LEHIGH VALLEY PLANNING COMMISSION MEETING
Thursday, December 17, 2020 at 11:00 am
LVPC Conference Room
AGENDA

DUE TO THE COVID-19 PANDEMIC WE WILL NOT BE MEETING IN-PERSON. THE MEETING CAN BE ACCESSED AT http://tiny.cc/FC1217 OR VIA PHONE 610-477-5793, Conf ID: 881 401 726#

Roll Call

Courtesy of Floor

Chairman’s Report
1. New Staff Introduction: Michael Hanes, Associate Director of Transportation and Data
2. Thank You for your participation and contributions to our region

Minutes
1. ACTION ITEM: Minutes and Review of Roll Call Actions of the November 19, 2020 Commission Meeting (BV) (see page 3)
   a. Actions:
      i. Minutes of the October 29th Full Commission Meeting
      ii. Comprehensive Planning Committee Summary Sheet
      iii. Environment Committee Summary Sheet
      iv. Adjournment

Comprehensive Planning Committee:
1. ACTION ITEM: South Whitehall and Lower Macungie Townships – Land Use of Regional Significance – Cedarbrook Skilled Nursing Addition (see page 8)
2. ACTION ITEM: Lower Nazareth and Bethlehem Townships – Land Use of Regional Significance – Lehigh Valley Trade Center II (see page 12)
3. ACTION ITEM: Bethlehem Township – Land Use of Regional Significance – Notre Dame High School Auditorium Expansion (see page 16)
4. ACTION ITEM: Summary Sheet (SS, JS) (see page 19)
Environment Committee:
1. **ACTION ITEM**: PA Regional Greenhouse Gas Initiative – Review of Proposed Rulemaking and LVPC Comments (see page 21)

Transportation Committee:
1. **ACTION ITEM**: City of Allentown Street Vacation – South Fountain Street (CD) (see page 23)
2. **ACTION ITEM**: PennDOT Pathways Alternative Funding Program (see page 25)

Old Business:
1. Monthly Activity Reports:
   a. Monthly Subdivision, Land Development, Stormwater and Municipal Ordinance/Plans Report (BB, GR) (see page 28)
   b. Traffic Counts (CD) (see page 30)

New Business:
1. **ACTION ITEM**: 2021 Meeting Calendar (see page 31)

Communications:
1. **INFORMATION ITEM**: Morning Call Business Cycle Column (MA) (see page 33)

Executive Director’s Report:
1. **INFORMATION ITEM**: 2021 LVPC Budget and Workplan (see page 37)

Public Engagement and Participation:
1. Engagement and Participation (BV) (see page 61)

Next Lehigh Valley Planning Commission Meeting:
Thursday, January 28th @ 7:00 pm
LEHIGH VALLEY PLANNING COMMISSION

Minutes from the Thursday, November 19, 2020 Meeting

Due to the COVID-19 pandemic, the LVPC held a virtual public meeting on November 19, 2020. The meeting was advertised in the Lehigh Valley Press on October 8, 2020.

Mr. Zebrowski chaired the meeting.

Ms. Vazquez took Roll Call.

Members in Attendance:

**Lehigh County**
Percy Dougherty, Bob Elbich, Steve Glickman, Jamie Johnson, Richard Molchany, Christina (Tori) Morgan, Kathy Rader

**Northampton County**
Christopher Amato, Liesel Dreisbach, Charles Elliott, Susan Lawless, Carl Manges, John McGorry, Stephen Melnick, Pamela Pearson, Tina Smith, Gerald Yob and Greg Zebrowski

Members Absent:

**Lehigh County**
Mike Gibson, Ce-Ce Gerlach, Michael Harakal, Kent Herman, Owen O'Neil, Stephen Repasch, Kevin Schmidt, Leonard Lightner, Donna Wright, Joshua Seigel and Amy Zanelli

**Northampton County**
Bryan Callahan, Janell Connolly, Malissa Davis, Darlene Heller, Kevin Lott, William McGee and Spirit Rutzler

**Staff Present:** Matt Assad, Becky Bradley, Charles Doyle, Brian Hite, Geoff Reese, Jill Seitz, Samantha Smith, and Bethany Vazquez

COURTESY OF THE FLOOR
None.

MINUTES
Mr. Zebrowski stated that the minutes of the October 29, 2020 LVPC meeting are attached. Ms. Dreisbach made a motion to approve the minutes. Ms. Lawless seconded the motion. With Mr. Molchany, Ms. Morgan and Mr. Elliott abstaining from the vote, the motion passed.

CHAIRMAN’S REPORT
Mr. Zebrowski reminded the Commission that the December Transportation and Full Commission Meetings will be meeting at different times than normally scheduled. The Transportation Committee will meet at 9:30 am on December 17 and the Full Commission will meet at 11:00 am on December 17. Mr. Zebrowski also announced that at the November 12 LVPC Executive Committee it was unanimously decided (with the abstention of Mr. Zebrowski, Mr. Glickman and Ms. Pearson) to put forth the same LVPC slate of officers for the 2021 year. This follows past practice and the bylaws which authorizes the Chair, Vice Chair and Treasurer to serve up to two years in a row.

**COMMITTEE REPORTS**

**Comprehensive Planning Committee**
Ms. Dreisbach presented the November Comprehensive Committee items with staff presenting information.

1. *Comprehensive Committee Summary Sheet*
   Ms. Seitz presented the Comprehensive Committee Summary Sheet. The South Whitehall Township Zoning Map Amendment and Forks Township SALDO Amendment were found to be consistent with *FutureLV: The Regional Plan*. The Hanover Township, Lehigh County Zoning Ordinance Amendment was found to be generally inconsistent with *FutureLV: The Regional Plan*. Ms. Dreisbach made a motion to approve the summary sheet as presented. Mr. Amato seconded the motion. With Ms. Morgan abstaining from voting on the South Whitehall item, the motion passed.

**Environment Committee**
Mr. Melnick presented the report for the Environment Committee with staff providing information.

1. *Environment Committee Summary Sheet*
   Mr. Reese presented the Environment Committee Summary Sheet, which stated that the Bethlehem Township Act 537 Review for the Lehigh Valley Academy Regional Charter School was found to be inconsistent with *FutureLV: The Regional Plan Policy 3.3* to ‘preserve farmland to maintain rural character and provide open space’. Mr. Reese, as well as Commissioners Zebrowski and Amato, noted that extension of public sewers in this area designated for preservation will likely increase development pressure on nearby farmland with the Township and neighboring municipalities. Mr. Melnick made a motion to approve the summary sheet as presented. Mr. Elliott seconded the motion. The motion passed unanimously.

**Transportation Committee**
Ms. Rader presented the report for the Transportation Committee with staff providing information.

1. *WorkshopLV: Freight Meeting*
   Mr. Doyle stated that the WorkshopLV: Freight meeting will be held on December 2 directly following the LVTS Joint Technical and Coordinating Committee meeting. This meeting will feature speakers from CBRE and the Department of Environmental Protection. Registration and information can be found at lvpc.org.

**OLD BUSINESS**
1. *High Cube and Automated Warehousing Community Guide*
Ms. Bradley and the staff presented information on the Draft High Cube and Automated Warehousing Community Guide with the Commission. Ms. Bradley made special note that the November 9th Community Meeting to discuss the document was extremely successful with over 70 participants in attendance, ranging from municipal officials to private sector partners and even participants from the Pennsylvania State Association of Township Supervisors (PSATS). Overall the feedback was very positive with many participants noting their appreciation for the LVPC’s work. Ms. Bradley shared some of the notable questions and comments from the meeting and stated that the LVPC is now finalizing the document to incorporate the appropriate comments and address the proposed questions.

2. **Monthly Subdivision and Land Development Report**
   Ms. Bradley presented information on the September Monthly BuildLV: Subdivision and Land Development Report. The report will be distributed publicly around the 15th of each month and is available at lvpc.org. Mr. Doyle reviewed the Traffic Count data with the Commission as well.

**NEW BUSINESS**

1. **2020 Equity Analysis Update**
   Ms. Bradley stated that staff has been working to ensure that the interactive maps on the LVPC website remain relevant and useful. Ms. Seitz took the Commission through the updates to the 2020 Equity Analysis Interactive Map.

**COMMUNICATIONS**

1. **Morning Call Business Cycle Column**
   Mr. Assad stated that the next column, which will speak on the draft High Cube and Automated Warehouse Community Guidance is due to be published on Sunday, November 29th.

2. **Charles Doyle’s AICP Certification**
   Ms. Bradley stated that Mr. Doyle passed the “Planner Bar” and has received his AICP Certification. The American Institute of Certified Planners provides the only nationwide, independent verification of a planners’ qualification. It is a critical milestone in a professional planner’s career. Mr. Doyle shared sentiments with the Commission.

**ANNOUNCEMENTS:**
Ms. Vazquez stated that a list of the meetings anticipated to be canceled or postponed due to the need to maintain social distance are listed in the packet. Any questions can be referred to bvazquez@lvpc.org or called in to 610-264-4544.

**ADJOURNMENT**
Mr. Zebrowski stated that the next LVPC meeting is set to be virtual. Mr. Zebrowski asked for a motion to adjourn the meeting; Mr. Glickman made the motion. Mr. Zebrowski seconded the motion and thanked everyone for their participation and adjourned.

Submitted by:
Becky Bradley, AICP, Executive Director
Bethany Vazquez, Program Associate
LVPC FULL COMMISSION

November 19, 2020 Meeting

E-Mail Ballot Due to COVID-19 Pandemic Restricting In-Person Interactions*

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*LVPC Bylaws State, “In special circumstances, where the action of the Executive Committee is required prior to the next regularly scheduled meeting, the Chair may authorize a special mail, electronic or telephone ballot. A majority of the votes by said ballot shall authorize said action. A record shall be kept of the aye and nay responses to said ballot and shall be reported and ratified at the next regularly scheduled meeting.” (Article VII., §4 §§d)
**LVPC FULL COMMISSION**  
**November 19, 2020 Meeting**  
E-Mail Ballot Due to COVID-19 Pandemic Restricting In-Person Interactions

### ACTION 3  
**Environment Committee Summary Sheet**

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<td>Gerald Yob</td>
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<td>Greg Zebrowski</td>
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<td><strong>Totals</strong></td>
<td>18</td>
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</table>
December XX, 2020

Mr. George Kinney, Director
Community Development Department
South Whitehall Township
4444 Walbert Avenue
Allentown, Pennsylvania 18104

Mr. Thomas Beil, Chair
Lower Macungie Township Planning Commission
3400 Brookside Road
Macungie, Pennsylvania 18062

RE: Cedarbrook Skilled Nursing Addition – Land Use of Regional Significance and Lot Consolidation
South Whitehall Township and Lower Macungie Township
Lehigh County

Dear Mr. Kinney and Mr. Beil:

The Lehigh Valley Planning Commission (LVPC) considered the subject proposal at its Comprehensive Planning Committee and Full Commission meetings, pursuant to the requirements of the Pennsylvania Municipalities Planning Code (MPC). Both meetings were virtual, please see the meeting details below.

- LVPC Comprehensive Planning Committee Meeting
  - December 15, 2020 at 12:00 PM
- LVPC Full Commission Meeting
  - December 17, 2020 at 11:00 AM

The subject application is considered a Land Use of Regional Significance under *FutureLV: The Regional Plan*. The project proposes a 142,000-square-foot, three-story expansion of the existing Cedarbrook Skilled Nursing Facility. The proposal also includes consolidation of two parcels, demolition of the former juvenile detention facility, relocation of parking spaces and related site improvements at the Cedarbrook campus. The property is located at 350 South Cedarbrook Road (parcel numbers 548600785431 and 548610441532). All site improvements are proposed in South Whitehall Township, with a portion of the property located in Lower Macungie Township.

This proposal is generally consistent with *FutureLV: The Regional Plan* because it is located in an area designated for Development in the General Land Use Plan. The expansion of the existing Cedarbrook campus supports practices of reuse, sustainable building, site design and community design (of Policy 3.4) and complements the unique history, environment, culture and needs of the Valley (Policy 5.4).

The LVPC offers the following comments for consideration:

**Evolving Health Care Needs**
Technological advancements and a growing senior demographic are rapidly increasing the demand for medical care. By 2045 over 276,000 residents will be over the age of 55, with more and more people living into their 90’s and 100’s (FutureLV Future Forces). The expansion of the existing medical facility supports the intent of FutureLV to meet these increasing future needs to provide health care services to the Lehigh Valley’s aging population.

**Sustainable Design and Green Infrastructure**
The LVPC applauds the proposal for incorporating a green roof and rain garden, which supports stormwater management, decreases environmental impacts of development, and serves to ‘improve regional air quality’ (of Policy 3.2). The LVPC encourages further incorporation of sustainable building practices through utilization of locally sourced building materials that ‘support renewable energy and diversification of sources’ (of Policy 3.4).

**Outdoor Recreation and Social Inclusion**
The LVPC commends the inclusion of natural landscaping throughout the site, as well as the proposed courtyard, for providing essential outdoor recreation areas that promote physical and mental health (Policy 5.3). Currently, a significant portion of Cedarbrook’s residents have memory care needs, and controlled locations for recreation are essential. However, should the needs of the residential population change the LVPC supports the County to incorporate new recreational spaces accessible across the Cedarbrook campus. Encouraging the integration of senior residents with the surrounding community, and ‘increasing the social and economic access to daily needs for all people’ (Policy 5.2) is appreciated.

**Multimodal Accessibility**
The LVPC commends the inclusion of sidewalks along the reconfigured entrance driveway, and recommends ensuring the sidewalks proposed at the building expansion and new parking areas are connected to the existing sidewalk network of the campus to ‘promote safe and secure community design’ (Policy 5.1).

The Lehigh and Northampton Transportation Authority (LANTA) provides public transit directly to the site via Dorney Park Road, with a bus stop located at the Cedar Village Apartments east of the project area. The LVPC recommends additional sidewalk connections between the Cedarbrook facility and Cedar Village Apartments to ‘improve connections between mass transit and pedestrian and bicycle infrastructure’ (of Policy 2.3).

**Transportation Impacts**
To determine the impacts of the proposal on the transportation network, the LVPC provided the estimated number of trips to be generated by the development. Trip generation was calculated using the Institute of Transportation Engineers (ITE) Trip Generation Manual 10th Edition, Land Use Code 255 Continuing Care Retirement Community to calculate the estimated number of trips generated by the development.

The proposed expansion is anticipated to generate approximately 1,443 trips per weekday. Combined with the existing development, the facility post-construction is projected to
generate a total of 2,392 trips per weekday. Consideration of increasing vehicular traffic volumes are vital to accurately assess impacts of the proposed development on vicinity roadways and ‘improve efficiency of existing infrastructure’ (of Policy 2.2).

It is understood that the County and South Whitehall Township are working closely together to determine what roadway improvements may be needed. This collaboration to address existing roadway alignment, driveways, multimodal accessibility and the Cedarbrook expansion is appreciated, and is an excellent example of cross-governmental cooperation that 'encourages an efficient development process that is responsive to regional needs' (Policy 1.4).

**Technical Comment**
The LVPC Signature Block on the cover sheet refers to the York County Planning Department, with no signature line. Prior to submitting to any agencies for signature and final approval, the signature block should be revised to indicate ‘Certification of the Lehigh Valley Planning Commission’ with a line for the planner/reviewer’s signature and date included.

**Stormwater**
The project site is located within the Little Lehigh Creek Watershed. This watershed has a fully implemented Act 167 Stormwater Management Ordinance. Comments relative to our review of the project’s stormwater management plan are included as Attachment 1.

Municipalities, when considering subdivision/land developments, should reasonably attempt to be consistent with *FutureLV: The Regional Plan*, as required by the Pennsylvania Municipalities Planning Code (MPC). The LVPC review does not include an in-depth examination of the plan relative to subdivision design standards or ordinance requirements since these items are covered in the municipal review.

Upon finalization of the proposal, please call or email a Community Planning staff person for information on how to obtain LVPC signatures on the final plans.

Sincerely,

Jillian Seitz
Senior Community Planner

cc:  Renee C. Bickel, SPHR, South Whitehall Township Manager
     John Ralph Russek, Jr., PE, South Whitehall Township Engineer
     Bruce Beitler, Lower Macungie Township Manager
     Nathan Jones, Lower Macungie Township Planning Director
     Bryan McAdam, Lower Macungie Township Engineer
     Rick Molchany, Lehigh County Director of General Services
     Marc Kurowski, PE, K and W Engineers
     Adam Whalen, PE, K and W Engineers
     Irene Woodward, AICP, City of Allentown Director of Planning & Zoning
     Brian Horwith, North Whitehall Township Planning Commission Chair
     Chris Garges, North Whitehall Township Manager
Kerry Rabold, Salisbury Township Planning & Zoning Officer
Charles Deprill, Upper Macungie Township Planning Commission Chair
Robert Ibach, Jr., Upper Macungie Township Manager
Lee Rackus, Whitehall Township Planning, Zoning & Development Bureau Chief
Molly Wood, LANTA Planner/Land Use Specialist
Garrett Cook, Lehigh County Conservation District
Geoff Reese, LVPC Director of Environmental Planning
Charles Doyle, LVPC Director of Transportation Planning and Data
December XX, 2020

Ms. Lori B. Seese, Planning Director
Lower Nazareth Township
623 Municipal Drive, Suite 220
Nazareth, Pennsylvania 18064

Ms. Amanda Raudenbush, AICP
Bethlehem Township Planning Director
4225 Easton Avenue
Bethlehem, Pennsylvania 18020-1496

RE: Lehigh Valley Trade Center II – Land Use of Regional Significance
Lower Nazareth Township and Bethlehem Township
Northampton County

Dear Ms. Seese and Ms. Raudenbush:

The Lehigh Valley Planning Commission (LVPC) considered the subject proposal at its Comprehensive Planning Committee and Full Commission meetings, pursuant to the requirements of the Pennsylvania Municipalities Planning Code (MPC). Both meetings were virtual, please see the meeting details below.

- LVPC Comprehensive Planning Committee Meeting
  o December 15, 2020 at 12:00 PM
- LVPC Full Commission Meeting
  o December 17, 2020 at 11:00 AM

The subject application proposes to consolidate six parcels and construct a 527,472-square-foot industrial facility, comprised of warehouse space (290,110 square feet) and manufacturing space (237,362 square feet). The project is located on Hanoverville Road, Flora Lane and Township Line Road (parcel numbers L6 20 7 0418, L6 20 1 0205, L6 20 3A 0205, L6 20 4 0205, L6 20 2 0205 and L6 20 3 0205). The proposed development is a Land Use of Regional Significance based on the scale and volume of the proposal, falling into the Warehouse, Logistics and Storage Facilities category.

The proposal is generally consistent with FutureLV: The Regional Plan because it is located in an area designated for Development in the General Land Use Plan and is in close proximity to the Brodhead Road Major Corridor, supporting the intent of FutureLV to ‘locate freight facilities in areas with available and planned transportation capacity’ (of Policy 2.4). To further improve upon the proposal, the LVPC offers the following comments for consideration by the municipalities and applicant:

**Tractor-Trailer Access and Accommodations**
The LVPC notes three proposed guard houses located at the northeastern, southeastern and southwestern access points. These may be problematic for truck movements and result
in queuing. The developer should ensure that the design utilizes best practices for access management provided by the Pennsylvania Department of Transportation, particularly concerning the joint access driveways and access to outparcels (of Policy 1.4). The Access Management Model Ordinances for Pennsylvania Municipalities Handbook is available at: https://www.dot.state.pa.us/public/PubsForms/Publications/PUB%20574.pdf.

The traffic impact assessment (TIA) indicates the intent of the developer to request the elimination of truck restrictions on Flora Lane. The requested truck restriction elimination on a roadway inadequate to support freight traffic is generally inconsistent with the intent of FutureLV to 'strengthen freight mobility to minimize quality of life impacts to residents' (Policy 2.4).

The LVPC recommends ensuring adequate on-site tractor-trailer staging and parking areas to ‘expand truck parking options and amenities’ (of Policy 2.4). Space should be provided for overnight parking, with sufficient amenities within the site to accommodate both the tractor-trailers and drivers. Such amenities include driver facilities, electrification of truck parking stalls to limit tractor-trailer idling for emission reduction and to support the improvement of air quality. These accommodations keep truck drivers safe and eliminate their need to park on road shoulders and in residential areas.

The accumulation of snow and ice on top of tractor-trailers poses a safety hazard to other vehicles on the roadway, potentially resulting in serious injury and death. The 2006 Pennsylvania Snow/Ice Removal Law requires the removal of snow and ice from all vehicles prior to leaving the site. The LVPC recommends the installation of a snow-clearing tool at the site that would easily allow for truck drivers to clean off tractor-trailers to help ‘provide a safe, well-maintained transportation network’ (Policy 2.2).

**Multimodal Transportation**

The LVPC commends the inclusion of sidewalks along the Hanoverville Road and Flora Lane property frontages. To further ‘promote safe and secure community design’ (Policy 5.1), sidewalks should be extended along Township Line Road as well as along the site access driveways, with internal sidewalks allowing access to the proposed building.

The project site is not currently served by transit due to a lack of pedestrian infrastructure in the vicinity. However, the inclusion of sidewalks will help set a precedent for future development and corridor improvements in this area. The Lehigh and Northampton Transportation Authority (LANTA) receives regular requests for service to this area, and the proposed sidewalks will greatly increase the ability for LANTA to consider reintroduction of service in the future. Expansion of the proposed sidewalks, such as along the Flora Lane access driveway connecting to the proposed sidewalk along the western perimeter of the proposed building would further encourage transit service to the site in the future.

To ‘support collaboration among project partners’ (of Policy 2.6), the LVPC encourages direct and early engagement with LANTA’s Planning Department at 610-439-1376 if the developer has any questions regarding future transit and associated transit supportive land use opportunities.
**Job Access**
Transit service is key to employment in the Lehigh Valley by playing a critical role in the ability for the Lehigh Valley workforce to get to and from work. Transit also affects the marketability and occupancy associated with the development. Incorporating infrastructure that accommodates multiple modes of transportation is imperative to the economic success of this development, and to remove barriers to employment (of Policy 4.3).

The TIA indicates a request by the Township to include a bike path along the site frontages. Bicycle amenities such as bike racks should be included within the site to ‘improve mixed-transportation access to areas with high or growing employment opportunities’ (of Policy 4.3).

**Congested Corridor**
*MoveLV: Congestion Management Process* identifies Jaindl Boulevard and Hanoverville Road (Route 987 to Route 191) as a 2040 Congested Corridor. The developer should coordinate with the Pennsylvania Department of Transportation on technologies and plans for mitigating the impacts of growing traffic in the vicinity, to ‘improve the efficiency of existing infrastructure’ and ‘enhance incident management strategies’ (of Policy 2.2).

**Landscaping and Green Building**
While the LVPC commends the inclusion of landscaping along the perimeter of the property and adjacent to the eastern and western parking areas, the applicant is encouraged to consider additional landscaping areas with pedestrian features. These would provide health and quality of life benefits to employees and the community, including reduced depression, anxiety and stress, in support of ‘creating community spaces that promote physical and mental health’ (Policy 5.3). Please refer to the LVPC Green Infrastructure Guidelines document as a reference for improving the effectiveness of green design, available at [www.LVPC.org](http://www.LVPC.org).

Additionally, the LVPC recommends incorporating sustainable systems into facility functionality. These may include geothermal energy systems for electricity and heating, green roof or solar roofs, and greywater reuse for irrigation and plumbing, to reduce operational costs and ‘minimize environmental impacts of development’ (Policy 3.1).

**Title Blocks**
Cover sheet C-101 includes a title block for the ‘Joint Planning Commission’ in addition to the provided title block for the ‘Lehigh Valley Planning Commission’. The title block in reference to the ‘Joint Planning Commission’ should be removed prior to obtaining LVPC signatures on the final plans.

**Stormwater**
The project site is located within the Monocacy Creek Watershed. This watershed has a fully implemented Act 167 Stormwater Management Ordinance. Comments relative to our review of the project’s stormwater management plan are included as Attachment 1.
The LVPC has copied appropriate representatives from the partner agencies of the Nazareth Area Multi-Municipal Plan to ‘coordinate land use decisions across municipal boundaries’ (Policy 1.4). The LVPC encourages early and frequent conversation between the Townships, LANTA and other partners, to ‘expand collaboration on planning and development between neighboring municipalities’ (of Policy 4.6).

Municipalities, when considering subdivision/land developments, should reasonably attempt to be consistent with *FutureLV: The Regional Plan*, as required by the Pennsylvania Municipalities Planning Code (MPC). The LVPC review does not include an in-depth examination of the plan relative to subdivision design standards or ordinance requirements since these items are covered in the municipal review.

Should this proposal move forward for approval, please call or email myself or another Community Planning staff person for information on how to obtain LVPC signatures on the final plans.

Feel free to call me if you have any questions about this review.

Sincerely,

Jillian Seitz
Senior Community Planner

cc: Albert Kortze, PE, Keystone Consulting Engineers, Inc, Lower Nazareth Township Engineer
    Brian Dillman, PE, The Pidcock Company, Bethlehem Township Engineer
    Michael Jeitner, Bohler Engineering
    Mark Saginario, Bath Borough Council President / Planning Commission Chair
    Jason Kocsis, Chair, Bushkill Township Planning Commission
    John Defassio, Chapman Borough Secretary
    Barry Check, Chair, Hanover Township Planning Commission
    John Finnigan, Hanover Township (NC) Manager
    John Becker, Moore Township Planning Commission Chair
    Barbara Fischl, Nazareth Borough Planning Commission
    Sean Dooley, Stockertown Borough Planning Commission Chair
    Robert Hayes, Tatamy Borough Council Chair
    Lisa Klem, Upper Nazareth Township Manager
    Darlene Heller, City of Bethlehem Director of Planning & Zoning
    Gerald Gasda, Freemansburg Borough Interim Manager
    Theresa Sidor, Glendon Borough Secretary
    Cynthia Carman Kramer, Palmer Township Planning Director
    Craig Kologie, Lower Saucon Township Planning Commission Chair
    Molly Wood, LANTA Planner/Land Use Specialist
    Daniel Ahn, Northampton County Conservation District Engineer
    Geoff Reese, LVPC Director of Environmental Planning
    Charles Doyle, LVPC Director of Transportation Planning and Data
December XX, 2020

Ms. Amanda Raudenbush, AICP
Bethlehem Township Planning Director
4225 Easton Avenue
Bethlehem, Pennsylvania 18020-1496

RE: Notre Dame High School Auditorium Expansion – Land Use of Regional Significance
Bethlehem Township
Northampton County

Dear Ms. Raudenbush:

The Lehigh Valley Planning Commission (LVPC) considered the subject proposal at its Comprehensive Planning Committee and Full Commission meetings, pursuant to the requirements of the Pennsylvania Municipalities Planning Code (MPC). Both meetings were virtual, please see the meeting details below.

- LVPC Comprehensive Planning Committee Meeting
  - December 15, 2020 at 12:00 PM
- LVPC Full Commission Meeting
  - December 17, 2020 at 11:00 AM

The proposed development is a Land Use of Regional Significance under *FutureLV: The Regional Plan* as an educational facility.

The subject application proposes construction of a 17,157-square-foot auditorium expansion to the existing school. The proposal is located at 3417 Church Road (parcel number 81 8 0205EE). This proposal is generally consistent with *FutureLV: The Regional Plan* because it is located within a Development area of the General Land Use Plan, and serves to ‘enhance the long-term viability of assets’ (of Policy 1.3) and ‘support cultural and social programs’ (of Policy 5.2).

The LVPC offers the following consideration:

**Community, Cultural and Arts Programming**

The LVPC commends the applicant for the proposed expansion, which will improve access to the arts and ‘support cultural and social programs’ (of Policy 5.2). The substantial expansion, relative to the size of the existing educational facility, demonstrates a commitment to ‘support community arts’ (of Policy 5.4) and promotion of ‘education that improves social and economic opportunities’ (of Policy 4.3).
Expansion at the existing location demonstrates a commitment of investment in the community, and expands access to education and job training (of Policy 4.1).

**Landscape Design and Green Infrastructure**
The LVPC recommends supplemental landscaping with the expansion, in support of ‘creating community spaces that promote physical and mental health’ (Policy 5.3).

The LVPC recommends that educational institutions incorporate environmentally sensitive building and landscape design, such as green roofs or solar panels. This would further academic endeavors related to these technologies, enhance the campus setting, demonstrate environmental leadership within the region, and ‘reduce climate change impacts through mitigation and adaption’ (Policy 3.4).

For more information, please refer to the LVPC Green Infrastructure Guidelines for design standards, available at lvpc.org.

**Stormwater**
The project site is located within the Nancy Run Watershed. This watershed has a fully implemented Act 167 Stormwater Management Ordinance. Comments relative to our review of the project’s stormwater management plan are included as Attachment 1.

Municipalities, when considering subdivision/land developments, should reasonably attempt to be consistent with *FutureLV: The Regional Plan*, as required by the Pennsylvania Municipalities Planning Code (MPC). The LVPC review does not include an in-depth examination of plans relative to subdivision design standards or ordinance requirements since these items are covered in the municipal review.

Feel free to call me if you have any questions about this review.

Should this proposal move forward for approval, please call or email myself or another Community Planning staff person for information on how to obtain LVPC signatures on the final plans.

Sincerely,

Samantha Smith
Chief Community Planner

cc: Brian Dillman, PE, The Pidcock Company, Bethlehem Township Engineer
    Phillip Malitsch, PE, Hanover Engineering
    Darlene Heller, City of Bethlehem Director of Planning & Zoning
    Gerald Gasda, Freemansburg Borough Interim Manager
    Theresa Sidor, Glendon Borough Secretary
    John Finnigan, Hanover Township (NC) Manager
    Cynthia Carman Kramer, Palmer Township Planning Director
    Lori Seese, Lower Nazareth Township Planning Director
Craig Kologie, Lower Saucon Township Planning Commission Chair
Daniel Ahn, Northampton County Conservation District Engineer
Geoffrey Reese, LVPC Director of Environmental Planning
<table>
<thead>
<tr>
<th>Project</th>
<th>Municipality</th>
<th>Brief Statement of Purpose</th>
<th>LVPC Comment</th>
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</thead>
</table>
| SALDO, Zoning Ordinance Amendment and Fire Prevention and Protection Ordinance Amendments | Hanover Township (LC)         | *Emergency Response and Absorptive Sound Barrier –*  
  *SALDO – Amendment exempting buildings within the Planned Industrial-Office zoning district containing an ‘Early Suppression Fast Response Sprinkler System’ from requirements for fire lanes within 18 feet.  
  *Zoning Ordinance – Amendment allows for an erected absorptive sound mitigation barrier to satisfy any requirements for a fence.* | *SALDO – Generally inconsistent with FutureLV – Does not ‘promote safe and secure community design and emergency management’ (Policy 5.1).  
  *Zoning Ordinance – This proposal is a matter of local concern.* |
<p>| Subdivision and Land Development Ordinance Amendment | Lowhill Township              | <em>Standards for Buffer Yards – Amendment adds standards for buffer yards.</em>                                                                                                                                                  | <em>Generally consistent with FutureLV – The proposal serves to ‘encourage quality, sustainable design and construction’ (of Policy 1.2)</em> |
| Subdivision and Land Development Ordinance Amendment | Lehigh Township               | <em>Recreation Fee Modification – Text revision to the title block of a previously proposed amendment related to recreation fees in-lieu of the dedication of land for open space, recreation areas and community facilities.</em> | <em>Generally consistent with FutureLV – This minor proposal is not a matter of regional concern.</em> |
| Zoning Ordinance Amendment                        | City of Bethlehem             | <em>Commercial Uses on First Floor in CB and CL Zoning Districts – Minor text amendment and clarification to the City’s standards for uses permissible on first floor in commercial districts.</em> | <em>Generally consistent with FutureLV – This minor proposal is not a matter of regional concern.</em> |</p>
<table>
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<tr>
<th>Subdivision and Land Development Ordinance Amendment</th>
<th><strong>Hellertown Borough</strong></th>
<th>Non-Residential Recreation Fees – Adds non-residential land developments to the section pertaining to cash in-lieu of open space dedication.</th>
<th>Generally consistent with <em>FutureLV</em> – The proposal ‘encourages an efficient development process that is responsive to regional needs’ (Policy 1.4).</th>
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<tr>
<td>Zoning Ordinance Amendment</td>
<td><strong>Hellertown Borough</strong></td>
<td>Various – Amendment clarifies municipal uses allowed in the Borough’s zoning districts (R-1 and R-2 Residential, Mixed, Town Center, Shopping Center, Industrial, Conservation, and Highway Commercial).</td>
<td>Generally consistent with <em>FutureLV</em> – This minor proposal is not a matter of regional concern.</td>
</tr>
<tr>
<td>Zoning Map Amendment</td>
<td><strong>Whitehall Township</strong></td>
<td>R-1, Very Low Density Residential, to C2-A, Local Commercial, Rezoning – Change the zoning of a 31.65-acre, Township-owned parcel from the R-1 Zoning District to the C2-A Zoning District, at 3561 West Columbia Street.</td>
<td>Generally consistent with <em>FutureLV</em> – The proposal will ‘continue diversification of the regional economy to strengthen economic resilience’ (Policy 4.2).</td>
</tr>
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Dear Members of the Board:

The Lehigh Valley Planning Commission appreciates the opportunity to comment on the proposed rulemaking to establish the Commonwealth’s participation in the Regional Greenhouse Gas Initiative (RGGI), a regional carbon dioxide (CO2) budget trading program. The regulation would allow Pennsylvania to link with 10 other states from Maryland to Maine in the northeast US that currently participate in the program. The intent of the program is to cap and reduce the carbon emissions from fossil fuel-fired electricity generation plants of 25 megawatt or greater capacity, require the purchase of allowances for carbon dioxide emissions and reinvest the proceeds for the elimination of air pollution. Anticipated benefits of the program include decreased carbon dioxide emissions and associated climate-related impacts, growth in statewide economic output and jobs, plus reduced health care costs and improved quality of life with better air quality. If adopted, the regulations would likely take effect in 2022 and continue through 2030.

The Pennsylvania Municipalities Planning Code requires counties to plan comprehensively for their communities, including the environment, housing, economy, transportation, community facilities from parks to sewer and water systems, and farmland preservation, among key elements that support success. Local government plans must be consistent with county comprehensive plans as well. The Lehigh Valley Planning Commission reviewed the proposed carbon dioxide budget trading program against the Northampton and Lehigh County comprehensive plan, FutureLV: The Regional Plan. We have found the proposed carbon dioxide budget trading program to be consistent with our regional goals, policies and actions, specifically:

Goal 1: Efficient and Coordinated Development Pattern
- Policy 1.3 Maintain regional character by preserving priority environmental, historic, cultural, scenic, and agricultural assets.
  - Mitigate the effects of climate change.

Goal 3: Protected and Vibrant Environment
- Policy 3.2 Minimize environmental impacts of development to protect the health, safety and welfare of the public.
  - Improve regional air quality.
- Policy 3.4 Reduce climate change impacts through mitigation and adaptation.
  - Reduce greenhouse gas emissions
  - Promote energy conservation and efficiency.
  - Support renewable energy and diversification of sources.
  - Support business practices that mitigate the effects of climate change.
• Educate elected officials and the public on climate change impacts, adaptation and mitigation.
• Encourage and support government officials in the development and implementation of climate action plans.

The proposed rulemaking documentation includes information primarily prepared by the PA Department of Environmental Protection regarding the costs and benefits of Pennsylvania participation in the Regional Greenhouse Gas Initiative. Power sector, economic and health benefit modeling of impacts have been created. Subject matter experts weighing in through the public comment process will help determine whether these assessments represent a complete and accurate picture of likely impacts of the proposed rulemaking or whether additional analyses are warranted.

The Pennsylvania Alternative Energy Portfolio Standard currently in place has and will result in significant reductions in carbon dioxide emissions from electricity generation facilities. This standard will produce additional use of solar, wind, hydropower, biofuels and renewable natural gas in electricity generation. Further, the discovery and development of shale gas in Pennsylvania has changed the mix of electricity generation sources and carbon dioxide emissions in the state. The justification for PA participation in the Regional Greenhouse Gas Initiative should include an assessment of how the proposed program works in tandem with the existing portfolio standards and with consideration of continuing PA natural gas production and use.

Given the position PA has as the largest electricity exporter in the US and as a backbone supplier to the PJM (Pennsylvania, New Jersey, Maryland) electric power grid, and considering the current excellent reliability of the PJM grid, the proposed rulemaking needs to ensure that the reliability of the power grid is maintained as additional varied source electricity production facilities become part of the power infrastructure.

Finally, although the use of revenue derived is not part of the proposed rulemaking, if PA does embark on the Regional Greenhouse Gas Initiative, we believe the funds from the process need to be invested equitably and regionally across the Commonwealth to spur additional climate action at the regional and local levels. In this way, all levels of government and the public can determine how to do their part to improve air quality and mitigate climate change impacts. We encourage investment to be made in accordance with state-required county comprehensive plans, as they balance community needs with those of local governments and the Commonwealth and are at a geographic level scale that ensures broad implementation, while recognizing each region’s unique needs.

The LVPC believes this initiative to be an important step towards climate action and supports hazard mitigation and response, ultimately making the Lehigh Valley and the Commonwealth safer, cleaner, more resilient and investable. Again, thank you for the opportunity to comment on the proposed carbon dioxide budget trading program proposed rulemaking.

Sincerely,

Becky A. Bradley, AICP
Executive Director
December 18, 2020
Michael Hanlon
435 West Hamilton Street
Allentown PA 18101
Michael.Hanlon@AllentownPA.gov

RE:  Street Vacation
South Fountain Street and W. School from W. Maple Street and South Fountain Street to West Terminus.
   City of Allentown
   Lehigh County

The Lehigh Valley Planning Commission (LVPC) will consider the subject street vacation review at its Transportation Planning Committee and Full Commission meetings, pursuant to the requirements of the Pennsylvania Municipalities Planning Code (MPC). Discussion on agenda items largely happens during the Committee meeting. Both meetings are virtual, please see the meeting details below to attend. The LVPC will issue a follow-up letter after the Commission meeting should the Commission have any additional comments.

- LVPC Transportation Planning Committee Meeting
  - December 17, 2020 at 9:00 AM
  - https://lvpc.org/meetings.html
- LVPC Full Commission Meeting
  - December 17, 2020 at 11:00 AM
  - https://lvpc.org/meetings.htm

Mr. Hanlon,

The proposed street vacation was submitted by the City on behalf of the Allentown Parking Authority. It consists of vacating portions of South Fountain Street and West School Street.

The portion of South Fountain Street to be vacated is bound by Maple Street, to its northwest, and Walnut Street, to its southeast. This portion of South Fountain Street currently serves as an access street to an existing surface parking lot. Direct access on the parking lot is then provided by a portion of West School Street, the other portion of street to be vacated.

The purpose of the proposed street vacation is to provide Allentown Parking Authority with consolidated grounds for a new parking garage along the vacated portion of South Fountain Street. The new garage will also occupy the vacated portion of West School Street. The Parking Authority currently owns parcels on both sides of South Fountain Street. Access will be provided via a new private alley for the properties that front on Walnut Street.
The proposed plan, submitted for recommendations under Section 304 of the Pennsylvania Municipalities Planning Code, was reviewed for general consistency with the intent of *FutureLV: The Regional Plan*. The proposed streets to be vacated do not appear to adversely impact the accessibility to existing lots and therefore appear consistent general planning principles. Furthermore, the intent of such vacation plans further promotes off-street parking in an identified Historic Center within the Transportation Plan’s Centers + Corridors Plan. The purpose of such plans are to allow for alternatives to on-street parking within a downtown, redevelop an underutilized lot and promote safer downtown streets as an identified Policy within *FutureLV: The Regional Plan* (Policy 5.4), where the document stresses to “Promote development that complements the unique history, environment, culture and needs of the Valley”, more specifically this action encourages reuse of vacant and underutilized properties.

Sincerely,

Charles Doyle
Director of Transportation + Data
December 17, 2020

Yassmin Gramian, PE, Secretary
Pennsylvania Department of Transportation
400 North Street
Harrisburg, PA 17105-3365

Secretary Gramian:

The Lehigh Valley Planning Commission, which encompasses, Lehigh and Northampton Counties and the 62 municipal governments of the region, acted at its Annual Meeting on December 17th, 2020 to forward these comments on the Pennsylvania Department of Transportation’s Pathways Program. We appreciate this opportunity to comment and partner with the Commonwealth on one of the most significant issues of our time, funding one of our greatest public goods, the transportation system and its future.

For at least a decade the transportation funding needed to maintain and make safer our transportation system has been lacking. This threatens our communities, businesses and society and must be addressed if we are to compete in an increasingly global, connected and autonomous future. It is unconscionable that the leaders of Pennsylvania and our nation should choose to leave our society and our future behind. We must find new methods to fund infrastructure if current methods are inadequate. To be clear, the LVPC supports the State’s efforts to find new funding avenues, including some of the specific options being considered. But it is critical that we not transfer the burden of paying for our growing funding shortfalls to our most vulnerable communities.

This requires strength of purpose and leadership. It also requires a consistent, coordinated and equitable plan to achieve broader public safety goals, which are synonymous with mobility.

Second, new funding programs must prioritize areas with the greatest need, regardless of interstate highway miles. Regions, such as the Lehigh Valley, York, Scranton and Harrisburg, are increasingly critical to national security as freight supply chains reinforce Pennsylvania as a keystone state for the manufacture, storage and movement of goods. These transportation-based sectors are crucial to the economic health and stability of Pennsylvania and therefore cannot continue to be under-represented when it comes to transportation funding. In fact, it is unacceptable that the region with the largest new industrial sector in the nation, the Lehigh Valley, should have lost a third of its regional funding to backstop the interstate funding gap last year. With over 40 million new square feet of transportation-based businesses opening in under seven years, the system investment must be increased to maintain the economic development and associated jobs and population growth. Other regions, with existing and growing industrial economies have similar needs. Investments in these regional economies with high economic output, population growth and concentrations of equity communities are critical to stability and growth for the Commonwealth. The bigger picture cannot be lost in a sea of transportation-only metrics when determining where funds should go, or how they should be used.
Third, while it appears that initial funding solutions will be project by project, a more global solution or series of solutions must be developed to address this crisis. These solutions must be cognizant of the fact that many of the larger bridges and highly traveled roads are in communities where equity is an issue, and that user fees will have a greater impact on those with less access to opportunity and can potentially reinforce the cycle of poverty and disenfranchisement. What offsets will be available to these disadvantaged communities that now find themselves impacted by user fees? More transit? More sidewalks, crosswalks, trails? We implore you to consider the effects of fee decisions on the surrounding community and look beyond the single bridge or roadway segment when planning for the use of new revenues. Communities are always more than our individual parts, in fact, those lower opportunity communities living in the neighborhoods near infrastructure where user fees will be generated will be disinvested, a conscious choice is being made to disinvest in the community and the economy in these locations. Places, like the Lehigh Valley, have a gross domestic product ($41.2 billion) greater than that of entire states like Vermont and Wyoming ($30 billion and $34 billion, respectively). The overall benefits of continuing transportation investments in regions and counties of high economic output have an overall benefit to the Commonwealth, and areas of lower output will benefit through overall tax revenue generated by economic activity supported by an adequate transportation system. Areas with high economic output, especially if the transportation system fuels that output, must have investment equivalent of their benefit to the whole and funds remain available for continued investment in transportation. This eliminates the distrust, whether perception or reality, that the Commonwealth will divert funds initially sold to the community for a specific purpose to other initiatives, as happened with Act 89 of 2013.

Fourth, new revenue, after any initial payback period for a specific investment, must remain in the county in which it was generated and be utilized for transportation projects and programs in perpetuity. If areas with high transportation need continue to be disinvested, a conscious choice is being made to disinvest in the community and the economy in these locations. Places, like the Lehigh Valley, have a gross domestic product ($41.2 billion) greater than that of entire states like Vermont and Wyoming ($30 billion and $34 billion, respectively). The overall benefits of continuing transportation investments in regions and counties of high economic output have an overall benefit to the Commonwealth, and areas of lower output will benefit through overall tax revenue generated by economic activity supported by an adequate transportation system. Areas with high economic output, especially if the transportation system fuels that output, must have investment equivalent of their benefit to the whole and funds remain available for continued investment in transportation. This eliminates the distrust, whether perception or reality, that the Commonwealth will divert funds initially sold to the community for a specific purpose to other initiatives, as happened with Act 89 of 2013.

Lastly, revenues generated by new infrastructure funding programs must be invested per the approved metropolitan or rural planning organization’s long-range transportation plans and not solely distributed back to the Commonwealth. The transportation funding problem is not simply a Pennsylvania Department of Transportation one. It is as much, if not more, regional. New funds generated must be allocated based on local need in partnership with the Commonwealth. The process for metropolitan and rural transportation planning is a well-established federal process, and allows for partnered and leveraged funding opportunities, as well as localized knowledge and needs to be accounted for. Local control was substantially reduced in the summer of 2019 when the Commonwealth reduced metropolitan planning

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**Key Transportation Infrastructure Funding Considerations:**

1) A long-term, stable and broad infrastructure funding program(s) must be developed to maintain the Commonwealth’s economy and future, triage funding solutions or kicking the issue down the road are unacceptable and irresponsible.

2) Transportation-only based metrics for determining system investments ignores critical and global considerations of regional economic output, population growth and impacts on communities, especially with vulnerable populations.

3) Larger pieces of transportation infrastructure and the system are often in more urbanized areas with large communities where equity is an issue. Offsets for impacts for new user fees on people and places with less access to opportunity must be accounted for.

4) Revenue generated from new transportation funding programs must stay within the county in which it is generated and be only utilized for transportation investments in perpetuity.

5) New transportation revenues must be allocated in accordance with regional long-range transportation plans and a fair share of revenues distributed to Planning Partners, and not solely distributed to projects owned by the Commonwealth because the state is not the only infrastructure owner.
funds for infrastructure investments by as much as a third to back stop the needs of funding for the interstate highway system. While the problem in 2019 was understandable, the solution was triage, and not a long-term answer to the larger transportation funding crisis. As we share a mutual position that it is becoming harder and harder to accept that we find ourselves in a similar dilemma only 16 months later, we need to work on developing statewide and regional solutions together. As a result, we need to share in the benefits. After all, we are the first line of calls, complaints, emergency response, and economic and social impact, and therefore we have as much to lose as the Commonwealth itself.

We appreciate the movement of the state to develop the first of what we hope are several long-term solutions to the transportation funding crisis. We cannot accept a wholesale disinvestment in the future or year after year of funding “emergencies”. We must choose to do something now and commit to evolving with the funding challenges of tomorrow. We wish to participate to the development of solutions as a partner, as well, and encourage you to reach out to the metropolitan and rural planning organizations as true partners. We are ready and willing to roll-up our sleeves alongside the Department of Transportation in the development of solutions. We have much work to do together and appreciate this opportunity to contribute.

Sincerely,

Becky A. Bradley, AICP
Executive Director
Lehigh County

- Reviews: 23
- Acres: 109.6

Northampton County

- Reviews: 22
- Acres: 123.2

Plan Activity

- Residential
- Non-Residential
- Subdivisions and Lot Line Adjustments
- Stormwater Management
- Municipal Ordinances and Maps

Regional Totals*

13 Subdivision/Lot Line Adjustments
23 Development
6 Stormwater Management
3 Municipal Ordinances and Maps
232.8 Acres

* Includes preliminary and final plans

Housing: 474 Total Units

- Single-Family Detached: 119
- Row Homes: 195
- Apartments: 158

Location of Development

- Subdivision Activity
- Stormwater Reviews

Non-Residential: 132,144 Total Square Feet

- Commercial: 19,933
- Retail: 2,300
- Public/Quasi-Public: 109,911

- Industrial (Warehouse)*: 0
  - (W: 0)

- Office: 0
- Transportation: 0
- Agriculture: 0
- Recreational: 0

- Warehouse number is a subset of industrial total square footage

Year to Date

- Residential Units
- Non-Residential Square Footage

Interactive Map, Plan Details and Previous Reports at lvpc.org/subdivisionreport.html
<table>
<thead>
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TOTAL VEHICLE TRAFFIC

- State Route 33 between Newburg Road and State Route 248 (Northampton County)
- Interstate-78 just east of the State Route 309 exit (Lehigh County)
- Interstate-78 just east of State Route 33 exit (Northampton County)
- State Route 309 just south of State Route 378 (Lehigh County)

TOTAL TRUCK TRAFFIC

- State Route 33 between Newburg Road and State Route 248 (Northampton County)
- Interstate-78 just east of the State Route 309 exit (Lehigh County)
- Interstate-78 just east of State Route 33 exit (Northampton County)

*August 4 was impacted by Tropical Storm Isaias*
The following is the schedule of regular monthly meetings and all Committee meetings of the Lehigh Valley Planning Commission. All Commission and Committee meetings will be held virtually via Microsoft Teams, unless otherwise noted. If held in person, the location will be: Lehigh Valley Planning Commission, 961 Marcon Boulevard, Suite 310, Allentown, PA 18109.

LVPC – meets on the 4th Thursday of every month at 7:00 PM. Except November & December.

Comprehensive Planning Committee – meets on the Tuesday immediately preceding LVPC meeting dates at 12:00 PM.

Environment Committee – meets on the Tuesday immediately preceding LVPC meeting dates at 11:00 AM

Transportation Committee – meets on the Thursday immediately preceding LVPC meeting dates at 5:30 PM.

Lehigh Valley Planning Commission Meetings
Meets on the 4th Thursday of every month at 7:00 PM. *Except November and December.

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<tr>
<th>Thursday</th>
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Environment Committee
Meets on the Tuesday immediately preceding LVPC meeting dates at 11:00 AM.

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**Comprehensive Planning Committee**  
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**Transportation Committee**  
Meets on the Thursday immediately preceding LVPC meeting dates at 5:30 PM. Except December.

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Talking Business with Becky Bradley: Big warehouse robots are coming. Prepare now.

By BECKY BRADLEY

NOV 25, 2020 AT 7:00 AM

A robot arm sorts bins onto pallets after they arrive on a conveyor belt at an Amazon warehouse in Florence, N.J. Big warehouse robots are coming to the Lehigh Valley and now is the time to prepare for their arrival. (Bryan Anselm/The New York Times)

The Lehigh Valley has a love-hate relationship with its warehouse industry. We love the two-day delivery of our favorite consumer goods and the 32,000 jobs it’s helped create here, while simultaneously hating the truck traffic and lower air quality it brings and the farmland it has churned up.

Now, there’s a new, potentially even more polarizing, warehouse trend, but I’m hoping that if we start preparing before they’re built, we can get this relationship off to a better start.
High cube and automated warehouses are pounding at the doors with a size and look we haven’t seen before. Unlike most of the nearly 100 million square feet of warehouse space we have now, these are taller — some as high as 140 feet — and intensely automated. They have the potential for positive and adverse impacts to our communities, but if we do this right — and do it now — we have a chance to encourage the positive and mitigate the adverse.

For that reason, the LVPC has worked for more than two months creating a community guide, designed to give municipalities the knowledge, know-how and choices they need to be ready when this emerging trend comes knocking. You can find the document, in pdf or interactive online form, at https://lvpc.org/c-guides---model REGS.html.

Variations of high cube warehouses have been proposed in Upper Macungie and Hanover Township, Lehigh County, and industrial developers are working with Upper Mount Bethel Township to alter zoning and development regulations to accommodate this type of use. These are so new that there has been little study on them. It is an emerging trend worldwide.

They are highly automated, with newer warehouses utilizing rack systems that also serve as the building’s structure. The rack system is wrapped with a metal skin that acts as the building’s walls, and within those walls, robotic forklifts move about the racks to place and remove goods going in and out of the warehouse. They are most commonly used for refrigerated goods, but have begun to be used for dry goods, beverages and electronics, as well.

First the potential positives. Because they are tall, rather than sprawling, the same 4.8 million cubic foot high cube warehouse can be built on a footprint of just more than one acre, while a traditional warehouse of the same volume needs 4.6 acres. That could help relieve some of the development pressures on our farmlands and open space. Because they’re highly efficient, customer wait times may decrease, less energy is used inside these structures and they can easily be designed to offset other environmental impacts. This has always been a primary criticism of most of the traditional industrial development here now, it is a sea of missed opportunities to reduce the enormous carbon footprint of freight. We may have a chance to change this, improving public health and safety, and our quality of life.

Now the potential drawbacks. They’re tall, with some proposed at the height of a 14-story building. A stark white, windowless building the size of our downtown skyscrapers could dominate a suburban neighborhood and detract
from the visual character of a community, without appropriate architectural
design. Most Lehigh Valley communities do not have the design regulations
needed, and depending on the nature of each project, a new development,
redevelopment or building retrofit, a local government may be prohibited by
the State from enforcing them.

Also, they will increase truck traffic, and exponentially. For example, a typical
1 million square foot warehouse has an average daily traffic rate of 1,740
trips, according to the Institute for Transportation Engineers. A high cube
warehouse of the same floor area has 8,180 vehicle trips per day — an
estimated 370% increase per day.

High cube warehouses height will present challenges for emergency services
personnel who will need special training and expensive equipment, as well.
With the majority of the region’s fire and ambulance services run by under-
funded volunteer-based agencies, the danger of urbanizing suburban and
rural communities with towers of goods is great. Put one in the wrong place
and those impacts could be catastrophic.

Jobs will be reduced, as well. As in-store retail declines nationwide, and those
jobs dissipate, the warehouse and logistics industry for the last roughly seven
years has served as a critical employer helping our region maintain and even
grow the economy. Most places in the US cannot say the same. But, as
JD.com, China’s version of Amazon, proves with its fully automated
warehouse in Shanghai, any good can be moved by robots, and that has
significant implications for the workforce, now and long into the future.

So, let’s choose the positive, while we still can. Keep in mind, we have
created a 28-page — and growing — booklet on this, so I’m just skimming the
surface here. First, municipal planners must define these things as something
different than general industrial or simply a warehouse. Communities have to
write new regulations specifically for them into their zoning, land development
and building codes. New regulations should cover not only where they should
— and should not — go, but how they can be designed to be compatible with
the surrounding community. These can be built with columns, windows,
landscaping, driver amenities, truck parking areas and a host of other features
to preserve a community’s character. Communities should investigate how
they’ll impact the need for emergency services, and require traffic,
environmental and viewedshed impact studies, to determine how they’ll affect
our road and bridge network, air and water quality, stormwater infrastructure,
wildlife and viewedsheds.
They should also include a cost-benefits analysis to prevent a community from reaching for carrots like job creation or tax base that may not justify the costs it will put on infrastructure, loss of value in surrounding real estate, or a loss of community character. And remember, saying they simply cannot come here is not an option. Pennsylvania law requires communities to create space for every possible land use. Communities’ hands are tied and will need to regulate high cube and automated industrial, as a result.

We are recommending that municipalities band together in multi-municipal plans, which allows them to share the responsibility of planning for uses like this, thus giving community leaders greater control over where these should go.

Rather than municipalities allowing these by right as part of the code, we’re recommending they allow them as special exceptions and conditional uses — usually reserved for land uses like landfills or quarries that tend to have significant impacts on the community — so they can exert greater control over the process.

Finally, establishing a process that enables and encourages community feedback on proposals helps build trust between local governments and residents, educates the community and ultimately results in better projects that are more suitable to community needs and desires.

That is what everyone wants here, including the developers. Like everything new, high cube and automated warehouses bring an element of uncertainty. If we do this right, we can strip away much of that fear and uncertainty and strategize for how these can best fit into our communities.

But if we are going to accomplish that, the time to prepare is now.

*Becky Bradley is executive director of the Lehigh Valley Planning Commission.*
2021 Budget and Workplan

November 12, 2020
Coordinating Committee Voting Members

Chair: Christopher J. Kufro, P.E., PennDOT, Assistant District 5-0 Executive - Design
Vice Chair: Brian Hare, PE, Center for Program Development and Management
Secretary: Becky A. Bradley, AICP, Lehigh Valley Planning Commission
          Ray O'Connell, City of Allentown
          Craig Messinger (alt.), City of Allentown
          Robert Donchez, City of Bethlehem
          Michael Alkhal (alt.), City of Bethlehem
          Salvatore J. Panto, Jr., City of Easton
          David Hopkins (alt.), City of Easton
          Phillips Armstrong, Lehigh County
          Richard Molchany (alt.), Lehigh County
          Lamont G. McClure, Jr., Northampton County
          Michael Emili, PE (alt.), Northampton County
          Owen O'Neil, Lehigh and Northampton Transportation Authority
          Thomas Stoudt, Lehigh-Northampton Airport Authority

Technical Committee Voting Members

Chair: Brendan Cotter, Lehigh and Northampton Transportation Authority
Vice Chair: Jim Mosca, PennDOT Central Office
Secretary: Becky A. Bradley, AICP, Lehigh Valley Planning Commission
          Ray O'Connell, City of Allentown
          Leonard Lightner (alt.), City of Allentown
          Robert Donchez, City of Bethlehem
          Darlene Heller (alt.), AICP, City of Bethlehem
          Salvatore J. Panto, Jr., City of Easton
          David Hopkins (alt.), City of Easton
          Ryan Meyer, Lehigh-Northampton Airport Authority

The 2021 County Budget request has been prepared by Becky A. Bradley, AICP, Executive Director and Bruce Rider, Director of Administration on behalf of the Lehigh Valley Planning Commission, and in accordance with US Department of Transportation and Pennsylvania Department of Transportation agreements and regulations for Metropolitan Planning Organizations.
Chair: Greg Zebrowski (Northampton County)

Vice Chair: Steven L. Glickman, RA, CSI (Lehigh County)

Treasurer: Pamela Pearson, MBA (Northampton County)

**Lehigh County**
- Phillips Armstrong
- Percy H. Dougherty, PhD
- Bob Elbich
- Ce-Ce Gerlach
- Michael Gibson
- Michael Harakal, Jr.
- Kent H. Herman, Esq.
- Jamie Johnson
- Leonard Lightner (alt.)
- Richard Molchany (alt.)
- Christina V. Morgan
- Ray O'Connell
- Owen O'Neil
- Kathy Rader
- Stephen Repasch
- Kevin Schmidt
- Joshua Siegel
- Donna Wright
- Amy Zanelli

**Northampton County**
- Lamont G. McClure, Jr.
- Dr. Christopher R. Amato
- Janell Connolly
- Malissa Davis
- Robert Donchez
- Liesel Dreisbach
- Charles W. Elliott, Esq.
- Darlene Heller, AICP (alt.)
- Robert A. Lammi
- Susan Lawless, Esq.
- Kevin Lott
- Carl Manges (alt.)
- William B. McGee
- John McGorry
- Stephen Melnick
- Salvatore J. Panto, Jr.
- Spirit Rutzler
- Tina Smith (alt.)
- Gerald Yob
Lehigh Valley Planning Commission

Celebrating 60 Years in 2021

mission

promote the health, safety + general welfare of Lehigh + Northampton counties

guide the orderly growth, development + redevelopment of the Lehigh Valley in accordance with the long-term objectives, principles + standards that are in the best interest + welfare of its inhabitants + political subdivisions

improve the social + economic climate of the area + promote equity through planning

encourage appropriate land use through implementation of the regional comprehensive plan

coordinate + integrate the plans for orderly growth, development + redevelopment of the Lehigh Valley

promote conservation of energy, land, water + air in the Lehigh Valley + preservation of unique historic + natural features

promote + achieve a safe, well-maintained multimodal transportation system

maximize utilization of the existing infrastructure + plan new infrastructure as needed to fulfill the goals + objectives of the regional comprehensive plan

collect, analyze + distribute useful regional data

promote the health, safety + general welfare of Lehigh + Northampton counties

improve the social + economic climate of the area + promote equity through planning

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collect, analyze + distribute useful regional data
In 2021, the Lehigh Valley Planning Commission (LVPC) celebrates 60th years serving the housing, economic, transportation, environmental, general infrastructure, information planning and coordination needs of Northampton and Lehigh counties, Pennsylvania. The LVPC authored, and counties adopted, the region’s first plan in 1964, outlining the growth, development and infrastructure that supports the community that we enjoy today. The first plan included the vision for Interstate 78, State Route 33 and the development of the townships. Since the first plan for Northampton and Lehigh counties was written and implemented, the Lehigh Valley’s population has grown from 428,948 people to over 674,000. At the current growth rate, the LVPC anticipates that by 2045 the region will be home to more than 837,000 people, posing new and important opportunities and challenges. As the official Lehigh County and Northampton County planning entity, serving as a federally designated Metropolitan Planning Organization, the LVPC works towards a balanced, resilient and sustainable present and future.

Projects, plans and initiatives that support the Lehigh Valley today and into the future are available in our annual report and on our website at www.lvpc.org.
The LVPC’s 2021 Planning Program and Budget will have a strong focus on implementation of *FutureLV: The Regional Plan* and how this translates to supplemental planning efforts, such as: pandemic-related recovery, watershed and stormwater management as a function of hazard mitigation and climate adaption, implementation of *Walk/RollLV: Active Transportation Plan*, municipal subregional planning efforts, and the Strategic Plan of the Commission.

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**Budget and Workplan**

The Lehigh Valley Planning Commission’s 2021 budget and workplan supports the implementation of the organizational mission and several federal, state and county laws:

- Implement the County Planning Program, as required by the Pennsylvania Municipalities Planning Code (Act of 1968, P.L. 805, No. 247, as enacted and amended), and associated state and county acts and initiatives, as required.


- Meet required match for the implementation of the Metropolitan Planning Organization Transportation Planning and Investment Program requirements per United States Code, Title 23, as enacted and amended.
The Budget

The 2020 budget is balanced with expenditures equal to revenues. It is designed to address the needs of the increasing population and complexity of the issues that the region is experiencing, as well as increased demand for county planning, especially municipal support.

<table>
<thead>
<tr>
<th>Estimated Revenues</th>
<th>2019 Budget</th>
<th>2020 Budget</th>
<th>2021 Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northampton County</td>
<td>$575,000</td>
<td>$575,000</td>
<td>$575,000</td>
</tr>
<tr>
<td>Lehigh County</td>
<td>$575,000</td>
<td>$600,000</td>
<td>$600,000</td>
</tr>
<tr>
<td>Pennsylvania and US Departments of Transportation</td>
<td>$1,209,304</td>
<td>$1,028,000</td>
<td>$1,024,000</td>
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<tr>
<td>Specific Project Contracts</td>
<td>$413,533</td>
<td>$440,061</td>
<td>$297,015</td>
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<tr>
<td>Lehigh Valley Planning Commission</td>
<td>$277,000</td>
<td>$252,000</td>
<td>$208,346</td>
</tr>
<tr>
<td>Total</td>
<td>$3,049,837</td>
<td>$2,895,061</td>
<td>$2,704,360</td>
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</tbody>
</table>

Estimated 2021 Revenue as Percent of Budget

- Pennsylvania and US Departments of Transportation: 37.86%
- Lehigh County: 21.26%
- Northampton County: 22.19%
- Specific Project Contracts: 10.98%
- Lehigh Valley Planning Commission: 7.70%
## 2021 BUDGET DETAIL

### REVENUES 2021

<table>
<thead>
<tr>
<th>1100</th>
<th>COMPREHENSIVE PLANNING</th>
</tr>
</thead>
<tbody>
<tr>
<td>1107</td>
<td>NAZCOG MULTI-MUNICIPAL PLAN</td>
</tr>
<tr>
<td>1109</td>
<td>NORCO HISTORIC PRESERVATION PLAN</td>
</tr>
<tr>
<td>1111</td>
<td>SLATE BELT MULTI-MUNICIPAL PLAN</td>
</tr>
<tr>
<td>1112</td>
<td>NORTHERN LEHIGH MULTI-MUNICIPAL PLAN</td>
</tr>
<tr>
<td>1113</td>
<td>RIVER CENTRAL MULTI-MUNICIPAL PLAN</td>
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<tr>
<td><strong>SUBTOTAL - COMPREHENSIVE PLANNING</strong></td>
<td><strong>$297,014</strong></td>
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<table>
<thead>
<tr>
<th>1300</th>
<th>TRANSPORTATION PLANNING</th>
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<tbody>
<tr>
<td>1311</td>
<td>PENNDOT: 2020 - 2022, BASE CONTRACT</td>
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<tr>
<td>1312</td>
<td>LTAP - PENNDOT: 2020 - 2022</td>
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<tr>
<td><strong>SUBTOTAL - TRANSPORTATION PLANNING</strong></td>
<td><strong>$1,024,000</strong></td>
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</table>

<table>
<thead>
<tr>
<th>1400</th>
<th>MISCELLANEOUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1402</td>
<td>SALES - PUBLICATIONS, REGISTRATIONS, SPONSORSHIPS (MAPS)</td>
</tr>
<tr>
<td>1404</td>
<td>SUBDIVISION REVIEW FEES NET</td>
</tr>
<tr>
<td>1405</td>
<td>INTEREST</td>
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<tr>
<td>1407</td>
<td>FREIGHT SUMMIT CARRYOVER</td>
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<tr>
<td><strong>SUBTOTAL - MISCELLANEOUS</strong></td>
<td><strong>$208,345</strong></td>
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<table>
<thead>
<tr>
<th>1500</th>
<th>RESERVE FUNDS &amp; APPROPRIATIONS</th>
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</thead>
<tbody>
<tr>
<td>1502</td>
<td>LEHIGH CO. APPROPRIATION</td>
</tr>
<tr>
<td>1503</td>
<td>NORTHAMPTON CO. APPROPRIATION</td>
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<tr>
<td><strong>SUBTOTAL - RESERVE FUNDS &amp; APPROPRIATIONS</strong></td>
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**TOTAL REVENUES** | **$2,704,360**

### EXPENSES 2021

<table>
<thead>
<tr>
<th>2100</th>
<th>PERSONNEL</th>
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</thead>
<tbody>
<tr>
<td>2101</td>
<td>PAYROLL: PERMANENT &amp; TEMP STAFF</td>
</tr>
<tr>
<td>2102</td>
<td>FICA</td>
</tr>
<tr>
<td>2103</td>
<td>HEALTH INSURANCE</td>
</tr>
<tr>
<td>2104</td>
<td>GROUP LIFE &amp; LTD INSURANCE</td>
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<tr>
<td>2105</td>
<td>PENSION</td>
</tr>
</tbody>
</table>
| **SUBTOTAL - PERSONNEL** | **$2,291,889**

2021 Budget and Workplan
# EXPENSES 2021 (CONTINUED)

## 2200 CONSULTANTS & SUPPLIES

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Amount</th>
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<tbody>
<tr>
<td>2201</td>
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<tr>
<td>2202</td>
<td>AUDITOR</td>
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<tr>
<td>2203</td>
<td>PENSION ACTUARY</td>
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<tr>
<td>2205</td>
<td>CONTRACT SERVICES</td>
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<tr>
<td>2206</td>
<td>LOCAL GOVERNMENT ACADEMY</td>
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<tr>
<td>2214</td>
<td>NORCO HISTORIC PRESERVATION PLAN</td>
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<tr>
<td>2216</td>
<td>FREIGHT SUMMIT CARRYOVER</td>
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</table>

**Subtotal - Consultants & Supplies** $69,890

## 2300 COMPUTER EQUIPMENT & SUPPLIES

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>2301</td>
<td>COMPUTERS (HARDWARE, SOFTWARE, MAINTENANCE)</td>
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**Subtotal - Computer Equipment & Supplies** $25,000

## 2400 GENERAL OFFICE

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<th>Item</th>
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<tr>
<td>2401</td>
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<tr>
<td>2402</td>
<td>TELEPHONE / INTERNET</td>
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<tr>
<td>2403</td>
<td>POSTAGE</td>
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<tr>
<td>2404</td>
<td>OFFICE INSURANCE &amp; BONDING</td>
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<tr>
<td>2405</td>
<td>PETTY CASH</td>
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**Subtotal - General Office** $184,595

## 2500 EQUIPMENT MAINTENANCE & NEW EQUIPMENT

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<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>2501</td>
<td>MAINTENANCE &amp; REPAIR FUND (INCLUDES PC REPAIR)</td>
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<tr>
<td>2502</td>
<td>NEW EQUIPMENT &amp; OFFICE IMPROVEMENTS</td>
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</table>

**Subtotal - Equipment Maintenance & New Equipment** $34,809

## 2600 SUPPLIES & EXPENSES

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>2601</td>
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<tr>
<td>2602</td>
<td>LIBRARY, PUBLICATIONS &amp; DUES</td>
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<tr>
<td>2603</td>
<td>TRAVEL &amp; EXPENSES</td>
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<td>2604</td>
<td>ADS &amp; LEGAL NOTICES</td>
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<tr>
<td>2605</td>
<td>TRAINING AND CONFERENCES</td>
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<td>2606</td>
<td>PAYROLL PROCESSING</td>
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<td>2607</td>
<td>MISCELLANEOUS &amp; CONTINGENCY</td>
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<tr>
<td>2608</td>
<td>PUBLIC PARTICIPATION</td>
<td>$24,844</td>
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</table>

**Subtotal - Supplies & Expenses** $86,194

## TOTAL EXPENSES

**Total Expenses** $2,704,360
County Planning Program

The County Planning Program includes a wide range of key planning activities and programs designed to meet the requirements of the state law, and to meet the defined mission of the LVPC. This program includes, but is not limited to:

- Review of all subdivision and land development activity for Lehigh and Northampton counties
- Review of all municipal subdivision, land development, zoning, official map, transportation impact fee, parks/recreation/open space fee, floodplain and stormwater ordinances
- Review of all municipal comprehensive, parks/recreation/open space, agricultural security areas, environmental and transportation plans
- Review of all municipal street vacation proposals
- Review of all municipal curative amendments
- Review of all public school development/redevelopment plans
- Acting as the municipal planning staff for Slatington Borough, Chapman Borough, Glendon Borough and West Easton Borough
- Review of all stormwater management plans for consistency with County watershed/water quality requirements
- Review of all water withdrawal applications, sewer and water plans and service extensions
- Preparing, monitoring and implementing the County Comprehensive Plan
- Providing planning assistance to municipal governments in an era of increased development, land use litigation and ultimately overall demand
- Serving as a land use, environmental, housing, transportation and associated data resource and data hub, including as an official Census Bureau affiliate for the region
- Ensuring that the Metropolitan Planning Organization, or transportation planning functions of LVPC are consistent with the goals of the counties
- Supporting and furthering the education of municipal officials, counties and the public on subdivision, land development, zoning, comprehensive and community planning
- Presenting the Annual LVPC Gala and Awards, celebrating plans, projects and initiatives for a great region
- Facilitating community dialogue through meetings and other public events (online and in person as allowable)

January to October 2020, LVPC reviewed 390 subdivision & development plans, 122 stormwater reviews, and 57 municipal ordinance, map and plan amendments

LVPC continues to support 30 communities in four Multi-Municipal Comprehensive Plans critical to local and counties’ implementation of FutureLV

Enhanced & relaunched the Regional Access to Opportunity & Equity Analysis and completed the Pandemic-Related Foreclosure & Eviction Prediction Tool

2021 Budget and Workplan
Metropolitan Planning Organization Transportation Planning and Investment Program

The LVPC, via the Lehigh Valley Transportation Study (LVTS), serves as the federally designated Metropolitan Planning Organization (MPO), in addition to our role as a bi-county planning commission. As an MPO, LVTS plans for and coordinates investment in the region’s roads, rails, trails, bridges and transit systems. The Pennsylvania Department of Transportation (PENNDOT) and US Department of Transportation (USDOT) are funding partners for the transportation planning and investment program. A two-year agreement is in place with these entities for the Metropolitan Planning Program. The annual county contributions serve as the required match to the federal transportation program and allows for an estimated $451,834,483 in road, bridge, transit, rail, sidewalk and bicycle projects to be constructed or operated over the next four years. These investment decisions are made by the Lehigh Valley Transportation Study, which includes both Northampton and Lehigh counties and the Pennsylvania Department of Transportation. Each county receives direct bridge funding from the Transportation Improvement Program. Municipal governments, Lehigh and Northampton Transportation Authority (LANTA), PENNDOT and several non-profits also receive funds from the Transportation Improvement Program, managed by the LVTS to maintain, improve and make safer our infrastructure system.

LVPC staff provide a wide variety of transportation planning services to the LVTS, in addition to managing construction and operations funds on the Transportation Improvement Program.

The transportation planning program includes, but is not limited to:

- Coordination of the region’s transportation infrastructure through planning and collaboration with Northampton and Lehigh counties, all 62 Lehigh Valley municipalities, LANTA, the Lehigh and Northampton Airport Authority, PENNDOT, USDOT, local businesses and developers, educational institutions, non-profit transportation service providers, States of New Jersey, New York and Connecticut, neighboring regions, including the New York–New Jersey, Philadelphia, Northeast Pennsylvania and Berks County areas, and any other key stakeholders and the public

- Furthering the dialogue, collaboration, research and solutions for recently emerged and emerging transportation issues such as freight growth, the need for better walking, biking and transit connections, alternative fuel transitioning and autonomous vehicle infrastructure planning
In July 2020, LVTS adopted a four-year, $451,834,483 implementation strategy for road, bridge, transit, bicycle & pedestrian projects.

In June 2020, completed Walk/RollLV, the region’s first bicycle and pedestrian master plan and began implementation.

Supported the formation of The LINK Trail Partnership to close gaps and enhance existing and future trails region-wide per policies in FutureLV.

- Serving as planning staff support to LANTA, PENNDOT and the Airport Authority
- Maintaining, analyzing, utilizing and distributing transportation data to partners and the public
- Developing, evolving and maintaining transportation plans and planning in the Lehigh Valley
- Soliciting, prioritizing, evaluating, programming and monitoring transportation project and study requests
- Monitoring transportation system changes through the traffic count, segment inventory and travel time delay study programs
- Exploring and planning for the development of new, restructured, sustainable and increased funding for infrastructure maintenance and improvements, including assisting partners and communities
- Evaluating and mitigating the impact of transportation plans and programs on environmental justice communities, including working with under-served and under-represented communities
- Identifying and coordinating connections to critical transportation facilities and corridors that support the economy and connect employment centers, housing and other community facilities and services
- Preparing the region for a diversified energy and technology-based mobility future
- Educating public works and other municipal officials, engineers, planners and the public on transportation issues, maintenance and technologies to support the continued functioning of the transportation system
- Supporting the LVTS through committees and working groups
60th Anniversary Initiatives

The Lehigh Valley Planning Commission celebrates 60 years in 2021. With a series of educational social media posts, website promotions and media presentations, the role and importance of planning and how it continues to shape the Lehigh Valley will mark the milestone:

- **The Power of Planning**
  
  Understanding that the path to community success is constant, comprehensive, cohesive and collaborative, and the role that federal, state, county and local governments, businesses, non-profits and the community at-large play in building the future we need, will be a central theme in 2021. What is Planning? What does it allow you to do? How can everyone be involved? How do we look further than today or tomorrow? The LVPC will answer all four of the fundamental questions throughout the year, levering internet and web tools, media and partnerships, and community engagement sessions, including the popular Planning on the Menu series.

- **Revisioned Lehigh Valley Government Academy**
  
  A focus on training and capacity building across the region are a centerpiece of the 60th Anniversary celebration. Newly reconstituted, the Lehigh Valley Government Academy will offer elected and appointed officials and the community the opportunity to engage on local, subregional and regional issues through a new curriculum, mentorship and post-course engagement opportunities. The approach will evolve from class only to a course-community and technical assistance approach on:
  
  - Community Planning
  - Zoning and Zoning Administration
  - Subdivision, Land Development and Environmental Management
  - Local Technical Assistance Program in Partnership with the Pennsylvania Department of Transportation

**Funding:** Lehigh County, Northampton County, Pennsylvania Department of Transportation, US Department of Transportation.

**Delivery:** 2021.
Organizational Road Map
Planning for Organizational Evolution.

The COVID-19 Pandemic has substantially changed the way our community functions and the Lehigh Valley Planning Commission will develop a new strategic organizational road map to determine how we can best plan for the new normal. This is critical to balancing the needs of the bi-county and metropolitan planning organization functions and requirements, and especially important to the implementation of FutureLV: The Regional Plan as we move towards a post-pandemic world.

• Rooting for and Supporting the Home Team
  Building off the strong, positive response of local governments to the All Community General Assembly and subregional Planning Action Teams over the last three years, community leaders have suggested areas where county and metropolitan planning could support them in meeting local and regional goals. The LVPC could visit local governments, deliver review letters to planning commissions, develop community guides and present information, increasing the level of collaboration and ensuring FutureLV: The Regional Plan is implemented by the LVPC and its municipal partners.

• Beyond the Numbers
  Over the last seven years, the LVPC built a popular and well-regarded data engine. As the focus on accurate, timely information has grown so have the requests, tools and technological abilities of the team to deliver a more robust information highway. This has formed the basis of discussion-making at the Commission and beyond, but the community needs are evolving beyond the need for information and into analysis that adds value to support implementation. The LVPC Team will work on strategies to evolve tools and skills to support the demand for an equally data-rich, analysis-heavy and well-curated information service.

• Connected and Connecting
  The COVID-19 Pandemic drove nearly everything online, accelerating timelines for many future forces outlined in FutureLV: The Regional Plan, resulting in rapid and abrupt change. Planning and planners must rise to the new normal in order to stabilize the community and prepare the region for what is now and next. The LVPC has a critical role in communicating change and options for addressing it, outlining what happens if we don’t accept change and evolve with it, and supporting the positive outcomes that a well-managed region brings, from a cleaner and
more resilient environment to economic stability and equitable housing. Achieving the LVPC’s mission of connecting with communities and the public requires a stronger focus on web tools and presence, new virtual engagement tools and enhancement to Americans with Disabilities Act efforts to make LVPC resources more accessible to underserved equity communities and older Valleyians. The LVPC Team will revisit the structure of the organizational website, web tools, social media platforms and other communications and collaboration endeavors and deploy resources that support change management and leadership.

**Funding:** Lehigh County, Northampton County, Pennsylvania Department of Transportation, US Department of Transportation.

**Delivery:** 2021 – Road Map Created and Deployed; Beyond 2021 – Initiative is Grown.

**FutureLV: The Regional Plan Implementation**

A Single Vision and Plan with Focused Implementation.

The Lehigh Valley Planning Commission will continue to promote and build collaborations and support actions written into the policy of *FutureLV: The Regional Plan*. Key partnerships and strategy sessions will support the execution of the Lehigh County and Northampton County comprehensive plan and Metropolitan Planning Organization Long-Range Transportation Plan. The plan, which establishes a single vision and plan for the Lehigh Valley for the first time since 1963, and merges the general land use and transportation plans for the region, needs a strong focus on implementation by the community as a whole. Enhanced focus and tracking on achievements are key, and a series of implementation groups will be expanded to further this effort. These implementation groups will be under the “WorkshopLV” moniker and support both the work of the LVTS Technical and Coordinating Committees, and the LVPC’s Comprehensive Planning, Environment and Transportation Committees:

- **Housing Working Group:**
  
  Complete the Regional Housing Needs Assessment, including an update to the bi-annual Housing Sales Data report.
  
  Continue to monitor eviction and foreclosure and reinforce a variety of partnerships, including those with the Federal Reserve Bank of Philadelphia, Northampton and Lehigh Counties, City Mayors and the Community Action Committee of the Lehigh Valley.
  
  Support subregional and local efforts to develop tools and toolkits that promote and support housing for everyone.
The Workplan
Major Plans and Initiatives

- **Multimodal Working Group:**
  
  Develop an organizational strategy to monitor pedestrian, bicycle and transit needs and growth through the Highway Performance Monitoring System and Segment Inventory Programs, as well as the development review process and maintenance of the regional sidewalk inventory.

  Update the 2015 Traffic Safety Plan to meet the needs of the newly adopted *Walk/RollLV: Active Transportation Plan* and evolving US Department of Transportation Performance Measures to ensure the transportation system is safer, more equitable and resilient.

  Build a formal partnership with the Pennsylvania Department of Environmental Protection to expand the Commission’s equity work to include walk scores and accessibility analysis to support access to opportunity and inclusion.

  Pursue funding with the LANTA for the Enhanced Bus/Bus Rapid Transit zoning assessment, seeking to determine and then plan for the community densities necessary to support and implement this key component to the transit system.

  Continue to support key partner activities, such as Lehigh Valley Greenways, The LINK Trail Partnership and United Way of the Greater Lehigh Valley’s Age-Friendly Communities Plan to achieve our transportation-land use-equity goals.

- **Water and Environment Working Group:**
  
  Begin the process of creating a global Act 167 Stormwater Management process for all 16 watersheds:

  - Establish a larger series of integrated water resources management goals, polices and actions.
  - Support and enhance the ability of local governments to comply with US Environmental Protection Agency mandates for Municipal Separate Stormwater Sewer Systems (MS4).
  - Expand and promote green infrastructure guidelines.
  - Support the enhancement of climate and energy goals, policies and actions established by the LVPC in 2014.
Begin the process of revising and expanding regional climate and energy goals, policies and actions to create a Lehigh Valley Climate Action Plan.

- Explore a partnership with the Pennsylvania Department of Environmental Protection to develop a new, more resilient and equitable model for climate action planning.
- Begin to build partnerships that align climate action planning with hazard mitigation regionally and support the same at the mega-regional level through the Metropolitan Area Planning (MAP) Forum.
- Support subregional and local efforts to develop tools and toolkits that promote and support climate action.

Continue to support the work of the US Department of Transportation, Pennsylvania Department of Transportation and multi-state MAP Forum to enhance clean transportation, especially freight corridors that promote and make accessible alternative fueling options.

- **Freight Working Group:**
  Determine if State Routes 22 and 33 can by designated as Interstate Highways and devise the strategy to implement this, if possible.

  Complete the update of the Functional Classification System to support a second phase of freight infrastructure planning focused on route designations.

  Pursue a US Department of Transportation partnership and funding to explore the designation of regional freight routes and their connections to neighboring regions.

  Grow and maintain the online municipal land use community guide series on freight to support local knowledge and management of the transportation-land use connection.

**Funding:** Lehigh County, Northampton County, Pennsylvania Department of Transportation, US Department of Transportation.

**Delivery:** 2021.
Nazareth Area Multi-Municipal Comprehensive Plan

A Prepared Present and Future for a Growing Subregion.

The Lehigh Valley Planning Commission has partnered with the Nazareth Area Council of Governments to update the 2006 multi-municipal comprehensive plan for Bath Borough, Bushkill Township, Chapman Borough, Lower Nazareth Township, Moore Township, Nazareth Borough, Stockertown Borough, Tatamy Borough and Upper Nazareth Township. Hanover Township (Northampton County) has joined this effort as the tenth community to participate. Deliverables for 2021 include: the development of goals, policies and implementation actions, a robust public participation effort, a Pennsylvania Municipalities Code compliant multi-municipal plan and organization of the municipal adoption process.

**Funding:** Bath Borough, Bushkill Township, Chapman Borough, Lower Nazareth Township, Moore Township, Nazareth Borough, Stockertown Borough, Tatamy Borough, Upper Nazareth Township, Hanover Township (Northampton County), Lehigh Valley Planning Commission, Northampton County, Pennsylvania Department of Community and Economic Development, Pennsylvania Department of Transportation, and US Department of Transportation.

**Delivery:** Due to the Pandemic, extended into 2021.
Northern Lehigh Multi-Municipal Comprehensive Plan


In partnership with the Slatington Borough, Heidelberg Township, Lowhill Township, Lynn Township, Washington Township (Lehigh County) and Weisenberg Township, the Lehigh Valley Planning Commission kicked off a multi-municipal comprehensive plan update for the northern tier of Lehigh County. This plan is a continuation of multi-municipal planning between these six communities and will have a strong focus on the preservation of the largely agricultural character of five of the six municipalities. Additionally, the plan is anticipated to outline the revitalization strategy for Slatington Borough, this subregion’s historic core community. All-in-all, balancing the growing needs of and pressures on municipalities with a tailored implementation program will be the centerpiece of the plan.

**Funding:** Slatington Borough, Heidelberg Township, Lowhill Township, Lynn Township, Washington Township (Lehigh County), Weisenberg Township, Lehigh Valley Planning Commission, Pennsylvania Department of Community and Economic Development, Pennsylvania Department of Transportation, and US Department of Transportation.

**Delivery:** Due to the Pandemic, extended into 2021.
Slate Belt Multi-Municipal Comprehensive Plan

A Connected and Prepared Subregion.

The Lehigh Valley Planning Commission has partnered with the ten communities of the Slate Belt, Northampton County and the Community Action Committee of the Lehigh Valley to create a single comprehensive vision, goals and strategy for the northeast portion of Lehigh Valley. This first-time effort to develop a multi-municipal comprehensive plan, includes Bangor Borough, East Bangor Borough, Lower Mount Bethel Township, Pen Argyl Borough, Plainfield Township, Portland Borough, Roseto Borough, Upper Mount Bethel Township, Washington Township and Wind Gap Borough. At the heart of the effort is a first-time economic analysis that is expected to align reuse, revitalization and development opportunities with ventures that can be supported by the communities and market. The multi-municipal connection between the market and local assets from agriculture to industrial, and historic downtowns to the recreational economy, looks to be a ground-breaking planning strategy regionally, statewide and nationwide.


Delivery: Due to the Pandemic, extended into 2021.
River Central Multi-Municipal Comprehensive Plan

Managing a High-Density, High-Travel, High-Growth Pressures Subregion.

East Allen Township and North Catasauqua Borough in Northampton County and Hanover Township and Catasauqua Borough in Lehigh County have initiated a first-time multi-municipal plan collaboration to develop a single vision, goals, policies and actions to manage the land use and future of the highest growth pressure areas in the region. Prioritizing individual community needs and organizing them across municipal boundaries supports emerging themes from managing growth in rural areas to balancing housing demand with borough business needs to improving mobility along major roadways, including Route 22.

Funding: Catasauqua Borough, East Allen Township, Hanover Township (Lehigh County), North Catasauqua Borough, Lehigh Valley Planning Commission, Pennsylvania Department of Transportation, US Department of Transportation. Additionally, funding is being sought by municipal governments.

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planning for the responsible management, growth, development, redevelopment + preservation of the Lehigh Valley since 1961
Public Engagement and Participation Items

DUE TO THE COVID-19 PANDEMIC, DECEMBER OUTREACH HAS BEEN MOVED TO AN ONLINE PLATFORM AND 2021 PUBLIC MEETINGS ARE CURRENTLY UNDER REVIEW. STAY UPDATED ON LVPC.ORG FOR THE UPCOMING EVENTS!

1. Local Technical Assistance Program Classes
   • Introduction to Traffic Studies – December 18, 2020
   • Stormwater Facility Operation and Maintenance – January 5, 2021
   • Safe Driver V.II – January 12, 2021
   • Registration can be found at: https://gis.penndot.gov/ltap/

2. Planning on the Menu Efforts – 2021 Dates Coming Soon

3. WorkshopLV: Multimodal – 2021 Dates Coming Soon


5. WorkshopLV: Housing – 2021 Dates Coming Soon

6. WorkshopLV: Freight Advisory Committee – 2021 Dates Coming Soon