to address transportation, land use, conservation, community facility and economic development issues.
- Consider formation of a standing regional planning body and/or forum.

- Establish a framework for education regarding planning issues in the region.
- Encourage increased public participation in the planning process.
- Implement municipal functional plans and consider regional functional plans.

Implementation

Goal: Assure that this plan will be implemented by the three municipalities.

Objectives:

- Discuss the benefits of this plan and the need to implement it with the governing bodies, commissions, and residents.
- Each year review the goals, objectives and policies of the Plan, their continued relevance, the extent to which they have been accomplished, and the need for revision, and establish a work program for implementation of the Plan.
- Identify how the Townships and the Borough can work together to accomplish the goals and objectives of the plan.
- Identify and pursue adequate funding of implementation actions.
- Promote public-private cooperation in implementation of this Plan.
- Develop more effective informational gathering tools to assist in plan implementation.
- Be responsive to municipal and resident needs.
- Participate in Berks County and State programs encouraging intermunicipal cooperation.
- Adopt compatible zoning and subdivision ordinance regulations and incentives which reflect sound land use planning and resource protection in order to implement this Plan.
- Encourage developers to incorporate designs into their proposals which will implement the goals and objectives of this Plan.

- Develop indicators which can measure success in implementation of this Plan and establish a program for measuring those indicators in the future.

CHAPTER 3

OVERVIEW OF THE ST. LAWRENCE, EXETER AND AMITY REGION

Villages

Unique rural settlements are found in the region, such as Limekiln, Stonersville, Amityville, Monocacy, and Yellow House. They have mixed use, small town character, and maintaining that character and their vitality is important.

Churches

Rural churches such as Exeter Friends Meeting House and St. Paul's United Church of Christ have played an important religious and social role in the community for almost two centuries.

Neversink Mountain

Neversink Mountain plays many roles: scenic resource, wildlife habitat, watershed, recreational resource for hiking, and environmental moderator of runoff, sedimentation and pollution.

Trails

The Region has a nucleus of trails such as the Thun Trail, those on Neversink Mountain, and Monocacy Hill, trails in the Daniel Boone Homestead, and the trail along the Schuylkill River in the area of the Trout Run Recreation Area and River Bend Park in Exeter Township. Additional trails can link these trails; link the Region's villages and the Borough; link the Region's recreational and historic resources; and link residential subdivisions, workplaces, and elements of the circulation system. Analysis of and designation of routes will be necessary.

Agricultural Land

Agriculture is a contributor to the Region's economy, a major land use, and provides rural atmosphere to the St. Lawrence, Exeter and Amity region. Exeter and Amity Townships contain agricultural security areas and farms for which conservation easements have been purchased. Exeter Township has effective agricultural zoning. While public support for continued rural areas in the Region is strong, continuation of family farms in the Region cannot always be assured.

Recreational Opportunities

There are a variety of recreational opportunities in St. Lawrence, Exeter and Amity area. The Daniel Boone Homestead, Monocacy Hill, school district facilities and a variety of municipal facilities are complemented by active and passive opportunities along the Schuylkill River and streams and commercial recreational facilities. An important need is to provide additional active recreational facilities for the youth of the area. In the provision, management and scheduling of recreational facilities within St. Lawrence, Exeter and Amity, regional cooperation can be a plus.

Borough Center

St. Lawrence historically has been a residential community with supportive commercial facilities and limited industrial uses. It is expected to continue to play this role in the future. To maintain the vitality of the Borough, need for revitalization efforts should be monitored along the Borough's "Main Streets". Other keys to the continued vitality of the Borough are appropriate adaptive re-use of any vacated industrial and commercial buildings, managing traffic on its streets, regulating conversion of existing single family dwellings, and meeting needs of its elderly.

Schuylkill River

The Schuylkill River was important in the development of Berks County. Its importance in transportation and industrial development has lessened, but its importance for recreation continues to increase, as evidenced by interest in constructing trails and parks along the River.

Route 422

Route 422 links the St. Lawrence, Exeter and Amity region to other portions of the State and its interchanges have provided stimulus to economic development. On the other hand, traffic in the Region increases as people drive to and exit the expressway. Traffic congestion and safety is a major problem, tying up traffic, damaging the road, and highlighting the need for coordinated corridor management in the Region. Traffic especially impacts the commercial area of Exeter Township and the Village of Douglasville. Exeter and Amity have experienced commercial and/or industrial development along the corridor, and this development will continue in the future. Proper land use allocation and management of traffic patterns is key along the corridor.

Route 662

Route 662 in Amity is another major road in the region. Access management is crucial to promoting mobility and safety. Route 662 carries substantial through traffic, but is narrow and has inadequate shoulder and bridge widths for the volumes and truck traffic it

experiences. The Route 662 and 422 intersection at the north end of the Village of Douglasville is of particular concern to area drivers, but is under the jurisdiction of PennDOT. As additional residential, commercial and industrial development occurs along Route 662, intersections with the northern portion of the road will be of increasing concern. Such development could also affect the scenic character of portions of this road, which links many of the settlements, recreation resources, and historic sites in the Township.

Public Utilities

The greatest population and business concentration is found along and north of the Route 422 corridor in Exeter and Amity Townships. This is made possible by public sewer and water service. In the future, public sewer could be used to concentrate growth around the areas so served. A key issue is to restrict extension of public sewer into those areas planned for agriculture, open space and rural character.

Residential Growth

To retain the remaining rural/suburban character of St. Lawrence, Exeter and Amity, housing development must be managed and sprawl prevented. Residents do not want to experience overdevelopment and the resultant traffic, infrastructure, tax and quality of life consequences of that overdevelopment. Concentrating reasonable growth near existing centers such as St. Lawrence and Douglasville is essential to managing growth.

Alternative Modes of Travel

Concern about traffic on roads helps to build support for alternative modes of travel, including rail service to Reading; bus service on Route 422 to the Reading area; bus and paratransit service within the region connecting the villages and Borough and residents to commercial and recreational uses, with particular concern for the mobility of the elderly and youth; park and ride facilities at major roads and near the Borough and villages and at multi-modal facilities such as the possible Schuylkill Valley Metro train station; and additional walking and bicycling trails.

The residents of St. Lawrence, Exeter and Amity highly value the character, open spaces and natural, historic and recreational resources of the region, and a challenge of this plan will be to preserve these resources for current and future generations.

CHAPTER 4

KEY COMMUNITY LEADER INTERVIEWS AND QUESTIONNAIRE RESULTS

Interview Results

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

In general, interview respondents stated that it was the rural character of the Townships and the small-town atmosphere of the Borough that either attracted them to the area or influenced their decision to remain in the area. An overwhelming majority of respondents stressed that the pace and intensity of new development are the most important issues facing the area at present. When articulating their vision of the future of the area, an overwhelming majority of respondents stated they preferred to see future development concentrated in areas where it already exists, while preserving farmland and open space where possible. A number of respondents also stated the importance of enhancing and promoting a sense of community. When responding to what they are most dissatisfied with in the area, half of the respondents replied that it was past development trends. A quarter of respondents stated they were most dissatisfied with the loss of farmland and open space, while another quarter replied that they were most dissatisfied with traffic in the area. All respondents felt that agricultural land in the Townships should remain as such. However, respondents were split on the issue of whether or not communities should take an active role in preserving this resource. Half of the respondents interviewed thought that municipalities should take a more active role in preserving farmland, specifically in the form of zoning. Half the respondents, while supporting the continuation of agriculture as a land use, felt that although municipalities should encourage the continuation of agriculture, more stringent regulations were not necessary. On the issue of what are the most important environmental challenges or issues facing the area over the next ten years, a majority of respondents felt that the quantity and quality of ground water resources was most important. A few respondents, residents of the Borough, felt that air quality was an important environmental issue facing the area.

When asked about open space needs in the area, most respondents stated that linkages between existing open space resources were important, such as the Daniel Boone Homestead and Monocacy Hill, as well as access along the Schuylkill River. In discussion concerning recreation facilities, a majority of respondents felt that current facilities were sufficient to support area residents. A quarter of those responding, all residents of either Exeter or Amity Townships, felt that there was a need for a community youth center. When presented with a discussion on Route 422 and transportation in general, half of those responding felt that a bypass to Route 422 was key in addressing transportation and circulation issues along the Route 422 corridor. The other half of those interviewed felt that a bypass would lead to too much additional development and produce even greater growth pressures on the area. Other areas of concern included access management on Routes 562 and 662, traffic volumes on Shelborne Road and the need for a cross-town connector connecting 562 and 422 from the Borough through Exeter Township. In the discussion regarding the amount of commercial, industrial and office development, a majority of respondents felt there was enough commercial development in the area to support residents. A quarter of those interviewed felt that municipalities should support additional industrial development, especially environmentally friendly industries and office campus development. Finally, when asked about tourism in the area, all respondents expressed support but felt that its “growth” was something best achieved on a countywide basis.

Planning Questionnaire

In the course of developing this Comprehensive Plan, planning questionnaires were sent out to households in St. Lawrence, Exeter and Amity Region. The people to receive questionnaires in each municipality were identified by Joint Planning Committee members from the municipality. The results of each questionnaire are contained in Appendix I. The highlights of the St. Lawrence, Exeter and Amity questionnaire results are given below.

Questionnaire Results Highlights

1. Respondents appear not willing to continue to accept new residential growth in the area at the same rates of growth the area experienced from 1990 to 2000.
2. The preferred types of development are conservation development in which conservation areas containing special features of a tract are protected and large areas of the tract remain in open space; large individual lots scattered throughout the Townships, cluster developments in which higher density housing concentrations are offset by open space and recreation areas; followed by assisted living facilities and retirement communities.

3. A clear majority of the responses were in favor of industrial development in planned industrial parks or on individual sites near existing industries within the Region.
4. A clear majority of respondents felt that commercial development in the Region should stay the same or decline. Those in favor of commercial development would prefer new restaurants and entertainment, motels, home furnishing stores, and day care centers.
5. An overwhelming majority of respondents were in favor of the agricultural land in the Townships remaining as agricultural land, to keep farmland available for future generations to farm and to limit development in the community.
6. The majority of respondents were in favor of programs to increase landscaping, decorative lighting, benches, building façade appearance and similar amenities in the Borough and villages.
7. The major transportation concerns are a Route 422 Bypass, intersection improvements, inadequate parking, inadequate public transit, lack of bikeways and walking trails, inadequate road maintenance, and congestion.
8. When asked if they would use the Schuylkill Valley Metro, the majority of respondents stated that they would occasionally use it. When asked if it would be an asset to the Region a majority said yes.
9. A majority of residents would use new biking and hiking trails and see a need for these trails to connect existing recreation facilities and settlements.
10. A clear majority of the respondents were in favor of providing additional public recreation facilities in the area, particularly the addition of trails.
11. The majority stated the level of commercial development along Route 562, Route 662, and Route 422 should stay the same.
12. Respondents also felt the level of industrial and office development along Route 562, Route 662 and Route 422 should stay the same.
13. When asked what they liked most about living in the St. Lawrence-Exeter-Amity Region, the majority responded they liked the rural setting/open space and its convenient location.
14. The majority said that the most important issues facing the Region today are development pressure, traffic, and taxes.

15. When asked what kind of community you want the Region to be in the future, people indicated they would like it to be a quiet, safe, friendly community with rural areas retained and residential development managed and less than in the past.