

**NEW JERSEY – PENNSYLVANIA  
LACKAWANNA CUT-OFF  
PASSENGER RAIL SERVICE RESTORATION PROJECT**

**ENVIRONMENTAL ASSESSMENT  
TECHNICAL APPENDICES**

**VOLUME I  
APPENDICES A-Q**

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## APPENDIX A: Land Use Technical Report

### A.1 Land Use and Zoning

#### *Introduction*

In this section, land use, zoning, and the potential for induced development for the proposed station areas and the Scranton yard facility are evaluated. A station area is defined as the area within a one-quarter mile (1,320 feet) radius of a proposed station site. A proposed station site includes the station platform, station building, and associated parking lot(s).

Land use refers to the activity that is occurring on land and within the structures that occupy it. Types of uses include residential, retail, commercial, industrial, vacant land and parkland. An analysis of land use patterns characterizes the uses and development trends in the area that may be affected by the proposed action. This analysis is then used to determine whether the proposed action is compatible with or may affect those conditions.

In Pennsylvania, the Municipalities Planning Code Act of 1968, P.L. 805, No. 247 as amended (MPC) confers upon municipalities the right to enact regulations and policies governing land use within their border, including the establishment of zoning ordinances. In New Jersey, the state Municipal Land Use Law of 1975, N.J.S. 40:55D-1 et seq. (MLUL) confers upon municipalities the right to enact regulations and policies governing land use and development within their borders, including the establishment of zoning ordinances. Zoning information for this analysis was compiled from the zoning ordinance of each individual municipality.

In New Jersey, NJ TRANSIT, as a state agency, is not bound by local zoning. However, NJ TRANSIT typically confers and coordinates all proposed actions with local municipalities. In Pennsylvania, NJ TRANSIT, as the operator of the proposed passenger rail service and the owner of the proposed station sites, is subject to local zoning regulations.

Induced growth consists of the economic changes and/or additional development activity that would result from the implementation of the proposed project. Through a review of the land uses, zoning ordinances, and other local policies, a qualitative analysis of induced growth was developed.

This section presents existing conditions first, followed by the environmental effects expected with the proposed passenger rail service in place.

#### **A.1.1 Existing Conditions**

##### *Scranton Yard Facility Area*

###### Land Use

Located west of the Lackawanna River and east of Meridan Avenue, the proposed yard facility includes an employee welfare facility and storage tracks. The proposed storage tracks are located within the existing DL&W rail right-of-way and extend from Scranton Street south to Emmett Street. The proposed employee welfare facility is situated on Scranton Street between the DL&W rail right-of-way and 7<sup>th</sup> Avenue. With the exception of a small single-story commercial structure, most of the proposed site is unimproved and covered with vegetation.

Northeast of the proposed employee welfare facility, along the western edge of 7<sup>th</sup> Avenue, there is a mix of commercial and light industrial uses. Immediately north of the proposed site, there is an automobile repair facility. Continuing further north, on the southwest corner of the intersection of 7<sup>th</sup> and Lackawanna Avenues, there is a beer distribution facility. The Lackawanna River Heritage Trail, a recreational trail that follows the alignment of the Central New Jersey (CNJ) rail right-of-way, is situated between the Lackawanna River and the eastern edge of 7<sup>th</sup> Avenue.

Immediately southeast of the proposed yard facility, between Scranton and Emmett Streets, commercial uses generally line both edges of 7<sup>th</sup> and Railroad Avenues. Along the western edge, the commercial uses, which abut the DL&W rail right-of-way, include a car wash, a convenience store, a large mini-storage facility, and two automobile supply stores. Opposite these uses along the eastern edge of 7<sup>th</sup> Avenue, there are two home improvement stores, and a small office building.

Continuing southeast along Railroad Avenue, residential uses dominate with a few commercial uses interspersed. The residential uses are a mix of single- and two-family homes. Many of the homes situated along the western edge of Railroad Avenue, have unattached garages located in the rear of the property, which are adjacent to the DL&W rail right-of-way. The commercial uses, which are primarily located on the eastern edge of Railroad Avenue, consist of a restaurant and bar, a newsstand, and a gas station.

East of Railroad Avenue, with the exception of a sprinkling of institutional and commercial uses, the area is comprised of single- and two-family homes, and garden apartment complexes. The institutional uses include two churches, which are located on the southwest corner of Broadway Street and 5<sup>th</sup> Avenue and the southeast corner of Moran Court and 5<sup>th</sup> Avenue. The commercial uses are comprised of a small office building and a private childcare facility.

Northwest of the proposed employee welfare facility, there is a combination of commercial and residential uses lining the western edge of Meridian Avenue. The eastern edge of Meridian Avenue is predominately unimproved property with some of the property used for storage.

Southwest of the proposed yard facility, along the eastern edge of Meridan Avenue there are two storage yards. Opposite the storage yards, on the western edge of Meridan Avenue there is a condominium complex, which continues north to the intersection of Robinson Street and Meridian Avenue.

Progressing southwest along Meridian Avenue, the land uses are predominately commercial with the exception of a two small pockets of residential uses, which are located just north of the intersection of Oxford Street and Meridian Avenue. The residential uses are primarily single-family homes, and the homes lining the eastern edge of Meridian Avenue abut the DL&W rail right-of-way. The commercial uses, which are located on both the edges of Meridian Avenue, include two strip malls, a fast-food restaurant, and a small convenience store. West of Meridian Avenue, public athletic fields are located along Christ Court, between Oxford and Luzerne Streets. The athletic fields do not have frontage on Meridian Avenue and there is significant vegetation between the rear of the athletic fields and Meridian Avenue.

### Zoning

The proposed Scranton yard facility is located within a C-G zone, which is a general commercial district permitting commercial uses of a service nature, as well as professional office uses. Additionally, light industrial uses such as beverage bottling, distribution facilities, and paper and cardboard production are permitted. Residential uses are prohibited in the C-G district.

West of the C-G district is a small R-3 zone, which permits a mixture of housing types including single- and two-family homes, low- and mid-rise apartments, and townhouses. The minimum lot sizes range from 800 square feet for a mid-rise apartment for senior citizens and the physically handicapped to 7,000 square feet for a two-family detached dwelling. South of the R-3 district is a R-2 district, which allows similar uses as a R-3 district. However, the R-2 district encourages medium density and therefore unlike the R-3 district low- and mid-rise apartments are not permitted. The minimum lot sizes range from 3,000 square feet for a townhouse to 8,000 square feet for a two-family detached dwelling.

Continuing south, there is an R-1A district, which is bound by Locust Street to the south and Christ Court to the west. The R-1A zone allows single-family detached or semi-detached dwellings, and mid-rise apartments. The minimum lot sizes range from 5,000 square feet for a single-family detached dwelling to 4,000 for a semi-detached dwelling. Additionally, townhouses are permitted on tracts of more than 4 acres, with a maximum of 4 attached dwelling units and a maximum average density of 4 dwelling units per acre. Institutional, public and semi-public uses, such as a school, a nature preserve, or a community center, are also permitted in the R1-A district.

Immediately north of the proposed yard facility, there is an I-L district, which primarily permits light industrial uses, which include warehouse and distribution facilities, pharmaceutical companies, and furniture manufacturers. In addition to light manufacturing, this zone also permits professional offices, auto repair garages and service stations, museums, and trade schools. The uses in this district must be located on lots sized at least 5,000 square feet.

East of the proposed yard facility, is a C-D district, which encompasses the central downtown area of the City of Scranton and includes Steamtown. This district permits a variety of commercial uses including professional offices, banks, eating and/or drinking establishments, houses of worship, municipal government buildings, art galleries, and airports and bus terminals.

Current land uses closely coincide with zoned uses in the City of Scranton with no major exceptions to be found.

### ***Scranton Station Area***

#### Land Use

The proposed Scranton station site is bound by Lackawanna Avenue to the north, Steamtown National Historic Site (Steamtown) to the south, Cliff Street to the west, and a State Office Building to the east. The proposed platform would be situated along the northernmost track immediately east of Bridge 60. The proposed Intermodal Center, to be built by others, currently contains a surface parking lot used by employees working in the State Office Building. Steamtown occupies approximately 40 acres south of the proposed station site. Steamtown offers seasonal rail excursions and operates two museums, an operating roundhouse and turntable, a visitor center and a theater.

The Martz Commuter Bus Terminal is located on Lackawanna Avenue opposite the proposed station site, and due to its proximity to the bus terminal, the proposed station site has the potential to be linked with intra- and inter- city bus systems creating an Intermodal Transit Center (ITC). The ITC is a separate project being proposed by others and is not included in this Environmental Assessment.

East of Steamtown and the State Office Building, the Mall at Steamtown, a large, retail center extends for approximately three blocks along Lackawanna Avenue's eastern edge. The associated parking garage for the Mall at Steamtown is located immediately south of the State Office Building. Directly opposite the

Mall at Steamtown, a combination of commercial, light industrial and office development lines the eastern edge of Lackawanna Avenue. There is a car dealership on the northeast corner of Lackawanna Avenue and Mifflin Avenue. On the opposite corner there is a multi-story building with a gift shop utilizing the ground level, and a furniture company inhabiting the remaining floors. Continuing east on Lackawanna Avenue, towards the center of the Commercial Business District, small retail stores and office buildings predominate the land uses.

Immediately west of the proposed station site, on the small block bound by Cliff Street to the east, the Lackawanna River to the west, Steamtown to the south, and Lackawanna Avenue to the north, there is a utility facility used by an energy and gas company. North of the utility facility, there is an automobile service center and garage.

Progressing north from the proposed station site on Lackawanna Avenue, across the Lackawanna River, there are light industrial, commercial and institutional uses. On the northwest corner of the intersection of Lackawanna Avenue and 7<sup>th</sup> Avenue, there is a bank and its associated surface parking lot. On the southwest corner of the above-mentioned intersection, a beer distribution company utilizes a large, light industrial structure. Along this section of Lackawanna Avenue's eastern edge, there is a car rental facility, an abandoned rail freight station, and a church.

### Zoning

The proposed station site is located within the C-D district, which encompasses, the central downtown area of the City of Scranton, generally west of Madison Avenue, north of the Roaring Brook, south of the Lackawanna River and east of the former Central New Jersey (CNJ) rail right-of-way. This district permits a variety of commercial uses including retail stores, businesses and professional offices, banks, eating and/or drinking establishments, houses of worship, municipal government buildings, art galleries, airports and bus terminals.

Northeast of the proposed station site is a large I-L district, which primarily permits light industrial uses on lots sized at least 5,000 square feet. In addition to light manufacturing, this zone also permits professional offices, warehousing, museums, and trade schools. Northwest of the proposed station site is a C-G district, which permits a wide variety of commercial uses as well as some light industrial uses which include printing or bookbinding facilities, pharmaceutical facilities, and warehouses.

West of the proposed station site is another I-L district, but immediately beyond this district, small residential districts dominate. Located north of Emmett Road is an R-3 district, which permits a variety of housing types including single-family dwellings, single-family detached dwellings, two-family detached dwellings, townhouses, and low- and mid-rise apartments. The minimum lot sizes range from 800 square feet for a mid-rise apartment for senior citizens and the physically handicapped to 7,000 square feet for a two-family detached dwelling. South of Emmett Road is a R-2 district, which permits the same uses as a R-3 district, with the exceptions of low- and mid-rise apartments. The minimum lot sizes range from 3,000 square feet for a townhouse to 8,000 square feet for a two-family detached dwelling. On the eastern edge of this R-2 district, just west of the former CNJ rail right-of-way, there is a very small R-3 district.

South of the proposed station site there is an I-L district, a R-2 district and a C-N district. The C-N district is wedged between the I-L district and the R-2 district and primarily permits small commercial uses that service the neighboring residential populations. Allowable uses include drug stores, exercise clubs, banks, and personal services.

Current land uses closely coincide with zoned uses in the City of Scranton with no major exceptions to be found.

### ***Tobyhanna Station Area***

#### Land Use

Situated in the village of Tobyhanna in the center of Coolbaugh Township the proposed station site is generally located south of the DL&W rail right-of-way, north of Goodwin Street, and west of Oak Street. The proposed station site extends across two parcels, which are bisected by Route 423.

The proposed platform is located just west of the existing Tobyhanna station building, which is currently used as a museum. The proposed parking facilities are to rear and to the west of the existing Tobyhanna station building and extend east across Route 423 onto a parcel, which contains an abandoned switch house, and an unoccupied storage structure. With the exception of the above-mentioned structures, the proposed station site is vacant.

South of the proposed station site, the land uses along both edges of Route 423 are predominately residential, which include single-family homes and apartment buildings. At the intersection of Main Street and Route 423, the small commercial center of the village of Tobyhanna becomes evident. On the northeast corner of the intersection of Main Street and Route 423, there is a large church. Opposite the church, on the southeast corner is a post office. Continuing further east on Main Street, there is a mix of commercial and residential uses. These uses include a hotel, a restaurant and bar, single-family homes, and apartment buildings.

North of the proposed station site, along the western edge of Route 423, is a large propane distribution company. A fence along the rear property line of the propane distribution company abuts the DL&W rail right-of-way. Further north, the area becomes more rural and the land uses are predominately large lot single-family residences.

East of the proposed station site, there is a mix of residential uses, vacant parcels, and community facilities. The residential uses are single-family homes and are generally located along Goodwin and Oak Streets. Also, located on Goodwin Street are the Veteran of Foreign Wars (V.F.W.) Pavilion and Hall. West of the proposed station site, the land uses are primarily single-family homes and unimproved parcels.

#### Zoning

The proposed station site is located within a C-3 or a “Commercial Village” district. This district was designed to identify areas within Coolbaugh Township that have developed as a mix of residential and commercial uses and to facilitate development of such areas, while preserving the neighborhood commercial village atmosphere. Permitted uses include single-, two- and multi-family dwellings, public parks, retail businesses and service establishments, railroad terminals, movie theaters and hospitals.

Northwest of the proposed station site there is a I district which permits most types of industrial uses and compatible commercial, utility and service uses as long as there are suitable transportation corridors and accessible central sewer and water uses. Examples of permitted manufacturing uses include bakery and confectionary products, fabricated metal processing, food processing, and printing and publishing. Warehouse and distribution centers as well as business offices are also allowed.

Northeast of the proposed station site is a large R-2 district, which allows single- and two-family detached dwellings, and multi-family dwellings on lots sized at least 1.5 acres if there is onsite water and sewage disposal or on lots sized at least 1 acre if there is central water and onsite sewage disposal. Additional uses permitted in this zone, are public parks and playgrounds, schools, churches, libraries, and museums.

Representing the largest percentage of land in Coolbaugh Township, the SP district or “State Preservation” district, is situated south of the proposed station site. Land that is zoned SP are managed by the Commonwealth of Pennsylvania for the recreational use of the public. Permitted uses include forest, scenic and wildlife preserves; public parks and playgrounds; police, fire and ambulance stations; and single-family detached dwellings.

Current land uses closely coincide with zoned uses in Coolbaugh Township with no major exceptions to be found.

### ***Pocono Mountain Station Area***

#### Land Use

The proposed Pocono Mountain Station in Coolbaugh Township is generally located west of Route 611, northwest of the Mount Pocono Airport, southwest of Lynchwood Lake. The proposed station site is situated on the western edge of a large parcel, which was formerly used as an overnight camp. The parcel, which is over 500 acres, encompasses the entire station area.

East of the proposed station site, towards the center of the parcel, there is a small paved area, which was once used as athletic courts. Adjacent to the paved area, two soccer goals are located on areas that were previously utilized as soccer fields. North of the proposed station site, on the northeast shore of Lynchwood Lake, there is a vacant two-story structure. There are no other structures within proposed station area, and with the exception of the old athletic fields and courts, most of the area is overgrown with vegetation. Tegawitha Road provides access to the site.

Although outside of the proposed station area, commercial, residential, and public facilities are located east of the proposed station site along Tegawitha Road and Route 611. The commercial uses include a restaurant, a large industrial park, and an automobile repair center. The residential uses are principally large lot single-family residential uses. Clear Run Elementary Center and Clear Run Intermediate School are located along Route 611 and are northeast of the proposed station site. Additionally, an emergency medical services dispatch facility is located on the western edge of Route 611, just south of the intersection of Tegawitha Road and Route 611.

Southeast of the proposed station is site Pocono Mountain Airport, which is also located outside of the proposed station area.

#### Zoning

The proposed station site is located in a large I, or industrial district, in the southern half of Coolbaugh Township. This I district extends south to the northern shore of Pocono Summit Lake, and encompasses the most of the proposed station area. Generally, the uses permitted in this district include various types manufacturing, warehousing facilities, radio and television studios, railroad freight terminals, and public utility substations.

Additionally, the proposed station site is located within an airport hazard zone. This zone is an overlay district that regulates and restricts the height to which structures may be constructed or the height to

which natural objects may grow as well as regulates the use of property in the vicinity of the Pocono Mountain Airport.

West of the proposed station site is the SP district, which includes about 80% of all Coolbaugh Township land. Gouldsboro State Park, Tobyhanna State Park, and portions of the state game lands are part of the SP district. Other uses allowed in this zone include wildlife preserves, police stations, public parks, and single-family detached dwellings. Additionally, golf courses, riding stables, and lodges are permitted by special exception.

Current land uses closely coincide with zoned uses in Coolbaugh Township with no major exceptions to be found.

### ***Analomink Station Area***

#### Land Use

The proposed station site at Analomink in Stroud Township is bound by Route 191/447 to the south, the DL&W rail right-of-way to the north, Route 191 to the east, and a vacant parcel to the west. The proposed station site currently contains the Pennsylvania Department of Transportation Highway Maintenance Facility for salt and sand storage, a gravel parking lot, and a large recycling bin provided by the Monroe County Municipal Waste Management Authority.

Low-density single-family residences and vacant parcels of land characterize the surrounding area. Along the eastern edge of Route 191/447, there are two single-family residences and an abandoned hotel. Both uses are situated between vacant parcels. The DL&W rail right-of-way is adjacent to Brodhead Creek. A recreational area, comprised of a baseball field and passive open space, is situated to the west of Brodhead Creek.

#### Zoning

The proposed station site is located in a northern section of Stroud Township, within a C-1 zone, which is a commercial district permitting retail and commercial uses of a service nature to local neighborhoods. Immediately north of the proposed station site there is a small R-1 district. This district permits single-family dwellings on a lot sized 30,000 square feet or greater.

Additionally, there is a FF district overlay on sections of the above-mentioned C-1 and R-1 districts. The FF district requires that any use permitted by the basic underlying district shall be undertaken in strict compliance with the floodproofing and related provisions contained in applicable codes and ordinances, particularly with references to flood items.

The areas west of the DL&W rail right-of-way are zoned S-1. The purpose of the S-1 district is to preserve open space, steep slopes, wetlands, scenic viewpoints, and other unique and aesthetic environmental features. This district also allows large lot single-family dwellings.

East of Route 191, along the western edge of Woodale Road, there is a C-3 district that allows recreational-resort operations and private businesses. This district excludes commercial activities such as department stores and shopping centers, warehouses, and car sales or service establishments. A larger area of zoned R-1 districts lies to the west of the intersection of Route 191 and Woodale Road.

Current land uses closely coincide with zoned uses in Stroud Township with no major exceptions to be found.

## *East Stroudsburg Station Area*

### Land Use

Located in the Borough of East Stroudsburg's dense commercial district, the proposed station site is bound by Analomink Street to the north, Bridge Street to the south, Crystal Street to the east, and the DL&W rail right-of-way to the west. Most of the proposed station site is currently used for metered on-street parking. The proposed parking facilities are located along the eastern edge of Crystal Street and extend onto the undeveloped parcels on the southern edge of Bridge Street. Access to the proposed Bridge Street parking facility is provided via Ridgeway Street.

The proposed station platform is situated just south of the original East Stroudsburg railroad station, which has been restored as a restaurant. Adjacent to the restaurant, progressing north on Crystal Street's western edge there are commercial uses, which include a day spa, an accountant's office, and a vacant storefront.

Additionally, on the eastern edge of Crystal Street at Washington Street is the East Stroudsburg Freight Station Bumper Block, which is one of the last remaining structures of the former East Stroudsburg Freight Station. West of the DL&W rail right-of-way and several feet east of Washington Street is the East Stroudsburg Water Station.

West of the proposed station site, the block bound by Federal Street to the north, Bridge Street to the south, Crystal Street to the east, and Courtland Street to the west, contains residential, commercial and institutional uses which include a post office, a pharmacy, a small office building, and the associated surface parking lots. Situated on the northwest corner of the Bridge Street and Crystal Street intersection are two-single-family residences. Immediately south of these residential uses is a cemetery.

North of Federal Street, the dense commercial center of East Stroudsburg becomes evident. Federal, Washington, and Courtland Streets as well as Crystal Street's western edge are lined with commercial uses that are commonly associated with this type of commercial center development patterns. These commercial uses include restaurants, hair salons, small medical offices, art galleries, a movie theater, banks, hardware stores, clothing stores and pet stores. This dense development continues until the intersection with Analomink Street where East Stroudsburg Borough Hall is located.

East of the proposed station site residential uses dominate the block bound by South Kistler Street to the east and south, the right-of-way to the west, and Analomink Street to the north. Adjacent to the DL&W rail right-of-way to the west is David Miller Park, a 1.2-acre linear park used for passive recreation. The areas bordering the park on the western side are predominately single-family residential in character.

### Zoning

The proposed station site extends through two zoning districts, a C1 district and a C1A district. The C1A and C1 districts primarily permit commercial uses that serve adjacent residential districts and uses that are commonly found in a central business district where on-street parking facilities are available. The primary difference between the districts is that outdoor uses are not permitted in the C1A district. The proposed station site is also located within the Aquifer Protection Area, an overlay district that was established to protect the groundwater that serves the supply of water for the Borough of East Stroudsburg.

An R3 district lies to the east of the proposed station site. This district is primarily a one- and two-family dwelling district with smaller lot areas. Both one-family detached and one-family attached dwellings are permitted. Immediately beyond this district lie an R1 district and the IU district. The R1 zone allows

single-family detached dwellings and the IU zone, where East Stroudsburg University is situated, is intended for university activities.

The area between the East Stroudsburg border and Henry Street is predominately composed of R2 and R3 zoning districts. The R2 district is comprised of one-family detached and attached dwellings, on medium sized lot areas. Directly south of the R2 district and west of Washington Street lies a small C1 district.

Current land uses closely coincide with zoned uses in Stroud Township with no major exceptions to be found.

### ***Delaware Water Gap Station Area***

#### Land Use

The proposed station site at Delaware Water Gap in Smithfield Township is located east of River Road and is adjacent to Minisink Park, which is a 26-acre municipal park with various types of athletic fields. Opposite Minisink Park, on the western edge of River Road and adjacent to Paper Mill Road is Al Wilson Park, a ten-acre municipal park.

Progressing east on River Road, across Brodhead Creek, there are 27 additional acres of parkland and a water treatment facility. The park, Shawnee Stables, is located on the eastern edge of River Road and is part of the Eastern Monroe Regional Park System. Shawnee Stables is owned jointly by Smithfield Township and Middle Smithfield Township.

Southwest of the proposed station site, adjacent to Interstate 80 and Route 611 are a park-and-ride lot and a visitor center. West of Interstate 80, along River Road, commercial uses characterize the area. Uses include a gas station, a hotel, and an outlet store.

North of the proposed station site, a large paper manufacturing company operates a light industrial facility, which is located at the northern section of Paper Mill Road.

#### Zoning

The proposed station site is located within two zoning districts. The proposed platform falls within an R2 district, which is located northeast of Interstate 80. This district permits one-family detached dwellings, two-family, and multi-family dwellings. Additionally, the R2 zone permits as conditional uses large-scale commercial developments, assisted living facilities, and outdoor recreation and entertainment facilities.

The proposed parking facility is located within a C1 district that in the triangular area between the Interstate 80 interchanges. This zone permits an array of uses that include retail businesses and services, professional offices, personal services, repair services including automotive repairs, and funeral homes.

North of the proposed station site there is a large R1 district which permits single-family dwellings on a minimum lot size of 1 acre, for a dwelling with no centralized water or sewage; 30,000 square feet, for a dwelling with either centralized water or sewage; and 20,000 square feet, for a dwelling with both centralized water and sewage. Lands used for conservation purposes and lands used for resorts that are at least 10 acres are also permitted.

Immediately north of this R1 district and on the opposite side of Brodhead Creek is a small M1 district. This district is devoted to manufacturing and extractive industries, which include rail road yards; freight stations; animal hospitals; distribution plants; and paper, cloth, metal and plastics manufacturers.

Immediately west of the M1 district, there is a small R2 district. This R2 district permits one- two- and multi-family dwellings on lots ranging from 10,000 to 20,000 square feet depending on if the dwelling has central water or sewage. Northeast of this R2 district is another C1 district.

Current land uses closely coincide with zoned uses in Smithfield Township with no major exceptions to be found.

### ***Blairstown Station Area***

#### Land Use

North of the DL&W rail right-of-way the proposed station site is located on the original site of the Blairstown Railroad Station House and Freight Building. The potential station site is located in a rural section of Blairstown and is bound to the north by Hope Road (Route 521), the DL&W rail right-of-way to the south, and private undeveloped property to the east and west. The railroad station and freight house are currently used as office space. The land surrounding the structure is used for storage of cranes, sanitary dumpsters and other construction related equipment.

Immediately west of the proposed station site, traveling north on Hope Road, there is an automobile repair facility. Continuing north on Hope Road, the land uses are predominately residential. The residential uses are single-family homes on large lots of land and often there are free standing storage sheds or garages on the property. East of the proposed station site, traveling south on Hope Road, the land uses are also predominately large lot single-family dwellings.

#### Zoning

The proposed Blairstown station site is located within a HC district. This district, a highway commercial zone, permits an array of commercial activities, including professional and personal services, retail stores, banks, restaurants, childcare centers and automobile sales centers.

The outside storage of cranes, sanitary dumpsters and other construction related equipment on the Blairstown Railroad Station House and Freight Building property is permitted because a waiver was granted by the Blairstown Planning Board which allows the owner of the property to display or store equipment outside so long as it is suitably obscured from view from adjacent residential uses.

Surrounding the above-mentioned HC district, in all directions, is a large R-5 district. This district is a single-family residential zone permits detached single-family dwelling units and farms on lots sized 5 acres or greater. North of the proposed station site are two very small HC districts situated between R-5 districts.

The land uses adjacent to the Blairstown station site conform to zoned uses with the exception of the Blairstown Railroad Station House and Freight Building where a waiver was granted to allow the storage of equipment outside of the structures.

## ***Andover Station Area***

### Land Use

The proposed station site is situated in a rural setting on the southern side of Roseville Road, on a wooded and undeveloped parcel of land. Located to the north and south of the proposed station site, low-density single-family residential is the primary land use. The residences located south of the station site are accessed by Forest Lake Drive and due to the steep topography of the area are at a much higher elevation than the proposed station site. A farm is located to the east of the proposed station site. West of the proposed station site there are undeveloped and thickly wooded parcels.

### Zoning

The proposed station site is located in a small R-0.5 district, which is located immediately north of the Byram Township border. This district primarily permits single-family detached dwellings on lots sized 20,000 square feet or greater. Other zoned uses in the R-0.5 district are community shelters, family day care centers, public parks and farms. North of this district lie a smaller R-1.0 district and a HC district. The only difference between a R-1.0 district and an R-.05 district is that the lot size in a R-1.0 zone must be one acre or greater. The HC district, a highway commercial zone, primarily permits a wide variety of commercial activities, including personal and professional services, retail stores and research facilities.

West of the proposed station site, there is a PCD district, which permits large scale planned commercial development. Uses permitted a part of a PCD include hotels and motels, convention or conference facilities, restaurants, and health clubs.

East of the proposed station site is a large R-3 district, which permits conventional single-family dwellings on lots sized 3 acres or greater as well as averaged single-family dwellings that are part of the Township's Lot Averaging Plan, which is a form of development that permits a reduction in individual lot area and bulk requirements, provided the total development is 25 acres or more and that the average lot size of the total lot size is not smaller than the minimum lot size permitted in the zone.

Current land uses closely coincide with zoned uses in Andover Township with no major exceptions to be found.

### **A.1.2 Environmental Effects**

## ***Scranton Yard Facility Area***

### Land Use

Under the proposed project, the Scranton yard facility would include the construction of two storage tracks, a tail track, and an employee welfare facility. The storage track and tail track would be built entirely within the existing multiple-track-right-of-way and would extend from Scranton Street south to Emmett Street. The employee welfare facility would be situated on Scranton Street, adjacent to the storage tracks, and will provide space for storage of inspection and light maintenance materials, crew locker rooms, and offices. Employee parking for 30 vehicles will also be provided at this site.

The acquisition of property containing a single-story commercial structure would be necessary for the construction of the employee welfare facility. Since many of the adjacent land uses are storage yards, or automobile repair centers, the proposed employee welfare facility would be compatible with surrounding

land uses and would not be expected to induce any significant land use changes or impacts within the surrounding area.

### Zoning

The proposed yard facility conforms to existing zoning at the site.

No project-induced development is expected to occur proximate of the proposed yard facility. The area surrounding the employee welfare facility is densely developed and is characterized by a mix of light industrial and commercial uses and contains very few vacant parcels. Any development in this area would result from the redevelopment of underutilized properties and would be independent of the proposed project.

### ***Scranton Station Area***

#### Land Use

Under the proposed project, the proposed Scranton station would consist of a high level platform located within the existing rail right-of-way. The proposed platform would adhere to the regulations set forth in the American with Disabilities Act (ADA). An Intermodal Transit Center (ITC) is also proposed for the area, however this is a separate project proposed by others and is not included in this Environmental Assessment. The ITC would be located on the existing government employee parking lot on Lackawanna Avenue, just east of the Cliff Street underpass. Plans for the ITC have not been formalized. Parking for the proposed station would occur at the ITC and would consist of approximately 30 surface parking spaces.

All components of the proposed station to be built as part of this project are located within the existing right-of-way. The proposed station would improve accessibility to the city's business district as well as the Steamtown National Historic Site and would not adversely impact surrounding land uses or land use patterns.

### Zoning

The proposed station conforms to existing zoning at the site.

No project-induced development is anticipated to occur on or in the vicinity of the proposed station location. The densely developed urban environment is characterized by commercial, industrial and mixed-use structures and contains few vacant parcels. Any development in this area would result from the redevelopment of underutilized parcels and would be independent of the proposed project.

### ***Tobyhanna Station Area***

#### Land Use

The proposed station platform is high level with a canopy and is compliant with the regulations set forth in the ADA. (See Appendix P: Conceptual Station Plans). Additionally, the proposed station site would have a passenger drop-off area, and surface parking, located on both sides of Route 423 on the south side of the rail right-of-way, accounting for 102 total parking spaces. Both parking lots are accessible via Route 423. The acquisition of property, currently vacant, would be necessary for the construction of the eastern surface parking lot. The development of this site returns the site to its original use and would not detrimentally impact surrounding land use patterns.

## Zoning

The proposed station conforms to existing zoning at the site.

No project-induced development is anticipated to occur in the vicinity of the proposed station location. There is a limited amount of vacant land adjacent to the proposed station site. Additionally, the land surrounding the station area is zoned for either industrial uses on lots sized at least 2.5 acres, or residential uses on lots sized at least 1 acre. Significant public infrastructure would be needed for most new development. Due to the limited amount of vacant land adjacent to the proposed site, the large lot zoning, and the lack of public infrastructure the potential for development is limited.

### ***Pocono Mountain Station Area***

#### Land Use

The proposed Pocono Mountain station site, in Coolbaugh Township, would include a high level platform with canopy situated on the eastern edge of the DL&W rail right-of-way, a bus stop, a passenger drop-off area, a kiss and ride, and a 1,000-space surface parking lot. The proposed platform would adhere to the regulations set forth in the ADA. The proposed station site is located on a vacant parcel, which was formerly used as a camp. The site is approximately 4,800 feet due west of the intersection Route 611 and Hemlock Drive and will be accessed via a new roadway constructed from Route 611. An industrial complex is proposed for the parcel, however, this is a separate project and is not included in this Environmental Assessment. The proposed station site is located northwest of this multi-phased planned development.

While the proposed station site represents a change in the existing land use, it is not expected to be incompatible with any future development on the parcel, and will be not result in any significant impacts to land use patterns in Coolbaugh Township.

#### Zoning

Substantial zoning changes are not expected as a result of the construction of the proposed Pocono Mountain station site. Coordination with the Coolbaugh Township Board of Supervisors may be required.

No project-induced development is anticipated to occur proximate of the proposed Pocono Mountain station. Separate development plans are currently slated for the remainder of the parcel where the proposed station site is situated. Additionally, most of the land surrounding station area is either part of state preservation lands, which require development on lots sized at least 5 acres, or is within the airport hazard safety zone and is thus subject to strict development regulations. Furthermore, most development would necessitate extensive public infrastructure improvements. Due to the limited amount of vacant land, stringent development policies, and the lack of public infrastructure, the potential for project-induced development is limited.

### ***Analomink Station Area***

#### Land Use

The proposed station site at Analomink, in Stroud Township, would include a high level platform situated on the eastern edge of the DL&W rail right-of-way, a passenger drop-off area and a 250-space surface parking lot. The proposed platform would adhere to the regulations set forth in the ADA. The

Pennsylvania Department of Transportation (PENNDOT) utilizes much of the property to be acquired for the construction of the station site and it would be necessary to relocate the PENNDOT maintenance facility and the recycling bin currently located on the parcel. The proposed station site is compatible with surrounding land uses and would not be expected to induce any significant land use changes or impacts within the surrounding areas.

### Zoning

Substantial zoning changes are not expected as a result of the construction of the proposed Analomink station site. Pursuant to Section 4.200 of the Stroud Township Zoning Ordinance, railroad stations are a conditional use in a C-1 zone. Coordination with the Stroud Township Board of Supervisors may be necessary.

In the case of the proposed Analomink station area, no project-induced growth is anticipated to occur in the vicinity of the proposed station location. The proposed station site is zoned for neighborhood commercial uses and given the availability of vacant land adjacent to the proposed station site, there is some potential for small-scale commercial development. However, some of the area also lies within the 100-year flood fringe zone, which requires strict compliance with floodproofing and related provisions contained in applicable codes and ordinances, particularly with reference to flood items. Additionally, there is not sufficient public infrastructure to support development in this area. Thus, development in this area is unlikely and would be independent of the proposed project.

### ***East Stroudsburg Station Area***

#### Land Use

The proposed station site in the commercial center of the Borough of East Stroudsburg would be constructed in the western portion of the DL&W rail right-of-way which lines the eastern edge of the Crystal Street. (See Appendix P: Conceptual Station Plans). The proposed platform, situated between Bridge and Washington Streets, would be a high level platform and would adhere to the regulations set forth in the ADA. The proposed station site also includes a passenger drop-off, a kiss and ride, a decorative walkway, and a surface parking lot with approximately 237 parking spaces. The construction of the proposed surface parking lot would require the acquisition of municipally owned property, which is currently used as metered on-street parking and privately owned property, which is currently vacant and undeveloped. The proposed station would improve accessibility to the Borough and would not adversely impact land uses or surrounding land use patterns.

#### Zoning

The proposed station conforms to existing zoning at the site.

No project-induced development is anticipated to occur in the vicinity of the proposed station location. The densely developed environment is characterized by commercial and residential uses and contains few vacant parcels. Any development in this area would result from the redevelopment of underutilized parcels and would be independent of the proposed project.

## ***Delaware Water Gap Station Area***

### Land Use

The proposed platform would be positioned east of River Road and adjacent to Minisink Park and would be a high and would adhere to the regulations set forth in the ADA. (See Appendix P: Conceptual Station Plans). The proposed platform is located within the existing right-of-way, and therefore, the construction of the platform would not impact Minisink Park.

The proposed parking area, which will contain a 5-level parking garage, a surface parking lot for trucks, a surface parking lot for a bus kiss-and-ride, and a parking facility below deck to serve the Delaware Water Gap Visitors Center (Visitors Center), has a total of 900 parking spaces. The proposed parking garage and below deck parking facility are southeast of the Interstate 80 underpass and will be accessible via a reconfigured entrance from River Road. The surface parking lots are located just east of the entrance. As part of the proposed project, improvements to River Road would be made for appropriate pedestrian access from the proposed parking area to the proposed platform.

The Commonwealth of Pennsylvania's Visitor's Center is planning to reconfigure its property and reposition sections of its parking lot on an adjacent site. Depending upon the status of the above-mentioned plan for the Visitor's Center, the construction of the proposed station site may require the acquisition of a small section of the Visitor's Center property that is currently used for parking. The development of this station site does not represent a change in land use, and is therefore compatible with the existing land use patterns.

### Zoning

Substantial zoning changes within Smithfield Township are not expected as a result of the construction of the proposed station site. The proposed platform is located within the DL&W rail right-of-way and the proposed parking facility is located, in a C1 district, on an existing parking lot adjacent to the Visitor's Center.

No project-induced growth is anticipated to occur proximate of the proposed Delaware Water Gap station site. The station site is predominately surrounded by municipal or county owned open space and parkland. While there are a few vacant parcels proximate to the proposed station site, the potential for development is limited given the lack of public infrastructure in Smithfield Township and environmental constraints to these properties. Therefore, the proposed Delaware Water Gap station is not expected to accelerate growth and any development would be independent of the proposed project.

## ***Blairstown Station Area***

### Land Use

The proposed station site would include a high level platform with canopy, an access driveway, a 230-space surface parking lot and a passenger drop-off area that would be located immediately north of the existing Blairstown Railroad Station Building. The proposed platform would adhere to the regulations set forth in the ADA.

The construction of the proposed station site would necessitate the acquisition of property, which contains the Blairstown Railroad Station Building and Freight House, and is currently utilized as an office and for storage. The development of this site would return the Blairstown Railroad Station House and Freight House to its original use and would not detrimentally impact surrounding land use patterns.

## Zoning

Substantial zoning changes within the Blirstown Township are not expected as a result of the construction of the proposed station site. Coordination with the Blirstown Zoning Board may be required.

No project-induced development is anticipated to occur in the vicinity of the proposed station location. The proposed station is located in an area of Blirstown where the topography is quite steep and wooded. Additionally, the station site is surrounded by land zoned for single-family residential uses on lots sized at least 5 acres or greater and substantial public infrastructure would be needed for any new development. Due to the physical constraints of the land, the large lot zoning, and the lack of public infrastructure the potential for development is limited.

### *Andover Station Area*

#### Land Use

The proposed station site in Andover Township would be located in a rural area, on the southern side of Roseville Road, just north of the intersection with Andover Mohawk Road. The proposed platform would be a high level platform and would conform to the requirements of the ADA. (See Appendix P: Conceptual Station Plans). A 125-space surface parking lot would be constructed along with an at-grade pedestrian sidewalk that would provide pedestrian access to the proposed platform. All components of the proposed station to be built as part of this project are located within the existing right-of-way.

While the proposed station site represents a change in the existing land use, it is not expected to induce any significant land use changes or impacts to the land use patterns in this section of Andover Township.

#### Zoning

Substantial zoning changes within the Township of Andover are not expected as a result of the construction of the proposed station site. Coordination with zoning the Andover Zoning Board may be required.

No induced development is anticipated to occur in the vicinity of the proposed station location. Given the minor amount of parking to be provided, ridership projected, the limited amount of existing development, and the lack of public infrastructure, the proposed Andover station is not expected to accelerate growth or change the existing character of the land to any significant extent.

## **A.2 Consistency with Local Plans**

### *Introduction*

In Pennsylvania, the Municipalities Planning Code Act of 1968, P.L. 805, No. 247 as amended (MPC) confers upon municipalities the right to enact regulations and policies governing land use within their border, including the establishment of comprehensive plans and zoning ordinances. Under the law, comprehensive plans must be reexamined at least every ten years.

In 1999, the Governor of Pennsylvania designated the Governor's Center for Local Government as the principle state entity responsible for land use assistance and monitoring. The Center is responsible for

issuing a statewide comprehensive land use and growth management report at five-year intervals beginning in 2005.

In New Jersey, the state Municipal Land Use Law of 1975, N.J.S. 40:55D-1 et seq. (MLUL) confers upon municipalities the right to enact regulations and policies governing land use and development within their borders, including the establishment of master plans and zoning ordinances. Under the law, master plans must be reexamined at least every six years.

The State of New Jersey has also enacted a statewide land use plan. The New Jersey State Development and Redevelopment Plan (NJSDRP) is a non-regulatory guidance document issued by the State of New Jersey to help inform local land use policy decisions with a regional perspective.

### **A.2.1 Review of Local Plans**

#### ***New Jersey State Development and Redevelopment Plan (NJSDRP)***

The NJSDRP was updated and revised in 2001 and has both statewide policy objectives and specific regional policy goals. The New Jersey section of the proposed project, specifically Sussex and Warren Counties, falls within three policy areas designated by the 2001 NJSDRP: Policy Area Four: Rural (PA4); Policy Area Four B: Rural/Environmentally Sensitive Area (PA4B); and Policy Area Five: Environmentally Sensitive Planning Area (PA5).

Relevant policy goals and statewide policy objectives enumerated in the NJSDRP specific to the above-mentioned Planning Area regions are summarized in Table A.1 and Table A.2

#### ***North Jersey Transportation Planning Authority (NJTPA) Access and Mobility Regional Transportation Plan***

The NJTPA Access & Mobility Study was last reexamined in 2002. The plan developed an extensive framework for transportation planning including access and mobility, transit and Smart Growth compatibility. The plan supports alternatives to single-occupancy vehicle usage and recommends the restoration of passenger rail service along the DL&W rail right-of-way.

#### ***New Jersey Highlands Water Protection and Planning Act (Highlands Act)***

In August 2004, the State of New Jersey adopted the Highlands Water Protection and Planning Act, which is a comprehensive law that will protect drinking water for over 5.4 million people and will preserve open space and other natural resources in northern New Jersey. The Highlands Act documents the geographical boundary of the Highlands Region and establishes the Highlands Preservation Area and the Highlands Planning Area. The Act, also, sets environmental standards in the Highlands Preservation Area to be administered by the New Jersey Department of Environmental Protection (NJDEP) and creates a Highland Water Protection and Planning Council to develop a regional master plan for the entire Highlands Region.

The Highlands Region, which is over 800,000 acres, extends across seven counties (Bergen, Hunterdon, Morris, Passaic, Somerset, Sussex, and Warren) and 88 municipalities. The Highlands Preservation Area is approximately 398,000 acres of extraordinary natural resource value, of which 145,000 acres are undeveloped. All major development in the Preservation Area is strictly regulated and will require NJDEP approval, unless otherwise exempted by the Highlands Act. Additionally, local master plans for land in the Preservation Area would have to agree with the Highlands regional master plan. The Highlands Planning Area is the portion of the Region that is not included in the Highlands Preservation Area. While the Highlands Act does not establish any new standards for the Planning Area, it does require that the Planning Area adhere to the goals and objectives set forth in the Highlands regional master plan.

**Table A.1: Summary of NJSDRP 2001 Policy Goals and Objectives for PA4****NJSDRP Policy Goals Specific to Rural Planning Areas:**

1. Maintain the Environs as large contiguous acres of farmland and other lands.
2. Revitalize cities and towns.
3. Accommodate growth in Centers.
4. Promote a viable agricultural industry.
5. Protect the character of existing, stable communities.
6. Confine programmed sewers and public water services to Centers.

**NJSDRP Statewide Policy Objectives as Applied to Rural Planning Areas:**

1. *Land Use:* Enhance economic and agricultural viability and rural character by guiding development and redevelopment into Centers.
2. *Housing:* Provide a range of housing choice primarily in Centers with access to commercial, cultural, recreational, health and transportation services and facilities. Housing outside Centers should maintain and enhance and cultural and scenic qualities with minimum impacts on environmental resources.
3. *Economic Development:* Encourage diverse economic activities within Centers that complement and support the rural and agricultural communities. Promote tourism related to agriculture and the environment as well as the historic and rural character of the area. All economic development activities should have minimum impacts on agricultural resources.
4. *Transportation:* Enhance rural transportation system to link Centers to surrounding areas, emphasize the use of public transportation systems; maximize circulation options; support general aviation airports. Provide access for agricultural equipment.
5. *Natural Resource Conservation:* Minimize potential conflicts between development, agricultural practices and sensitive environmental resources; protect and preserve large open space areas. Promote practices to protect soil and water resources.
6. *Agriculture and Farmland Preservation:* Guide development to ensure viability of agriculture and the retention of farmland. Ensure availability of adequate water resources; encourage intensive, new-crop enterprises.
7. *Recreation:* Provide maximum active and passive recreational facilities and tourism opportunities at the neighborhood, local, and regional levels; acquire and develop parkland that enhances open space systems and that facilitates alternative recreational and tourism uses of farmland.
8. *Redevelopment:* Encourage in Centers and potential Centers transit-supportive redevelopment , a broad range of uses, efficient use of infrastructure; design to enhance public safety, pedestrian activity, reduce automobile dependency.
9. *Historic Preservation:* Encourage preservation and adaptive reuse of historic buildings, sites, and districts; coordinate historic preservation with tourism efforts.
10. *Public Facilities and Services:* Encourage as part of a dedicated capital improvement project or as part of a public private partnership agreement the extension or establishment of public facilities and services to support Centers and protect large areas of farm space and other open spaces. Make community wastewater treatment a feasible and cost-effective alternative.
11. *Intergovernmental Coordination:* Coordinate efforts of various state agencies to ensure policies and programs support rural economic development, agriculture, and the rural character of the area.

**Table A.2: Summary of NJSDRP 2001 Policy Goals and Objectives for PA4B and PA5**


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**NJSDRP Policy Goals Specific to Rural/Environmentally Sensitive and Environmentally Sensitive Planning Areas:**


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1. Protect environmental resources through the protection of large contiguous areas of land.
  2. Accommodate growth in Centers.
  3. Protect the character of existing stable communities.
  4. Confine programmed sewers and public services to Centers
  5. Revitalize cities and towns
- 

**NJSDRP Statewide Policy Objectives as Applied to Rural/Environmentally Sensitive and Environmentally Sensitive Planning Areas:**


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1. *Land Use:* Protect natural systems and environmentally sensitive areas by guiding development and redevelopment into Centers; establish Center boundaries, buffers, and greenbelts. Utilize variety of land use techniques that maintain and enhance the natural resources and character of the area.
2. *Housing:* Provide a range of housing choice primarily in Centers with access to commercial, cultural, recreational, health and transportation services and facilities. Housing outside Centers should maintain and enhance and cultural and scenic qualities with minimum impacts on environmental resources.
3. *Economic Development:* Support appropriate recreational and natural resource-based activities in the Environs; locate economic development opportunities that are responsive to the needs of the surrounding region and the travel and tourism industry in Centers.
4. *Transportation:* Support use of public transportation in and between Centers; ensure transportation system does not encourage sprawl. Accommodate seasonal demands of travel and tourism by emphasizing public transit and alternatives to the single-occupancy vehicle.
5. *Natural Resource Conservation:* Protect and preserve all environmentally sensitive areas, including large, contiguous tracts and corridors of recreation; forest; open space land that protects natural systems and sensitive natural resources.
6. *Agriculture:* Guide development to ensure viability of agriculture and the retention of farmland. Ensure availability of adequate water resources; encourage intensive, new-crop enterprises.
7. *Recreation:* Provide maximum active and passive recreational facilities and tourism opportunities at the neighborhood, local, and regional levels; acquire and develop parkland that enhances open space systems and that facilitates alternative recreational and tourism uses of farmland.
8. *Redevelopment:* Encourage in Centers and potential Centers transit-supportive redevelopment, a broad range of uses, efficient use of infrastructure; design to enhance public safety, pedestrian activity, reduce automobile dependency.
9. *Historic Preservation:* Encourage preservation and adaptive reuse of historic buildings, sites, and districts; coordinate historic preservation with tourism efforts.
10. *Public Facilities and Services:* Encourage as part of a dedicated capital improvement project or as part of a public private partnership agreement the extension or establishment of public facilities and services to support Centers and protect large areas of farm space and other open spaces. Make community wastewater treatment a feasible and cost-effective alternative.
11. *Intergovernmental Coordination:* Coordinate efforts of various state agencies to ensure policies and programs support rural economic development, agriculture, and the rural character of the area.

Pursuant to the Highlands Act, the Highlands regional master plan will provide an opportunity for enhanced development standards, transfer of development rights programs, and smart growth initiatives to be implemented. Additionally, the Highlands regional master plan is required to encourage a balanced transportation system that is consistent with smart growth strategies and principles and preserves mobility in the Highlands Region.

#### ***Pennsylvania Long Range Transportation Plan 2000 - 2025***

The Pennsylvania Long Range Transportation Plan was last reexamined in 2000. The plan outlines a blueprint for all modes of transportation including highways, transit, passenger rail, freight rail, air and water facilities, and bike/pedestrian paths and how these modes form the regional transportation system. Additionally, the plan provides state and regional data including population trends, age group, employment data, income, and rail station information. The plan supports the development of passenger rail linking the Pocono region to the metropolitan areas of New Jersey and New York.

#### ***Pennsylvania Statewide Passenger Rail Needs Assessment***

The Pennsylvania Statewide Passenger Rail Needs Assessment was conducted by the Pennsylvania State Transportation Advisory Committee (TAC) and was based on the results of the Pennsylvania Long Range Transportation Plan 2000-2025. The assessment identified and prioritized passenger rail corridors, developed a baseline to compare corridors, and recognized the need and opportunity for passenger rail service with supporting future policy decisions. The assessment identified the Scranton, Pennsylvania to New York City Corridor as a high propriety corridor and supported the continued study of the restoration of passenger rail along the Delaware, Lackawanna & Western (DL&W) rail right-of-way.

#### ***Monroe County Comprehensive Plan***

The Monroe County Comprehensive Plan was last completely reexamined in late 1999 and a “State of the Plan” was issued in 2002. The plan aims to establish more efficient and compact patterns of land use. The plan calls for a concentration of new growth as extensions and infill of existing centers, along connecting roadways and at sites served by both rail and highway, especially regarding commercial growth. Additionally, in order to avert sprawl, the plan encourages municipalities and residential developers to achieve 30% of anticipated residential growth at town-style densities averaging 5.5 units per acre. The plan encourages the creation of a countywide systems plan for transportation (including transit, rail, and new bicycle and pedestrian opportunities) that supports the centers and corridors concepts. The plan strongly promotes the reinstatement of passenger rail service and feels that both business commuters and tourists would utilize the service.

#### ***City of Scranton Master Plan***

The Scranton Master Plan was last reexamined in 1993. The plan lists a number of goals including to stabilize and protect existing neighborhoods, to ensure adequate amounts of parking in the downtown section and in other commercial areas, to encourage existing residents to continue living in the City, to identify roads and intersections in the City where improvements can help to decrease congestion and increase safety, and to provide adequate infrastructure to serve current and future development. In addition, the plan outlines specific economic development efforts, such as the promotion of the state designated “Enterprise Zone”, to help the City attract and retain business activity. The plan briefly discusses the importance of railroads to retain and attract industries. The plan sees the proposed reestablishment of the passenger rail service as a long-term possibility that the City should monitor closely.

#### ***Coolbaugh Township Comprehensive Plan***

The Coolbaugh Township Comprehensive Plan was last reexamined in 1989. The plan outlines various goals and objectives, which focus on encouraging balanced development while protecting environmentally sensitive areas and maintaining the rural character of the Township. More specifically,

the plan lists detailed policies' that call for assurances that future development is responsive to the Township's environmental features and can be accommodated by the Township's infrastructure development. Additionally, the plan encourages the development of a coordinated transportation network that will adequately serve both existing and future land uses. A study of the effects of public transportation and how it can best meet the needs of Township residents is also suggested.

#### ***Stroud Township Comprehensive Plan***

The Stroud Township Comprehensive Plan was last reexamined in 1994. The basic goal of the plan is to stimulate new economic development while preserving and enhancing the quality of the living environment. A major recommendation of the plan is to support the restoration of both passenger and freight railroad service in order to relieve the highway traffic burden and to help stimulate regional economic development. Additionally, the plan encourages the development of a passenger railroad station near the intersection between Route 191 and Route 447 and suggests if sufficient space for parking, restrooms and public telephones were provided that this proposed station site would make an excellent intermodal park-and-ride facility.

#### ***Borough of East Stroudsburg Comprehensive Plan***

The East Stroudsburg Comprehensive Plan was last reexamined in 1990. The plan aims to create specific goals and policies, which will provide more stringent management of residential and institutional growth while supporting the preservation of open space. The plan also recognizes the need for additional off-street parking in the Central Business District and encourages future public parking projects. The plan supports the reintroduction of passenger rail service. However, since the right-of-way runs parallel and adjacent to the Central Business District, parking and traffic are major concerns and the plan advocates working with Monroe County to determine how to best avoid potential negative impacts, and how to capitalize on positive impacts.

#### ***Smithfield Township Comprehensive Plan***

The Smithfield Comprehensive Plan was last reassessed in 2001. Among the goals highlighted in the plan are the upgrade and maintenance of the major transportation routes serving the Township, and the need for public transportation, such as a shuttle service, which will provide service to neighboring municipalities. Additionally, the plan advises revisions to the zoning ordinance to support lower density development and open space preservation. The plan supports the reintroduction of passenger rail services as a long-term goal, but is cautionary about potential congestion and growth impacts to the Township and surrounding areas.

#### ***Township of Blairstown Master Plan***

The Township of Blairstown Master Plan was last reexamined in 2001. The plan aims to create specific goals and policies, which will provide more stringent management of development. The plan recognizes that excessively rapid development can cause a radical transformation of the Township, which can have negative impacts upon the natural environment and create a suddenly acute need for community services and infrastructure. Additionally, the plan supports measures to lessen the need to widen and improve the roads located in the rural portions on Blairstown as well as measure to safeguard and promote the preservation of open space and woodland areas.

#### ***Andover Township Master Plan***

The Andover Township Master Plan was last reexamined in 2000. A primary goal of the plan was to improve circulation within the Township, specifically to direct traffic circulation to the main arterials. In addition, the plan recommends the construction of pedestrian circulation facilities, specifically between residential developments and commercial areas, and encourages the development of alternative means of transportation including bus routes and park-and-ride facilities. The plan recognizes that the Township is essentially a "bedroom community" with commuters traveling to employment centers to the south and

east and that future development within the Township and the region will overburden the existing arterial network if alternative transportation methods are not implemented.

### **A.2.2 Environmental Effects**

The restoration of passenger rail service from Scranton, PA in Lackawanna County into Monroe County, PA, and through the New Jersey Counties of Warren and Sussex would be in keeping with goals, objectives, and policies contained in local, county, and state plans prepared for utilization within the project corridor.

Policy objectives within the NJSDRP encourage transit and emphasize alternatives to the single-occupancy vehicle. In addition, the Monroe County Comprehensive Plan strongly encourages the reinstatement of passenger rail service to promote extensions and infill of existing centers and overall commercial growth. Similarly, the City of Scranton, Stroud Township, and Borough of East Stroudsburg Comprehensive Plans endorse the reintroduction of passenger rail service along the Delaware, Lackawanna and Western (DL&W) rail right-of-way. Construction of the proposed project would aid in achieving these goals.