

CHAPTER 5

PLAN INTERRELATIONSHIPS

RELATIONSHIP OF PLAN COMPONENTS

The Future Land Use Plan allocates general land uses and specifies the recommended types of land uses and densities for those uses. The availability of sanitary sewer and water facilities influence the shaping of development patterns, including location and density. It is critical to coordinate land use and infrastructure planning so future land use reflects the availability of public sewer and water facilities and public sewer and water facilities are not proposed for those areas not intended for future development.

Through land use planning, such as designation of the Agricultural Preservation and Rural Conservation areas, recharge areas for community water supplies can be established. Intensive residential development is not proposed where sewer infrastructure is not planned, available, or in close proximity, and where soils are not suitable for on-site sewage disposal.

It is important that community facilities, including recreation and open space, are available to serve the residents of the area. The Community Facilities Plan notes existing recreational facilities, proposed recreational facilities, and potential opportunities for recreational facilities. The Plan discusses a series of trails for recreational purposes and to better link residential areas to community facilities. Future public facilities should be sited to be consistent with the objectives of the Future Land Use Plan, such as maintaining open space and recreation uses.

The Future Land Use Plan encourages economic vitality by providing areas for commercial and industrial development and agricultural activities. Preservation of residential neighborhoods can provide support for local businesses and provide a work force. Providing for open space and preservation of community resources supports the quality of life in the area and can encourage additional investment.

It is necessary to maintain a circulation system, which can accommodate generated traffic volumes. In turn, future development should not adversely affect the circulation system. Land use decisions are influenced by the existing circulation system, while at the same time those land use decisions affect circulation systems and the functions which roads are expected to perform. Existing rural and residential areas should be protected as much as possible from the impacts of through traffic, which can be accomplished by proposed improvements to the circulation network. Efforts to link the various modes of transportation, such as the proposed light rail line, pedestrian trails and local bus service and multi-modal facilities should be explored and encouraged.

RELATIONSHIP TO BERKS VISION 2020

The existing and proposed development of the St. Lawrence, Exeter and Amity area is generally consistent with the objectives and plans of the County Comprehensive Plan, Berks Vision 2020.

In the County Plan, the northern and central portions of the Region and northeastern Amity Township are designated for Agriculture and Rural Conservation. This is consistent with the Agricultural Preservation, Rural Conservation and Rural Preservation designations in the Future Land Use Plan for St. Lawrence, Exeter, and Amity.

In the County Plan, in the two townships most of the land in the Route 422 and Route 662 corridors is designated as Existing Development, Designated Growth, and Future Growth areas. In the Region's Future Land Use Plan, much of this land is also considered as existing development with areas for future growth, consistent with the County plan. These corridors are shown as a mix of Highway Commercial, Low, Medium, and High Density Residential, Rural Village, Light and General Industrial, Neighborhood Commercial, Shopping Center Commercial, Office Park, and Restricted Office/Commercial on the Regional Future Land Use Plan.

In the Borough, most land is designated Existing Development in the County Plan, with the northern portion of the Borough designated Rural Conservation. This is consistent with the Regional Plan, which designates the northern portion of the Borough Rural Preservation and the remainder Medium and High Density Residential, Town Center, Shopping Center Commercial, Light Industrial, Highway Commercial, and Public.

Three major open spaces, the Borough of St. Lawrence Watershed, Daniel Boone Homestead, and Monocacy Hill are designated Permanent Open Space/Recreation in the County Plan. These areas are designated Public in the Regional Plan.

The Schuylkill River Corridor and major stream corridors in the Region are designated Environmental Hazard in the County Plan. River Conservation has been shown along the Schuylkill River in the Regional Plan. The major stream corridors are designated as stream corridor preservation on the Stream Corridor Preservation Map.

RELATIONSHIP TO ADJOINING MUNICIPALITIES

The existing and proposed development of the St. Lawrence, Exeter and Amity area is in many cases compatible with the existing and proposed development and plans in contiguous municipalities. Where there are disparate uses, buffers are recommended.

A map of Zoning of adjacent municipalities is found in Chapter 19, Regional Influences. Most adjoining land in southern Oley and Earl Townships is zoned Agricultural Preservation, Rural, or Woodland Agricultural Conservation. Residential and Rural Village are designated at Limekiln and Yellow House, respectively. The southeastern corner of Earl Township is zoned Industrial. Land in Douglass Township is zoned Rural Conservation, Rural Residential, Rural Suburban Residential and Commercial. Adjoining land in Mt. Penn and Lower Alsace Township is Residential, with densities varying, except for commercial land along Route 422 and Rural Conservation land on Neversink Mountain. Land designated for Commercial, Industrial and Higher Density Residential in Cumru, Robeson, Union Townships and Birdsboro is buffered by the Schuylkill River.

Adjoining land in Alsace Township is zoned Rural Residential, Commercial, and Woodland Conservation.

Agricultural Preservation and Rural land in Oley Township is generally consistent with Agricultural Preservation and Rural Preservation categories in Exeter and Amity. Designation of Villages is consistent. The WAC designation in Earl is not a major conflict with the Agricultural Preservation and existing development in Amity Township, but where industrial abuts Agricultural Preservation in Amity, any industrial development in Earl Township should be buffered along agricultural lands in Amity Township.

Commercial land in Alsace Township is not consistent with Low Density Residential in Exeter Township, and any new commercial development should contain buffers. The Woodland Conservation in Alsace and Rural Preservation in Exeter are consistent.

Land in Mt. Penn Borough is zoned high density residential and commercial. Adjoining land in St. Lawrence is designated light industrial (inconsistent, but existing), commercial along Route 422 (consistent), and Rural Preservation along the southern portion of Mt. Penn. This portion of Mt. Penn is already developed.

The Medium Density Residential area in Exeter Township is consistent with the residential zoning in Lower Alsace Township north of Mt. Penn. The Rural Preservation in northern Exeter is intended for a lower density of development than the low density residential area in adjoining Lower Alsace. South of Mt. Penn, the Rural Preservation designation on Neversink Mountain in Exeter is consistent with the Rural Conservation zoning in Lower Alsace.

Where industrial land in Amity Township abuts residential land in Douglass Township, buffering should occur if industrial development occurs. If residential development occurs on Rural Residential land in northern Douglass Township, it should provide a buffer along adjoining agricultural preservation land in Amity Township.

CHAPTER 6

COMMUNITY FACILITIES AND SERVICES PLAN

Introduction

The goal for community facilities and services is to provide facilities and services, on a coordinated regional basis where possible, to meet the existing and future needs of the residents of St. Lawrence Borough, Exeter Township and Amity Township consistent with the financial capabilities of the Borough and Townships. The following are the objectives for community facilities:

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 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.

Coordination of Sewer and Water Facilities and Land Use Planning

One of the objectives is to coordinate sewer and water planning with land use planning. It is critical that policies on provision of public sanitary sewer and water facilities be coordinated with the Future Land Use Plan. The municipalities should work with the St. Lawrence Borough Authority, Exeter Township Authority, Amity Township Municipal Authority, Pennsylvania American Water Company, Mt. Penn Borough Authority and other authorities which might be created with regard to water and sewer to assure coordination of policies. As sanitary sewer and water systems are expanded and sewage treatment plant capacities expanded or sold, they should be expanded or sold to serve the Medium Density Residential, portions of Low Density Residential, High Density Residential, Neighborhood Commercial, Highway Commercial, Office Park, General

Industrial, Light Industrial, Shopping Center, and Town Center areas shown on the Future Land Use Plan. In some cases in Amity Township, sewer service could be extended into Rural Conservation Areas in the western portion of the Township to serve malfunctioning on-lot sewage disposal systems and cluster development at a density of one dwelling unit per two net acres. Otherwise, public sanitary sewer and water facilities in general should not be extended into Agricultural Preservation, River Conservation, Rural Conservation, Rural Preservation, and Rural/Institutional areas unless to address pressing health concerns. Extension to Low Density Residential areas could be appropriate if such areas are adjacent to Medium Density Residential areas, and will not increase development pressure on areas not intended for intensive development.

It is important to preserve stream corridors within the area and maintain the quality of streams as habitats, water resources and recreational resources. Sewage treatment plant discharges and standards should be consistent with the highest Stream Fishery Standards classification for receiving streams so the streams will not be degraded by the discharges through the plants. This should be monitored with the owners and operators of the plants.

Cooperative Efforts

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

Fire companies are finding it more difficult to get adequate numbers of volunteers, and cooperation among fire companies in the Region to address the fire protection needs of the community is encouraged. Water planning should involve fire companies in the area to insure that there will be adequate fire hydrants and volume and pressure of water to provide adequate fire protection in water service areas.

Other potential opportunities for regional cooperation which should be reviewed include purchase or use of equipment, such as road equipment, emergency services planning and coordination, and recreation facilities and programs.

As new school facilities are proposed by the school districts, the municipalities should work with the school districts to assure that school facilities are located to be consistent with the Comprehensive Plan. For instance, it would be desirable to consider location of school facilities in areas where development has or is expected to take place, rather than locate school facilities in Agricultural or Rural Conservation and Rural Preservation areas, which are intended to preserve rural and open space character of the region. School facilities should be located where public sewer and water is available.

To facilitate implementation of this Comprehensive Plan, and to address the needs and possibilities for cooperation in the future, municipalities should formalize the joint planning process that has begun with formation of a Joint Municipal Planning Committee. A committee comprised of representatives from all the municipalities should be created which will meet on a regular basis to review the Comprehensive Plan and to identify what steps should be taken to foster realization of the Plan. This concept of using committees composed of area residents to address major issues of concern within the area could be used on other issues.

The municipalities should continue to work together with the school districts to coordinate use of the recreation facilities within the Region.

Specific Projects

Specific projects which are included on the Community Facilities map include:

- Completion of facilities at Hill Road Recreation area.
- Connect Old Airport Road Open Space with Township property.
- Complete new Middle School along Weavertown Road.
- Construct outdoor recreation facilities at Amity Community Park.
- Develop River Bend Park.
- Develop Hunter's Run Park.
- Develop Old Farm Park.
- Develop Crestwood Park.
- At Monocacy Hill Recreation Area:
 - Continue to improve site
 - Plan an environmental education center
 - Secure clear title
- Construct new Exeter Community Library
- Upgrade selected facilities at Lake Drive Recreation Area
- Construct new elementary school along Monocacy Creek Road

Monitoring of Needs

It is important to continue to monitor the need, and opportunities, for additional, expanded or improved community services and facilities. Municipalities must plan for the efficient and economical provision of services and facilities and determine what efficiencies can be obtained in the provision of services.

Trail and Greenway Planning

Introduction

In the St. Lawrence, Exeter and Amity area, settlements were generally founded along major travel routes, such as current Routes 422, 562, and 662, or along the Schuylkill River and railroad paralleling it. Residential neighborhoods, employment, community facilities, and cultural facilities were within walking distance. Increased development, sprawl, and motor vehicles have made pedestrian travel less safe and less possible. Many portions of the River are removed from pedestrian orientation.

A goal of this plan is to facilitate pedestrian circulation and connection of neighborhoods, commercial and industry areas, cultural and community facilities, the River, as well as the countryside. An inviting, convenient and safe pedestrian system is required. This may include sidewalk repairs, new sidewalks, and trails. Continuous routes, marked, safe crosswalks, handicapped access, and streetscape amenities such as benches, lighting and trash receptacles (where appropriate) should be considered.

The Schuylkill River Greenway Association is working to provide a continuous recreation trail parallel to the Schuylkill River from its headwaters in Schuylkill County to its confluence with the Delaware River. The Thun Trail transverses a portion of Amity Township before it crosses the river to the south side. Trail systems are found in Monocacy Hill in the Daniel Boone Homestead, on Neversink Mountain, and in the St. Lawrence Watershed.

A conceptual trail system throughout the Region is shown on the Pedestrian Circulation Map. The trail system would accomplish several things, including providing a recreational resource for bicycling and walking, and in some areas perhaps horseback riding; providing connections to the Schuylkill River Trail and the Horseshoe Trail, which passes through the southern portion of Berks County; connecting existing trails within the region; providing an alternative circulation system throughout the area which would provide access between developed areas, access to businesses and jobs, access to community facilities and recreation facilities, and access to historic resources. Connections would be made to the existing pedestrian circulation systems within the Borough and subdivisions.

This is a Conceptual Plan, and it will be necessary to refine the Plan with individual municipal Recreation Commissions and any Joint Trail Commission of the municipalities. Issues to be addressed are listed below.

A Feasibility Study For Neversink Mountain, Berks County, Pennsylvania was prepared in November 1997 for the City of Reading in cooperation with the Berks County Conservancy. The Report contains a proposed long range plan for development of Neversink Mountain Park within several municipalities, including western Exeter Township. Within the Plan, trail access is shown at Klapperthal and Reservoir Roads, a recreation area is shown north of Klapperthal Road, and trails in Exeter Township connect to the system of trails which extends throughout Neversink Mountain.

Land within the proposed Park in the Township is currently Berks County Conservancy owned and eased, Earl Trust land, County owned land, and privately held.

This Joint Comprehensive Plan supports continued examination of the feasibility of Neversink Park, planning for the Park, and implementation of a Plan which is acceptable to the municipalities which have land included within the Park.

Issues to Address in Detailed Planning for a Trail System

The first item to address is establishing destinations for the trail system. The conceptual trail plan has generally done this, but the destinations to be reached would have to be finalized and prioritized.

It also has to be determined what routes would be used to reach the destinations. The trail system could follow roads, creeks, rail beds, pipeline rights-of-way, sanitary sewer easements, electric company rights-of-way, and drainage easements.

It will also be necessary to determine the users to be accommodated, whether it be hikers, walkers, bikers, or horseback riders, or a combination.

Trail design studies would be necessary to actually design the trails. These studies would determine the actual locations, the extent to which existing pathways and sidewalks would be incorporated into the system, materials of the trails, and the width of trails.

It will be necessary to determine costs, including construction costs, land costs, and maintenance. It will also be necessary to determine what method would be used to control the area necessary for the trail, including usage of existing or dedicated road rights-of-way, donations, easements, lease or purchase.

Sources of funding for trail construction would have to be identified, such as Keystone Grants, TEA, and Land and Water Conservation Fund.

If roadside lanes will be utilized, standards for road design should be established referencing the *Pennsylvania Statewide Bicycle and Pedestrian Master Plan*.

The planning agency will have to determine what are the primary trail routes and secondary routes. Once the trails are prioritized, if it is determined that some trails will be within PennDOT rights-of-way, PennDOT should be approached for assistance in providing the trails. Bicycle lane width and shoulder width will vary with the average motor vehicle operating speed for a road, the average annual daily traffic volume, and the adequacy or inadequacy of sight distance along the road. PennDOT could be requested to pave wider shoulders where the rights-of-way permit.

1994 Berks County Open Space and Recreation Plan

The County Plan identifies two greenways in the St. Lawrence, Exeter and Amity region:

- The Schuylkill River Corridor, along which the Schuylkill River Greenway Association has planned a Heritage Park that would include trail facilities.
- Antietam Creek Corridor, which would connect Antietam Lake with the Schuylkill River and the Thun Trail.

These greenways should be reserved along the streams within any parcels which are proposed for development.

Plan for the Reliable Supply of Water

Overall Approach

Both surface and groundwater should be protected with regard to quality and quantity. Examples of techniques for the protection of water quality and quantity include:

- Riparian stream buffers
- Stream corridor overlay zoning
- Minimize effects of impervious surfaces
- Protect headwaters and groundwater recharge areas
- Wellhead protection

- Hydrogeologic impact analyses
- Preserve critical areas
- Best Management Practices
- Implement storm water management plans
- Restore stream banks and crossings
- Sewage treatment and discharge practices
- Greenway development
- Growing Greener approach
- Increase watershed awareness

PROTECTING WATER SUPPLIES

Stream Corridor Protection	Aquifer Protection	Groundwater Resource Protection Provisions	Hydrogeologic Impact Analyses
<ul style="list-style-type: none"> • Restrict development and impervious surfaces 	<ul style="list-style-type: none"> • Review development plans to prevent groundwater pollution 	<ul style="list-style-type: none"> • Wellhead Protection 	<ul style="list-style-type: none"> • Proposed supply locations
<ul style="list-style-type: none"> • Require riparian vegetative buffers 	<ul style="list-style-type: none"> • Limit impervious surfaces 	<ul style="list-style-type: none"> • Increase watershed awareness 	<ul style="list-style-type: none"> • Geologic conditions, recharge rate, degree of renovation
<ul style="list-style-type: none"> • Encourage use of best management practices 	<ul style="list-style-type: none"> • Establish performance standards for commercial and industrial uses 	<ul style="list-style-type: none"> • Regulation/restriction of potential contaminating uses 	<ul style="list-style-type: none"> • Aquifer characteristics; groundwater movement, use, yield, quality, quantity, well interference
<ul style="list-style-type: none"> • Encourage stream habitat improvement 	<ul style="list-style-type: none"> • Protect aquifers through controlling uses and potential polluting activities 	<ul style="list-style-type: none"> • Performance standards 	<ul style="list-style-type: none"> • Test well results and impacts
<ul style="list-style-type: none"> • Encourage conservation easements/donations/dedications 	<ul style="list-style-type: none"> • Utilize appropriate sewage disposal and water supply techniques, with appropriate standards and management 	<ul style="list-style-type: none"> • Design standards 	<ul style="list-style-type: none"> • Plan to protect groundwater system underlying and adjacent to the site: prevention, remediation, emergency management
<ul style="list-style-type: none"> • Protect wetlands and wetland margins 	<ul style="list-style-type: none"> • Protect headwaters and groundwater recharge areas 	<ul style="list-style-type: none"> • Operating requirements 	<ul style="list-style-type: none"> • Monitoring of groundwater quality and quantity
<ul style="list-style-type: none"> • Require floodplain and wetland studies where not identified 	<ul style="list-style-type: none"> • Best Management Practices 	<ul style="list-style-type: none"> • Review process 	
<ul style="list-style-type: none"> • Restore stream banks and crossings 			
<ul style="list-style-type: none"> • Greenway development 			

Where residential developments, businesses, or other uses propose to utilize ground water or surface water supplies in substantial amounts, hydrologic studies should be required; and, the party causing the extraction should be required to demonstrate that there will be no adverse effects on the water supplies of other entities in the Region.

Where watershed areas are used for public recreation purposes, any public access and usage should be consistent with the need to protect water supplies.

In order to protect the surface water within the St. Lawrence, Exeter and Amity region, Stream Corridor Preservation areas have been identified. These areas include floodplains, wetlands, and hydric soils in the Region. It is intended that the areas now in private ownership would be preserved as open space by private property owners. The granting of conservation easements or dedication of land to municipalities and conservation groups will be encouraged. If adjoining land is developed, developers will be encouraged to establish linear stream parks. Riparian forest buffers will also be encouraged.

Large areas of the Region have been designated Agricultural Preservation. Agricultural areas can serve as groundwater recharge areas, but Best Management Practices should be used by farmers.

Land along the Schuylkill River is generally designated River Conservation or Public.

Zoning Ordinance Provisions

Zoning Ordinances should contain provisions to protect sources of water supply through the following techniques:

1. Natural Resource Protection standards protecting floodplains, wetlands, wetland margins, steep slopes, watercourses, water bodies, and lake and pond shores.
2. Conservation zoning to protect natural resources.
3. Lot averaging provisions to allow flexibility in lot layout so that houses can be sited away from natural features and resources.
4. Steep slope protection provisions to minimize erosion and sedimentation resulting from impervious surfaces and tree clearance.
5. Woodland protection provisions to maintain tree cover.
6. Wetlands, wetland margin, and hydric soil protection provisions to protect groundwater and surface water supplies from contamination and allow infiltration.

7. Floodplain protection provisions to protect surface water quality and quantity.
8. Aquifer protection standards to protect groundwater supplies from contamination through use and impervious restrictions and design standards.
9. Wellhead protection provisions to protect central water supplies by restricting and regulating potential contaminating substances and uses.
10. Stream Corridor Overlay Zoning to protect surface water from adverse impacts from development and other nearby disturbance.
11. Minimizing impervious cover.
12. Environmental performance standards and environmental assessment requirements for developments.

Other Strategies

Zoning strategies should be coordinated with efforts of the Berks County Conservation District, Penn State Cooperative Extension, Watershed Associations, and other agencies to restore, protect, and stabilize stream banks and use other Best Management Practices to protect stream quality. Development of impervious surfaces should be limited, riparian buffers established, and stream habitats improved.

When development plans are reviewed, developers should be required to adequately manage storm water runoff and erosion and sedimentation in manners consistent with the protection of water resources in the area. Storm water management should be considered as part of the hydrologic cycle with consideration of infiltration, reducing pollution, and reducing thermal impacts through BMPs. Recommendations and ordinances pursuant to adopted Act 167 Stormwater Management Plans should be implemented.

Water planning and review of development should involve fire companies in the area to ensure that there will be adequate fire hydrants and volume and pressure of water to provide adequate fire protection.

Developers should also be required to identify the resources within their tracts, analyze the impacts of development, and mitigate those impacts. Natural resources should be incorporated into the open space system.

It should be noted that lawful activities such as extraction of minerals impact water supply sources and that such activities are governed by statutes regulating mineral extraction that specify replacement and restoration of water supplies affected by such

activities. Commercial agricultural production impacts water supply sources; and, Best Management Practices should be applied to mitigate the impact on water supply sources.

Existing watershed associations should be supported and the formation of new watershed associations and municipal environmental advisory councils supported.

Environmental Advisory Councils should be charged with protecting water resources in the region.

Public education programs should encourage the community to be aware of potential sources of water supply in their watersheds and to exercise good “housekeeping” and stewardship practices to help protect them.

Landscape management programs can be formulated to encourage residents to reduce nutrients and pesticides reaching streams and ground water. A regular program of household hazardous waste collection and public education programs should be maintained.

Pursuant to the State’s Source Water Assessment Program (SWAP), source water areas of public water systems have been identified, potential pollution sources identified, and vulnerability of water supply to pollution sources assessed. The program also encourages and provides a tool for water suppliers, municipalities, and the public to develop methods and programs which reduce or eliminate the contamination of water used for drinking water supplies. Within the Region, the municipalities, watershed associations, and water suppliers should work together to develop a program to protect watersheds.

In 2002 the Water Resources Planning Act was passed. This Act establishes a State Water Resource Committee which will be responsible for coordinating the development of a state Water Plan for Pennsylvania. The Plan is to be completed by December, 2007. The recommendations of that plan will have to be reviewed as they may affect water suppliers in the Region.

Where separate water systems serve adjoining areas, and where appropriate and feasible, water systems should be interconnected for times of emergency and in order to provide better service.

Drought contingency plans should be prepared by all water suppliers to establish how water supplies will be continued during times of drought. Elements to address include alternative sources of supply, interconnections between systems, emergency water transfer agreements, and water conservation provisions.

Even outside times of drought, water suppliers should implement water conservation programs for both the system and individual users.

Monitoring groundwater quality relative to hazardous substances and drinking water quality is an ongoing process monitored by the PADEP and local health departments.

Stormwater management practices are increasingly being used to not only control stormwater runoff volume and velocity from sites being developed but also to protect surface water quality and preserve the hydrological cycle (i.e., the water budget). Precipitation (rain and snow) is ultimately the source of drinking water. For sites that rely on groundwater for a water supply, it is the precipitation that falls on the property and percolates into the ground that creates and replenishes the aquifer. When a property is developed, more impervious surface area is created, reducing the amount of precipitation that can percolate into the groundwater table. Furthermore, on site wells construct for new developments draw water from the existing aquifer, potentially reducing the groundwater table.

The objective of recharging stormwater runoff is to compensate for the loss of natural infiltration due to the addition of impervious surfaces. Other best management practices relative to water supply include the treatment and discharge of wastewater on site when appropriate (e.g., septic systems) rather than collecting wastewater and conveying it to an off site treatment facility.

The expansion of the public sewer system in Amity Township will help address groundwater and surface water pollution from malfunctioning on-site sewer systems. The Future Land Use Plan directs future growth to areas which will be served by public sewer or could potentially be served by public sewer in the future. In areas not to be served by public sewers, municipalities should work to establish programs to have malfunctioning systems addressed by lot owners (on-lot septic system management programs).

Wellhead Protection

Wellhead protection programs are an element of protecting groundwater sources. Key elements of wellhead and watershed protection programs include:

- delineation of critical recharge areas surrounding groundwater sources;
- adoption and enforcement of ordinance provisions to ensure compatibility of land use with groundwater protection within delineated critical recharge areas;
- groundwater quality monitoring surrounding water supply sources;
- inventory of contaminant activities surrounding groundwater supply sources;

- coordination with EPA and DEP regarding enforcement of permitting, registration, or emergency planning requirements for contaminant activities; and
- creation of agreements with the County conservation district for routine inspection of land development erosion and sedimentation plans within delineated critical recharge areas.

CHAPTER 7

FUTURE LAND USE AND HOUSING PLAN

INTRODUCTION

The Future Land Use Plan establishes policies for guiding future land use within the area and serves as a guide on which to base regulatory controls, such as municipal zoning maps and zoning ordinances. The Future Land Use Plan is not a zoning map nor does it change zoning in a municipality. The zoning ordinances and maps separately adopted by the municipalities establish zoning district boundaries, permitted land uses and the permitted density of development. In the land use categories established below, the types of land uses recommended in each category will be indicated, as well as the proposed density range.

The Future Land Use Plan has been developed in recognition of remaining rural areas and agricultural lands, charming villages and Borough, historic sites in the villages and rural areas, existing traditional neighborhood development, existing recreational opportunities and trails, stream valleys, Schuylkill River valley, steep slopes, visual access to hills and ridgelines, and areas with restraints to development. This plan is intended to preserve and enhance assets valued by the residents of the St. Lawrence, Exeter and Amity Region and retain areas of open space and rural character in the face of development pressure.

Development is not prohibited, but it is managed and controlled. The appropriate locations for development have been determined with the intent to direct most development to areas where public sewer and water are or could be available, and in some cases allow for appropriate orderly expansion of existing developed areas. This logical growth pattern will allow for the retention of areas of rural character in the Region and conservation of natural features.

Improving the quality of development which occurs is also a concern, particularly along the Route 422 corridor. The following indicates ways of improving the quality of development which occurs in the Region through ordinance provisions.

IMPROVING THE QUALITY OF DEVELOPMENT THROUGH ORDINANCES

- Establish interactive process with developers to convey expectations
 - Pre-design meetings
 - Joint Site visits

- Establish data and analysis requirements
 - Submission requirements
 - Impact studies requirements
 - Relate use and area and bulk regulations to character of area
- Adopt design and performance standards
- Promote flexibility
 - Conditional uses
 - Built in negotiation processes
- Use incentives for good design
- Use buffering requirements
- Improvements requirement and standards

Goals and Objectives

The goal for land use and housing is to 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. The goal for natural and scenic resources is to 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. The goal for historic and cultural resources is to preserve and enhance the historic, architectural and cultural heritage of Amity, Exeter and St. Lawrence. The goal for agricultural resources is to preserve remaining agricultural areas for agricultural use and support the continuation of agricultural activities in the region. The goal for open space and recreation is to 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.

The economic development goal is to 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.

The following are the specific objectives the Future Land Use Plan is designed to meet:

- 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 sewerred.
- 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 transportation infrastructure to minimize traffic volumes and congestion.
- Allow 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 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 coordinated 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 Douglasville, Limekiln, Jacksonwald, Amityville, Weavertown, Yellow House, Stonersville and Monocacy.

Land Use Categories

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

Agricultural Preservation - Agricultural Preservation areas are intended to be retained as areas where agriculture will be practiced and appropriate uses related to agriculture

allowed. Residential development is discouraged. Some of the most productive farmland within the Region can be preserved for agricultural use and the value of agricultural land that remains can be retained by limiting adverse effects from the encroachment of residential development on agricultural uses. If the Townships utilize effective agricultural zoning, as Exeter Township now does, the intent is to severely restrict residential development through zoning. Administrative means for agricultural preservation detailed in this chapter and Chapter 14 could also be used. If a Township determines that it does not want effective agricultural zoning or will consider it in the future, primarily reliance would be an administrative means to preserve agriculture.

Rural Conservation- The intent of this category is to encourage the retention of rural character of portions of Amity Township that are not going to be designated Agricultural Preservation or River Conservation. These areas now contain a mix of agriculture, woodland, recreation, and single-family development. The density of development for single family dwellings would be two net acres per dwelling. Conservation development is the preferred means of development.

Rural Preservation - The intent of this category is to protect areas with severe limitations to development and vulnerable natural area such as steep slopes, woodlands, watersheds, water courses, and wildlife habitats from intensive development. This also serves to perpetuate rural character and landscapes outside designated growth areas. The density of development for single-family dwellings would be three net acres per dwelling. Conservation development is the preferred means of development.

Rural/Institutional – This category recognizes an existing large cemetery area. On land not developed for cemetery use, single family dwellings on one acre lots would be permitted.

River Conservation – The Schuylkill River is a tremendous asset to and key natural area within the St. Lawrence, Exeter and Amity Region. The intent of this land use category is to preserve the character of the River and protect its floodplains and wetlands, wildlife habitats and recreation areas. Conservation and related recreation uses and acquisition for public or quasi-public open space are encouraged.

Low Density Residential - The Low Density Residential areas are intended to provide for single-family residential development at a density of ¼ to 2 net acres per dwelling, depending on sewer and water facilities, or in areas abutting developed land where low density residential development has occurred or was proposed and considered appropriate. Conservation development is the preferred means of development.

Medium Density Residential - The Medium Density Residential areas are intended to accommodate most of the residential growth in the region. The types of units and density of development would depend upon the availability of public sewer and water facilities.

Many Medium Density areas are or are likely to be sewerred. Others adjoin areas that will be or are sewerred, and could be sewerred in the future. Types of units and density of development would also vary by municipality. In the Townships, with on-site sewage disposal, typically single-family homes at a density of one dwelling per one or two net acres would be permitted. If public sewer and water facilities were available, the municipalities could, if they felt it appropriate, allow two family development and/or apartments and townhouses. With public sewer and water, the typical density for single-family dwellings would be two to five dwellings per acre. The maximum density of development, which would be for two-family, apartment, and townhouse development, would range up to three to six dwelling units per acre with public sewer and water. In the Borough, with public sewer and water, single-family development would be permitted, and two-family development could be considered.

High Density Residential - The High Density Residential areas are intended to accommodate residential growth in the region, with the highest permitted densities. All proposed High Density areas currently have public sewer facilities along their frontage. Types of units and density of development will vary by municipality and sewer capacity. With public sewer and water, the typical density for single-family dwellings would be one to six dwellings per acre. The maximum density of development, which would be for two-family, apartment, and townhouse development, would range up to five to ten dwelling units per acre with public sewer and water.

Town Center - This category is found in the Borough of St. Lawrence. The intent of this category is to permit a mix of residential development, commercial uses intended to serve the day-to-day needs of the residents of the Borough and surrounding areas, offices and personal services. Public sewer and water facilities would be required. The types of residential uses permitted would include single family and townhouses at a density of four to seven units per acre, depending upon zoning district.

Rural Village – This category is found in the Townships. The intent of this category is to permit a mix of residential development and commercial uses intended to serve the day-to-day needs of residents based on historic settlement patterns. The density of residential development would depend upon the availability of public sewer and water facilities. Typically, if public sewer and water facilities were available, single family homes on lots as small as one-fifth acre would be allowed. If public sewer and water were not available, single family dwellings would be permitted on one acre lots.

Mobile Home Park – This category reflects the areas of existing mobile home parks in Amity Township, where such uses will be allowed in the future.

Shopping Center Commercial - The intent of these Commercial areas is to provide for a wide range of commercial uses, including those serving the day-to-day needs of area residents and some regional-oriented commercial uses, which could include highway

oriented commercial uses and tourist-oriented uses. Typically, residential development is not permitted. Commercial development occurs as well-planned, unified developments.

Highway Commercial - The intent of the Commercial areas is to provide for a wide range of commercial uses, which would include commercial uses, such as highway oriented commercial uses and tourist-oriented uses. Typically, residential development is not permitted.

Neighborhood Commercial - The intent of the Commercial areas is to provide for a limited range of commercial uses, including those serving the day-to-day needs of area residents and would not included "heavier" commercial uses, such as highway oriented commercial uses. Typically, residential development is not permitted.

Office Park – The Office Park area is intended for the development of a well-planned, unified office park of professional and corporate offices.

Light Industrial - The Light Industrial area is intended for uses such as office, wholesaling, warehousing, research, limited manufacturing, packaging, and assembling. Typically, commercial and residential uses are not allowed.

General Industrial - The Industrial area is intended for uses allowed in Light Industrial areas and for “heavier” industrial uses, such as junkyards, surface mining and landfills. Typically, commercial and residential uses are not allowed.

Public - This category includes public buildings, such as municipal buildings and schools, and recreational uses such as the Daniel Boone Homestead and municipal parks.

Restricted Office/Commercial – This area reflects and is intended to allow continuation of a mix of single family dwellings, professional services and businesses, and professional or governmental offices and studios.

In all areas intended for non-residential development it is expected that any development which occurs will not have adverse impacts on residential areas, will not adversely impact the public health, safety, and general welfare, and will be subject to appropriate buffering requirements and design and performance standards.

ST. LAWRENCE-EXETER-AMITY FUTURE LAND USE PLAN CATEGORIES

LAND USE CATEGORY	POTENTIAL PRIMARY TYPES OF USES ALLOWED	LIKELY DENSITY RANGE	POSSIBLE TECHNIQUES EMPLOYED
Agricultural Preservation	Agriculture and agricultural related, single family dwellings	5 to 10 acre lots to 40 acre farms (1 acre lots for developed parcels if use sliding scale)	Large lot zoning, Agricultural Preservation Zoning (large parcel or sliding scale), administrative procedures, transfer of development rights; depending upon municipality
Rural Conservation	Single family dwellings, agriculture, conservation uses, recreation	1 dwelling unit per 2 acres net tract area	2 acre lots, cluster development, Growing Greener subdivisions (open space developments [conservation development]), transfer of development rights
Rural Preservation	Single family dwellings, agriculture, conservation uses, recreation	1 dwelling unit per 3 acres net tract area	3 acre lots, Lot averaging, cluster development, Growing Greener subdivisions, transfer of development rights
Rural/Institutional	Cemetery, single family dwellings, conservation uses	1 acre lots	1 acre lots
River Conservation	Open space, recreation, trails, municipal	None	Floodplain and wetland protection
Low Density Residential	Single family dwellings	2 acre to ¼ acre lots, depending on sewer and water facilities	2 acre to ¼ acre lots, cluster development, Growing Greener subdivisions

LAND USE CATEGORY	POTENTIAL PRIMARY TYPES OF USES ALLOWED	LIKELY DENSITY RANGE	POSSIBLE TECHNIQUES EMPLOYED
Medium Density Residential	Single family dwellings, two family dwellings, townhouses, apartments, elderly housing, mobile home parks, mixed housing – depending on zoning district and municipality	2 net acres to 1/5 acre lots SF, depending on sewer and water facilities; 2 acre to 1/7 acre lots TF, depending on sewer and water; 3 to 6 units per acre MF, public sewer and water required; depending on zoning district and municipality	Standard lot developments, cluster development, Growing Greener subdivisions, planned residential developments, traditional neighborhood development
High Density Residential	Single family dwellings, two family dwellings, townhouses, apartments	1 acre to 1/6 acre lots SF; 1 acre to ½ acre lots TF; 5 to 10 units per acre MF; depending upon municipality, district, and sewer and water availability	Standard lot developments, traditional neighborhood development
Rural Village	Single family dwellings, community facilities, public and quasi-public, limited commercial, serving the day-to-day needs of residents (limited retail sales), professional offices, financial institutions, restaurants, personal and household service establishments), bed and breakfasts, historic buildings	1 acre to 1/5 acre lots, depending on sewer and water facilities	Standard lot development, village pattern
Town Center	Single family dwellings, professional offices, residential conversion, retail sales, personal and household services, restaurants, offices, financial institutions, funeral homes, townhouses, contractors, retirement community, nursing home, depending on zoning district	¼ acre to 1/7 acre lots	Standard lot development, traditional neighborhood development, borough infill

LAND USE CATEGORY	POTENTIAL PRIMARY TYPES OF USES ALLOWED	LIKELY DENSITY RANGE	POSSIBLE TECHNIQUES EMPLOYED
Shopping Center Commercial	Retail sales, offices, financial institutions, restaurants, personal and household services, indoor places of amusement	3 acres sites, smaller pad sites permissible	Unified community shopping centers
Neighborhood Commercial	Limited commercial serving the day-to-day needs of residents; professional offices, financial institutions, restaurants, personal and household service uses	1 acre to ¼ acre lots, depending on sewer and water facilities	Standard lot development, mini-malls
Highway Commercial	Neighborhood commercial uses; vehicle-related uses; vehicle sales; funeral homes; nursing, personal care, and retirement homes; indoor places of amusement; lumber and building materials supply; contractors; hotels and motels; nurseries and greenhouses; country club; retirement community; office park; research park	2 acre to ½ acre lots, depending on sewer and water facilities	Standard lot development, mini-malls, neighborhood shopping centers, stressing access management and performance and design standards
Office Park	Offices; research and testing; medical use, excluding hospitals	1 acre lots	Standard lot development; office; research and business parks; campus
Light Industrial	Offices; wholesaling and warehousing; printing and publishing; research and testing; manufacturing, processing, packaging, assembling; self-storage units	3 to 5 acre lots	Standard lot developments; industrial, office, research and business parks; campus; transit oriented development near Schuylkill Valley Metro if appropriate

LAND USE CATEGORY	POTENTIAL PRIMARY TYPES OF USES ALLOWED	LIKELY DENSITY RANGE	POSSIBLE TECHNIQUES EMPLOYED
General Industrial	Light Industrial uses; junk yards; surface mining; sanitary landfills; adult uses; race tracks; truck distribution center	3 to 5 acre lots	Standard lot developments; industrial office, research and business parks; campus; transit oriented development near Schuylkill Valley Metro if appropriate
Public	Public Uses		
Restricted Office/ Commercial	Single family dwellings, professional services and business, professional or governmental office or studio	1 acre to ¼ acre lots, depending on sewer and water facilities	Standard lot development, conversion of existing buildings

IMPLEMENTATION TECHNIQUES

<u>Agricultural Preservation</u>		<u>Environmental Protection</u>	<u>Rural Conservation and Open Space Preservation</u>	
<u>Zoning</u>	<u>Administrative Means</u>	<u>Zoning</u>	<u>Zoning</u>	<u>Administrative Means</u>
Percentage of tract		>25 Slopes – restrict development	Conservation Development	Donation
Sliding Scale		15-25 Slopes – larger lots	Cluster Development	Purchase with fees
Large Lot	see attached list	Floodplains – restrict development	Open Space Requirements	Purchase with tax revenue
Conservation Development		Wetlands – restrict development	Net out Provisions	Purchase with grants
		Hydric Soils – restrict development pending wetlands study	Lot Averaging	Purchase with bond issues
		Wetlands Margins – restrict development		Conservation easements
		Woodland – limit clearing		Transfer of development rights
		Riparian Buffers/Stream Corridor Overlay Zoning		
		Net out provisions		
		Larger Lot Sizes		

ADMINISTRATIVE MEANS FOR AGRICULTURAL PRESERVATION

- Work with local farmers to ensure participation in County's Purchase of Agricultural Conservation Easements Program
- Establish Township Purchase of Agricultural Conservation Easements Program
- Establish Transfer of Development Program within a municipality or across municipal boundaries
- Promote the inclusion of farms in Agricultural Security Areas.
- Support measures to relieve property tax burden for farmers
- Limit extension of public sewer and water facilities to agricultural areas
- Permit businesses which support agricultural operations
- Allow farmers to supplement incomes through home businesses, home occupations and farm related businesses
- Permit appropriate recreational activities, such as hayrides, corn mazes, and festivals
- Limit non-farm uses which could cause conflicts with agricultural practices and/or require buffers for non-farm uses around the perimeter of farms
- Allow conservation development (Growing Greener) as an option
- Promote enrollment in Act 319 tax relief program
- Allow and give incentives to compact development and higher densities where public sewer and water are available in areas designated for development, and give disincentives to inefficient development techniques

Acreeages in Future Land Use Plan Categories

The following table indicates the available acres contained in certain categories on the Future Land Use Plan. To arrive at available acreage, land classified as Open and Farm on the Existing Land Use Map has been totaled.

<u>Future Land Use Plan Category</u>	<u>Available Acres</u>
Rural Preservation	2171
Rural Conservation	2753
Town Center	0.68
Shopping Center Commercial	55
Highway Commercial	441
Neighborhood Commercial	5
Office Park	62
Light Industrial	673
General Industrial	13
Low Density Residential	864
Medium Density Residential	1628
High Density Residential	66

Designated Growth Area

The Pennsylvania Municipalities Planning Code creates the concept of a Designated Growth Area, which is a region within a multi-municipal plan that preferably includes and surrounds a borough or village, and within which residential and mixed use development is permitted or planned for densities of one unit to the acre or more, commercial, industrial and institutional uses are permitted or planned for and public infra-structure services are provided or planned. The intent of the designated growth area is to provide for orderly and efficient development to accommodate the projected growth of the area, provide for the economic and employment needs of the area, and allow for increase of the tax base of the region.

In the St. Lawrence, Exeter and Amity region, the Designated Growth Area includes land within the High Density Residential, Medium Density Residential, Town Center, General Industrial, Light Industrial, Highway Commercial, Neighborhood Commercial, Shopping Center Commercial, Office Park, and Restricted Office/Commercial land use categories, and the Rural Village in Douglassville.

Future Growth Area

The Municipalities Planning Code also includes the concept of future growth area, which is an area of a multi-municipal plan outside of and adjacent to a designated growth area where residential, commercial, industrial and institutional uses and development are permitted or planned at varying densities and public infrastructure services may or may not be provided, but future development at greater densities is planned to accompany the orderly extension and provision of public infrastructure services. The potential Future Growth Areas would be the Low Density Residential areas in Amity Township; but those areas have already been planned for residential development, so they have not been designated as Future Growth Areas.

Public Infrastructure Areas

Another concept identified in the Municipalities Planning Code is public infrastructure area, which is a designated growth area or all or any portion of a future growth area described in a multi-municipal comprehensive plan where public infrastructure services will be provided and outside of which such public infrastructure services will not be required to be publicly financed. No area within the St. Lawrence, Exeter and Amity area has been designated as a public infrastructure area because the municipalities within the area will not guarantee the financing of public infrastructure services to and for developments on the behalf of developers. Municipal policy is that the cost of expanding the necessary infrastructure to developments be borne by the developers, and not by the municipalities.

Rural Resource Areas

Rural resource areas are areas described in a multi-municipal plan within which rural resources including, but not limited to, agriculture, timbering, mining, quarrying and other extractive industries, forest and game lands and recreation and tourism are encouraged and enhanced, development that is compatible with or supportive of such uses is permitted, and public infrastructure services are not provided except in villages. Rural resource areas are further categorized as areas where: (1) rural resource uses are planned for; (2) development at densities that are compatible with rural resource uses are or may be permitted; (3) infrastructure extensions or improvements are not intended to be publicly financed by municipalities, unless the participating or affected municipalities agree that such service should be provided to an area for health or safety reasons or to accomplish one or more of the purposes set forth in Section 1101 of the Municipalities Planning Code.

No rural resource areas have been designated in this Comprehensive Plan because no areas appropriately fit all the criteria which have been established. In the proposed

Future Land Use Plan, areas for agriculture, mining, quarrying and other extractive industries, recreation, tourism and development compatible with or supportive of such uses are typically found in separate land use categories, which may allow some of these uses. No area has been established for the wide range of these uses. For example, in Agricultural preservation areas, typically extractive industries are not permitted. Extractive industries will typically not be permitted where residential development, forest, recreation and tourism are encouraged. Some rural resource uses, such as quarrying and other extractive industries, could be permitted within industrial areas, which are considered Designated Growth Area.

Environmental Considerations for Future Development

As development occurs in the region, care must be taken to preserve and protect identified sensitive environmental resources. The following approaches should be taken when development takes place.

- An ongoing awareness of and sensitivity toward the natural resources of the area should be encouraged.
- Development should be concerned with geologic stability, soils suitability, groundwater supplies and stream flows.
- Groundwater resources should be protected against depletion and contamination.
- Methods of encouraging replenishment of the groundwater supply should be encouraged.
- Streams, ponds and wetlands should be protected against pollution from point sources and runoff.
- Floodplains and wet soils should be protected from encroachment.
- The loss of topsoil should be minimized.
- The retention and establishment of trees and other vegetation should be encouraged to control erosion, shade surface waters, control stormwater flow, create wind breaks, provide animal habitats and provide visual amenities.
- The preservation of scenic viewsheds and scenic road corridors should be encouraged.
- Steep slopes should be avoided.

- The protection, preservation and enhancement of historic resources should be encouraged.
- The adaptive reuse of historic structures should be encouraged where appropriate.
- Innovative land development techniques should be used to minimize land consumption, preserve ecosystems, preserve agricultural lands and preserve natural resources and open space.
- The provision of open space and recreation areas for active and passive recreation should be encouraged. Visual and physical access to the open space system should be provided.
- The coordination of open space and circulation systems among adjoining developments should be encouraged.
- A system of bicycle paths and sidewalks should be encouraged.
- Incorporation of resources into development plans should be encouraged.
- Flexible approaches to site design to recognize resources should be encouraged.

Housing

The objectives for housing are to provide for adequate, safe and sound housing for present and future residents; to 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; to provide for maintenance of the character of existing residential areas and housing stock through appropriate coordinated land use controls, and address the housing needs of the elderly and disabled in the community. No significant housing problems within the area have been identified.

Provision for a variety of housing densities, housing types, and development patterns in appropriately designated areas is accomplished through the Land Use Plan. Maintenance of the existing housing stock and adequacy of new housing can be accomplished through enforcement of building codes and utilization of property maintenance codes.

The existing character of residential areas can be maintained through appropriate zoning provisions and review of subdivision and land development plans.

As taxes and housing costs rise, there is always concern for the elderly. Long term residents of the area can find themselves in positions where it is increasingly difficult to maintain or keep their properties. The municipalities should work with older residents to identify various programs that are available to help them meet their housing expenses and retain their homes. Provision will be made in zoning ordinances for elderly housing development.

CHAPTER 8

CIRCULATION PLAN

INTRODUCTION

The goal for circulation is to 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 for circulation are as follows:

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 Bypass 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.

Future Functional Classification of Roadways

The future roadway classification is as follows:

Expressway/Major Arterials include: U.S. Route 422

Minor Arterials include: Route 82, Gibraltar Road (from Route 422 to the southern boundary of Exeter Township), East Neversink Road (from the West Shore Bypass to Route 422), Old Swede Road (Route 662), Boyertown Pike (Route 562), and Shelbourne Road.

Major Collectors include: Butter Lane, Bingaman Street, Five Points Road, Limekiln Road, Oley Turnpike Road, Gibraltar Road (from Shelbourne Road to Route 422), East Neversink Road (from the West Shore Bypass to Painted Sky Road, Painted Sky Road, Lorane Road, Lincoln Road, West Neversink Road (from Route 422 to East Neversink Road), Daniel Boone Road, River Bridge Road, Old Airport Road, Blacksmith Road, Monocacy Creek Road, Weavertown Road and Pine Forge Road.

Minor Collectors include: Wegman Road, Dautrich Road, Church Lane, Schoffers Road, Rugby Road, Stonetown Road, Pineland Road, Daniel Boone Road, Old Tulpehocken Road, Red Lane, Fairview Chapel Road, Weavertown Lane, Toll Gate Road, Monocacy Hill Road, Hill Road, Amity Park Road, Russel Avenue and Morlatton Drive.

Local Access Roads include: all other roads.

Proposed Road Improvements

Proposed road improvements are shown on the Circulation Plan and listed below. The municipalities will need to review these with the Reading Area Transportation Study and PennDOT in conjunction with the Route 422, Section 31S Corridor Study Alternatives Analysis which contains a number of candidate Short-Term, Medium-Term, and Long-Term Improvements to the Route 422 Corridor in Exeter and Amity Townships. Projects acceptable to the municipalities should be prioritized and programmed.

Route 422 Intersection Improvements - Eastbound

- Widen Rt. 422 and 47th Street at the intersection to provide right turning lane;
- Widen Rt. 422 and Lincoln Drive at the intersection to provide right turning lane;

- Widen Rt. 422 and Cardinal Drive at the intersection to lengthen existing right turning lane;
- Widen Rt. 422 and Fairview Chapel Road at the intersection to provide right turning lane;
- Eliminate access to Rt. 422 from Donna Drive due to sight distance problems;
- Improve Rt. 422 and Red Lane intersection to enhance sight distance;
- Improve Rt. 422 and S. Baumstown Road intersection to address alignment and sight distance problems. The intersection should also be widened to provide a right turning lane. In addition, S. Baumstown should be posted right turn only from Rt. 422 eastbound.
- Widen Rt. 422 and Riga Lane at the intersection to provide right turning lane for trucks serving the industrial facilities in this area;
- Widen Rt. 422 and Hill Avenue at the intersection to provide right turning lane;
- Improve the intersection of Routes 422 and 662 eastbound to provide for a left turning lane.
- Improve Rt. 422 and River Bridge Road intersection by installing a traffic signal eastbound.
- Improve sight distance at Stonersville Road and Rt. 422

Route 422 Intersection Improvements – Westbound

- Post no left turn on River Bridge Road and direct traffic to left turn on Maplewood Avenue.
- Improve Rt. 422 and River Bridge Road intersection by installing a traffic signal westbound.
- Routes 422 and 662 intersection, where pavement markings should be revised to provide a separate right turn lane for westbound traffic. This can be done within the existing cartway;
- Widen Rt. 422 and Maplewood Avenue at the intersection to provide right turning lane;

- Widen Rt. 422 and Old Airport Road at the westbound intersection to provide a left turning lane;
- Improve Rt. 422 and Monocacy Hill Road to address alignment and sight distance;
- Widen Rt. 422 and Daniel Boone Road at the westbound intersection to provide for a left turning lane;
- Widen Routes 422 and 82 at the westbound intersection to provide for a left turning lane;
- Improve Rt. 422 and Pineland Road westbound intersection to provide a jug handle for traffic making right turns;
- Eliminate access to Rt. 422 from Hartline Avenue due to sight distance and inadequate shoulders and rights-of way;
- Eliminate access to Rt. 422 from Virginia Avenue due to sight distance and inadequate shoulders and rights-of way;
- Eliminate access to Rt. 422 from Fairmont Avenue due to sight distance and inadequate shoulders and rights-of way;
- Widen Rt. 422 and Lincoln Drive at the intersection to provide right turning lane;

Proposed Roads

Construction of a road segment facilitating access between Rt. 562 in St. Lawrence Borough and Business Route 422 in Exeter Township. The proposed road segment would connect Rt. 562 via Elm Street with a bridge over Antietam Creek to Dunham Drive and from Dunham Drive to Gibraltar Road. The alignment and construction in both the Borough and Township is being coordinated between Exeter and St. Lawrence. Completion of such a road segment will provide an alternative route to Shelborne Road, St. Lawrence Avenue, Prospect Street and Bingaman Street. Thereby, alleviating congestion on some of the local roads.

Parallel access roads should also be explored connecting Pineland and Daniel Boone Roads, South Baumstown Road and Rt. 422, South Baumstown Road and Riga Lane, Red Lane and Fairfield Chapel Road, Shelbourne Square Shopping Center and Loraine Road, Orchard Place and Wisteria Avenue, Woodland Avenue and Parkview Road, and 37th Street and Parkview Road. Thus providing an alternative to congested Rt. 422 and to

attract local traffic on routes on the fringe of developed areas. Their purpose would be to link subdivisions together and to the existing area circulation system and provide a more extensive road system throughout developed areas.

Improvements to Existing Areas of Concern

The future Transportation Map shows additional roadway concerns, including right-of-way preservation issues, pedestrian enhancement issues, access management issues and transit oriented development areas. Each municipality should continue to work toward improvement of these areas through multi-year transportation planning.

Cooperation Among Municipalities

While some road improvements will be handled on an individual municipality basis, cooperation of municipalities will be important, particularly along the major roadways, where the impacts of traffic have created congestion and can affect the quality of life in all municipalities. Of particularly regional importance are the Rt. 422, Business Route 422 and the Route 562 and 662 corridors.

Consideration should be given to forming a regional transportation authority. The authority could facilitate looking at all aspects of transportation, including transit, on a regional basis.

Scenic Roads

Scenic roads are an important element within the circulation system within the St. Lawrence, Exeter and Amity area and maintenance of a system of scenic roads is encouraged. The Future Land Use Plan proposes concentrating most future growth in areas where development has already occurred, and proposes substantial agricultural and open space areas, and this will help maintain the scenic road system. In Rural Conservation and Rural Preservation areas, developers will be encouraged to incorporate natural features and resources into an open space system within developments which do occur, and to site homes with consideration of the natural features and resources.

The municipalities should discuss whether it would be appropriate to adopt scenic road overlay zoning along scenic roads. Within such overlay areas, greater setbacks along the roads could be required, additional landscaping and screening requirements could be established, and design standards for siting of buildings could be established in order to minimize visual impacts of any development.

Discouraging intensive development along the scenic roads also has another benefit. This can lessen traffic volumes and driveway intersections along roads, which are typically not suited for intensive traffic volumes.

US 422 Bypass

The Steering Committee took a position during the development of this plan that it supports the development of a bypass of the current Route 422 through both Exeter and Amity Townships. In taking this position, the Committee did not identify a specific location for the corridor but identified the need to address congestion and safety in the long term.

PennDOT has prepared scenarios for partial bypasses within Exeter Township. The next step will be to pursue prioritization and funding of the bypass project with the Reading Area Transportation Study and PennDOT.

Schuylkill Valley Metro

After much debate, the Steering Committee also took a position on the location of the proposed Schuylkill Valley Metro stations in the Village of Douglasville and at the Lincoln Corporate Center in Exeter Township. The Committee felt that the proposed locations were not consistent with its proposed vision of the region and because: (i) the development of a station in the Village of Douglasville would have a negative impact on existing viable businesses in the Village, the historical character of the Village as well as a number of historical buildings located in the Village; (ii) the location of the Village does not lend itself to the effective and efficient flow of traffic and based on the existing location of Route 422 could have an impact on safety along the corridor; (iii) the population to support a proposed station lives to the north of Route 422 and the current alignment of the road does support a safe and convenient flow of pedestrians to and from the proposed station; (iv) the area adjacent to the proposed location at the Lincoln Corporate Center has been developed thus impacting the future expansion of the station or additional parking that may be required to support the station; and finally, (v) pedestrian access to this site is also impacted by the current road network and the lack of sidewalks and/or trails in the area.

The Committee recommended to the Berks County Planning Commission that consideration be given to a site north of the Borough of Birdsboro, along Route 82 and accessed from the Birdsboro Bridge in place of the proposed locations in Douglasville and at the Lincoln Corporate Center. The site was formerly a freight terminal along the Reading Railroad right-of-way. The Committee believes that this site provides the best location for the development of a Schuylkill Valley Metro station for the following reasons: (i) the site contains an existing station building; (ii) there is ample room for the development of parking associated with the station; (iii) ridership can be drawn from a larger geographic area, specifically Birdsboro and Robeson and Union Townships; (iv) pedestrian access to the site could be easily achieved for residents of the Borough, where sidewalks are in place; (v) the impacts from traffic generated by use of the station would

be minimized; and finally, (vi) the area lends itself to any future expansion that may be needed to support the station.

Mass Transit

Congestion on Route 422 is a major concern, particularly with traffic volumes expected to increase in the Region. Incremental steps can be taken to improve conditions along this road. One of those incremental actions is encouraging the development of the Schuylkill Valley Metro and the enhancement of the BARTA bus system.

If passenger rail service to the area is developed, a multi-modal facility should be established at the train station, to accommodate and facilitate pedestrian, bus, automobile and bicycle traffic. An objective will be to develop and then expand service rail service while encouraging BARTA to provide service to the proposed station. Elements in trying to develop and expand service will be well-located stops, attractive and safe stops with shelters and connections to the transit hub in Reading. The proposed trail system is designed to provide connections to public transit routes, pedestrian and bicycle routes to stops, and bicycle racks and safe shelter for bicycles.

As additional development occurs within the area, consideration should be given to addressing expanded routes throughout the area and provide greater access to the BARTA system. The expansion of routes could be planned in conjunction with the municipalities, BARTA, and area businesses. The Region should work with BARTA to encourage BARTA to provide adequate connections of the villages and borough via bus routes serving major residential, employment and retail areas, with cooperation with and support from the local business community.

The Transportation Plan shows a proposed Circulator Route, which would connect the proposed train station with a route along Route 422, Route 622, Route 562 and Shelborne Road with a connection to the Borough. If this would not be a regular BARTA route, then a system of mini-buses should run along Route 422 to connect the communities. Circulator access is also shown to the residential area in southern Exeter Township, the industrial areas along Lincoln Road and the Exeter High School and Middle School complex.

Additional transit service to the region is important to serve older residents who do not move freely throughout the Region, to provide access to such facilities as the Reading Hospital.

Providing park and ride systems should be encouraged. In the future, it may be appropriate to plan for a transit hub in Exeter, or where sufficient land would be available along Route 422 if land could not be secured in the Township. The Future Traffic Circulation Map identifies Park and Ride Facilities near the intersection of Route 422 and

Business Route 422, near Lincoln Road and Route 422, at the intersection of Route 82 and Route 422 and near the intersection of Route 662 and Route 422 in Douglasville. The use of carpooling throughout the area should be encouraged. Businesses within the area could take the lead in encouraging employees to carpool. Pedestrian access should be provided from Park and Ride facilities to Circulator stops.

Road and access road design in the future should consider accommodating potential bus traffic. As infill, redevelopment and development occur in the area where bus service is likely, provision should be made for pull-offs, stops and shelters and pedestrian access to the stops and shelters.

Access Management

Access management will be a concern along all roads within the area, but particularly along Route 422 and Route 662, and the collector road system. The municipalities should consider working with PennDOT to develop an access management plan for the area.

The major elements in access management include the following:

- Driveway design standards
- Reduce number of road entrances
- Traffic Impact Analysis where development is proposed
- Left turn lanes and right turn lanes constructed at road and driveway intersections
- Install medians
- Adequate parking lot/internal circulation design in developments
- Shared access to properties
- Interconnect properties developed along roads
- Improve intersection design/spacing
- Signalized high volume driveways
- Control of access
- Direct development access roads to signalized driveways
- Prohibit inappropriate turning movements

Transportation Development Districts

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

While the Transportation Development District approach may not be appropriate at the present time, the appropriateness of it along Route 422 in Exeter and Routes 422 and 662 in Amity Township, and in the area of St. Lawrence Avenue and Route 562 in St. Lawrence Borough should be monitored.

Congestion Management System Strategies

Congestion management system strategies have been used by some communities in the past to reduce traffic. The major elements are:

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

As increased commercial and industrial development occurs in the Region, the appropriateness of these strategies should be reviewed.

Impact Fees and Negotiated Financial Contributions

The Municipalities Planning Code allows municipalities to assess a traffic impact fee provided municipalities have adopted a traffic impact fee ordinance. With a traffic impact fee system in place, a municipality can collect fees to finance improvements to the road system. Exeter and Amity Townships currently have traffic impact fee systems and should determine whether other areas should be included. One possible district which should be investigated for future development is at the intersection of Route 82 and Route 422.

The Municipalities Planning Code indicates that when municipalities have prepared a multi-municipal plan, in order to allow for the provision of transportation capital improvements in a cooperative manner, the municipalities may collectively cooperate to enact joint transportation impact fee ordinances.

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

Shoulder Improvements

Developers should be required to improve shoulders along the frontages of their tracts when they develop. In addition, the municipalities should take it upon themselves to improve shoulders along existing roads. Shoulders should be a minimum of 4 ft. wide, but should be the minimum width necessary to provide for trails in accordance with the guidelines in the Statewide Bicycle and Pedestrian Master Plan.

Gateways

Gateways should be considered at the entrances to the St. Lawrence, Exeter and Amity area, especially at the entrances to the Borough and the Townships along major roads. A gateway is an entrance corridor that defines the arrival point as a destination. Gateway planning concerns arranging the landscape and visual experiences to help create a sense of arrival at the destination and provide a positive image of the destination. The municipalities can work with property owners to enhance the entrances. Consistent road corridor overlay zoning could be adopted along the major roadways.

Along the length of Route 422 and at various points, municipalities can work with property owners to enhance commercial areas through coordinated landscaping, signage, lighting, street furniture, paving materials, design of site improvements, building facades and window displays. When infill, redevelopment or new development occurs,

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

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

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

Design guidelines addressing the following elements could also be applied within the Region:

- discouraging the use of drive-thru facilities
- encourage new development to be compatible with and integrated into existing streetscapes, by addressing:
 - Maintaining appropriate siting patterns, such as setbacks of buildings on lots
 - Respecting the massing (volume created by sections of the building) within the neighborhood
 - Using materials of similar appearance and texture to those on existing attractive buildings
 - Using similar architectural details as other buildings in the neighborhood
 - Utilizing similar numbers and spacing of windows and doors in the facade
 - Maintaining the scale and proportion of buildings near the building. Scale deals with the relationship of each building to other buildings in the area and proportion deals with the relationship of the height to the width of a building and with the relationship of each part to the whole.
 - Using similar roof shapes

- Maintaining similar footprints of buildings and rooflines (matching facade masses with existing buildings)
- Utilizing similar entry treatments to buildings
- Using similar building heights
- Having store fronts, upper facades, and cornices of commercial buildings compatible with existing buildings
- Using colors which are harmonious throughout the area

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

Pedestrian Circulation

As streets are maintained and improved, walkability should be addressed, including the radii at intersections. Limiting radii at intersections to the minimum necessary to allow safe traffic flow can make intersections more pedestrian friendly. Pedestrian crossings at street intersections, particularly along the major trail routes within the area, should be facilitated through crosswalks, stop signs, pedestrian islands, limitation of cartway radii and the use of pedestrian buttons and cycles that signalize street intersections. Access to circulator and bus stops from park and ride areas and neighborhoods should be enhanced. Gaps in the sidewalk system such as those along St. Lawrence Avenue should also be addressed. Access to community facilities and commercial areas in the Borough and Villages should be enhanced through expanded and repaired sidewalks and establishing crosswalks. Streetscape amenities such as benches, trash receptacles, landscaping and lighting can be provided in the downtown portions of the villages and Borough as deemed appropriate.

Parking Programs in St. Lawrence

Adequacy of parking in the Borough should continue to be monitored. If it is determined by the Borough to increase the availability of parking in the future, a number of issues could be addressed with regards to parking in the Borough:

- There needs to be public/private cooperation
- Identification/Direction to Existing Facilities (such as the Borough building)

- Tenants utilize spaces designated for tenants. Tenants living above commercial uses should not park in front of the commercial uses.
- Maintain existing on-street parking
- Permit and encourage sharing of spaces by private parties
- Investigate use of fee-in-lieu of parking option

Berks Vision 2020

The Comprehensive Plan for Berks County lists several transportation priorities which would affect the Region:

Short Range -

US 422 East (Exeter Township) – provision of improved channelization and intersection controls. This will conserve capacity and improve safety until a new region connection can be provided in the corridor.

US 422 Jughandle at SR 2033 (Shelborne Road) – construct jughandle turning lane in southwest quadrant of intersection to reduce congestion and improve safety.

US 422/PA 662 –Intersection – provision of west bound right turn lane from US 422 to PA 662 and related improvements to eastbound US 422 at River Bridge Road. These will conserve capacity and improve safety until a new regional connection can be provided in this corridor.

PA 82 Bridge – replacement of posted structure crossing Schuylkill River. This bridge provides for important access between growth areas on both sides of the river and to the Borough of Birdsboro.

Intermediate Range -

The County initiated a study of US 422 to assess a range of transportation solutions to satisfy long-term safety and capacity. The results of the study recommended functional, cost-effective improvements to address transportation, community and environmental needs of the corridor. A decision has not been made on whether the corridor will receive operational improvements sufficient to address safety

and congestion concerns until such time funding becomes available to complete the remaining expressway link.

US 422/Neversink Road Interchange – reconstruct this partial interchange to provide full range of movements and provide safe, efficient access to surrounding growth areas.

PA 562 – minor widening and realignment with improvements at hazardous intersections from US 422 Business to PA 73

PA 662 – minor widening and realignment with improvements at hazardous intersections from US 422 to PA 562.

Long Range -

No long range projects listed in the area

Traffic Calming

As development in the Region occurs, and traffic volumes increase, there can be increased traffic flow on residential streets. Means of dealing with traffic volumes discussed previously are road improvements, increased utilization of mass transit, internalized trips within the area, providing increased opportunities for pedestrian and bicycle traffic, supporting efforts to increase automobile occupancy rates and parking lot opportunities, and access management. If those steps are not completely successful, traffic calming techniques can be considered.

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

The general methods of traffic calming include:

- Active speed reduction (construct barriers to traffic movements)
- Passive speed reduction (installation of signage)
- Streetside design (landscaping changes the appearance of the area and driver attitudes)
- Regional planning efforts (external traffic directed to other routes)

- Opportunities for use of alternative modes (mass transportation, pedestrian, bicycle)

Regional planning efforts and opportunities to use alternative modes have been discussed. The methods available along local streets include active speed reduction, passive speed reduction and streetside design.

1. *Active Speed Reduction (Construct barriers)*

- a. Speed bumps and speed tables are raised areas in the street surface, which extend across the width of the street. Speed bumps present liability and are also annoying to local residents. Speed tables, which are really raised pedestrian crosswalks, could be more successful. They would be most appropriate in areas with substantial pedestrian traffic.
- b. Changes in roadway surface - This could include rumble strips, milling, and special roadway surfaces. These techniques can increase noise in areas and raise objections by area residents.
- c. Intersection Diverters - This could involve a barrier placed across an intersection, typically to alter travel plans, such as permitting right turns only, to make travel through a neighborhood more indirect.
- d. Channelization - This could involve provision of pedestrian refuge areas, providing protected parking bays through landscaped islands, altering motor vehicle traffic movements, and restricting movements at intersections by narrowing the space available for vehicular movement.

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

2. *Passive Methods of Control*

- a. Traffic signs such as Do Not Enter, Stop, Not a Through Street, Local Access Only, No Trucks, or signs establishing speed limits, indicating one-way nature of street, or prohibiting turns.
- b. Traffic Signals
- c. Pavement markings, including crosswalks, edgelines, and use of different materials for pedestrian crosswalks

- d. Permitting on-street parking
- e. Speed watch

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

3. *Changing Driver Attitudes Within Neighborhoods*

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

Implementation

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

Primary Emphasis on Passive Techniques

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

Areas where more active traffic calming could be used would be on St. Lawrence Avenue and along the side-streets in the Village of Douglasville. Bumpouts could be considered at some street intersections. The bumpouts would physically protect parking and shorten the distance across the road for pedestrians.

Optimization of Traffic Signalization along Route 422

In order to increase system capacity and reduce intersection delays, traffic signal timing along Route 422 should be kept current.

Consideration should be given to implementing a closed loop system to enhance the operation of coordinated signalized intersections in the Route 422 corridor. Presently the signals in the Exeter could be coordinated with those in Amity Township. Currently there are several closed loop systems in operation within PennDOT District 5-0. The systems will require hardware (vehicle detectors) in the field as well as a computer, software and communication lines to a municipal office and to the PennDOT District Office. They will also require a consultant or employee trained to monitor the system. Although the system would allow for real time signal timing adjustments, PennDOT policy currently allows timing adjustments to be made only by PennDOT. This inhibits the ultimate effectiveness of the closed loop system; however as these systems become more prevalent, we expect that PennDOT will respond with a more effective policy.

Transportation Strategies

A set of priorities has been established to address specific issues within the region. Priorities have been identified as an immediate (1-2 years), short-term (3-5 years) and long term (5-10 years). The specific municipal body (i.e., Board of Supervisors/Borough Council or Planning Commission) responsible for the individual strategies have also been identified as well as the effective planning tool to implement the strategy.

Priorities

Immediate (1-2 years)	Implementation	Tool
Access Management Provisions	PC/BOS	ZO/SALDO
Capital Improvement Plans and Programs	BOS	CIP
Conservation Easements and Local Land Trusts	BOS/LLT	EP
Corridor Access Management Overlay District	PC/BOS	ZO
Official Maps	PC/BOS	OM
Residential Street Design	PC/BOS	ZO/SALDO
Site Analysis Plans	PC/BOS	SALDO
Slope Management	PC/BOS	ZO/SALDO
Traditional Neighborhood Development	PC/BOS	ZO/SALDO

Transit Design Standards	PC/BOS	ZO/SALDO
Transit Oriented Development	PC/BOS	ZO/SALDO
Vegetation Management	PC/BOS	ZO/SALDO
Traffic Calming Standards and Design	PC/BOS	ZO/SALDO

**Short-term Strategies
(3-5 years)**

Park and Ride Programs	PC/BOS/PADOT	PRP
Pedestrian/Bikeway Facilities Design	PC/BOS	ZO/SALDO
Performance Zoning	PC/BOS	ZO
Right-of-Way Preservation	PC/BOS	ZO/SALDO
Riparian Buffers	PC/BOS	ZO/SALDO
Traffic Signal Systems	BOS/PADOT	
Village Protection Programs	PC/BOS	ZO/SALDO
Parallel Access Road Standards And Design	PC/BOS	ZO/SALDO/OM

Long-term (5-10 years)

Transfer of Development Rights	PC/BOS	ZO/SALDO
Parking Management Programs	PC/BOS	ZO
Traffic Impact Fee Ordinances	PC/BOS/IFAC	CIP
Trip Reduction Ordinances	PC/BOS	ZO

Implementation

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

Tool

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

CHAPTER 9

PLAN FOR THE PROTECTION OF NATURAL AND HISTORIC RESOURCES

Natural resources are identified in Chapter 14, where agricultural resources are discussed; Chapter 15, where floodplains, wetlands, hydric soils, streams, steep slopes, wooded areas and natural features of special interest are discussed; Chapter 16, where aquifers are discussed; and Chapter 17, where scenic resources are discussed. Historic Resources are discussed in Chapter 22.

Natural Resources

The following goal and objectives have been established:

Goal: Protect, preserve, 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 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 the 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 watershed 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 ordinances 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. Foster preservation of a greenway along the river corridor. Consider participating in the following goals which have been established for a Schuylkill River Greenway in adjoining Montgomery County:

- Preserve natural resources of the Schuylkill River Valley environment, while revitalizing existing river-front communities in ways that respect the characteristics and qualities of the Schuylkill River.
 - Provide access to the water and encourage recreation along the river in ways that minimize conflicts between river users, and protect the natural features and sense of solitude along the river.
 - Protect water quality, enhance natural diversity, and improve overall aesthetic appearance of the river.
 - Promote sustainability and economic development in existing riverfront communities.
 - Conserve and enhance the cultural resources of the river corridor.
 - Preserve important open space lands for passive recreation, riparian buffers protection and protection of native species habitat along the river.
 - Establish a cooperative framework for education, planning, and coordination between public and private greenway partners.
- Promote alternatives to motor vehicle use to improve air quality.
 - Ensure businesses comply with state and federal air quality emissions standards.
 - Improve the appearance of the Route 422 Corridor through use of design and performance standards and coordinated signage standards and programs.

Relationship to Future Land Use Plan

Watercourses within the region have been identified as Stream Corridor Preservation areas on the Stream Corridor Preservation Map. One way to protect these watercourses is to establish Stream Corridor Preservation Overlay Districts through zoning ordinance regulations. Regulations for these overlay districts should be written to establish, protect, and manage riparian buffers along the watercourses. These regulations would protect groundwater discharge/recharge areas, protect the quantity and quality of surface and groundwater, and restrict further development in the corridor to protect the water quality. This will also help to establish and maintain corridors for future greenway and park development for the residents of the Region.

River Conservation is designated along the Schuylkill River. Agricultural Preservation, Rural Conservation and Rural Preservation areas have been identified throughout most of

the northern and central portions of Exeter and Amity Townships. Only limited development will be allowed in the Rural Conservation and Rural Preservation areas in order to protect watersheds, woodlands, and steep slopes. Limiting development will protect watercourses and water supplies, vulnerable wooded areas, and conserve ecosystems by maintaining an adequate critical mass through connecting ecosystems. Distinctive hills in the Region will be protected. The River Conservation areas are located within environmentally sensitive areas along the Schuylkill River. Only very limited development will be permitted in Agricultural Preservation areas, which protect agricultural resources, serve as recharge areas, and contain wildlife habitats.

Riparian Buffers

Riparian buffers are particularly important to the region because of the number of watercourses in the region. A riparian buffer is an area of vegetation that is maintained along the shore of a water body to protect stream water quality and stabilize stream channels and banks.

Buffers provide the following benefits:

- filter runoff – Rain that runs off the land can be slowed and infiltrated in the buffer, settling out sediment, nutrients and pesticides (nonpoint source pollution) before they reach streams.
- take up nutrients – Fertilizers and other pollutants that originate on the upslope land are taken up by tree roots. Nutrients are stored in leaves, limbs and roots instead of reaching the stream. Through a process called “denitrification,” bacteria in the forest floor convert nitrate to nitrogen gas, which is released into the air.
- provide shade – The leaf canopy’s shade keeps the water cool, allowing it to retain more dissolved oxygen, and encouraging growth of plants and aquatic insects that provide food for fish.
- contribute leaf food – Leaves that fall into the stream are trapped on fallen trees and rocks where they provide food and habitat for organisms critical to the aquatic food chain.
- provide habitat – Streams that travel through woodlands provide more habitat for fish and wildlife. Woody debris provides cover for fish while stabilizing stream bottoms.
- provides migration corridors for wildlife.
- safeguard water supplies by protecting groundwater recharge areas.

- provide flood control.
- provide stormwater management potential – natural vegetation provides a basis for innovative stormwater management systems. Stormwater flows from retention basins can be directed to, and allowed to flow through, buffers to reduce nutrient and sediment loads.
- improve water and air quality.
- stimulate economic opportunities such as by providing valuable open space which may increase land values and, therefore, the tax base.
- provide some federal tax incentives to landowners (depending on a landowner’s financial situation) willing and able to place some of their lands under conservation easement.
- reduce grounds maintenance.
- provide recreational opportunities, and associated economic benefits for recreation-related businesses.
- provide educational and research opportunities for local schools and colleges.
- provide windbreak, shade and visual buffer.

Actions to Protect Natural Resources

The following actions should be taken to protect the natural resources within St. Lawrence Borough, Exeter Township and Amity Township:

1. Update zoning maps to reflect the Future Land Use Plan.
2. Update zoning ordinances to reflect the Future Land Use Plan and Goals and Objectives of this Plan to include:
 - a. Natural Resource Protection Standards and Net Out Provisions
 - b. Steep Slope Protection
 - c. Watershed and Wellhead Protection
 - d. Groundwater and Surface Water Protection
 - e. Tree and Woodland Protection, Management, and Planting
 - f. Wetland, Wetland Mitigation and Hydric Soil Protection
 - g. Floodplain Protection
 - h. River and Stream Corridor Overlay Zoning, Riparian Buffers

- i. Limestone Area Overlay District Zoning
 - j. Scenic Road and Scenic Viewshed Overlay Zoning
3. Promote active involvement of municipal Environmental Advisory Committees
 4. Support acquisition/protection of key natural areas through conservation easements, fee simple, donation and dedication, stream easements, stream corridor management, in cooperation with conservation groups and community groups.
 5. Encourage expansion of agricultural security areas and encourage purchase of agricultural conservation easements.
 6. Discourage public sewer and water for areas to remain agricultural or rural, coordinate with Act 537 Planning.
 7. Investigate wellhead protection and watershed planning opportunities under the growing greener initiative and other programs.
 8. Encourage Act 167 Stormwater Management Planning, stormwater management, and use of Best Management Practices.
 9. Form watershed associations.
 10. Complete water supply and quality studies.
 11. Effective agricultural preservation zoning should be maintained in Exeter Township. This should be supplemented by administrative means for agricultural preservation.
 12. Appropriate zoning and/or administrative means should be used to further agricultural preservation in designated areas in Amity Township.
 13. Utilize zoning techniques such as Conservation Zoning and lot averaging to protect natural and historic resources on tracts.
 14. Plan for greenways and riparian buffers.
 15. Update Open Space and Recreation Plans.
 16. Support efforts to protect critical treasures in the Highlands Region of Pennsylvania.

Historic and Cultural Resources

The following goal and objectives have been established:

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

Objectives:

- Encourage the preservation, protection, and enhancement of historic and architectural 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 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.

Actions to Protect Historic Resources

The following actions should be taken to protect historic resources within the Region:

1. Utilize Historic Resource Overlay Zoning.

2. Utilizing demolition by neglect provisions in zoning ordinances.
3. Adopt Town Center and Rural Village design standards.
4. Require historic resource impact studies in subdivision and land development ordinances.
5. Encourage active involvement of Historical Commissions to:
 - Identify, evaluate, mark and foster awareness of historic resources
 - Investigate participation in Certified Local Government Program
 - Investigate creation of historic districts
 - Inform and involve public
 - Encourage retention, restoration, enhancement and appropriate adaptive re-use of historic resources and discourage removal of historic structures
 - Conceive programs, events and interpretive signage and exhibits which emphasize the history of the region
 - Identify contemporary sites for future preservation

State Grants Available to Help Fund the Preservation of Historic Resources

Guidelines pertaining to the PHMC's three primary grant programs are found in this section. The programs and eligibility criteria are described in detail. Prospective applicants may determine how the Commission's multiple funding opportunities can best meet their needs and the needs of their constituents and can best serve the people of Pennsylvania. Guidelines can be obtained for each grant type on the PHMC's website. The Bureau for Historic Preservation awarded competitive grants based on the recommendations of independent review panels, which evaluated hundreds of applications. Since 1995, the PHMC has awarded more than 2,300 grants – totaling more than \$45 million- in communities across the state. Grants are awarded to museums, historical societies, municipal governments, and local institutions to support their programs and operation, preserve historic properties and districts, and assist in a wide variety of projects designed to interpret and protect PA's cultural heritage.

The following are the PHMC's available grants to preserve historical resources:

1. **Certified Local Government Grant Program** – Funding under this program is limited to federally designated Certified Local Governments. There is only one type of grant.
 - Competitive
 - Matching
 - Maximum Award \$25,000
 - Funding in the Categories of Cultural Resource Surveys, National Register Nominations, Technical and Planning Assistance, Educational and Interpretive Programs, Staffing and Training, and Pooling CLG Grants and Third Party Administration.

2. **Keystone Historic Preservation Grant Program** - Funding under this program is available to nonprofit organizations and local governments for capital improvements on historic resources listed in or eligible for listing in the National Register of Historic Places. (Private property owners are not eligible for funding under this program and may wish to refer directly to PHMC Programs of Interest for information on investment tax credits and historic homesites program.) There is one type of grant.
 - Competitive
 - Matching
 - Maximum Award \$100,000
 - Funding in the Categories of Preservation, Restoration, and Rehabilitation.

3. **Pennsylvania History and Museum Grant Program** - Funding under this program is designated to support a wide variety of museum, history, archives and historic preservation projects, as well as nonprofit organizations and local governments. There are 10 types of grants listed below with descriptions of each following:
 - Archives and Records Management Grants
 - General Operating Support Grants for Museums
 - General Operating Support Grants for Official County Historical Societies
 - Historic Preservation Grants
 - Historical Marker Grants
 - Local History Grants
 - Museum Project Grants
 - Statewide Conference Grants
 - Statewide Organization Grants
 - Technical Assistance Grants

4. **Archives and Records Management Grants** - PHMC grants help communities share Pennsylvania's rich and diverse history.
 - Organizations and local governments can bring historical documents and records to life for their communities with grants for archival care and accessibility.
 - Organizations and local governments can contribute to a community's understanding of its heritage through oral and written histories, public programs of all types, historical research, and educational programs for students of all ages.

5. **General Operating Support for Museums Grants** - Museums are eligible to apply for grant funding to support their general operations.
 - Noncompetitive
 - Matching
 - Maximum Award \$10,000
 - No Special Categories

6. **General Operating Support Grants for Official County Historical Societies Grants** - Official county historical societies receive general operating support grants as a way to recognize the outstanding work these societies do for their communities. These grants are:
 - Noncompetitive
 - Matching
 - Maximum Award \$10,000
 - No Special Categories

7. **Achieves and Records Management Grants are:**
 - Competitive
 - No Match Required to \$5,000
 - Matching to \$20,000
 - Maximum Award \$20,000
 - Funding in the Categories of Access and Preservation Programs, and County Records Improvement Programs

8. **Historic Preservation Grants** - Applicants may apply for grants that cover every aspect of historic preservation, including:
 - restoration and rehabilitation of historic properties
 - cultural resource surveys
 - historic preservation studies and plans
 - educational and interpretive programs
 - nomination to the National Register of Historic Places

- archaeological research

Historic Preservation Grants are:

- Competitive
- No Match Required to \$5,000
- Matching to \$15,000
- Maximum Award \$15,000
- Funding in the Categories of Cultural Resource Surveys, National Register Nominations, Planning and Development Assistance, Educational and Interpretive Programs, and Archaeology

9. **Historical Markers Grants are:**

- Selective
- Matching
- Maximum Award \$650
- No Special Categories

10. **Local History Grants are:**

- Competitive
- No Match Required to \$5,000
- Matching to \$15,000
- Maximum Award \$15,000
- Funding in the Categories of Public Programs, Research and Writing, and Educational Programs

11. **Museum Project Grants are:**

- Competitive
- No Match Required to \$5,000
- Matching to \$15,000
- Maximum Award \$15,000
- Funding in the Categories of Institutional Development, Collections Management, and Educational and Interpretive Program

12. **Statewide Conferences Grants** - Organizations planning to sponsor conferences with a statewide, regional or national audience may apply for “seed” money to assist with conference preparation.

- Selective
- No Match Required
- Maximum Award Generally Does Not Exceed \$5,000
- No Special Categories

13. **Statewide Organizational Grants are:**

- Selective
- No Match Required
- Maximum Award Generally Does Not Exceed \$100,000
- No Special Categories

14. **Technical Assistance Grants** - Offer options to a wide range of applicants for solving institutional problems, developing staff skills, and increasing overall professionalism. The grants bring experts in the field to the organizations' sites or provide staff training. These grants are:

- Competitive
- No Match Required
- Maximum Award \$1,500
- No Special Categories

Action Steps for Protection of Historic Resources:

1. Historic Resource Overlay District.
2. Demolition by Neglect Provisions.
3. **Identify, evaluate, mark and foster awareness of historic resources** - These resources should be reviewed and one or more historic contexts developed as a precursor to conducting a *comprehensive survey of historic resources*. An historic context is defined as a broad pattern of historical development in a community that may be evidenced in the historic resources.
4. **Investigate the creation of Certified Local Historic Districts** - requires appointment of an historic architectural review board to advise the local governing body on the appropriateness of the construction, reconstruction, alteration, restoration, demolition or razing of buildings in the district-contributing and non-contributing. Evaluate the potential for historic districts and support their creation if warranted. If created, support the adoption of Design Guidelines and Sign Controls for Historic District(s).
5. **Inform and involve the public** - The Historical Society of Berks County and local historical associations can provide assistance in identifying historic resources and developing an educational outreach for broad-based community support.
6. **Historic Overlay Zoning** - Individual sites and clusters documented and identified on a Historic Resource Map may be protected from inappropriate

development that would destroy the character of the historic neighborhoods. Zoning ordinances could require buildings similar in type and scale to those already existing. Requirements to replicate the existing building line, and height and bulk would also help to preserve existing neighborhood character.

7. Encourage retention, restoration, enhancement and appropriate adaptive re-use of historic resources and discourage removal of historic structures.
8. Conceive programs, events and interpretive signage and exhibits, which emphasize the history of the region.
9. Identify contemporary sites for future preservation.

This plan for the protection of natural and historic resources is not intended to be inconsistent with and exceed the requirements imposed under acts identified in Section 301.(a).(6) of the Pennsylvania Municipalities Planning Code, nor prohibit the conduct of forestry operations.

CHAPTER 10

ECONOMIC AND COMMUNITY DEVELOPMENT

The goal for economic development is to 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.

The objectives which have been established are:

- 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.

Overall Strategy

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

Commuting patterns in terms of minutes in commuting time for Exeter and St. Lawrence residents are closer to the pattern of the County as a whole and the State than the pattern for Amity Township. Likely because of the higher number of people residing in Amity and commuting to jobs in the greater Philadelphia region, longer commutes are more typical for Amity residents. Job creation within the Region could help reduce the length of commutes for some residents.

	Travel Time in Minutes, 2000					
	Percent of Commuters					
	<u>Under 15</u>	<u>15-29</u>	<u>30-44</u>	<u>45-59</u>	<u>60-89</u>	<u>90 or More</u>
Pennsylvania	30.4	36.1	18.4	7.6	4.9	2.6
Berks County	33.1	40.6	15.5	5.2	3.8	1.8
Amity Township	20.5	34.6	21.9	11.6	8.4	2.9
Exeter Township	28.5	49.7	10.7	5.2	4.4	1.8
St. Lawrence Borough	30.4	46.7	13.0	4.4	4.2	1.2

Source: U.S. Census

Cooperative efforts of municipalities, the County and County economic development agencies, businesses, legislators, educational institutions, and state government must continue if appropriate jobs are to be created in the Region. The Industrial Site Assessment, Berks County, PA prepared for Berks County identified the Route 422 corridor as having potential for additional economic development. Organizations within

the County which play a role in economic development include Berks County Community and Economic Development, Berks County Chamber of Commerce, Kutztown University Small Business Development Center, Berks County Industrial Development Authority, Berks Economic Partnership, Reading and Berks County Visitors Bureau, and Greater Berks Development Fund.

Areas considered appropriate for economic development have been identified on the Future Land Use Plan. Generally, such development is directed to the Route 422 corridor, a portion of the Route 562 corridor in St. Lawrence, a portion of the Route 662 corridor near Douglassville and in villages.

Economic development should be done right. Alternatives should be provided to strip commercial development. This can occur through well-planned developments, such as business and industrial parks, and interconnected and integrated commercial areas.

A mix of economic development is encouraged through a variety in types of zoning districts. A range of retail, office, service, and light industrial uses is envisioned.

Standards should be imposed by municipalities to improve the design and appearance of new development and redevelopment. Given the age of some of the commercial development within the 422 corridor and reduction in the amount of available sites, redevelopment in the corridor is likely. Standards for such redevelopment should be put in place.

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

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

Tourism will play a role in the economy of the Region, and the municipalities should continue to discuss the role that tourism should play in the Regional economy and the appropriate types of tourism to encourage in the Region. Protecting the natural, cultural, historic, architectural, and recreational resources and landscapes will enable tourism based on natural and cultural, recreation, educational and family activities. County and regional agencies can be worked with to support regionally-defined goals for tourism. The municipalities should work with the Schuylkill River Greenway Association in implementation of the Schuylkill Heritage Corridor management plan. The Schuylkill River trail, Route 422 driving route, reception area at the Daniel Boone Homestead, and

tour routes of agricultural areas in the corridor are elements of the Plan. The City of Reading is now planning to enhance its riverfront areas. Montgomery County wishes to build a Greenway Community along the Schuylkill River. It would be appropriate for this Region to likewise incorporate the Schuylkill River into the life of the Region.

Improvement and revitalization of existing developed areas will become more important to maintaining an economically vital Region. This includes such efforts as addressing transportation concerns in the Region and improving streetscapes. If the roads in the Region are too congested, some businesses may locate elsewhere. Route 422 improvements and access management are particularly crucial. If commercial areas are allowed to deteriorate in appearance, this will affect decisions to locate in the Region and the types of businesses which will locate. Streetscape programs along commercial areas of Route 422, 562, and 662 can enhance these corridors.

The Region does contain some vacant and underutilized commercial and industrial sites. Appropriate economic utilization of these properties is supported through cooperative efforts with economic development agencies, and programs of PADCED which offer financial incentives for re-use of old buildings and tax lien forgiveness to “recycle” buildings. It is possible to work with the Berks County Industrial Development Authority to secure funding for infrastructure improvements to support economic development.

It is important to address the needs of existing businesses in the Region. They should be consulted regarding their concerns and needs. The Chamber of Commerce and Berks County Career link can help local businesses, facilitate networking, and foster professional development. Suppliers of existing businesses and businesses related to existing businesses in the Region should be encouraged to locate in the Region.

St. Lawrence Borough does not have a true downtown or commercial core. Most commercial development has occurred along Route 422 near Route 562, along Route 562 (St. Lawrence Avenue) near Route 422 (particularly the Antietam Valley Shopping Center), Prospect Street, and Oley Turnpike Road. The remainder of St. Lawrence Avenue is mixed use or residential in character.

Along Prospect Street and Oley Turnpike Road there is underutilized land. The Borough should monitor opportunities in the long-term future to develop a commercial core/downtown along St. Lawrence Avenue, Prospect Street, and Oley Turnpike Road area as businesses age and or change.

Douglassville is the largest concentrated village in the Region, but opportunities for enhancing village character are limited because of substantial through-traffic along Route 422 and the busy Route 422 – Route 662 intersection. Over the long term, road improvements, the potential for the Schuylkill Valley Metro, and the aging and changing

of businesses could improve chances to build upon village character and the cluster of historic sites in the village. Opportunities for village enhancement should be monitored.

Given the rapid rate of suburbanization of Amity and Exeter Townships, it is sometimes difficult to maintain historic sites, community character, and a sense of place when development decisions are made shortsightedly for “economic” reasons. In the long run, a region can benefit economically from demanding attractive development and maintaining a sense of uniqueness.

A “Sense of Place” is critical in any economic and community planning effort. To say that there is a sense of place is to say that there is a location which is distinctive, to which people attach meaning, where there is a sense of a physically defined area, and where past and future experiences can be shared with other people.

To maintain a sense of place, it is necessary to maintain human scale and provide places for people to live, work and play safely and securely. Particularly in the Borough and settled communities, this involves maintaining pedestrian scale, recognizing streets are for people not just for cars, providing adequate parking opportunities, providing for trees and attractive streetscapes, and encouraging humane architecture which is pleasing to and does not overwhelm people. Throughout the Region, it is necessary to provide safe neighborhoods; provide convenience to jobs and necessary services; provide opportunities for human interaction by providing for open space, recreation, public places, pedestrian ways and sitting areas, community facilities and special events; providing diversity and experience in sensory involvement; providing awareness of history; maintaining unique characteristics; and recognizing the boundaries of the community.

Encouraging development that enhances the visual character of the Route 422 Corridor makes economic sense, as it can help prevent decline of the area in the future. Design principles for commercial and industrial development are critical to the long-term economic health of the region. Such design principles would result in continuity in the design of development along the corridor and take into account such factors as signage, screening, landscaping, setbacks, architecture and streetscape improvements.

The Pennsylvania Economic Stimulus Package has been recently passed. Opportunities for the Region created with such programs as Business in Our Sites and Tax Increment Financing Guarantee Program should be reviewed. Programs in the Package include:

- Business in our Sites
- Building PA
- New Pennsylvania Venture Guarantee Program
- New Pennsylvania Venture Capital Investment Program
- First Industries Fund

Core Industries
Second Stage Loan Program
TIF Guarantee Program
Infrastructure and Facilities Improvement Program
Keystone Innovation Zones
Section 108 Loan Pool
Elm Street

The recent elements of the package are:

- Business in Our Sites will offer flexible loans and grants for local municipalities and their economic development partners to create future business growth and attract opportunities through the acquisition and preparation of key sites for development. The program would provide communities with grants and loans of up to \$250,000 to pay for the reclamation of industrial land.
- Building PA will provide funding for the development of real estate assets within the Commonwealth. Funds will be loaned to private investors and foundations looking to match funds to facilitate projects within the Commonwealth.
- New PA Venture Guarantee Program will allow the Commonwealth to more actively partner with the investment community by structuring a program that provides guarantees to venture capital companies interested in Pennsylvania businesses. These guarantees will provide increased capital for Pennsylvania businesses to grow and create jobs.
- New PA Venture Capital Investment Program will provide capital to Pennsylvania-focused venture capital companies that agree to match those funds and make investments in Pennsylvania businesses.
- First Industries Fund. First Industries will provide grants, low-interest loan financing and loan guarantees for agriculture and tourism.
- 2nd Stage Loan Program will provide guarantees for bank loans to second stage manufacturers and technology companies for working capital and other financing needs. Targeted toward manufacturing, advanced technology and biotechnology, these funds will support growth in these sectors.

- Tax Increment Financing (TIF) Guarantee Program. Through TIF, communities can borrow funds for projects that will develop blighted areas and then repay those borrowed monies through the new tax revenues that will be generated as a result of the development. A combination of technical assistance and loan guarantee assistance is proposed to encourage small communities to utilize this program.
- Infrastructure & Facilities Improvement Program is a multi-year grant program that will provide grants to certain issuers of debt in order to assist with the payment of debt service.

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

Obviously, there is a lot that can be done to promote economic development in the Region. One difficulty is coordinating such efforts. The municipalities typically do not have available manpower to devote solely to economic development. Municipal officials and staffs may get together to discuss specific projects. Just as there can be regional open space and recreation committees and a regional planning committee, consideration should be given to appointing a regional economic development committee. Such a committee could be charged with aiding the governing bodies in further defining economic development goals and objectives for the Region, fleshing out steps to achieve those goals and objectives, targeting the government programs to be used for implementation, and forging the partnerships necessary to participate in those programs.

Areas have been set aside for industrial and commercial development in the Future Land Use Plan. Opportunities for commercial development are found throughout the Route 422 corridor, and nearby portions of Routes 562 and 662. Industrial areas are found along Route 422 Business and Bypass, Lincoln Road, and Old Swede Road. A next step should be to see how the economic development programs available can be used in the areas set aside for economic development in the Region.

GENERAL APPROACH TO STRENGTHENING CENTERS AND CORRIDORS

The key elements of programs to strengthen centers, such as Main Street Programs, are outlined below. These elements could be used in enhancing commercial cores, such as in St. Lawrence and Douglassville, and in established corridors such as the Route 422 corridor.

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

This includes enhancing the appearance of buildings, street lights, window displays, parking areas, signs, sidewalks, benches, landscaping, trash receptacles, utility poles and lines, and graphics. Design in the area should recognize existing

desirable physical elements, be compatible with the area's character, and be unified.

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

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

- **Promoting the Centers and Corridors**

The unique characteristics should be promoted to customers, investors, existing businesses, and potential new businesses. A positive image can be fostered through appropriate special events, and other programs. A brochure promoting businesses can be prepared.

- **Strengthening the Economy of the Centers and Corridors**

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

- **Affecting Attitudes Towards the Centers and Corridors**

Consumers and investors have more positive attitudes as they see changes taking place such as building improvement projects and new street furniture. Owners of buildings will be more likely to make improvements to their buildings.

Specific tasks to help maintain economic vitality can include:

- Helping businesses identify new sales opportunities
- Promoting the centers and corridors as cohesive shopping areas to market groups
- Listing potential new businesses
- Keeping track of prospective businesses
- Improving the quality of businesses by helping them be more customer responsive and competitive

- Having coordinated business hours that meet consumer needs. Encourage businesses to work together
- Encouraging attractive window and interior merchandise displays
- Maintaining information on the centers
- Marketing and promoting businesses
- Conduct an advertising campaign
- Helping to maintain existing businesses and encouraging patronage of those businesses
- Working with financial institutions to establish loan pools
- Maintaining a good working relationship between public and private sectors
- Finding new uses for any underutilized or vacant buildings
- Recruiting businesses to complement the retail and service mix
- Identifying sources of grants for physical improvements or providing matching grants for such improvements
- Assuring promotional activities create a consistent, positive image consistent with community characteristics and history
- Scheduling events to bring people into the community on a regular basis
- Understanding the region's history
- Managing parking spaces
- Managing growth within the entire Region
- Working with developers to assure attractive, well-planned development
- Enhancing alternatives to auto traffic, including enhanced transit service and enhanced transit hubs with shelters, parking areas, and pedestrian walkways
- Landscaping standards

- Enhancing the pedestrian system and coordinating with open space and recreation and greenway planning
- Managing road corridors
- Protecting remaining natural resources
- Encouraging appropriate mixed use
- Incorporating open space, natural features and public spaces so they are visible and accessible, in order to humanize areas
- Addressing parking needs
- Recognizing the assets and defining characteristics of a center or corridor and enhancing and building upon those features. Examples are building stock, variety of available services, walkability, and traditional development patterns.

In conjunction with center/corridor improvement programs, an economic development strategy table like the following could be prepared.

<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;">Economic Development Task →</div> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;">Economic Development Incentive</div>	Lighting Improvements	Sidewalk/Curb Improvements	Cross Walk Unique Identifier	Establish New Traffic Patterns/Traffic Improvements	Additional Trash Receptacles	Tree Replacement/Planting Program	Color Selection Coordination	Size Selection Coordination	Style Selection Coordination	Bandwidth Improvements	Overhead to Underground Conversion/Placement	Directional Signage	Deferred or Excused Payment Requirement	Commercial Development Recruitment	Create and Advertise Community Venues	Promote Adaptive Reuse Opportunities
Main Street Revitalization	X	X	X	X	X	X	X		X		X	X		X	X	X
Additional Parking Improvements	X	X		X								X				
Recreation Program Expansion	X	X			X	X					X	X			X	
Public Safety Improvements	X	X	X	X	X						X					
Façade Coordination/Design/ Specification							X		X							
Signage Coordination							X	X	X							
Trash/Debris Increased					X											
Communication/Internet Enhancements										X	X			X		
Flat-pad Ready to Build Sites										X	X			X		
Tax Abatement Programs													X	X		X
Utility Incentives										X				X		X
Tourism Recognition													X		X	
Transportation Access				X												

As development occurs in the Region, consideration should be given to the following:

- respecting architectural traditions of the Region
- retaining the character and integrity of historic neighborhoods and buildings
- retaining a sense of place in neighborhoods and business areas
- enhancing gateways to the Region
- limiting building heights to what is deemed appropriate and consistent with existing buildings
- addressing parking needs in business areas
- attracting commercial uses which enhance the commercial character of the Region
- providing greenspace
- encouraging owner-occupation, controlling conversions, and addressing parking needs in residential areas
- making the centers more walkable and bikeable
- protecting the character of historic areas
- providing people-oriented spaces
- encouraging building facades in character with centers
- having appropriate signage control
- coordinating business hours and meeting demands of customers
- enhancing stream-side areas, providing parkland along creeks utilizing greenways and trails to draw people to the region
- Connecting to trails and bikeways throughout the Region and facilitating wayfinding

This Plan is concerned with preserving the quality of life and conserving and enhancing the special features of the Region, assuring that the municipalities will remain attractive communities in which to live and work. This will be accomplished by managing the pace, quality, and location of development, while preserving natural features, agricultural areas, residential neighborhoods, historic resources, open space, and greenway corridors. The intent of the Plan is to balance economic growth with providing open land, maintaining the quality of life, and managing traffic. The Townships and the Borough wish to retain and enhance their character and uniqueness in the face of impacts of growth in the Region, while providing for reasonable and appropriate economic development at locations designated in the Future Land Use Plan.

Economic vitality can be approached directly, such as providing land for commercial and industrial development, providing opportunities for adaptive reuse of older buildings, fostering municipal/business partnerships to support the business community, marketing opportunities within the area, strengthening the streetscape of the commercial areas, and strengthening entry images at entrances to the municipalities. This is not the entire solution, however.

Planning to achieve a desirable quality of life makes economic sense, as it can encourage additional investment in the area. Preserving community history and culture helps maintain a sense of place and attracts people and businesses to the area.

CHAPTER 11

ACTION PLAN

The Action Plan is the program of actions to implement this Comprehensive Plan. The following outline presents recommended future actions.

Outline of Actions

1. Update municipal zoning ordinances and maps.
 - A. Update zoning maps to reflect the Future Land Use Plan.
 - B. Update zoning ordinances to reflect the Future Land Use Plan and Goals and Objectives of this Plan.
 - (1) Natural Resource Protection Standards and Net Out Provisions
 - (2) Steep Slope Protection
 - (3) Watershed and Wellhead Protection
 - (4) Groundwater and Surface Water Protection
 - (5) Tree and Woodland Protection, Management and Planting
 - (6) Wetland, Wetland Margin and Hydric Soil Protection
 - (7) Floodplain Protection
 - (8) River and Stream Corridor Overlay Zoning, Riparian Buffers
 - (9) Historic Resource Overlay Zoning
 - (10) Demolition by Neglect Provisions
 - (11) Town Center and Rural Village provisions regarding scale; uses; intensity; signage; aesthetics; pedestrian amenities; parking; landscaping; access management; and use, coverage, density, intensity, and yard bonuses for architectural treatments, building design, amenities, street furniture, open spaces, and parking designs consistent with Plan objectives.

- (12) Scenic Road and Scenic Viewshed Overlay Zoning
- (13) Limestone Area Overlay Zoning
- (14) Development Techniques to Protect the Natural and Built Environment
 - (a) Lot Averaging
 - (b) Conservation Zoning
 - (c) Traditional Neighborhood Development
- (15) Access Management Provisions
- (16) Road Corridor Overlay Zoning regarding access management, landscaping, signage, parking design, setbacks, aesthetics
- (17) Transit Design Standards and Transit Oriented Development
- (18) Trip Reduction and Parking Management Consideration
- (19) In agricultural areas, determine if will have agricultural preservation zoning. Consider provisions to allow farmers to supplement income, allow farm support uses, discourage non-farm uses which could cause conflicts with agricultural practices, require buffering around the perimeter of agricultural areas by non-agricultural uses. Establish appropriate controls on intensive agricultural operations.

2. Update Municipal Subdivision and Land Development Ordinances

- A. Require trail, bikeway and greenway planning
- B. Require Stormwater Management and Best Management Practices
- C. Require Impact Studies, Analysis, and Mitigation (Traffic, hydrogeologic, environmental, scenic, historic, cultural)
- D. Access Management standards
- E. Resource identification and protection requirements

- F. Open Space and Recreation Requirements and Standards
 - G. Street furniture requirements
 - H. Right-of-Way Preservation
 - I. Traffic Calming requirements
 - J. Aquifer Protection provisions
 - K. Vegetation Management provisions
3. Administrative Actions for Resource Protection and Enhancement
- A. Maintain the scenic road system in the Townships through the other activities listed in this Section and Scenic Road and Scenic Viewshed overlay zoning
 - B. Plan for greenways and riparian buffers along the Monocacy, Antietam and other Creeks, and the Schuylkill River.
 - C. Establish tree planting programs
 - D. Active involvement of Environmental Advisory Committees
 - E. Active involvement of Historical Commissions
 - (1) Identify, evaluate, mark and foster awareness of historic resources
 - (2) Investigate participation in Certified Local Government Program
 - (3) Investigate creation of historic districts
 - (4) Inform and involve public
 - (5) Encourage retention, restoration, enhancement and appropriate adaptive re-use of historic resources and discourage removal of historic structures
 - (6) Conceive programs, events and interpretive signage and exhibits which emphasize the history of the region
 - (7) Identify contemporary sites for future preservation

- F. Support acquisition/protection of key natural areas through conservation easements, fee simple, donation, dedication, stream easements, stream corridor management, in cooperation with conservation groups and community groups.
 - G. Encourage expansion of agricultural security areas and encourage purchase of agricultural conservation easements.
 - H. Discourage public sewer and water for areas to remain agricultural, coordinate with Act 537 Planning
 - I. Implement/Update Open Space and Recreation Plans and charge recreation fees for new development and subdivision
 - J. Investigate wellhead protection and watershed planning opportunities under the growing greener initiative and other programs.
 - K. Encourage Act 167 Stormwater Management Planning.
 - L. Form watershed associations
 - M. Complete water supply and quality studies
4. Actions to assure availability of and access to recreation facilities for the region's residents.
- A. Implement the trail plan through a joint trail committee.
 - B. Facilitate access to the recreational trail system and access to community facilities by completing links within the Borough and Townships as shown on the Pedestrian Facilities Plan. Identify and enhance appropriate pedestrian and bicycle routes connecting the entire region.
 - C. Work with the School Districts to assure retention of existing facilities and their availability to the region's residents.
 - D. Support efforts to develop County parks on Neversink Mountain and at Antietam Lake.
 - E. Encourage further development of trail systems through the region with links to resources within the region and Neversink Mountain, Antietam

Lake, City of Reading open space and recreation land, and the Antietam Creek outside the region.

5. Actions for Economic and Community Development

- A. Enhance Routes 422, 562 and 662 through streetscape improvements in coordination with PaDCED and PennDOT. Prepare Streetscape Plans.
- B. Support appropriate, in-scale commercial development in the Town Center and Rural Village areas.
- D. Coordinate with BARTA and trail and circulator planning to facilitate access to employment opportunities, the circulation system, and any Schuylkill Valley Metro Station.
- E. Continue cooperation and dialog between the Townships and the Borough and community entities such as the fire companies, authorities, and school districts on provision and sharing of services, equipment, facilities and programs; comprehensive planning; recreation planning; implementation of this plan; and emergency services planning.
- F. Bring together citizens, the business community, and the school districts to plan and organize community-wide activities, events, and programs to foster community spirit, economic development, and community attractiveness.
- G. Monitor the need to increase availability and sharing of parking facilities; facilitate pedestrian and bicycle circulation; and facilitate transit access in commercial areas in the region through cooperation with area businesses, PennDOT, and BARTA.
- H. Work with potential land developers to achieve appropriate scale, signage, aesthetics, pedestrian amenities, and intensity and types of commercial development when development occurs in the commercial areas of the region, and provide for the commercial needs of the community. Address design and performance standards, access management, permitted uses, and area and bulk regulations in Zoning Ordinances.
- I. Adopt, maintain and enforce adequate building, housing and property maintenance codes and zoning ordinance provisions to maintain the building stock and properties within the region.

- J. Continue to allow residential uses in the Town Center and Rural Village areas to provide for a mixed-use environment.
- K. Enhance the gateways to the region and the sense of identity of the communities.
- L. Work with residents of the region to identify programs that are available to help them maintain and enhance their properties, and meet housing expenses and retain their homes as owner-occupied single family residences.
- M. Involve the region's residents and business community in committees to address major issues of concern within the region.
- N. Investigate programs to address and provide for the housing needs of the elderly in the community.
- O. Jointly monitor availability of grants for planning and implementation and pursue such grants.
- P. Identify and support activities to promote the region, retain existing businesses, attract and recruit desired new businesses, and enhance existing businesses. Bring the business community and residents together in efforts to do this. Investigate programs such as financial incentives for re-use of old buildings and tax lien forgiveness to "recycle" buildings, and preserve historic sites. Work with PaDCED.
- Q. Promote and support efforts of community organizations to provide recreational facilities and programs for area residents and services and programs for the elderly and children.
- R. Monitor policies on extensions of public sewer and water facilities to assure they are consistent with the Future Land Use Plan.
- S. Continue to zone land available for commercial, office and industrial development.
- T. Establish zoning policies for home employment and home occupations.
- U. Encourage appropriate adaptive re-use of historic and vacant buildings.

- V. Maintain and enhance the quality of life and business climate in the region through other listed actions for resource preservation, transportation enhancements, recreation and open space, and community development.
- W. Maintain web sites which will contain information on zoning, the community, and available buildings and land.

6. Actions for Transportation Enhancement

- A. Work with PennDOT and Berks County in support of a bypass to the current Route 422.
- B. Work with PennDOT and land developers to improve the safety and functioning of existing Route 422.
- C. Utilize Transportation Impact Fee ordinances and require land developers to address needed transportation improvements in the region.
- D. Institute traffic calming techniques along St. Lawrence Avenue and in Baumstown and Douglassville.
- E. Prepare Sidewalk Improvement Program and Policies which will improve pedestrian access to the region through extension of the sidewalk system; enhance pedestrian circulation through amenities such as benches; complete gaps in the sidewalk system; extend the sidewalk system, provide for maintenance and improvement of existing sidewalks, and facilitate pedestrian crossings at street intersections.
- F. Cooperate with BARTA to assure adequate bus service and the appropriate location and attractiveness of bus stops. Coordinate in the provision of park and ride facilities and multi-modal facilities where appropriate.
- G. Prepare multi-year programs for street maintenance.
- H. Work with PennDOT to keep traffic signal timing current and implement a closed loop signalization system along Route 422.
- I. Develop an access management plan in cooperation with PennDOT to address access to major roads and access design standards. Encourage cooperative efforts of landowners to manage and share access.
- J. Require developer-financed street improvements.

- K. Continue to encourage the linking of developments.
 - L. Work with PennDOT to widen and improve road shoulders and require developers to improve shoulders along their properties.
 - M. Monitor the need for a Transportation Development District along Route 422.
7. Prepare Capital Improvements Programs.
 8. Consider adoption/expansion of Official Maps.
 9. Each year formulate a Work Program to implement this Comprehensive Plan.

PRIORITY ACTIONS

Upon adoption of this Comprehensive Plan, the highest priority is to execute an Intergovernmental Cooperative Agreement to implement the Plan. A Regional Planning Committee is established by that agreement.

The municipalities have two years from the adoption of the Plan to make sure that their zoning ordinances, subdivision and land development ordinances, Act 537 plans, capital improvement plans, and official maps are generally consistent with this Comprehensive Plan. The municipalities may act individually, or they could cooperate to draft consistent zoning and subdivision and land development ordinance language. Achieving this general consistency with the plan is the next priority after executing the Agreement.

Other actions to consider in the first two years after Plan adoption are the appointment of municipal historical commissions and municipal environmental advisory councils (EAC's), where they do not exist. These groups can help achieve implementation of the Action Plan.

CAPITAL IMPROVEMENTS PLANNING AND OFFICIAL MAP

Two major potential tools in implementing this Plan are capital improvements planning and adoption of an official map, as detailed below. The discussion of the official map is based upon the Pennsylvania Municipalities Planning Code.

Capital Improvements Planning

Capital improvements planning includes financial analysis of past trends in the community, present conditions, and a projection of the community's revenues and expenditures, debt limit and tax rates, to determine what the financial capabilities of the municipality are. It also includes a capital improvements program which establishes a system of priorities. The final element is a capital budget which lists the schedule of improvements over a 5-year period based on the community's financial capacity and availability of grant money.

In the capital improvements program, capital expenditures are separated from operational expenditures. Operational expenditures are those for administration, salaries, maintenance and similar functions, and are short term. Capital expenditures are for assets which have a substantial value compared to the total municipal budget and are expected to provide service for a number of years. The purchase of land or the construction of a building is an example of a capital expenditure.

The capital improvements program schedules the purchase of capital items in a systematic manner rather than allocating a large amount of money for all expenditures in

one year. Based on the assessment of future needs, future expenditures are planned so that the municipality can anticipate these major expenditures prior to the budget year. The program is based on identified capital needs, goals for capital acquisitions, and a priority list of all proposed capital expenditures.

A time frame is established for the capital improvements program. Five-year programs are typical. Every year the schedule for capital improvements must be revised and updated as necessary, based on the current municipal priorities. For each project included in the program, estimated costs must be established and a budget prepared.

Benefits of capital improvements programs include:

- It helps assure that projects will be based upon the ability to pay and upon a schedule of priorities determined in advance.
- It helps assure that capital improvements are viewed comprehensively and in the best public interest of the municipality as a whole.
- It promotes financial stability by scheduling projects at the proper intervals.
- It avoids sharp changes in the tax structure by the proper scheduling of projects.
- It facilitates the best allocation of community resources.

Official Maps

The governing body of each municipality has the power to make an official map of all or a portion of the municipality which may show elements of the Comprehensive Plan with regard to public lands and facilities, and which may include, but need not be limited to, the following elements:

1. Existing and proposed public streets, watercourses and public grounds, including widenings, narrowings, extensions, diminutions, openings or closings.
2. Existing and proposed public parks, playgrounds, and open space reservations.
3. Pedestrian ways and easements.
4. Railroad and transit rights-of-way and easements.
5. Flood control basins, floodways and floodplains, stormwater management areas and drainage easements.

6. Support facilities, easements and other properties held by public bodies undertaking the elements described in the Comprehensive Plan.

Each municipality should prepare an official map, but regional cooperation should occur on mapping of projects such as roadways, parks, and trails which will be located in more than one municipality.

The governing body may make surveys and maps to identify the location of property, trafficway alignment or utility easement by use of property records, aerial photography, photogrammetric mapping or other method sufficient for identification, description and publication of the map components. For acquisition of lands and easements, boundary descriptions by metes and bounds must be made and sealed by a licensed surveyor.

The adoption of any street lines or other public lands as part of the official map does not constitute the opening or establishment of any street nor the taking or acceptance of any land, nor does it obligate the municipality to improve or maintain any such street or land. The adoption of proposed watercourses or public grounds as part of the official map does not constitute a taking or acceptance of any land by the municipality.

For the purpose of maintaining the integrity of the official map of the municipality, no permit shall be issued for any building within the lines of any street, watercourse, or public ground shown or laid out on the official map. No person shall recover any damages for the taking for public use of any building or improvements constructed within the lines of any street, watercourse, or public ground after the same shall have been included in the official map; and, any such building or improvements shall be removed at the expense of the owner. However, when the property of which the reserved location forms a part, cannot yield a reasonable return to the owner unless a permit shall be granted, the owner may apply to the governing body for the grant of a special encroachment permit to build.

The governing body may fix the time for which streets, watercourses and public grounds on the official map shall be deemed reserved for future taking or acquisition for public use. However, the reservation for public grounds shall lapse and become void one year after an owner of such property has submitted a written notice to the governing body announcing his intentions to build, subdivide or otherwise develop the land covered by the reservation, or has made formal application for an official permit to build a structure for private use, unless the governing body shall have acquired the property or begun condemnation proceedings to acquire such property before the end of the year.

GOVERNMENTAL PROGRAMS FOR COMMUNITY AND ECONOMIC DEVELOPMENT

GOVERNMENTAL PROGRAMS

The following is a list of some of the County, state and federal programs for community and economic development. Programs can be modified or eliminated over time, so it is necessary to contact the responsible agency for availability and eligibility information.

▪ BERKS COUNTY

- Joint Comprehensive Planning Program
- Joint Zoning Ordinance Program
- Agricultural Zoning Incentive Program
- Berks County Open Space and Recreation Grant Program

▪ PENNSYLVANIA DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT (DCED)

- **Communities of Opportunity** – This program is for state-funded grants for community revitalization and economic development and the development or rehabilitation of low-income housing.
- **Infrastructure Development Program** – This program provides grants and low interest financing for the construction of public and private infrastructure needed for business to locate or expand to a specific site. It also provides financing for infrastructure costs to redevelop former industrial sites, including site clearance costs.
- **Industrial Sites Reuse Program (Brownfields)** – This program provides grant and low interest loan financing for environmental site assessment and remediation work at former industrial sites.
- **Community Revitalization Program** – This program is intended to fund infrastructure improvements, community revitalization, building rehabilitation, and demolition of blighted structures, in order to increase community tax base and promote community stability.
- **New Communities/Main Street Program** – This program is intended to help a community's downtown economic development effort.
- **Elm Street Program** – This program is intended to help revitalize residential neighborhoods near Main Street areas.

- **HOME Program** – This program provides loan and technical assistance to municipalities for expanding the housing supply for low income persons.
- **Small Business Development Centers** – Work with small firms to help them compete and grow.
- **Small Business First Program** – This program provides low interest loans for projects such as site acquisition, building construction, machinery, and working capital for small businesses of less than 100 employees.
- **Local Government Capital Projects Loan Program** – This program provides low interest loans for equipment and municipal facilities.
- **Land Use Planning and Technical Assistance Program (LUPTAP)** – This program provides grant funds for the preparation of community comprehensive plans and the ordinances to implement them.
- **Regional Police Assistance Grant Program** – This program provides grants for the start-up of consolidated police departments.
- **Shared Municipal Services Program Code Enforcement Initiative Grants** – This program assists local governments in the initial administrative expenses of a shared or multi-municipal codes enforcement program.
- **Shared Municipal Services Program** – This program provides matching grants for cooperative municipal efforts to increase the efficiency of public services.
- **Local Economic Revitalization Tax Assistance Act (LERTA)** – Local municipalities, school districts, and counties can offer tax abatements on improvements to property for up to 10 years.
- **Pennsylvania Industrial Development Authority (PIDA)** – Low-interest loan financing through industrial development corporations for land and building acquisition, construction and renovation resulting in the retention or the creation of jobs. Loans up to \$1.25 million (\$1.75 million for areas within Keystone Opportunity Zones, Act 47 Communities, Brownfield Sites, and Enterprise Zones).

- **Floodplain Land Use Assistance Program** – Provides grants and technical assistance to encourage the proper use of floodplains. Local governments may apply for up to 50% of eligible costs.
 - **Weatherization Assistance Program** – Works to minimize the adverse effects of high energy costs on low-income, elderly, and handicapped citizens. Local governments and non-profit organizations are eligible.
 - **Enterprise Zone Grant Program** – Provides grants to financially disadvantaged communities for business development strategies within Municipal Enterprise Zones. Municipal and redevelopment authorities are eligible.
 - **Community Development Block Grants (CDBG)** – Provides grant and technical assistance to aid municipalities in community and economic development efforts.
 - **Emergency Shelter Grants** – Provides grants to local governments and non-profit organizations to create or rehabilitate shelter space for the homeless.
 - **Act 47 – Municipalities Financial Recovery Act** – Provides loans and grant funds to financially distressed local governments and technical assistance to formulate financial recovery Plans
- **PENNSYLVANIA DEPARTMENT OF LABOR AND INDUSTRY**
 - **Pennsylvania Conservation Corps (PCC) Project Grant Program** – Grants for projects related to recreation, conservation, and historic preservation. Municipalities and school districts must provide a 25% match.
- **PENNSYLVANIA COMMISSION ON CRIME AND DELINQUENCY (PCCD)**
 - **Local Law Enforcement Block Grant Program** – Provides local governments with funds to hire and train additional law enforcement personnel; establish special task forces; and establish crime prevention programs.
- **PENNSYLVANIA DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES** – The Community Conservation Partnerships Program (C2P2) includes the following elements:

- **Community Recreation Grant Program** – This program provides grants for comprehensive recreation and park planning, greenways and master site development planning. Acquisition and Development Grants can be used for the rehabilitation and development of parks and recreation facilities and acquisition of land for park and conservation purposes.
- **Rivers Conservation Grant Program** – This program provides grants for river conservation plans and non-acquisition, non-development implementation projects. Acquisition and Development Grants can be used for land acquisition and the development of river conservation projects.
- **Heritage Parks Grant Program** – This program promotes public/private partnerships to preserve and enhance natural, cultural, historical and recreational resources to stimulate economic development through heritage tourism. Grants are awarded for purposes such as feasibility studies, development of management action plans, specialized studies, and implementation projects and management grants.
- **Recreational Trail Program** – This program provides matching funding for the acquisition, development and maintenance of motorized and non-motorized trails.
- **Rails to Trails, PA Program** – This program provides matching grants for feasibility studies, plans, acquisition and improvement of former railroad lines for recreational trails.
- **PA DEPARTMENT OF ENVIRONMENTAL PROTECTION (DEP)**
 - **Stream Improvement Program** – This program provides design and construction projects to eliminate imminent threats due to flooding and stream bank erosion.
 - **Stormwater Management Program** – This program provides grants for cooperative watershed level planning and municipal implementation programs.
 - **Non-Point Source Pollution Control Program** – This program provides funding for projects that implement innovative practices to control non-point source pollution for impaired waters.

- **Pennsylvania Source Water Assessment and Protection Program (SWAP)** – This program provides grants for wellhead protection and watershed protection,
- **Environmental Stewardship and Watershed Protection Grant Program** – This program makes funds available to protect and restore watersheds.
- **Pennsylvania Green Project Bank** – This program is an interactive online marketplace where organizations seeking funding for environmental projects can be matched with organizations seeking to fund such projects.
- **Alternative Fuels Incentive Grant** – Grants for municipalities for costs associated with implementing alternative fuel program.
- **New or Innovative Technology Grants** – Funds to improve existing drinking water and sewage treatment facilities through new or innovative technology.
- **Sewage Management Grants (Act 537)** – reimbursements for municipalities completing sewage facilities planning and enforcement.
- **Recycling (Act 101)** – Municipalities are eligible for 90 percent reimbursement toward establishing a recycling program.
- **Act 108 (HSCA) Host Municipality Siting** – Payments to municipalities serving as hosts for hazardous waste facilities.
- **Act 198 Resource Recovery Development Fund** – Grants for municipalities and authorities to establish new and innovative resource recovery demonstration projects.
- **Waste Tire Remediation and Market Development Grants** – Reimbursement for cleanup and / or reuse of waste tires.
- **Formation of Water Authorities Grant Program** – Available to two or more municipalities or counties interested in forming a joint water authority.
- **Small Water Systems Regionalization Grant Program** – Reimbursement for feasibility studies by small water systems to study regionalization.

- **PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION**

- **Keystone Historic Preservation Grants** – This program provides matching grants to local government and nonprofit organizations that are rehabilitating or restoring historic properties on or eligible for the National Register.
- **Certified Local Government Grants** – This program provides matching grants and technical assistance to protect historic resources.
- **Historical Marker Program** – Nominations for historical markers are reviewed. When approved, staff works with nominator to prepare text and arrange ceremonies. Limited matching grants are available for markers.

- **PENNSYLVANIA DEPARTMENT OF GENERAL SERVICES**

- **Software Licensing Program** – Program for local governments to save money on software purchases.
- **Cooperative Purchasing Program (Act 57 of 1998)** – Permits local governments to jointly participate in contracts for supplies, services, or construction.

- **PENNSYLVANIA DEPARTMENT OF TRANSPORTATION**

- **Transportation Enhancements Program (TEA 21)**

The program provides funding for programs such as provision of facilities for pedestrians and bicycles; acquisition of scenic easements or historic sites; landscaping or other scenic beautification; historic preservation; rehabilitation and operation of historic transportation buildings, structures or facilities.

- **Transit Assistance Programs** – A variety of programs provide assistance for Public Transportation
- **Home Town Streets** – This program includes a variety of streetscape improvements that are vital to reestablishing downtown and commercial centers. These projects include activities undertaken within a defined “downtown” area that collectively enhance that environment and promote positive interactions with people in the area. Projects may include sidewalk improvements, planters, benches, street lighting, pedestrian crossings,

transit bus shelters, traffic calming, bicycle amenities, kiosks, signage and other visual elements.

- **Safe Routes to School** – This program is designed to work with both school districts and pedestrian and bicycle safety advocates to make physical improvements that promote safe walking and biking passages to schools. Collectively, these efforts would save on school busing costs and promote a healthy lifestyle for children. In addition, some funding may be used for pedestrian education efforts. Examples of these types of improvements include: sidewalks, crosswalks, bike lanes or trails, traffic diversion improvements, curb extensions, traffic circles and raised median islands.
- **PENNSYLVANIA INFRASTRUCTURE INVESTMENT AUTHORITY** – PENNVEST provides financing for drinking water, stormwater, and wastewater projects.
- **PENNSYLVANIA LEGISLATIVE INITIATIVE PROGRAM** – This program provides discretion to State legislators to award limited amounts of State funds for projects in their home district.