

**NAZARETH AREA MULTI-MUNICIPAL COMPREHENSIVE
PLAN
STEERING COMMITTEE MEETING MINUTES
AUGUST 9, 2021**

The agenda was reviewed; there was no participants for courtesy of the floor.

Geoff Reese and Becky Bradley requested that any participants who had not gotten comments on the 13 data set maps to please do so as soon as possible as the target date for distribution of initial drafts of zoning maps remains September 2021.

Three of the 13 data set maps were reviewed. The importance of these maps to the final product, zoning choices, will be shaped by the policy choices of each community undertakes as to what lands, or portions thereof, should be protected from development or designated for limited/restricted development.

Natural Resources Map

The color coding [shades of green] identify those lands which are high priority for such protection/restrictions [dark green].

The lands identified by lighter shades of green likely support or have an important relationship to lands which are designated for priority protection.

Our LVPC partners have taken out of this map any parcels/properties which are the subject of a pending application for development.

Each community must make policy choices to announce to property owners, preservation organizations and the like which lands should be segregated from development.

Farmland Preservation Map

Again, green signifies lands which are currently dedicated to agricultural purposes, have preservation easements [deed restrictions], or are in agricultural security zones. The coding [shades of green] moving from darker green to lighter green signifies the “best” agricultural lands for possible preservation based upon a scoring system 1-10.

such centers. Our LVPC partners will incorporate into the plan items such as current roadways and the capacity of each, development to date, and development trends.

The Federal Government, given its funding role, drives much of transportation system development. Its position at present is no new roads, but rather non-vehicular traffic. The Federal Government, however, continues to emphasize interstate highways of which the valley only has one, Route 78. Route 78, in comparison to other parts of the system, is in relatively good shape. Director Bradley stressed that the Valley would have more influence with the Federal Government, about transportation funding, if we present a more unified set of transportation demands. She also stressed that its emphasis on non-vehicular transportation also offers funding/partnership opportunities for our communities in meeting other priorities.

Using the three plans which identify parcels for no or less intensive development with the Transportation Plan, which shows areas where development can and should be supported, our LVPC partners will be able to provide an initial zoning map for consideration.

Timing

Many members of the Steering Committee expressed urgency to get to this zoning stage given that a good deal of work will have to be done within each participating community to secure agreement and approval of the final plan.

Director Bradley stressed that if any community has concerns that it should make zoning changes more quickly, it need not wait for this plan to be approved. The LVPC will aid review such zoning changes (i.e., Moore Township's use of the conditional use).

SUSAN LAWLESS

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