



"I'm really upset about what they're doing with the roads," said Kirchner on Feb. 22. She said the roads that would be used to get to the industrial park are "substandard," and culverts and bridges are too narrow to handle the traffic capacity that would result from the industrial park's construction.

"This [letter] is definitely going to let them know that we are against this and we're sending the message. It's also going to get these other groups involved to try to help them look for another way," she said on Feb. 22.

Amity Board of Supervisors Chairman Robert R. Yanos said Saturday that the township will work with Ott on the design and any necessary improvements of its roads, including the main access point of Limekiln Road from Route 422.

He said the industrial park's second access point to the north would most likely be Weavertown Road and not Exeter's recommendation of Route 562.

"We have had 25 years of unbridled development and mostly of single family homes," said Yanos. "We want to be prepared when the economy improves and we have the opportunity to expand and improve that intersection. Limekiln is a straight road back and can be upgraded at very little cost and impact to the residents. We looked at a lot of the issues here and decided to expand out to Weavertown Road."

Yanos said the industrial park would be somewhat modeled after Exeter's Lincoln Industrial Park, but Amity hasn't yet rezoned the 400 or more acres from low density residential to industrial, has not begun drafting an ordinance for the use, and is still discussing the land uses in the industrial park.

Kircher said Saturday she thought that the proposed industrial park "was much farther along" than it is. She added that "AWIP would also open up areas we're trying to keep rural."

Kircher said the Exeter Board of Supervisors and planning commission are concerned about the roads and Amity's inexperience with large truck traffic on rural roads. She said on Feb. 22 that the roads couldn't handle 8,000 trips per day.

"Eight thousand trips per day?" said Amity Supervisor Terry L. Jones. "Whoever said that, they need to go back to school. Give me a break. We're talking about an industrial park with 20 to 30 small companies. We're not going after major world companies, much as we'd like to."

"The roads you're concerned with are our roads," said Jones. "We didn't

get any correspondence about your [business development] affecting our roads — Route 422. I don't like this. We should have met a year ago instead of going through the newspaper, but this will go through — at 800 acres if I can help it.

"It's my taxes and my neighbors' taxes I care about, not Exeter Township," he added.

Amity board members said Exeter and the Borough of St. Lawrence were informed a year ago of Amity's intent to develop the area and were always willing to meet with those township officials to review the plans.

Amity Supervisor Paul R. Weller said the township is fortunate that the owners of the two large land parcels that would comprise the industrial park's acreage are interested in providing their land for commercial development instead of residential development.

Weller said the developers of adjacent parcels previously approved for development of 200 and 172 single-family homes may consider abandoning the residential development plans and add that acreage to the industrial park. He said two-thirds of Exeter's boundary line with Amity (almost a half mile) will still be zoned rural conservation, per the land owner.

"I feel really strongly we need to do something to get some tax rateables," said Weller.

Kircher said on Saturday she calculated 8,000 trips per day from Amity's projection of establishing 4,500 new jobs in the industrial park.

"I was afraid everything was ready to go and I was concerned," said Kircher. "I have no problems with the development. Let us know where you're at. I'm willing to work with this."

Yanos said Amity will begin to amend its land uses on the Joint Comprehensive Plan with Exeter and the Borough of St. Lawrence.

Kircher told Yanos she would rescind her letter to the county and to the Pennsylvania Department of Transportation.

"I would love to see Amity Township move forward and as quickly as possible to satisfy your taxpayers," said Exeter Supervisor Kenneth A. Smith. "My intent is to encourage our board to be open to it. I'm good with it going out to Route 562. I'm good with you increasing your tax base. I wish we could do more in Exeter Township."

“Amity’s chances of getting funding for road improvements improve if we work together,” said Exeter Township Manager Troy Bingaman.

Absent from the March 13 meeting were Amity Township Supervisor Scott Stepp and Exeter Township Board Chairman Donald R. Wilson and Supervisor Dona L. Starr.